

# THE LIFE-BOAT.

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### THE PRINCE AND PRINCESS OF WALES AT NEWQUAY, CORNWALL.

NEVER in the memory of man have there been at Newquay, Cornwall, such "red-letter" days as the 8th and 9th June, 1909, when T.R.H. the Prince and Princess of Wales—travelling as Duke and Duchess of Cornwall—paid a visit to this part of the Duchy. For weeks past the local authorities, and indeed all the inhabitants of the "Urban District," had been making preparations and special arrangements for the great event, in order that nothing might be wanting to show their Royal landlord and his beloved Princess their appreciation of his first visit to their lovely neighbourhood. When the Royal party arrived at Newquay they found the whole population out to render them homage, and bunting was shown wherever a flag or a banneret could be placed. The day of days however was Wednesday, the 9th June, which had been specially selected by the Duke and Duchess as the one on which they would pay a visit to the Life-boat station and witness the launch of the boat down its somewhat remarkable slipway, reminding many of the visitors of a "water chute." When the morning arrived—

which followed a night of fireworks and huge bonfire on the Headland—everybody was agog betimes, and all connected with the Local Branch of the ROYAL NATIONAL LIFE-BOAT INSTITUTION were particularly active in making final arrangements and putting finishing touches to the boat, her gear and her house. Special trains were run from Penzance and other places, and the neighbouring villages simply poured in their denizens. The time arranged for the function was 12.30, but long before then there was a dense mass of joyous people assembled, all bent on giving the heartiest of receptions to the Royal visitors. Colonel Hill, the Chief Constable of the County, had sent a large company of stalwart police to assist, and the youngest company of the "Territorials" in Cornwall was represented by more than half their complement, with their band. In addition to which the Chairman of the Branch (Lieut. H. Thompson, R.N.) had brought down a picked body of H.M. Coast-guard, always ready to give a helping hand to the Life-boat and her work. Besides all these there were about

20 representatives of the Press from London and the county, cinematograph machinists, photographers, etc. Colonel FitzRoy Clayton (now Sir FitzRoy Clayton), the popular Chairman of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, accompanied by Sir John Cameron Lamb, C.B., C.M.G., the Deputy-Chairman, had travelled specially down from London to do honour to the occasion, and there were also in attendance Mr. Charles Dibdin, the Secretary of the Institution, Commander St. Vincent Nepean, M.V.O., R.N., the Chief Inspector of Life-boats, and Lieut. Edward D. Drury, R.N.R., the Inspector of the District. Fortunately, the weather was propitious, the sun was not too hot, and the northerly wind, which kept off rain, was not too strong. At 12.15 precisely the Duke and Duchess of Cornwall left the Headland Hotel, where they were residing, accompanied by Lord Balfour of Burleigh, Colonel the Hon. Sir William Carrington, Lady Mary Forbes-Trefusis and Mr. Peacock, and were met by Colonel FitzRoy Clayton, who drew special attention to the team of eight magnificent horses harnessed and decorated, awaiting orders to haul up the Life-boat at the conclusion of the exercise. The horses had been specially lent by Mr. Stephens, a member of the Local Committee, who, together with the Chief Inspector of Life-boats, was presented to T.R.H. by Colonel Clayton. The little procession then proceeded on foot to the Life-boat station, about ten

minutes' walk. At the side door of the Boat-house it stopped, in order that Colonel Clayton might present to the Royal visitors the Deputy-Chairman of the Institution, the Secretary, the Chairman of the Local Committee (Lieut. H. Thompson, R.N.), the indefatigable Honorary Secretary (Mr. H. A. Hawkey), and the Inspector of Life-boats of the District. On entering the Boat-house everything there was very critically examined, and the Duke at once mounted the ladder and boarded the Life-boat, remarking that although he was the President of the Institution he had never before been in one of the Life-boats. He much gratified the coxswains by questioning them and the District Inspector as to details, and the Duchess also climbed the ladder, so that she might see thoroughly the inside of the boat and the gear. The Royal party next witnessed the launch of the Life-boat, fully manned, down the slipway, which is quite celebrated on that part of the coast, and after remaining for a considerable time examining matters of detail and showing the greatest interest in the equipment of the station, they left, stating that they had been much pleased with everything they had seen. On their departure their Royal Highnesses were cheered to the echo by the loyal and gratified crowds. The Duke, whose kind consideration is so well known to all, generously sent 16*l.* to the coxswains and crew as a memento of the visit of himself and the Duchess—a visit which will never be forgotten in the locality.

## THE ADVENTURES OF A LIFE-BOAT FLOTILLA.

ON 15th April, 1909, a flotilla of three Life-boats, in two of which motor engines had been installed, were despatched by the ROYAL NATIONAL LIFE-BOAT INSTITUTION from the London Docks *en route* by sea for Thurso (Caithness), distant 728 miles, and for Stromness and Stronsay in the Orkneys, distant 768 and 808 miles respectively. Commander Howard F. J. Rowley, R.N., the Institution's Inspector of the Northern District, was in command, and he had for his lieutenant and petty officers Mr. Small, the motor surveyor of the Institution, and two motor mechanics, each of the three boats being manned by a crew of five selected fishermen. The boat for Thurso was a sailing boat of the Watson type, a very powerful boat, 40 ft. long by 11 ft. wide; the boat for Stronsay was of the same type, but with a length of 43 ft. and 12½ ft. beam, in which was installed a 40 B.H.P. motor; while the Stromness boat was of the self-righting sailing type, 42 ft. by 11½ ft., fitted with a 30 B.H.P. motor. The types of these three boats had been specially selected by the crews who will man them as those in which they felt the most complete confidence. The little fleet left the London Docks at 8.50 A.M. on the 15th April for Harwich, where the first halt was to be called, a run of 73 miles. The Stromness boat led with the Stronsay boat in tow, the Thurso boat coming last, in tow of the Stronsay boat, and this order was observed throughout the voyage until the Pentland Firth was reached. Harwich was made at 8 P.M. in fine weather with S.W. light breezes, sails being used. At Harwich the boats had a cordial reception, not only from the local Life-boat authorities of the Institution, but also from the seafaring people. The next morning at 8.40 another start was made, strong S.W. winds and some sea being experienced; but notwithstanding Gorseston was reached at 3.15 P.M., the

passage being effected under power and sail at an average speed of 7½ knots. On Saturday, the 17th April, the flotilla proceeded at 4.10 A.M. to Grimsby, but owing to some little trouble with one of the motors two stops had to be made, with the result that the tide in the Humber was missed, so that the full ebb stream had to be faced and Grimsby Dock was not reached until 9.30 P.M., the boats having been at sea 17½ hours, and they could not even then be locked in for a considerable time. By the time the berthing was completed all hands had been on duty 24 hours, and everybody was glad of a Sunday's rest. Grimsby was left betimes (7 A.M.) on the 19th April, the weather being fine and the wind favourable, Scarborough—a distance of 60 miles—being reached at 4.15 P.M. All along the coast the boats excited much attention and had a cordial reception wherever they put in for the night. A good passage was made on the 20th April between Scarborough and Hartlepool, but it was a very uncomfortable one owing to the continual drenching of the spray, and one of the motors gave a little trouble. On Wednesday, the 21st April, they cleared from Hartlepool at 5.30 A.M., and ran into a dense fog with a heavy swell, reaching Tynemouth in 3½ hours. Here troubles again befel them, as one of the motors refused to work, and three days elapsed before all was right again. The commander, as they were late in starting, contented himself with a run of 10 miles, which brought them to Blyth. Although the next day (25th April) was Sunday, it was decided, having regard to the delay that had been experienced, to press on, more especially as the weather was favourable; and the mouth of the Tay was made at 7.30 P.M., Dundee Docks being reached after a run of 111 miles in 18½ hours at 11.30 P.M. Here the Life-boatmen received much kindness from the Dundee Harbour

Commissioners. Another start was made at 10 A.M. on the 26th April, but on reaching the bar a hard N.E. wind was encountered, dead in their teeth, making it hopeless to fetch Aberdeen in less than 18 hours, with the Thurso boat in tow. It was therefore decided to return to Dundee and spend the day in overhauling and cleaning up the boats, and this was done. At 6.30 A.M. on Tuesday, the 27th April, a start was made for Aberdeen, a distance of 60 miles. The weather having moderated, the journey up the coast was made with masts down. The wind freshened, however, considerably when they arrived within 10 miles of Aberdeen, and in the next couple of miles the full force of the south-going stream was encountered, so that not more than a mile an hour over the ground could be covered. The Aberdeen Harbour tug fortunately at this time bore down on them and most kindly headed the procession, "plucking" the boats up into the harbour. Although the flotilla had caused some excitement all along the coast from London, this was the first tow which had been proffered, and it was much appreciated. At Aberdeen the flotilla received many courtesies from the Harbour authorities and H.M. Coastguard and the Life-boats were examined with great interest by the public.

Aberdeen was cleared at 8.30 A.M. on Wednesday, and further valuable help in towing was given by the Harbour tug, which accompanied the Life-boats for 10 miles. Fraserburgh (40 miles) was reached at 3 P.M. Another start was made at 5 A.M. the following morning, such an early hour being chosen with a view to crossing the Moray Firth. Dirty weather soon set in with a strong N.N.E. wind. Putting the canvas on, the boats lay to within three points of their course, but about 8 A.M. the wind drew ahead, and, falling off, the boats were eventually driven away up the Firth and made the land three miles above Helmsdale. Here smoother water

was found, but at about 8 P.M. the wind drew to the N.W., increasing in force to a gale, accompanied by blinding squalls of snow and hail. It was not, therefore, until 10.30 P.M. that Wick was reached after a passage of 18½ hours, all hands being thoroughly tired out. On Friday, the 30th April, the boats cleared at 7.30 A.M. for Thurso, a distance of 30 miles. A hard northerly wind was prevailing with a dirty sea, but the spirits of all the men were buoyant because they were now nearing their destinations, and little thought was given to the Pentland Firth! Rounding the head at 10.30, the full force of the ebb tide was picked up, and the wind drawing to the N.W., the effects of the "races" were soon felt. Passing to the southward of Stroma, the masts were raised and canvas put on, the tow being kept as before, with the result that, soon after, the flotilla headed into the heaving "race" known as the "Merry Men of Mey." Here the force of the sea was so strong that all three boats became free of their tow and were left to their own individual merits. The spectacle here was simply magnificent, the sea was a veritable churn, but the boats made light of it and came through without a murmur. The Stronsay boat now showed the Stromness boat a clean pair of heels, whilst the Thurso boat, at times showing three parts of her keel, proved what the "Watson" boats can do with plenty of wind and when close hauled. Neither of the Watson boats took any heavy water on board. Thurso was reached at 1 P.M. Here a halt was called for 2½ hours, whilst the Thurso boat was handed over to the local Life-boat authorities. The two remaining boats started in company. The wind blew hard from the N.W. accompanied by snow squalls and a heavy sea, and after considerable trouble caused by her motor the Stronsay boat had to return to Thurso, but the other boat pushed bravely forward and reached Stromness at 8 P.M., and very glad the crew were

to be there. The boat which had gone back to Thurso was put partially to rights in due course and reached Stromness, thanks to the help of a friendly tow by the s.s. *St. Ola*, on Saturday, the 1st May, proceeding subsequently to her station at Stronsay. Thus ended a unique voyage of 17 days, the ex-

periences of which will prove most useful not only to all on board the three Life-boats, but also to the Institution. The crews were of opinion that the boats behaved wonderfully, and they stated that they could not have credited Life-boats with such remarkable powers.

