

THE LIFE-BOAT.

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THE TESTING OF A NEW LIFE-BOAT.

IN November 1908 and in February this year an account was given in the *Life-boat Journal* of the steps taken to select a new Life-boat, and also some Notes of the way she is built. It may now be of interest to the coxswains and crews who man the boats, and to all who are supporters of the ROYAL NATIONAL LIFE-BOAT INSTITUTION to know something about the tests each new Life-boat has to pass before she is sent to the coast.

Before any boat is allowed to leave London she has to undergo a harbour trial, which is usually held in the canal adjoining the Institution's Storeyard at Poplar, and sometimes, in the case of the largest class of boats, in the East or West India Docks, with the consent of the dock authorities. These trials are held with a view to obtaining certain details of each boat, which are all carefully recorded and kept for the purpose of comparison, not only between boats of a similar class and size, which are practically built from the same drawings and moulds, but also between boats of different types and sizes.

The details noted for all Life-boats, whether they are of the self-righting or the non-self-righting types are—

1. *Draught of water*, forward, aft, and down tubes.

(a) Light (*i.e.* empty).

(b) Crew and gear in boat, water ballast tanks empty.

(c) Crew and gear in boat, after tank only full.

(d) Crew and gear in boat, two tanks full, and so on.

2. *Stability.*

(a) Number of men on gunwale to bring it awash with crew and gear in place, with tanks both empty and full.

(b) Number of men to bring deck awash with crew and gear in place, with tanks empty and tanks full.

Tests 1 and 2 are applied to all boats.

3. *Tests for self-righting power*, which are of course only applied to the self-righting boats.

(a) With full crew and all gear on board, tanks empty, masts and sails stowed.

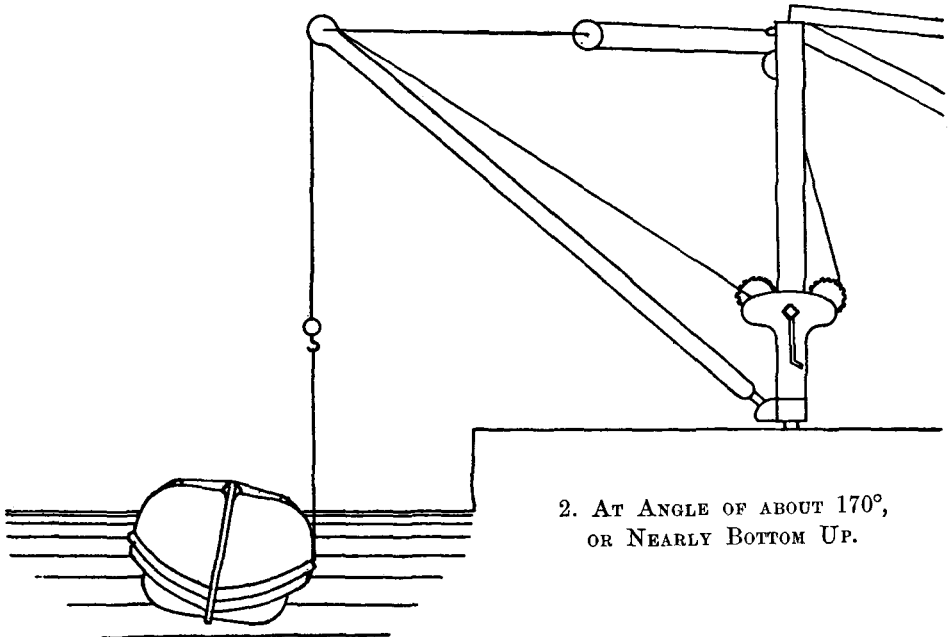
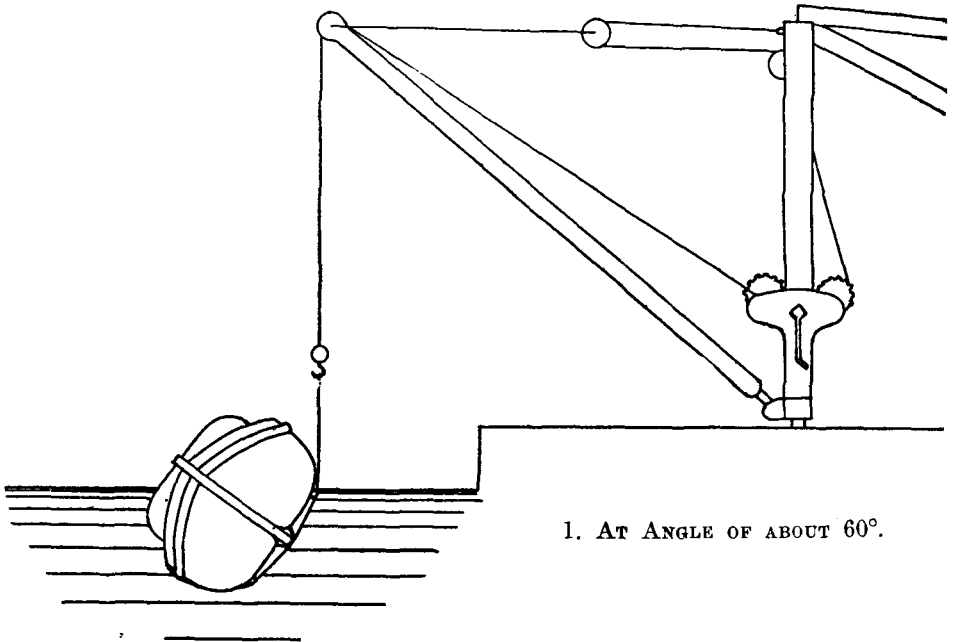
(b) With full crew and all gear on board, tanks full, masts and sails stowed.