#### UNITED STATES LIFE-SAVING SERVICE.

At the close of year ended the 30th June, 1908, there were 280 stations in the United States Life-Saving Service this number being two in excess of the total for the preceding year. The stations were subdivided as before into thirteen districts, 201 stations were situated on the Atlantic and Gulf coasts, 61 on the coasts of the great lakes and 18 on the Pacific coast. Keepers are on duty at the stations throughout the year but many of the stations are manned by surfmen only during what is called the "active season" which may last from say seven to ten months at the most.

One thousand and ninety-four vessels were, during the year, involved in disaster within the field of life-saving operations. Of a total of 5,712 persons on board these vessels only 22 were lost. The estimated value of the vessels was \$10,390,955, and of their cargoes \$3,139,270 making an aggregate of \$13,530,225. The value of the property salvaged was \$11,666,435 and of that lost \$1,863,790. The number of vessels totally lost was 56. The year's record shows 39 more disasters for the larger class of vessels and 217 more for the smaller craft making a total excess of 246 vessels over the number given for the year 1907. The increase in the number of casualties to vessels of the larger class is attributed to the exceptional mildness of the winter season 1906-7 and to the fact that *the installation of power in the service Life-boats*

*has greatly extended the scope of rescue and salvage operations making it possible to render assistance to a larger number of vessels.* With respect to the smaller class of vessels the increase is due in a measure to the same reasons but mainly to the fact that the use of "power" launches has become so general. The number of accidents to this type of craft alone during the year was 330 or nearly one-third of the total for all classes of vessels.

Of the 1,094 vessels involved in disaster 861 were assisted by the service crews alone, the remainder being aided by the service crews in co-operation with other agencies or by private persons entirely. In addition to the aid given by the service crews as above, help of minor importance was given to 89 documented and 210 undocumented vessels, making the total number of vessels assisted by the service 1,352. The station crews also saved the lives of 56 persons who were in situations of peril unconnected with disasters to vessels, and assisted 156 other persons in similar circumstances.

Warning signals were made by the beach patrol and station watchmen to 219 vessels running into danger, 199 of the warnings were given at night and 20 in the daytime. Of the vessels warned 97 were steamers.

Of the 56 vessels lost during the year, 12 were steamers, 43 sailing craft and one a small boat. Five of the lost vessels were British, one German and

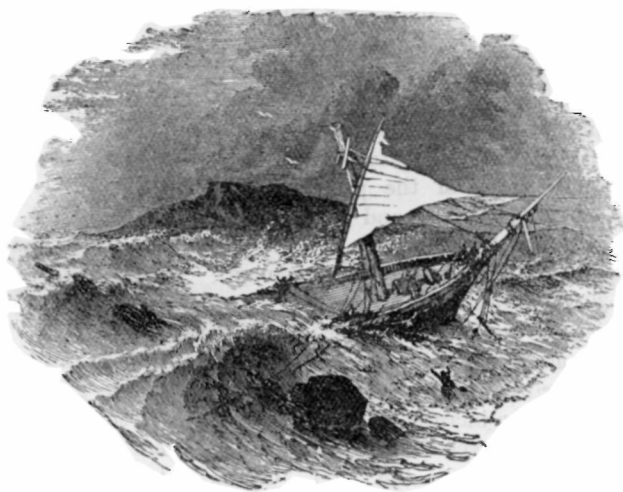
one Norwegian the balance (49) being American vessels.

The surf-boats were used 936 times and made 1,212 trips landing 953 persons; the self-righting and self-bailing Life-boats were used 36 times making 46 trips and landing 63 persons; the power Life-boats 193 times making 204 trips and landing 224 persons; the power launches 148 times making 163 trips and landing 258 persons; the small boats (unclassified) 768 times making 892 trips and landing 478 persons; the river life-skiffs 51 times making 55 trips and landing 90 persons; the breeches buoy 8 times making 37 trips and landing 38 persons; the heaving stick was used 32 times.

Thirty-five of the 44 self-righting and self-bailing Life-boats belonging to the service are now equipped with power, engines having been installed in 18 of them during the year. The 9 remaining boats of this type will be similarly dealt with as rapidly as prac-

ticable. The adoption of mechanical propulsion for the larger boats is looked upon as an epoch in the methods of the service for they have more than doubled the scope of life-saving at the stations where they are used inasmuch as they multiply the opportunities for rendering assistance to distressed vessels and persons because of the advantage their speed affords, and increasing the effectiveness of rescue and salvage operations by enabling the rescuers to reach scenes of disaster in good physical trim for the performance of their very difficult and perilous work. During the year 17 persons were awarded medals for bravery in effecting and attempting rescues from drowning.

The cost of maintaining the Life-saving Service of the United States during the year ended the 30th June, 1908, was \$1,962,524·90 plus \$46,100 for the salaries of the officials at the Head Office, making a total of \$2,008,624·90 (£418,463).



## LIFE-BOAT SATURDAY FUND.

THE Life-Boat Saturday Fund workers have been much handicapped in their collecting by the serious and apparently increasing depression in trade which has of late so extensively prevailed and which is still with us. To make matters worse death deprived them in March last of their highly-esteemed and much-loved Chairman John Manners, seventh Earl of Hardwicke who after a very few days' illness passed away to the great regret of all. The shock to those who had worked with him and under him was a great one. His genial presence, his ever-sanguine hope in times of discouragement and his sunny manner had endeared him to all and no one could feel really discouraged with him as a chief. The Central Committee sadly searched about for a suitable successor and they are to be congratulated on the good fortune which has favoured them for the Earl of Waldegrave on

being approached by them, most kindly accepted the important vacant post. We feel sure that the appointment would have been fully approved by his predecessor. Lord Waldegrave who is in the prime of life has had a long experience of Life-boat matters having been a member of the Committee of Management of the ROYAL NATIONAL LIFE-BOAT INSTITUTION since 1877. Everybody interested in the cause wishes him all possible success in his "new command." His business capacity and his extensive knowledge of men and matters will prove of great service to the Fund and it will be the duty as well as the wish of all the workers to back him up in his efforts to secure through the Life-boat Saturday Fund increased financial support for the great National Life-saving Institution with which he has been so long connected and of which the British Public are so proud.

## REMEMBER THE LIFE-BOAT.

Come, now, a cheer for the Life-boat  
And its gallant fearless crew;  
Only give them a chance, lads,  
And you'll see what they can do.  
No matter how dirty the weather,  
Or how fierce the wind may blow,  
They're ready enough to face it—  
They've British hearts, you know!

Perchance there's a wife and children,  
Or perhaps a mother dear;  
But they leave to the women the weeping,  
And the black foreboding fear.  
For them there's the call of duty;  
There's a man's work to be done,  
And with stout hearts—Heaven willing!—  
A victory to be won.

The foe is the raging tempest—  
The wild waves mountains high—  
While out from the darkness yonder  
For help has come a cry.  
There's a vessel battling bravely  
With the fury of the gale;  
And the shipwrecked crew? God help them!  
If the Life-boatmen should fail!

Amid the crash of the thunder,  
And the lightning's fitful glare,  
The stalwart crew of the Life-boat  
For the fight with Death prepare;  
And there's not a face that blanches  
At the terrors of the night.  
Well, they're only fulfilling their duty,  
And doing the thing that's right!

And see! the boat is launched, lads,  
By willing hands and strong—  
Oh, would that I were a poet,  
I'd sing a stirring song,  
That told of the deeds of heroes—  
Of the men who rescued lives—  
Just think of the joy of the children,  
And the fervent "Thank God" of the wives.

Then "Hip hurrah for the Life-boat!"  
And a cheer for its sturdy crew!  
Those warriors of the ocean,  
With hearts so brave and true.  
Their cause to-day I'm pleading—  
Just a penny—aye, or a pound.  
But don't forget the Life-boat  
When the hat is handed round!

## ADDITIONAL STATIONS AND NEW LIFE-BOATS.

STRONSAY, ORKNEY ISLANDS.—The ROYAL NATIONAL LIFE-BOAT INSTITUTION has formed a new Life-boat Station at Stronsay in order to strengthen the Life-boat service in the Orkney Islands. The new Life-boat is of the Watson type, 43 ft. long by 12 ft. 6 in. wide, and is fitted with a motor engine. She is named the *John Ryburn*, as desired by the late Mr. William McCunn, of Largs, who bequeathed a sum of money to the Institution to provide two Life-boats.

STROMNESS, ORKNEY ISLANDS.—The Life-boat for some years on this Station has recently been replaced by a new boat of the self-righting type, 42 ft. long by 11 ft. 6 in. wide. This Life-boat is also fitted with a motor, and the Life-boat service in the Orkneys is therefore most powerfully represented by these craft. The Stromness boat is named the *John A. Hay*, her cost having been partly provided for from the bequest of the late Mr. John Alexander Hay, of Cheltenham.

THURSO, SCOTLAND.—A new sailing Life-boat of the Watson type, 40 ft.

long by 11 ft. wide, has also been sent to this Station to replace the smaller Life-boat previously at Thurso. The boat is named the *Sarah Austin*, and the cost of building and equipping her was partly met from the bequest of Miss Sarah Austin, of Tottenham.

An interesting account of the navigation of the three above-named new Life-boats to their Stations will be found in this issue of the *Journal* (page 829).

ALNMOUTH (NORTHUMBERLAND), EYEMOUTH (BERWICKSHIRE), WINTERTON No. 2 (NORFOLK), and BLACKROCK (Co. LOUTH, IRELAND).—The Life-boats at these four Stations have also been superseded recently by new and modern craft fitted with all the latest improvements. The Alnmouth, Eyemouth and Blackrock new Life-boats are of the self-righting type, and are named respectively, as desired by their donors, the *John* and *Robert C. Mercer*, the *Anne Frances*, and the *General R. Dudley Blake*. The Winterton No. 2 boat is of the Norfolk and Suffolk sailing type, and is named the *Eleanor Brown*.





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

THURSO, CAITHNESS-SHIRE.—A fierce W.N.W. gale sprang up shortly before midnight on the 6-7th January and increased as the night advanced. At about 1 A.M. the ketch *Resolute*, of Newcastle, which was at anchor in the roads, made signals of distress as the three men on board feared that she would drag her anchor and strand. The crew of the Life-boat *Co-operator No. 3* were promptly assembled and rescued the endangered men, regaining the shore at about 4 A.M.

NEW ROMNEY, KENT.—At 12.15 A.M. on the 8th January information was received that the master of the barquentine *Malpas Belle*, of Truro, which had been beached during the previous day at Littlestone in a leaking condition, had remained on board and was then making signals of distress, as he was in danger. The Life-boat *James Stevens No. 11* was launched and proceeded to the vessel; they found she was being swept fore and aft by green seas, and that the master had been obliged to take refuge on the end of the bowsprit as he was afraid of the mast going by the board. From this unpleasant position he was rescued and the Life-boat returned to her station. During this service a moderate northerly gale was blowing with a very heavy sea running.

NEWBIGGIN, NORTHUMBERLAND. — Seven of the fishing cobles belonging to Newbiggin were overtaken by tempestuous weather on the 8th January. There had been a strong swell all the morning, with the wind in the N.N.E., and some of the other boats put back without shooting their lines, but these seven were endangered whilst returning. The Life-boat *Ada Lewis* was launched at about 10 A.M., and stood by the cobles until all were in safety. One of the seven boats had to land at Blyth and another at Hauxley.

HAUXLEY, NORTHUMBERLAND. — The fishing coble *Annabell*, of Newbiggin, was observed in distress about a mile from the shore shortly before 11 A.M. on

the 8th January, and it was seen that she was unable to get into the Haven. The wind had increased to a whole gale, and the sea was very heavy. The Life-boat *Mary Andrew* was launched with great promptness and reached the coble just in time to prevent her being dashed on to the rocks. A rope was made fast, and the coble and her crew of three hands towed into safety. The service was a very smart one, and the great promptness of the Life-boatmen undoubtedly saved the men's lives, as a delay of two or three minutes would have been too late.

ABERSOCH, CARNARVONSHIRE. — On the 8th January one of the crew of the ketch *Leader*, of Bideford, went mad whilst the vessel was lying at anchor in St. Tudwells roads. The master of the ketch, having locked the man in his cabin, came ashore for assistance, but the man managed to escape and was seen running about the deck; the master therefore was obliged to return. By this time the wind, which was northerly, increased to a gale, and it was not possible to do anything further in the ship's boat, signals of distress were therefore made from the vessel and the Life-boat *Oldham* was launched. She proceeded to the ketch, conveying a medical man and police officer to her. At the request of the master the demented man was secured and brought ashore together with the master.

MOELFRE, ANGLESEY.—During an exceptionally severe northerly gale and very heavy sea on the 8th January signals of distress were observed from the brigantine *Walter J. Cummins*, of Irvine, which lay off Moelfre weather bound, whilst bound from Wicklow to Garston. The Life-boat *Star of Hope* was promptly launched and after considerable manœuvring succeeded in rescuing the crew of five hands. Before she could regain her station, further distress signals were seen on the schooner *James Williamson*, of Lancaster; the Life-boat at once proceeded to her, and found the four men on board were in

danger. They were accordingly taken into the boat, which then made for home arriving without mishap at about 4 P.M.

Earlier in the day the steamer *Hawthorn*, which had also been in the bay, got under weigh and stood out to sea, but the captain after proceeding a short way put back again into the bay and anchored. The gale was increasing and, the sea getting worse, the steamer began to drift shorewards. About 5 P.M. she made signals of distress, and in response the crew of the Life-boat were re-assembled and the boat again put to sea. Although the steamer was only about a mile and a quarter away it took the Life-boat nearly an hour to reach her. They found there were seventeen men on board, and by means of ropes all were successfully rescued and conveyed ashore

GORLESTON, SUFFOLK.—A few minutes after 8 P.M. on the 8th January the Coastguard reported that distress signals were being fired from the St. Nicholas Light-vessel, and without delay the No. 1 Life-boat *Mark Lane* was launched. They found the brigantine *Rapid*, of Faversham, at anchor in the roads, she having been run into by a foreign vessel which, in the prevailing gale, had parted from her anchors. The main rigging of the *Rapid* was carried away on the port side and her side stove in, leaving her in a perilous state in the existing conditions of weather. The crew of seven hands had taken to the starboard rigging, and with considerable difficulty they were rescued. Having got them safely on board, the Life-boat returned to Gorleston and landed them at about 10 P.M. The gale continued throughout the night with snowstorms, and shortly before 6 A.M. information was received that the Life-boat was again wanted, a vessel having been burning signals near the Corton Light-vessel. The *Mark Lane*, in tow of a tug, at once proceeded to the sands, and in the broken water found the smack *Our Boys*, of Lowestoft, and the crew of five hands in the ship's boat hanging on to the wreckage above water. The men were rescued and landed at Lowestoft, the Life-boat then returning to Gorleston in tow of the tug which had taken her to the sands.

FISHGUARD, PEMBROKESHIRE.—During a strong N.E. gale in the evening of 8th January one of the anchor chains, to which the schooner *Unity*, of Carnarvon, was lying at anchor in a dangerous part of Fishguard Bay, parted. There were four persons on board the schooner, and as they feared that in the heavy sea the other chain might carry away and the vessel be dashed on to the rocks, they made signals of distress. The Life-boat was launched and rescued the men, landing them at the new Ocean Quay Jetty at about 10.30 P.M. Such a heavy sea was running that the Life-boat could not be replaced in her house. She was accordingly left at moorings for the remainder of the night.

FLAMBOROUGH, YORKSHIRE.—Shortly before 10 P.M. on the 9th January the Norwegian steamer *Zeus*, bound from Havre to Burntisland in ballast, stranded about half a mile to the south of Flamborough Head. Information of the casualty was telephoned to the coxswain of the No. 2 Life-boat by the Coastguard, and the *Matthew Middlewood* Life-boat was launched. The weather was very cold, and snow was falling, the westerly breeze being moderate; but as it was feared the weather would become worse the Life-boat stood by the steamer until next high tide, when fortunately the master succeeded in getting his vessel off.

BOULMER, NORTHUMBERLAND.—The coxswain received a telephone message about 10 A.M. on the 11th January, stating that three fishing cobsles were in danger off Alnmouth and unable to make any headway against the prevailing W.S.W. gale and ebb tide. The Life-boat *Melissent* was launched and proceeded to the position indicated. She picked up a coble belonging to Hauxley, and towed her into Craster, another coble, an Alnmouth boat, accompanying them.

The Life-boat then proceeded southward, picked up an Amble coble and towed her to the entrance of Boulmer Haven. Three of the Life-boatmen were then placed on board to pull her into the Haven. During this service a

whole gale was blowing but the sea was not rough.

WEXFORD, CO. WEXFORD.—The fishing boat *Vivid*, belonging to Wexford, struck on the Dogger Bank when returning from the fishing grounds on the 11th January. Signals of distress were made, and with great promptness the crew of the Life-boat *James Stevens No. 15* were assembled and the boat put off. On nearing the *Vivid* the coxswain anchored his boat and veered down to her. It was then seen that it might be possible to save her; the Life-boat therefore carried out an anchor, and after working for about an hour and a half the fishing boat was floated and taken into deep water. There was a moderate gale at the time, and the assistance of the Life-boat was very opportune, because if the help had been less prompt the vessel in all probability would have failed to come off and become a total wreck, as the wind increased and blew hard during the night.

HELVICK HEAD, CO. WATERFORD.—The Life-boat *James Stevens No. 16* saved the yawl *St. John*, belonging to Ballinagoul, and her crew of four hands during a strong W.N.W. gale with heavy squalls on the 13th January. The vessel had been trawling near Ballinacourty Light-house when it was seen that she was in distress. Information was at once sent to the coxswain of the Life-boat and the boat launched. On reaching the yawl they found her anchored close to the rocks, the rudder having been damaged and lost. Some of the Life-boatmen were placed on board to assist in steering, and then the vessel was taken in tow and conveyed to Ballinagoul in safety. The Life-boat then made for her station, but on arriving it was found that the sea was too heavy for any attempt to be made to haul her up; she therefore returned to Ballinagoul and remained there until the next day, when the sea having moderated she was taken back to her station and rehoisted.

TENBY, PEMBROKESHIRE.—At 11 P.M. on the 14th January, during a strong

S.W. gale with a heavy sea, signals of distress were observed from a vessel about two miles to the E. of Caldy Island. The Life-boat *William and Mary Devey* was promptly launched and proceeded to the vessel, which proved to be the brig *Evelyn*, of Carnarvon, bound from Leghorn to Portmadoc in ballast. She was in a somewhat dangerous position and was riding heavily. The crew stated they wished to be taken ashore; the Life-boat therefore went alongside, took the eight men aboard and landed them in the old Harbour. Next day, when the weather had moderated, the crew returned and the vessel was brought in and anchored in the Man of War Roads. On the 17th January the S.W. wind increased to a gale, and all the morning the brig rode heavily to her anchors. In the afternoon the crew again desired to be landed and hoisted a distress signal. The Life-boat was launched and, having again taken the men off, returned to shore.

CAISTER, NORFOLK.—At 6.5 P.M. on the 17th January signals of distress were observed from a vessel on the Barber Sands during a strong S.W. breeze and heavy sea. The crew of the No. 1 Life-boat *Covent Garden* were assembled and the boat launched. On reaching the vessel they found that the master was trying to get her clear, and he asked the Life-boat to stand by him. They accordingly did so, and as the vessel did not float the master engaged them to assist, as she was bumping heavily, and her position was becoming critical. A tow rope was passed to a tug which was also near, and after two hours' work the vessel was floated soon after 1 A.M. She was then towed into Yarmouth Road, accompanied by the Life-boat, which remained alongside until daylight in case she was leaking. The vessel was the brigantine *Thirza*, of Whitstable, and at the time had a crew of seven hands on board.

BRIXHAM AND TORQUAY, SOUTH DEVON.—Soon after 11 A.M. on the 18th January telephone messages reached both Brixham and Torquay, stating a large steamer was making signals of distress between

four and five miles to the N.E. of Berry Head. The Life-boats *Betsy Newbon* and *Wighton* were both promptly despatched to her assistance. When the Life-boats reached the vessel, which proved to be the s.s. *Heelsum*, of Amsterdam, bound for Cardiff, the master declined any assistance, but as the machinery had broken down and the steamer was drifting near the shore, the Life-boats stood by her in case the repairs were not completed in time to get the vessel clear. Soon after 4 P.M. the necessary repairs having been effected, the steamer was able to proceed. The Life-boats therefore returned to their respective stations. During this service there was a strong S.W. wind and the sea was rough.

SWANAGE, DORSET. — The Life-boat *William Erle* was called in a moderate N.E. wind but thick fog, soon after midnight on the 26–27th January, by a telephone message, which reported a steamer was ashore at St. Alban's Head. The vessel proved to be the steam yacht *Iona*, of Glasgow, and on reaching her it was found that five of the crew had taken to their boat and were unable to get on board the yacht again, as she was rolling so heavily in the swell; the captain however had remained on board. The weather was very cold, and as the men in the boat had been exposed for more than three hours they requested the coxswain to land them. They were therefore taken into the Life-boat and landed at Chapman's Pool. The Life-boat then returned to the yacht and stood by her until the tugs arrived on the scene. By aid of the boat communication was effected, and the vessel was towed clear and accompanied by the Life-boat taken to Swanage.