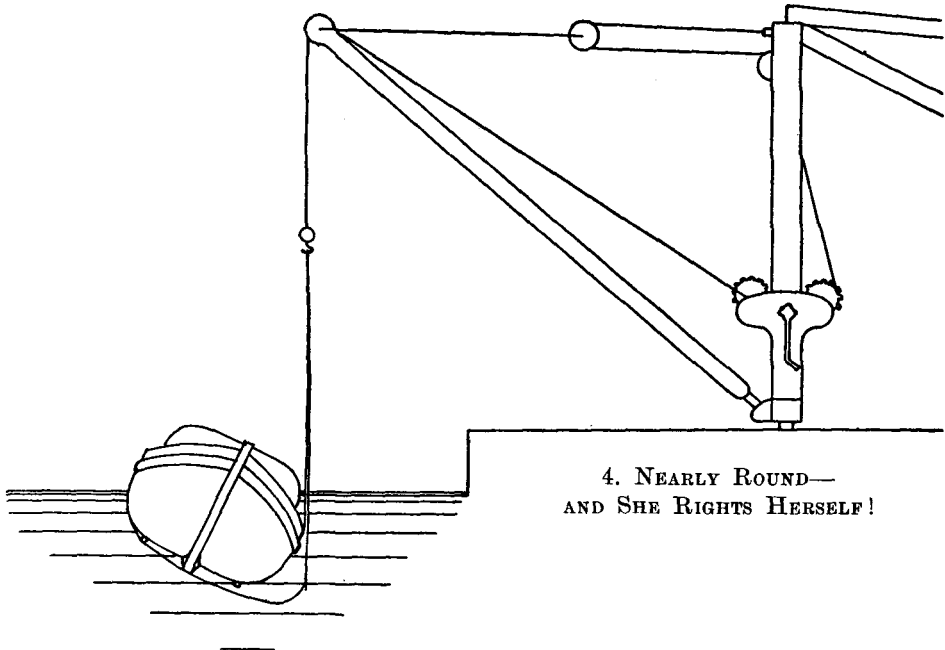
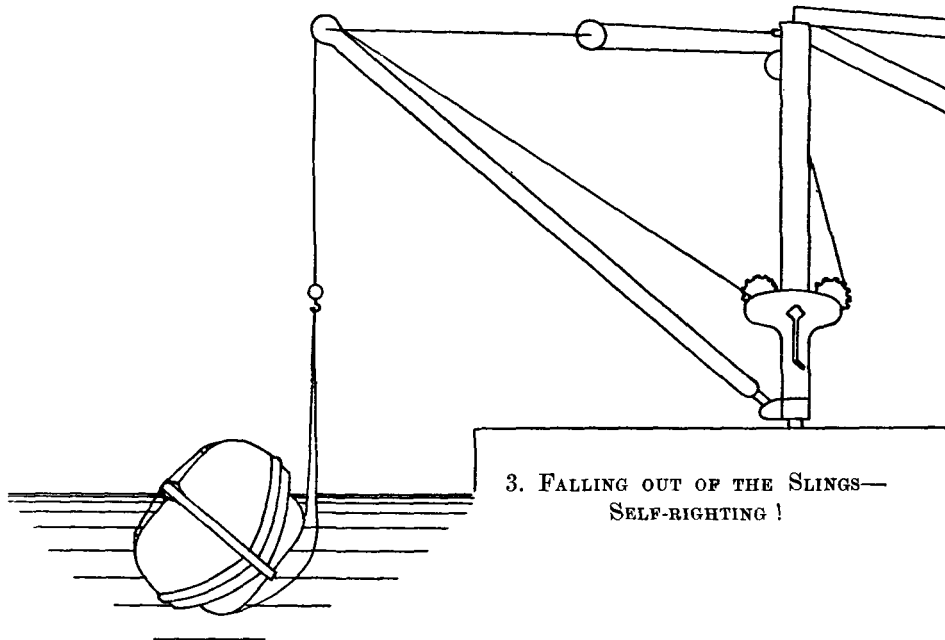
(c) With full crew and all gear on board, tanks full, masts and sails set.