RHOSNEIGR, ANGLESEY.—In a moderate gale with a heavy sea and a strong surf, on the 28th January, the ketch *Sarah Ann*, of Liverpool, bound from Port Colman to Beaumaris in ballast, became unmanageable, and the master, fearing he could not reach Holyhead in safety, beached his vessel on Cymyran beach. As the vessel was in a bad position and the two men on board in danger, the Life-boat *Thomas Lingham*

was launched and proceeded to her. The sea was very rough, and when rescuing the two men the Life-boat was dashed against the ketch and damaged, but reached her station again in safety, the crew being very pleased with the boat's behaviour.

BALLANTRAE, AYRSHIRE. — On the 29th January a gang of eight men, for salvage purposes, boarded the s.s. *Doloraine*, of Glasgow, which stranded off Ballantrae in a blizzard at the end of December. The weather at the time was fine, but the W.N.W. wind gradually increased during the afternoon to a gale and the sea became very heavy. The salvage steamer in attendance was manoeuvred for some time near the wreck to try and take the men off, but it was found to be impossible owing to the high sea and broken water. A signal of distress was then hoisted, and as no other boat could with safety carry out the work the Life-boat *William and Harriot* was launched and proceeded to the vessel. The service was one of considerable danger, as the wreck was lying on a flat rock surrounded by large boulders and there was the risk of the Life-boat being damaged on these in the broken water. The coxswain however managed his boat skilfully, and the eight men having been taken off they were landed in safety.

PETERHEAD, ABERDEENSHIRE. — The schooner *Surprise*, of Arbroath, whilst bound from Invergordon to Hartlepool with a cargo of timber, stranded near the mouth of the River Ugie on the 31st January. The Coastguard reported it to the coxswain of the Life-boat *George Pickard*, who proceeded without delay to the assistance of the crew, in tow of a tug. On nearing the vessel the Life-boat met the crew of the schooner in their own boat making for the shore, and asked them to return to their vessel and try to get her off. As none of them except the captain would do so, he was taken into the Life-boat, and the rest of the men proceeded in their boat.

Four of the Life-boatmen and the captain were placed on board the schooner, and with their assistance and

by means of the Life-boat a hawser was conveyed to the tug, and eventually the schooner was towed off and taken into Peterhead Harbour.

**TYNEMOUTH, NORTHUMBERLAND.**—A strong N.E. gale sprang up very suddenly on the 5th February in the early morning when all the fishing cobles were at sea fishing. The alarm gun was fired at Cullercoats, but as all the Life-boatmen at that station were at sea the boat could not be launched. In the meantime all the boats were in great danger, and, leaving their gear, ran for shelter. Information reaching Tynemouth, the motor Life-boat *J. McConnel Hussey* went to their assistance. One coble was seen safely over the Tyne Bar, and the Life-boat then proceeded to the entrance of Cullercoats Harbour and stood by the boats whilst entering. As soon as sufficient men had landed at Cullercoats that Life-boat also put to sea.

All the cobles got into harbour safely except two, and of these two one was driven ashore at Marsden and the other at Whitburn, but fortunately no lives were lost.

**GRIMSBY, LINCOLNSHIRE.**—Shortly before 10 A.M. on the 5th February information reached Grimsby that a fishing boat was off the Bull Light-house in an unmanageable condition, and was drifting out to sea. A whole N.N.W. gale was blowing, and the sea was very heavy at the time. The Life-boat *Charles Burton* was launched and proceeded to the vessel, which proved to be the fishing boat *Providence*, of Grimsby. Her sails had been blown away and her crew of three hands were in danger. The Life-boat took the craft in tow and brought her into safety.

**SCARBOROUGH, YORKSHIRE.**—A northerly gale of exceptional severity sprang up with the suddenness—it is reported—of a “clap of thunder,” and the Life-boat *Queensbury* was called out to assist some cobles in distress, but as help reached them from another quarter the Life-boat returned to harbour. About an hour later another coble was reported to the northward of the harbour, and the Life-boat again put

out to render her assistance. Before the Life-boat could reach her a steam trawler coming from the southward proceeded to the coble, which was in great peril, and taking her under his lee brought her towards the pier; the Life-boat then took the coble in tow, the two men being quite exhausted, and brought her into safety. The coble was the *John*, and belonged to West Hartlepool.

**SOUTHEND-ON-SEA, ESSEX.**—At noon on the 5th February a telephone message from the Maplin Light-house reported that a schooner was on the Barrow Sands flying signals of distress, and asked for the Life-boat to be sent at once. The crew were at once assembled and at 12.20 P.M. the Life-boat *James Stevens No. 9* was under weigh. Whilst proceeding to the Light-house a vessel was observed riding in the Barrow Deep in a sinking condition. The Life-boat made for her and found the torpedo-boat *Scout* standing by. The schooner was the *Prosperity*, of London, bound for Grangemouth with a cargo of scrap iron. The Life-boat went alongside the schooner, and as there was no hope of saving the vessel, the coxswain rescued the crew of five hands but by request of the master he remained near the vessel until she sank. In addition to the men on board there were a pet Irish terrier and a canary, which were also saved by the Life-boat and conveyed in safety to Southend, the boat getting back to her moorings at 9 P.M. The captain and the crew of the vessel were all very grateful for the timely assistance rendered; and the captain expressed their thanks both direct to the Institution and through the local press.

**HAUXLEY, NORTHUMBERLAND.**—At about midnight on the 8-9th February the district police constable roused the coxswain of the Life-boat *Mary Andrew*, and reported that a vessel was ashore south of Bondicar and making distress signals. The crew were assembled and the boat launched a little to the south of Hauxley Haven; she was then pulled round Bondicar Rock in face of a strong southerly wind and choppy sea, reaching the wreck a few minutes after

1 A.M. She proved to be the *Frank*, of Tvedstrand, a large barque, bound from South America to Leith, loaded with guano. The captain asked for assistance at the pumps, and eight Life-boatmen were put on board and worked for an hour. It was then found that the water was still gaining fast; and the tide rising, with a strong wind on a lee shore, it was therefore decided to abandon the vessel.

The crew of seventeen were taken into the Life-boat, which returned to her station, towing one of the ship's boats containing the ship's papers and other small valuables.

STAITHES, YORKSHIRE.—In the very early morning of the 11th February the schooner *Elise*, of Hernosand, outward bound from Shields with a cargo of coal, collided with a steamer when off Staithes. The steamer stood by the schooner until daybreak. A N.E. gale was blowing, which increased so much that about 8 A.M. she was driven on to the rocks known as the South Steel, and almost immediately went to pieces. Before this happened the vessel had been observed from the shore, and the Staithes Life-boat *John Gowland* was launched; the ship was then close to the breakers and too near to the reef of rocks for the boat to get on her lee side. As soon as the ship struck the mast went by the board, unfortunately killing two of the crew, and the seas commenced to break over her. As it was impossible on account of the rocks for the Life-boat to get to the vessel, she lay in the best position possible to pick up the crew, who were compelled to jump overboard. Four of the men drifted towards the boat and were hauled on board in a very exhausted condition. Another man was seen near the rocks, and the boat pulled towards him, but caught the ground and was unable to reach him. Seeing that he was in great danger and likely to be drowned, M. Verrill the bowman of the Life-boat, jumped overboard, and by swimming brought him within the reach of other men who had gone into the surf from the shore to save him. Another man was also rescued by the gallant conduct of one of the men be-

longing to the Life Saving Apparatus, who went into the surf and at great personal risk saved him.

Both the action of the Life-boat and the men who went into the sea to save the shipwrecked men was greatly extolled, and the Committee of Management of the Institution made a special monetary reward to each member of the Life-boat crew, the Board of Trade awarding a medal to M. Verrill and to the Rocket Apparatus man who had shown conspicuous bravery.

BRIXHAM, SOUTH DEVON.—On the 12th February shortly before 5 P.M. signals of distress were observed on the schooner *Lizzie*, of Salcombe, lying at anchor in Torbay. The crew of the Life-boat *Betsy Newbon* were summoned, and the boat launched. On reaching the schooner it was found that she was pitching bows under, and riding very heavily, also being embayed on a lee shore. As it was not considered safe for the crew of five hands to remain on board, the Life-boat rescued them and took them into safety. It was blowing an E.N.E. gale and the sea was heavy.

RUNSWICK, YORKSHIRE.—Three of the cobbles belonging to Runswick were fishing on the 15th February, when the northerly wind suddenly freshened and brought up a heavy sea. As it was realised that they could not reach the shore without danger to the men, the Life-boat was launched and stood by them until all were in safety. Just as the Life-boat reached the shore a telephone message from Staithes reported that a vessel in need of assistance was driving southward. The Life-boat at once put to sea again, but the vessel was driven past the Bay towards Whitby before the Life-boat could come up with her. The boat therefore returned ashore and Whitby was communicated with by telephone.

UPGANG AND WHITBY, YORKSHIRE.—During the afternoon of the 15th February the northerly wind freshened, bringing up a heavy sea, and at about 3.30 P.M. a telephone message from Runswick reported that a small vessel

was driving southward in need of assistance. About 4.15 P.M. a ship was seen off Kettleness and recognised as the ketch *Gem of the Ocean*, belonging to Whitby, which had left Hartlepool earlier in the day with a cargo of coal. The ketch was evidently in difficulties and making for the land. The crew of the Upgang Life-boat *Upgang* were assembled, proceeded to the boathouse and launched the Life-boat at Lector Hole, signalling to the vessel to make for that place. The vessel attempted to do so, but drove ashore in the breakers to the south of Lector rocks. The Life-boat made for her and attempted to get on her lee side, but the men on the ketch fastened the rope thrown them "forrard" and the sea and current swept the boat round her stem on to the sea side. Here, however, although washed by the breakers, they managed to secure one of the men, but before they could get the other the boat was driven away and thrown heavily against the vessel, her rudder and several oars being broken. Before the boat could be got under control she washed ashore. The crew were undaunted, and the launchers and onlookers at once rushed into the surf to again push her off, some of the men going in up to their necks. At length the boat floated, and another attempt was made to reach the vessel, but it proved fruitless. In the meanwhile the Whitby crew had been assembled and the No. 1 Lifeboat *Robert and Mary Ellis* taken on her carriage to the beach. When it was seen that the Upgang boat had not succeeded in getting the remaining man on board, the boat was launched. Approaching the wreck from the shore side they succeeded in rescuing the man. The vessel was not more than 400 yards from the shore, broadside on, and she fell to pieces a few minutes after the Whitby Life-boat got clear. Both the boats then made for the beach and were hauled up into safety for the night. The service was admitted by all to have been a splendid one, and the pluck displayed was much extolled in the press. The Committee of Management bestowed the thanks of the Institution inscribed on vellum and framed on R. P. ROBINSON and THOMAS LANG-

LANDS, coxswains-superintendent of the Upgang and Whitby Life-boats respectively in addition to monetary rewards. These awards were subsequently presented publicly to the two men by the Archbishop of York.

CRESSWELL, NORTHUMBERLAND.—The steamer *Helsingborg*, of Helsingborg, bound from Sweden to Blyth in ballast, stranded in the early morning of the 18th February on the rocks about a quarter of a mile to the south of Cresswell Coastguard Station. Information reached the coxswain of the Life-boat *Ellen and Eliza* shortly before 6 A.M., and the boat was immediately launched and proceeded to her. The weather was moderate but very thick at the time, and on the arrival of the Life-boat the captain engaged her to try and save his vessel. A kedge anchor was run out and every assistance was given to get the vessel clear. For some hours they worked and at 1 P.M. the steamer floated and proceeded to Blyth, her crew of twenty-two hands remaining on board.

PENZANCE, CORNWALL.—At 11.30 A.M. on the 21st February the steam drifter *Renown*, of Yarmouth, with a crew of nine hands, was making for Penzance Pier, in a fresh breeze and rough sea, when she took the ground about a cable's length from the pier head. The captain endeavoured to get the vessel into harbour, but being damaged and having become unmanageable the wind and sea drove her ashore about 200 yards east of the Albert Pier. The sea beginning to break over her he signalled for assistance, and the Life-boat was promptly launched. After considerable trouble the Life-boat succeeded in conveying a wire rope from the vessel to the Light-house Pier Head, where with the aid of hundreds of willing hands she was hauled off the shore and subsequently berthed by the Life-boat's crew in the harbour. This was a very smart piece of work by the Life-boatmen, and great ability was shown in the handling of the boat and the manner in which the *Renown* was saved which otherwise would have become a total wreck.

DUNGENESS, KENT.—On the 3rd March the barque *Josephine*, of London, whilst bound to Exeter with a cargo of lead, sprang a leak. In answer to her signals of distress the No. 1 Life-boat *B.A.O.B.* was launched and proceeded to her. On getting alongside it was found that she was making water, and the crew of two men were rescued. On the advice of the Life-boatmen the master slipped his anchors and let the vessel strand on the main but she was likely to become a total wreck. There was a moderate S.E. gale at the time and the sea was heavy.

REDCAR, YORKSHIRE.—At about 5 A.M. on the 5th March signals of distress were made by a vessel on the West Scar Rocks, about 400 yards from the shore. The Life-boat *Fiji and Charles* was launched and proceeded to her. She proved to be the steamer *Clydesdale*, of Sunderland, homeward bound in ballast from Hamburg. The master at once engaged the Life-boatmen to assist in getting her off. A kedge anchor was run out, and about 2 P.M. the vessel was floated and towed into safety by a tug, which had also been engaged to salve the vessel.

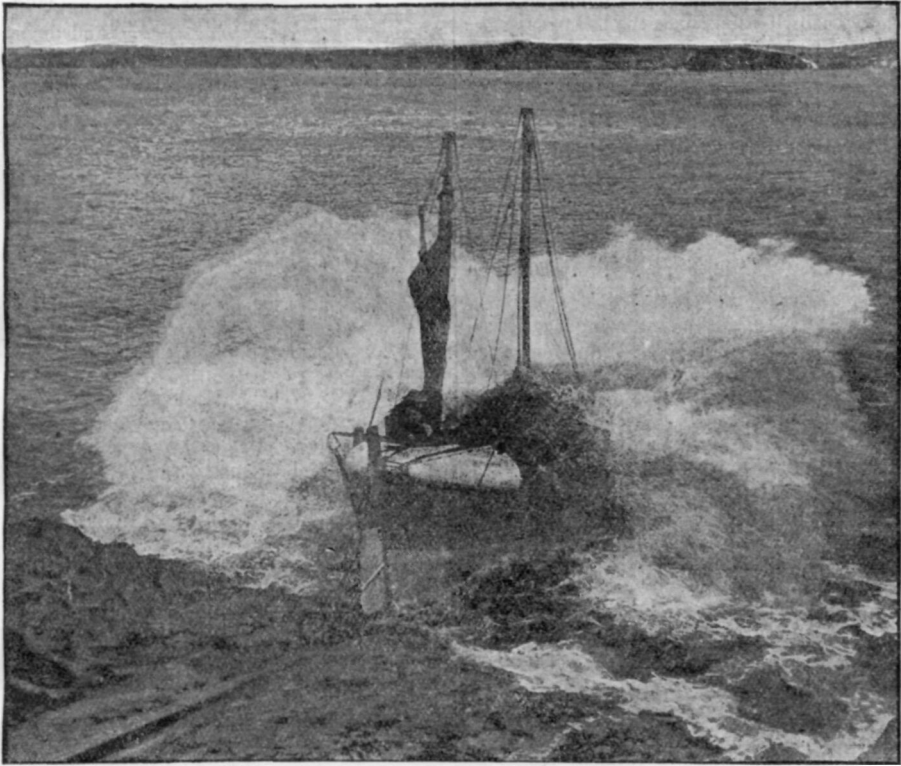
WALTON-ON-NAZE, ESSEX.—In moderate but hazy weather in the afternoon of the 5th March the steam yacht *Varuna*, of New York, stranded on the edge of the Gunfleet Sands. At 2.40 P.M. the haze lifted, and the Coastguard on watch observed the vessel. He at once reported the casualty, and the motor Life-boat *James Stevens No. 14* was sent to her assistance. The captain reported that he had come through the Gat, but hauled up to westward too soon, thereby stranding. He declined any assistance, but requested the Life-boat to stand by, as he hoped to get the vessel clear on the next high water. At 9.55 P.M. the yacht floated and was anchored in deep water. As the Life-boat was no longer required she returned to her station, arriving at 10.45 P.M. The motor was reported to have worked well.

THURSO, CAITHNESS-SHIRE.—At 2 P.M. on the 7th March the schooner *Emma Louise*, of Wick, bound to the Tyne with a cargo of paving stones, but then lying at anchor in Scrabster Roadstead, showed signals of distress, the crew fearing she would drive on to the rocks in the heavy easterly gale and broken sea. The crew of the Life-boat *Co-operator No. 3* were assembled—at the same time the Rocket Brigade came upon the scene. They fired a rocket and established communication with the vessel. One of the crew was rescued by this means but with difficulty; the remainder therefore declined to come ashore by that method. After waiting some time, the weather not improving, the Life-boat was launched and the four remaining men rescued.

NORTH DEAL, KENT.—In response to guns from the East Goodwin Light-vessel indicating a vessel was on that part of the sands, the Life-boat *Charles Dibdin* was launched at 8.30 A.M. on the 10th March. A passing steamer kindly towed the Life-boat part of the way, and on reaching the sands she found the schooner *Fred*, of Larvik, bound for Swansea, with a cargo of timber, ashore. As the help of the Life-boatmen was not then required the Life-boat stood by the vessel until she floated; she then set sail for Deal, arriving at 1 P.M. The weather was hazy and cold with a moderate E.N.E. breeze and sea.

BUCKIE, BANFFSHIRE.—During a light northerly wind with heavy sea on the 16th March, it was reported that a fishing vessel between four and five miles to the north of Buckie had had her mast carried away. The crew of the Life-boat *Maria Stephenson* were assembled, and the boat launched, and proceeded to the disabled boat. They found she was a large fishing-boat, the *Superb*, of Portessie, with nine hands aboard. She was rolling heavily and at the mercy of the sea. A rope was got on board and the Life-boat towed the vessel and crew into safety without mishap.





LAUNCH OF THE LIFE-BOAT AT NEWQUAY, CORNWALL.

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

THURSDAY, 14th January, 1909.

The Right Hon. the EARL OF HARDWICKE  
in the Chair.

Read and confirmed the minutes of the previous meeting.

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

Read the reports of the Deputy Chief Inspector on his recent visits to The Mumbles and Padstow Stations.

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

Northern District.—Buckhaven, Montrose (two boats), Johnshaven, Gourdon, Stonehaven, Port Erroll, Peterhead, Newburgh, North Berwick and Dunbar.

Eastern District.—Hartlepool (three boats), Seaham, Seaton Carew and Seaton Snook.

Southern District.—Poole.

Western District.—Bude, Porthdinllaen, Abersoch, Criccieth, Pwllheli and Barmouth.

Irish District.—Blackrock, Giles Quay, Greenore, Skerries, Cahore, Arklow, Cour-

town, St. Anne's No. 1, Wicklow, Dunmore East, Fethard and Wexford.

Decided that the Seaton Snook Motor Life-boat be withdrawn from the Tees.

Reported the receipt of a contribution of 18,251*l.* 11*s.* from the Central Committee of the Life-boat Saturday Fund, as the net proceeds of Life-boat Saturday, 1908.

Resolved that the sincere and grateful 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 1,200*l.* 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 1908 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 38,041*l.* 16*s.* 9*d.*

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:—

	£	s.	d.
Ancient Order of Foresters (annual subscription) . . . . .	140	-	-
Covent Garden Life-boat Fund, per Mr. George Monro (additional) . . . . .	54	16	6
Loyal Order of Ancient Shepherds, Ashton Unity (annual subscription) . . . . .	25	-	-
Mrs. C. E. Layton . . . . .	25	-	-
"M. H." . . . . .	20	-	-
Mr. G. Cecil Whitaker . . . . .	20	-	-

—To be severally thanked.

Also the receipt of the following legacies:—

The late Mr. CHARLES CARR ASHLEY, of Mentone, to provide and maintain five Life-boats, etc. (further on account) . . . . .	4,000	-	-
The late Mrs. MARY BRIDGET JOHNSTON, of Bath . . . . .	1,000	-	-
The late Mr. JAMES MOORE, of Coatham, Redcar . . . . .	1,000	-	-
The late Mr. CHARLES ANDERSON, of Fetty Kil, Scotland . . . . .	999	10	-
The late Miss R. A. DAVIES, of Forest Gate. . . . .	611	15	9
The late Miss CAROLINE EVERARD, of Salisbury (residue) . . . . .	230	18	8
The late Miss ALICE HADDOCK, of Bolton (per Southwold Branch) . . . . .	200	-	-
The late Mr. ROBERT FRAME, of Hamilton (per Glasgow Branch) . . . . .	100	-	-
The late Mr. WILLIAM NESBITT, of St. James's Square, S.W. . . . .	100	-	-
The late Mrs. J. A. CLARKE, of Newcastle-on-Tyne . . . . .	50	-	-
The late Mrs. MARY CURTIS, of Worthing (additional) . . . . .	35	-	-
The late Mrs. ELIZABETH CROWFOOT, of Beccles . . . . .	20	-	-
The late Mr. SAMUEL LEWIS, of Cork Street, W. (additional) . . . . .	20	-	-
The late Mrs. M. A. CHAPMAN, of West Brompton (additional) . . . . .	7	-	-

Reported the decease of Mr. J. R. Strangman, Captain R. Gyles, and Mr. S. Herbert Belk, Honorary Secretaries respectively of the Ballycotton, Hayle and Hartlepool 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 Mr. THOMAS H. WINDER, in recognition of his long and valuable services as Honorary Secretary of the Bolton Branch of the Institution, which office he had just resigned.

Reported the transmission to her Station of the Whitby No. 1 new Life-boat.