(d) With full crew and all gear on board, tanks empty, masts and sails set.

(e) Draught of water bottom up both forward and aft.

All these tests are carried out as carefully as possible. Each man of the crew is represented by a dead weight of 11 stone, contained in a box made secure to the thwarts, exactly where the man would sit to pull his oar, or on





the deck in the positions the coxswains or bowman would occupy when afloat in the boat. Each additional man put on the gunwale or on the deck in the stability trials is also represented by a similar weight of 11 stone, such weight being considered a fair average one per man for trial purposes.

Except when the light draught is taken, all the masts, yards, sails, ropes, anchor and other stores which form the equipment of a Life-boat are either actually lashed in the boat or are represented by an equivalent weight and so far as the boat is concerned she is in service trim.

The boat is capsized (if of the self-righting type) by means of a rope parbuckle with the aid of a crane, and in tests (a) and (b) is turned completely over. She is gradually inclined until bottom up with the aid of the crane (see Fig. 1), and when she is nearly in that position (see Fig. 2) she falls out of the slings (see Fig. 3) and she rights herself (see Fig. 4).

If she does not fulfil this condition, or if she is unusually sluggish, some alteration must be made; and it should be clearly understood that a self-righting boat is never sent to the coast unless her self-righting qualities are considered *entirely* satisfactory. These tests are carried out in the smooth water of the canal or dock, and even on the smoothest day it is hardly possible to balance a boat bottom up so that she will not right herself either to starboard or port. In the motion or swell of an open sea it is obvious she would be bound to right herself much more readily, and the rougher the sea the quicker she would recover. Of course it will be apparent to everyone that there must be a sufficient depth of water to allow the boat to complete the revolution without any portion of her striking the bottom, and her self-righting powers also depend on the end air boxes being intact. In tests (c) and (d) when the masts are up and the sails set, the jib and mizzen sheets are belayed

and the fore sheet is slacked right off, as this rope should always be kept in hand in a Life-boat; the boat is then parbuckled over to an angle of about 130° from upright, which brings the masts and sails well under water; the parbuckle is then eased up suddenly to allow the boat to return to the upright position. In one of these tests the conditions are made more severe by lashing weights representing a certain number of men (varying according to the size of the boat) on the lee gunwale. This, of course, shows what the behaviour of the boat would be if a heavy sea struck her and forced her on to her beam ends, throwing most of the crew or passengers over to the lee side of the boat. This type of boat should never fail to fulfil all these conditions.

In the capsizing tests the draught of water is always taken when the boat is exactly bottom up, and after she rights herself a note is taken of the time the water on the deck takes to run out through the self-relieving valves. This generally occupies from 45 to 50 seconds.