Paid 5,419*l.* for sundry charges in connection with various Life-boat establishments.

Voted 723*l.* 17*s.* 6*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Abersoch . . . . .	Ketch <i>Leader</i> . Landed 2.	
Bembridge . . . . .	H.M. Torpedo Boat No. 059 . . . . .	14
Caister No. 1 . . . . .	Barge <i>Ernest Piper</i> , of London. By lines saved . . . . .	3
Campbeltown . . . . .	Ketch <i>Margaret Wotherspoon</i> . Landed 3.	
Fishguard . . . . .	Schooner <i>Unity</i> , of Carnarvon. . . . .	4
Flamborough No. 1 . . . . .	Four cobs of Flamborough. Attended cobs.	
Gorleston No. 1 . . . . .	Brigantine <i>Rapid</i> , of Faversham . . . . .	7
Gorleston No. 1 . . . . .	Smack <i>Our Boys</i> , of Lowestoft. . . . .	5
Hauxley . . . . .	Coble <i>Annabell</i> , of Newbiggin. Saved coble and . . . . .	3
Holy Island No. 1 . . . . .	S.S. <i>Sailor Prince</i> , of North Shields. Stood by vessel.	
Johnshaven . . . . .	Three Fishing-boats of Johnshaven. Stood by boats.	
Killough . . . . .	S.S. <i>Galtee More</i> , of Dublin. Rendered assistance.	
Newbiggin . . . . .	Cobs of Newbiggin. Stood by cobs.	
Newburgh . . . . .	S.S. <i>Tillydrine</i> , of Dundee . . . . .	8
Newlyn . . . . .	Ship <i>Clan Macpherson</i> , of Glasgow . . . . .	20
Newlyn . . . . .	Schooner <i>Titania</i> , of Salcombe. Rendered assistance.	
Now Romney . . . . .	Barquentine <i>Malpas Belle</i> , of Truro . . . . .	1
Padstow No. 2 . . . . .	S.S. <i>Martha</i> , of Horten. Landed 7.	
Pakefield . . . . .	Trawler <i>Boy Nicholas</i> , of Lowestoft. Stood by vessel.	
Palling No. 2 . . . . .	S.S. <i>Tay</i> , of Hull. Stood by vessel.	
Palling No. 2 . . . . .	Smack <i>Marcus</i> , of Lowestoft. Landed 5.	
Robin Hood's Bay . . . . .	Steam Trawler <i>Reperio</i> , of Grimsby . . . . .	9
Southwold No. 1 . . . . .	Barge <i>Maria</i> , of Rochester . . . . .	2
Stonehaven . . . . .	Fishing-boats of Stonehaven. Remained in attendance.	
Thurso . . . . .	Ketch <i>Resolute</i> , of Newcastle . . . . .	3
Whitby No. 2 . . . . .	Coble <i>Robert and Mary</i> , of Whitby. Stood by coble.	

The Caister No. 1 Life-boat saved the barge *Ernest Piper*, of London; Margate No. 1. Life-boat rendered assistance to the S.S. *Buteshire*, of Glasgow; the Ramsgate Life-boat assisted to save the S.S. *Buteshire* and her crew of 53; she also saved 10 lives from the Pilot schooner No. 2, of Dunkirk, and attempted to save the vessel; Sennen Cove Life-boat assisted to save the ship *Fairport*, of Liverpool, and 20; Southend-on-Sea Life-boat saved the ketch *Canterbury Bell*, of Plymouth, and 4; also assisted to save the barque *Kappa*, of Brevik; Staithes Life-boat rendered assistance to S.S. *Marion*, of Dundee; and Yarmouth Life-boat assisted to save the steam drifter *Primrose*, of Wick, and 10 lives.

Voted 1,497l. 11s. 7d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with the view of assisting persons on vessels in distress:—Ballantrae, Boulmer, Broadstairs, Buckhaven, Caister No. 1, Campbeltown, Clacton-on-Sea, Cromer, Dover, Dunbar, Dungeness No. 1, Fishguard, Formby, Fraserburgh, Girvan, Gorleston No. 1, Harwich (steam), Kessingland No. 1, Kingsdowne, Kingstown No. 2, Kirkcudbright, Lowestoft No. 2, Mabelthorpe, Maryport, Mevagissey, New Brighton (steam), Newlyn, Newquay (Cornwall), New Romney, North Deal, North Sunderland, Palling No. 2, Port Erroll, Porthdinlaen, St. Ives, Sennen Cove, Shoreham, Southend-on-Sea, Stromness, Totland Bay, Uppang, Walmer, Walton-on-the-Naze, Whitby No. 1, Withorn, Winchelsea, Winterton Nos. 1 and 2, Withernsea, Worthing and Yarmouth.

Voted the Silver Medal to HENRY NICHOLAS, coxswain -superintendent of the Sennen Cove Life-boat, for his gallant services in assisting to save the ship *Fairport* and her crew of 20 hands.

Voted a binocular glass, suitably inscribed, to Mr. J. A. GARDINER, Honorary Secretary of the Campbeltown and Southend Branch, for his valuable co-operation on Life-boat service on the 28-29th December, 1908.

Voted additional rewards to the crews of the Ballantrae and Campbeltown Life-boats for their very arduous services to the S.S. *Deloraine*, of Glasgow, on the 29th December, and the schooner *Bessie Arnott*, on the 28th December, respectively. The weather was exceptionally bad, with heavy snow, and the sea was very heavy.

Voted 1l. 15s. to men injured in the Life-boat service on the 24th August and 29th December, 1908, at Aldeburgh and Killough, respectively.

Voted the Silver Medal and 3l. to Captain D. MARTIN, a yacht's skipper; 3l. to JAMES MEENAN; and 30s. each to ten other men, for their very gallant services at Campbeltown in a whole gale, with squalls of hurricane force, snow showers, and very heavy sea on the 29th December.

The Schooner *James*, of Larne, was reported in distress at about 9.40 p.m., and the Campbeltown Life-boat was sent to her assistance. Repeated efforts were made to reach the vessel, but owing to the exceptional severity of the weather and the soft nature of the ground the

Life-boat's anchor could not hold, and the boat was swept to leeward of the distressed vessel. Shortly after the Life-boat had started, Captain Martin seeing the Life-boat could do nothing, mustered a crew of six men and put off in a line skiff to windward of the wreck, and dropped down under oars, let go an anchor and veered down to the wreck. Just as the boat reached the wreck two heavy seas broke over the boat, half filling her, and carried away the cable. The boat was swept to leeward, but happily near the Life-boat, and the men scrambled on board the boat. The boat had to be abandoned, and was dashed to pieces on the beach. The Life-boat with all the men exhausted, returned ashore at 1.30 a.m. As nothing more could then be done, the gale having got worse, Captain Martin and his men went home to get dry clothes. Captain Martin soon returned and spent the early hours of the morning on the pier awaiting a lull. Between 6 and 7 a.m. a lull came. Another boat was manned and launched to windward of the wreck. The Life-boat also put off, but being to leeward was not able to reach the schooner as quickly as Captain Martin and his brave crew. This time their efforts were successful, and Captain Martin succeeded in rescuing two of the men on board but in a terribly exhausted condition, as they had been lashed to the rigging all night. A third man was also unlashd and taken into the boat, but it was found that he had already succumbed from cold and exposure. The cost of replacing the skiff, which was destroyed on this occasion, viz. 25l., was also borne by the Institution.

Voted 30s. each to PETER REVIE and A. MACALLUM, also 15s. each to six other men for rescuing the crew of the trawler *Albany*, of Fleetwood, wrecked in exceptionally severe weather on the west coast of Cantyre, about seven and a half miles from Campbeltown, on the 30th December, 1908. Snowstorms which had prevailed for some days rendered the roads impassable for transporting the Life-boat, and a blizzard prevailed at the time. As soon as information of the casualty reached Campbeltown, Life-boatmen and others started with ropes, etc., for the scene of the disaster. They drove as far as possible, and then proceeded on foot, but before they could reach the place the endangered crew of ten men were rescued by men on the spot; Peter Revie being the leader, and A. Macallum displaying great pluck in going into the surf and bringing ashore a life-buoy with a line attached. Reward to Life-boatmen and others, 18l. 6s. 1d.

Voted the thanks of the Institution on vellum and 1l. to JOHN HOLBROOK, coxswain-superintendent of the Bembridge Life-boat, and 4l. to four other men for putting off in a boat and at great risk rescuing three men from a boat in a perilous position in a strong S.E. breeze and rough sea, on the White Ledge, near Bembridge, on the night of the 23rd of December, 1908.

Voted 4l. to eight men for promptly putting off in a coble and saving three men from a small pleasure coble who were overtaken by

bad weather, when out fishing off Berwick-on-Tweed on the 8th of January.

Also 2*l.* 10*s.* to ten men for putting off in three boats from Margate Pier for the purpose of saving six men from a boat of the S.S. *T. W. Stewart*, which capsized off Margate on 24th November, 1908.

THURSDAY, 11th February, 1909.

The Right Hon. the EARL OF HARDWICKE  
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 visits to the following Life-boat Stations:—

Northern District.—Ayr, Kirkcudbright, Berwick-on-Tweed, Eyemouth, Girvan, Ballantrae, Troon, Irvine, Dunbar and Skateraw.

Eastern District.—Whitburn and Sunderland (three boats).

Southern District.—Harwich.

Western District.—Point of Ayr, Holyhead, Bull Bay, Cemaes, Llanddulas, Minehead, Appledore (two boats), Ilfracombe, Clovelly, and The Lizard.

Irish District.—Helvick Head, Fenit, Courtmacsherry, Queenstown, Ballycotton, Youghal, Tramore, Rosslare Harbour, and Kilmore.

Deep regret was expressed at the death of the Right Hon. the Earl of Leicester, K.G., who had been a Vice-President of the Institution since 1864.

The Decoration of the Institution was conferred upon Mr. JOHNSTONE WALLACE, Deputy-Chairman of the Life-boat Saturday Fund, in recognition of his long, valuable and highly appreciated services to the Life-boat cause.

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

	£	s.	d.
His Majesty the King (annual subscription)	21	—	—
Civil Service Life-boat Fund, per Mr. Harry Fincham, I.S.O. (additional)	400	—	—
St. Michael's, Paddington (per the Rev. G. F. Prescott, M.A.)	9	7	—

—To be severally thanked.

Also the receipt of the following legacies:—

The late Mr. A. G. SCHIFF, of Warnford Court, E.C.	400	—	—
The late Miss C. S. CARTER, of East Dereham	200	—	—
The late Miss ELIZABETH SYME, of Leven (half of residue), per Edinburgh Branch	200	—	—

The late Miss ABIGAIL A. GEORGE, of Moor, Worcester	£	s.	d.
	180	—	—
The late Miss ELIZABETH CLULOW, of Highgate	50	—	—
The late Mr. SAMUEL LEWIS, of Cork Street, W. (balance)	20	—	—
The late Miss F. W. A. LLOYD, of Bromley (half year's interest)	15	4	—

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

Paid 2,371*l.* for sundry charges in connection with various Life-boat establishments.

Voted 333*l.* 10*s.* 3*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Ballantrae	S.S. <i>Deloraine</i> , of Glasgow. Landed 8.	
Boulmer	Two fishing cobsles. Rendered assistance.	
Brixham	S.S. <i>Heelsum</i> , of Amsterdam. Stood by vessel.	
Flamborough No. 2	S.S. <i>Zeus</i> , of Christiansand. Stood by vessel.	
Grimsby	Fishing-boat <i>Providence</i> , of Grimsby. Saved boat and	3
Helvick Head	Yawl <i>St. John</i> , of Ballinagoul. Saved yawl and	4
Moelfre	Brigantine <i>Walter J. Cummins</i> , of Irvine	5
Moelfre	Schooner <i>Jessie Williamson</i> , of Lancaster	4
Moelfre	S.S. <i>Hawthorne</i> , of Cardiff	17
Rhosneigr	Ketch <i>Sarah Ann</i> , of Liverpool	2
Scarborough	Pilot cutter <i>John</i> , of West Hartlepool. Rendered assistance and landed 2.	
Swanage	Yacht <i>Iona</i> , of Glasgow. Landed 5.	
Tenby	Brig <i>Evelyn</i> , of Carnarvon. Landed 8.	
Torquay	S.S. <i>Heelsum</i> , of Amsterdam. Stood by vessel.	

The Caister No. 1 Life-boat assisted to save the brigantine *Thirza*, of Whitstable, and crew of 7; Peterhead Life-boat rendered assistance to the schooner *Surprise*, of Arbroath; and Swanage Life-boat assisted to save the yacht *Iona*, of Glasgow.

Also voted 654*l.* 13*s.* 10*d.* to pay the expenses of the following Life-boat launches, etc., with the view of assisting persons on vessels in distress:—Aldeburgh No. 2, Broadstairs, Caister No. 1, Clacton-on-Sea, Cresswell, Cromer, Cullercoats, Donna Nook, Dover, Eyemouth, Flamborough Nos. 1 and 2, Girvan, Hartlepool No. 1, Hayle, Holyhead No. 2, Margate No. 1, North Deal, Porthdinllaen, Port Patrick, Redcar, Rhoscolyn, Rosslare Harbour, Southend-on-Sea, Sunderland (North Dock), Tynemouth (motor), Whitby Nos. 1 and 2, Winterton No. 2, and Yarmouth.

The Girvan and Ramsgate Life-boats were also launched on service; and the crew assembled at Buckhaven, but their services were not required.

Voted 2*l.* to a Life-boatman at Campbeltown for illness contracted on service at Campbeltown on the 28th and 29th December, 1909.

Voted 10*l.* to five men for saving, at great risk to themselves, the crew of nine hands of the trawler *Hope*, of Peterhead, wrecked on Faray Holm, Orkney Islands, in a whole S.S.E. gale, very heavy sea and exceptionally heavy snow, on the 29th December. Some of the men were almost dead from cold and exposure when rescued.

Also 3*l.* 15*s.* to six men for putting off in a coble during a strong W. gale in a heavy sea, and saving the coble *Lead Me* and her crew of three men, when in distress off Craster, on the 11th January, 1909.

Also 3*l.* 10*s.* to three Coastguards and a fisherman for going into the surf and saving, at considerable risk to themselves, four persons from the fishing-boat *William and Maria*, of Hastings, which struck on the bar off Hythe, in a strong S. gale and heavy sea, on the 10th December, 1908.

Also 1*l.* 17*s.* 6*d.* to five men for putting off in a boat, and at moderate risk saving the crew of ten men of the steam trawler *Viking*, of Sandefjord, wrecked on Cairnbulg Brigg, Aberdeenshire, in moderate weather, on the 20th December, 1908.

THURSDAY, 11th March, 1909.

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

Northern District.—Ardrossan, Campbeltown, Southend (Cantyre), North Berwick, Stornoway, Buckhaven, Broughty Ferry, Newbiggin, Cullercoats, Cambois, Blyth and Tynemouth.

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

Western District.—Hayle, St. Ives, St. Mary's, St. Agnes, Penzance, Newlyn, Sennen Cove, Newquay (Cornwall), Falmouth, Mevagissey, Polkerris and Looe.

Irish District.—Wexford, Kingstown (two boats), Hilbre Island, Hoylake, Formby, New Brighton (two boats), Peel, Port Erin, Port St. Mary, Castletown, Ramsey and Douglas.

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

“M. H.” (additional)	£	s.	d.
Gift from the estate of “C. L.,” Dumfriesshire, for the benefit of St. Andrews and Crail Branches	5	-	-

—To be thanked.

Also the receipt of the following legacies:—

The late Mr. G. R. DAWES, of Brockley, for an <i>Arthur R.</i> <i>Dawes</i> Life-boat	1,080	-	-
The late Mr. T. J. IVORY, of Hampstead	1,006	17	9
The late Mr. CHARLES WEIGHALL, of Middlesbrough	250	-	-
The late Mr. JOHN W. WHITEHEAD, of Blackpool	250	-	-
The late Mr. JOHN ROGERS, of Canonbury, N.	90	-	-
The late Mrs. J. A. CLARK, of <i>Jesmond</i> (balance)	50	-	-
The late Miss ELIZABETH CLULOW, of Highgate	50	-	-

Deep regret was expressed at the death of Mr. W. T. Tresidder, who had been Honorary Secretary of the St. Ives Branch of the Institution for 27 years.

Voted the best thanks of the Committee of Management to Mr. F. O. TAYLOR, the Rev. C. B. R. HUNTER and Dr. W. J. SHEE, in recognition of their past valuable services as Honorary Secretaries respectively of the Norfolk, Seaton Carew and Fethard Branches of the Institution, which offices they had just resigned.

The Committee of Management also specially recognised the good services extending over many years of the following Honorary Secretaries of Branches of the Institution:—Captain G. ANDERSON, J.P., New Romney; Vice-Admiral CLAUDE E. BUCKLE, Lincolnshire; Mr. F. LE BOULANGER, Swansea and Mumbles; Mr. H. MARFLEET, Totland Bay; Mr. JOSEPH MAY, Skerries; Mr. JOSEPH McARD, Port Erin; Mr. JOHN ROBERTS, Worthing; Mr. LEWIS B. ROSS, North Sunderland; Mr. E. T. M. SANDWITH, Rosslare Harbour; the Rev. H. VYVYAN, M.A., Cadgwith; Mr. JAMES HOGG, Middlesbrough; Capt. H. QUINTANILHA, Newton Abbot; and Mr. A. MURISON SMALL, Melrose.

Paid 6,395*l.* for sundry charges in connection with various Life-boat establishments.

Voted 344*l.* 15*s.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Brixham . .	Schooner <i>Lizzie</i> , of Salcombe	5
Hauxley . .	Barque <i>Frank</i> , of Tvedestrand	17
Runswick . .	Three cobles, of Runswick. Stood by cobles.	
Southend-on-Sea	Schooner <i>Prosperity</i> , of London	5
Staithes . .	Schooner <i>Elise</i> , of Herenosand	4
Tynemouth (Motor)	Fishing cobles, of Cullercoats. Remained in attendance.	
Uppang . .	Ketch <i>Gem of the Ocean</i> , of Whitby	1
Whitby . .	Ketch <i>Gem of the Ocean</i> , of Whitby	1
Walton-on-Naze	Steam yacht <i>Varuna</i> , of New York. Stood by yacht.	

Cresswell Life-boat assisted to save the S.S. *Helsingborg*, of Helsingborg. Penzance Life-boat saved the steam drifter *Renown*, of Yarmouth, and 9 hands, and Redcar Life-boat assisted to save the S.S. *Clydesdale*, of Sunderland.

Also voted 369l. 1s. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with the view of assisting persons on vessels in distress:—Berwick-on-Tweed, Bridlington Quay, Caister No. 1, Dunbar, Hauxley, New Romney, Padstow Nos. 1 and 2, Palling No. 2, Peterhead, Redcar, Runswick, Saltburn, Southend-on-Sea, Walton-on-Naze, Winterton No. 2, and Yarmouth.

The Ramsgate Life-boat was also out on service.

Reported that 14l. 1s. to men injured in the Life-boat service at Caister and Redcar.

Voted the thanks of the Institution on vellum to R. P. ROBINSON and to THOMAS LANGLANDS, coxwains - superintendent at Uppang and Whitby respectively, for their gallant services in saving the crew of two hands of the ketch *Gem of the Ocean* wrecked off Whitby, in a very heavy sea on the 15th February. An additional monetary reward was granted to the Whitby crew.

Also voted an additional reward to the crew of the Staithes Life-boat for a good service on the 11th February, when five men were saved from the schooner *Elise*, of Hernosand. M. Verrill, the bowman of the Life-boat, who jumped overboard to save one man, was given a special monetary award.

Voted the thanks of the Institution inscribed on vellum and 1l. to FRANK DALTON, and 1l. each to five other men, for putting off in a coble and at great risk to themselves, rescuing two men from the coble *Welcome Home*, in a whole northerly gale and very heavy sea, off Scarborough, on the 5th February, 1909.

Also voted the thanks of the Institution inscribed on vellum, and 1l. to THOMAS WILLIAMS for saving, at considerable risk to himself, two persons whose boat foundered off Watermouth, near Ilfracombe, in a strong N.W. breeze and rough sea on the 1st March, 1909.

#### TUESDAY, 23rd March, 1909.

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 Right Hon. Lord GEORGE F. HAMILTON, G.C.S.I., 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 Sir John Cameron Lamb, C.B., C.M.G.; the Right Hon. the Earl of Halsbury, P.C.; the Right Hon. Sir John C. R. Colomb, K.C.M.G.; Admiral of the Fleet Sir Gerard H. U. Noel, K.C.B., K.C.M.G.; Colonel John E. Bernard

Seely, D.S.O., M.P.; Colonel FitzRoy Clayton, V.P., and Admiral J. Halliday Cave, C.B.

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, 8th April, 1909.

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

The Committee expressed their deep sense of sorrow at the sad and unexpected death of the Earl of Hardwicke, their late valued and very highly esteemed Deputy-Chairman, who had been for very many years actively and assiduously interested in the Life-boat cause; and it was resolved to tender their sincerest sympathy to the Countess of Hardwicke and her bereaved family. Lord Hardwicke joined the Committee of Management in 1896, and was appointed Deputy-Chairman in 1908. He had been Chairman of the Life-boat Saturday Fund since 1905.

Colonel Fitzroy Clayton, V.P., was unanimously elected Chairman, and Sir John Cameron Lamb, C.B., C.M.G., Deputy-Chairman of the Committee of Management for the ensuing year.

Colonel Clayton having taken the Chair, 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 Deputy Chief Inspector of Life-boats on his recent visits to St. Andrew's and Girvan.

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

Northern District.—Hauxley, North Sunderland, Boulmer, Alnmouth, Balcary, Kirkcudbright, Cresswell, and Holy Island (two boats).