When all these trials are over the deck air cases and the end air boxes are carefully examined to see if there is any water in them, and the drop keels (if any) are lowered and raised, the pumps are worked to see if they throw the water properly, and all other fittings are overhauled by the Inspector or Surveyor who is responsible for the trials. The boat is then hoisted out of the water and the outside drain-plugs unscrewed to see the amount of water in the bilges, and it is generally found to be a very small quantity, rarely more than a bucketful or two.

On the return of the boat to the building-yard her weight is taken (empty), and in the Institution's Annual Report the dimensions and weights of all boats are tabulated.

After all these tests have been satisfactorily carried out and the defects (if any) made good, the final painting is taken in hand, and when the paint is

dry she is turned over to the riggers to fit all the permanent fittings and rigging. A final examination takes place when this is finished and the masts and rigging, with sails set, are inspected; the sailmaker attends, and if the sails are not considered quite satisfactory the defects are pointed out to him and he has to make them good.

The new boat has now been built and tested, and is ready to start for her station either by rail or water. Doubtless all the readers of this *Journal* will wish her God-speed and all possible success in the hands of the gallant crew who will probably man her for many years, and let us hope she will be the means of saving many valuable lives.

LIFE-BOAT SATURDAY FUND.

ALL through the current year the cry of "bad business" and "no business" has been resounding through the land, north, south, east and west, and the general depression, which seems to have settled upon us, might reasonably have deterred any ordinary mortal from "raising a finger" to gather in funds for charitable and philanthropic purposes. Somehow or other, however, the work of the ROYAL NATIONAL LIFE-BOAT INSTITUTION would seem to instil into all those who take an interest in it an uncommon amount of zeal and enthusiasm, and what would damp any ordinary "man in the street" appears, on the contrary, to have the effect of stirring up the workers for the Institution, the Branches, and for the Life-boat Saturday Fund to renewed energy and re-doubled effort, with the result that the Life-boat Saturday "season" for 1909 has certainly, in the way of success, exceeded all expectations, and has again proved, as is so often the case,

the groaning pessimist to be entirely wrong in his gloomy prophecies. We heartily congratulate all who have "fought the fight," on "the victory won," and hope they may be encouraged to go on "conquering and to conquer." They must bear in mind however that whether trade is good, bad or indifferent, storms will still continue to rage and work destruction by sea and land, making it incumbent on the Life-boat Institution to maintain in the most perfect state of efficiency, its great fleet of Life-boats, which, manned by their gallant crews, are always ready night and day to render succour to the storm-tossed mariner. This being so, the necessity for continued and sustained effort to raise the necessary funds to enable the Committee of Management of the Institution to carry on the great national work which has been entrusted to them is indisputable, and we feel sure that the needed help will be forthcoming.

THE LAUNCHING OF THE LIFE-BOAT.

When wild winds howl along the deep,
And bid the ocean mountains rise
To thunder on White Albion's steep
The vengeance of her native skies,
What cheers the storm-tossed mariners,
Wrecked on her rock-bound shore,
And nerves their hearts to fight the waves
For dear life, and home once more?

'Tis the launching of the life-boat,
The saviour of the sea,
From off the shore, where ocean's roar
Quells not humanity;
For though the wild winds howl and rave,
The Life-boat's launched—and launched to
save.

Her daring crew when wild winds blow
Need not the sound of minute guns
To rouse within their breasts the glow
That Duty calls for from her sons;
For true to manhood's highest creed
They burn with sacrificial fire,
Which ocean's fulness cannot quench
When hearts are filled with this desire.

Long, long may Britain's hardy sons
Be powerful to fight the waves,
And snatch from death the storm-tossed ones
Whom ocean seeks to fill her graves;
And though the ocean mountains rise
To thunder vengeance on her steep,
White Albion's heart will rest at ease,
For deeds like these shall rule the deep.

HAMISH.

NEW LIFE-BOATS.