Eastern District.—Hornsea, Grimsby, Seaham, Southwold (two boats), Aldeburgh (two boats), Bridlington Quay, Flamborough (two boats), and Withernsea.

Western District.—Porthoustock, Coverack, Cadgwith, Porthleven, Port Isaac, Lynmouth, Western - super - Mare, Barry Dock, The Mumbles, Port Eynon, Burry Port, Ferryside, and Tenby.

Irish District.—St. Anne's (two boats), Lytham, Fleetwood, Blackpool, Piel (Barrow), Southport, Poolbeg, Carrickfergus, and Cloughey.

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

	£	s.	d.
ANONYMOUS . . . . .	25	-	-
Friendly Brothers of St. Patrick (London Knot), per Mr. E. Nash (additional) . . . . .	10	10	-

—To be thanked.

Also the receipt of the following legacies:—

The late Mrs. T. J. BELL, of Ramsgate (further on account) . . . . .	4,000	-	-
The late Mr. W. J. A. STAMER, of Juan les Pins . . . . .	3,054	14	-
The late Miss JANE LEWIS, of Southport, for or towards cost of a Life-boat to be named <i>Joseph Ridgway</i> . . . . .	750	-	-
The late Mr. J. G. LEACH, of Hallam Street, W. . . . .	500	-	-
The late Mr. WILLIAM MARSH, of West Bromwich . . . . .	500	-	-
The late Mr. EDWARD ST. LAWRENCE WALKER, of Worcester . . . . .	500	-	-
The late Capt. HUGH H. ROWLAND, of Everton (per Liverpool Branch) . . . . .	359	15	7
The late Mr. C. W. JONES, of Gwynfryn, Carmarthen . . . . .	200	-	-
The late Miss C. F. CANE, of Dublin . . . . .	50	-	-
The late Mr. H. H. CREWE, of Brockenhurst (balance) . . . . .	1	2	1

Deep regret was expressed at the death of Mr. Joseph May, who had been Honorary Secretary of the Skerries Branch of the Institution for 10 years, and it was decided to send a letter of sympathy to his family.

Reported the transmission to her Station of the Winterton No. 2 new Life-boat.

Paid 6,220*l.* for sundry charges in connection with various Life-boat establishments.

Voted 29*l.* 13*s.* 4*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Bembridge . . . . .	Trawler <i>Mint</i> , of Brixham	3
Bull Bay . . . . .	A boat of Bull Bay. Saved boat and . . . . .	1
Dungeness No. 1 . . . . .	Barge <i>Josephine</i> , of London . . . . .	2
Gourdon . . . . .	Fishing-boats of Gourdon. Remained in attendance.	
Newbiggin . . . . .	S.S. <i>Bavaria</i> , of Stettin. Landed 16.	
Newhaven . . . . .	Smack <i>Rialto</i> , of Ramsgate . . . . .	4
Newhaven . . . . .	Smack <i>Spes</i> , of Brixham	3
North Deal . . . . .	Schooner <i>Fred</i> , of Larvik. Stood by vessel.	
Palling No. 2 . . . . .	S.S. <i>Vulcan</i> , of Liverpool	9
Skerries . . . . .	Schooner <i>Coniston</i> , of Barrow . . . . .	4
Staithes . . . . .	Cobles of Staithes. Stood by Cobles.	
Thurso . . . . .	Schooner <i>Emma Louise</i> , of Wick . . . . .	4
Wells . . . . .	Ketch <i>Providence</i> , of Goole . . . . .	4
Winterton No. 2 . . . . .	Schooner <i>Eagle</i> , of Yarmouth . . . . .	4

The Buckie Life-boat saved the lugger *Superb*, of Portessie, and 9 hands, and the

Yarmouth Life-boat assisted to save the brigantine *Mary Ann*, of Fowey.

Also voted 345*l.* 2*s.* to pay the expenses of the following Life-boat launches or assemblies of crews, with the view of assisting persons on vessels in distress:—Caister No. 1, Dunbar, Gorleston No. 1, Hartlepool No. 1, Lowestoft No. 1, New Romney, Palling No. 1, Plymouth, St. Agnes, St. Mary's, Salcombe, Tynemouth, Winterton No. 2, and Yarmouth.

Voted 7*l.* 10*s.* to a man injured in the Life-boat service at Winterton.

Voted the thanks of the Institution and 2*l.* to Patrick Lacey, and 2*l.* each to seven other men for saving eight persons from a boat which was swamped and sunk in a heavy swell off Inisbofin, Co. Galway, on the 8th February. Three other persons unfortunately perished before help could reach them, and the salvors incurred considerable risk in effecting the rescue.

THURSDAY, 13th May, 1909.  
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.

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

Northern District.—Whithorn, Port Patrick, Port Logan, Maryport, Whitehaven and Cullercoats.

Eastern District.—Wells, Blakeney, Hunstanton and Brancaster.

Southern District.—St. Helier, St. Peter Port, Swanage, Weymouth, Poole, Hayling Island and Southsea.

Western District.—Appledore (two boats), Angle, Little Haven, St. David's, Barmouth, Porthdinllaen, Abersoch, Criccieth and Pwllheli.

Irish District.—Killough, Newcastle, Culdaff, Greencastle, Aranmore, Portrush, Groomsport, Blackrock, Giles Quay, Greenore, Clogher Head, Drogheda, Howth, Wexford and Fethard.

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

The Thorngate Trustees (annual subscription) . . . . .	£	s.	d.
"W. J. F.," per P. & Co. . . . .	80	-	-
Leeds Industrial Co-operative Society (annual subscription) . . . . .	25	-	-
"Grannie" (additional) . . . . .	6	6	-
"Griselda" (additional) . . . . .	6	6	-
St. Alban's, Holborn, Sunday Schools (Lent Offerings, per the Rev. W. A. Pearkes, M.A.) . . . . .	6	-	6
H.M.S. <i>Bacchante</i> (collection on board during Lent, per the Rev. W. H. Goudge, R.N. . . . .	5	-	-
New College Chapel, Oxford (part of Offertory, per the Rev. W. A. Spooner, D.D.) . . . . .	2	10	-
H.M.S. <i>Ganges</i> (Offertory on board, per the Rev. W. Highmoor, M.A.) . . . . .	-	10	-

—To be severally thanked.

Also the receipt of the following legacies :—

	£	s.	d.
The late Mr. JAMES MOORE, of Coatham, Redcar (balance of residue) . . . . .	713	2	11
The late Mrs. FRANCES ROGET, of Maida Vale . . . . .	504	8	9
The late Mrs. SARAH ANNE CRUNDWELL, of Bromley, Kent . . . . .	500	-	-
The late Mr. EDMUND LYTGOE, of Beaufort, Melbourns (further on account) . . . . .	383	4	-
The late Mr. WILLIAM SANDERSON, of Kirkcaldy (share of residue) . . . . .	230	16	9
The late Mrs. SUSANNAH E. JONES, of Northampton . . . . .	200	-	-
The late Mr. JOSEPH FLEXMAN, of Gunnersbury . . . . .	50	-	-
The late Mr. GEORGE CLAY, of Doncaster (share of residue) . . . . .	39	8	8
The late Mr. SAMUEL LEWIS, of Cork Street, W. (half amount of interest) . . . . .	30	12	6
The late Miss E. R. YOCKNEY, of Hampstead . . . . .	10	-	-

Great regret was expressed at the death of Mr. W. R. Smith, who retired from the post of Assistant Secretary in 1905. He originally joined the staff of the Institution in 1860.

Also at the death of Mr. Joseph Fairhall, Senior Principal Clerk, who had been in the service of the Institution nearly 43 years.

In each case a letter of deep sympathy was sent to the families of the deceased officials.

Voted the best thanks of the Committee of Management to Mr. W. B. CHARLES, in recognition of his long and valuable services as Honorary Secretary of the Hoylake and Hilbre Island Branch of the Institution, which office he had just resigned.

Reported the despatch to their Stations of the Blackrock, Thurso, Stromness and Stronsay new Life-boats—the boats for the two last-named stations having motor engines installed in them.

Paid 3,117*l.* for sundry charges in connection with various Life-boat establishments.

Voted 263*l.* 5*s.* 6*d.* to pay the expenses of the following Life-boat services :—

Life-boat.	Vessel.	Lives saved.
Broadstairs . . . . .	S.S. <i>Mahratta</i> , of Liverpool. Stood by vessel.	
Caister No. 1 . . . . .	S.S. <i>North Gwalia</i> , of London. } S.S. <i>Mauranger</i> , of Bergen. } Transferred 5	
Clovelly . . . . .	Crab-boat <i>Mistletoe</i> , of Clovelly . . . . .	2

Life-boat.	Vessel.	Lives saved.
Filey . . . . .	Coble <i>Baden Powell</i> , of Filey. Stood by coble.	
Gorleston . . . . .	S.S. <i>North Gwalia</i> , of London. Landed 15.	
Hoylake . . . . .	Yacht <i>Roulette</i> , of Hoylake. Saved yacht and	3
Johnshaven . . . . .	Steam trawler <i>Kirton</i> , of Granton . . . . .	9
North Deal . . . . .	S.S. <i>Mahratta</i> , of Liverpool. Landed 14 and saved	24
North Deal . . . . .	Fishing lugger <i>Jesu Maria Joseph</i> , of Boulogne. Stood by vessel.	
Portrush . . . . .	S.S. <i>Hamilton</i> , of Stranraer	4
Scarborough . . . . .	Four cobsles, of Scarborough. Stood by cobsles.	
Whitby No. 1 . . . . .	Seven cobsles, of Whitby. Stood by cobsles.	

The Kingsdowne, Ramsgate, and Walmer Life-boats assisted to save the S.S. *Asia*, of Bremen, the Ramsgate and Walmer Life-boats assisted to save the barque *John Lockett*, of Liverpool, the Ramsgate Life-boat assisted to save the barque *Leto*, of Arendal, and the Winterton No. 2 Life-boat assisted to save the brigantine *Mary Annie*, of Folkestone.

Also voted 148*l.* 14*s.* 8*d.* to pay the expenses of the following Life-boat launches or assemblies of crews, etc., with the view of assisting persons on vessels in distress :—Caister No. 1, Clacton-on-Sea, Flamborough No. 1, Gorleston No. 1, Montrose No. 1, Palling No. 2, Rosslare Harbour, Walmer and Yarmouth. The Ramsgate Life-boat was also launched, but her services were not required.

Voted a binocular glass, bearing a suitable inscription, to Captain FRED W. PRANCE, and 2*l.* each to two other men for saving, at considerable risk, six persons from the French ketch *Andrée* which foundered in a strong S.E. gale and heavy sea, in Bideford Bay, on the 21st April, 1909.

Also 2*l.* to two men for saving, at moderate risk, two men from a small sailing-boat which capsized near the Hook Sandbanks, Poole, in a strong S.E. breeze and heavy sea on the 21st April, 1909.

Also 12*s.* to four fishermen for their promptness in saving the coble *Jeannies* and her crew of four men in squally weather and a rough sea off North Sunderland, on the 30th April.

NOTICE.

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