WHITBY NO. 1 AND UPGANG, YORKSHIRE.—The Life-boats at these Stations which had done duty for many years have been replaced by new boats of the modern self-righting type. The Whitby No. 1 boat is named *Robert and Mary Ellis*, as was her predecessor, being the gift to the Institution of the late Mrs. Ellis, of Harrogate. The Life-boat at Upgang is named the *William Riley of Birmingham and Leamington*, her cost having been met from the bequest of the late Mr. William Riley, of Leamington.

The public inauguration and naming of the two new Life-boats took place at Whitby on the 23rd August. Although the weather was very showery large numbers of people assembled on the beach, the Spa and the Cliffs.

The Rev. Canon Austen, M.A., R.D., presided on the occasion, and was supported by the Hon. Mrs. Beckett, Mrs. Austen, Lieutenant Basil Hall, R.N. (the District Inspector of Life-boats), Mr. Jefferson Suggit (Chairman of the Local Committee), Captain Richard Smailes, Mr. E. O. Turnbull, Mr. H. W. Smales, Mr. J. W. Foster (Honorary Secretary), Captain C. Vasey, and Captain W. Jefferson. The Life-boats were decorated with flags and bunting, and presented an exceedingly pretty sight to those who were fortunate enough to get a close view of them.

Canon Austen said that, happily, there were some subjects about which they were one and all agreed, and one upon which they were all agreed was that it was their duty to save human life when it was possible to save it. (Applause.) Whitby, from time immemorial, had had a very honourable place in history for the way it had attempted to save life. It had been his pleasure and privilege upon many previous occasions to speak in connection with Life-boat demonstrations, and he would endeavour not to cover old ground, but to put a question which he would try to answer. The question was: Where did the Life-boat services of Whitby begin, when, and in what circumstances, and how had it gone on from those times? He was putting a

very difficult question, and one which he could not possibly fully answer, because he had spoken about time immemorial. He could not doubt that in those old days when the Ancient Britons used to go about in coracles, many an Ancient Briton had been saved from a watery grave by some of those whom they might call his uncivilised brothers, in similar coracles. History did not tell them, but, looking towards Dunsley Bay, he was reminded that the Roman galleys used to come and deliver their cargoes, and their soldiers and others, on the way to Cawthorne Camps, Malton and York. He did not doubt that, in those Roman days there was many a person rescued from a watery grave. In the same way, he might speak of Danes who came in the eighth and ninth centuries, and of mediæval times, before the Whitby piers were built, in the days of King Henry VIII. Where, then, did those services begin? They must go back to the time of Dr. Young. About the year 1798, there was a Life-boat at Whitby built by subscription and that Life-boat had then saved many lives. The historian told them that the boat was very clumsy; that it was very large, and that it took too much time to launch and to man her. After a while, towards the beginning of the last century, other boats were got. He had been at some trouble, and had had much difficulty, in finding out the exact facts in connection with the Life-boats of Whitby before the time the ROYAL NATIONAL LIFE-BOAT INSTITUTION took charge of the district. He found there were Life-boats on both sides of the harbour, both on the East and the West. That on the East side was built by Mr. Gale—a well-known name—and that on the West side, in the first instance, came from Sunderland and was replaced by a Whitby boat, built by another well-known firm of the name of Falkingbridge. There were two names attached to those boats—the *Petrel*, and the *Brothers*. After a while the *Brothers* underwent repair and she was bought by the fishermen themselves, by subscription, helped, he believed, by Mr. J. J. Rigg, and then called the *Fisher*.

men's Friend. If they looked on the East side of the water, on the Tate Hill Pier, they would see some stone davits, which were originally placed there, and still remained there, for the purposes of the Life-boat on that side. There used also to be a wooden shed in which the Life-boat was kept, and from which she was launched when she was wanted. Those old boats were manned by ten oarsmen and there was a man at the bow and a Coxswain at the stern. He was holding in his hand a picture of the old Life-boats, as drawn by their famous local artist, Mr. George Weatherill. It appeared that the Life-boats of those days had air cases, and were unsinkable, but, alas! they were not self-righting, as was known to the grief of many a family in the town. He was told, though, of course, he did not know of it himself, that there was a rivalry between the men of the East side and the men of the West side—and that rivalry was not a very peaceful one—as to who should man the boat, and who should be Coxswain. At all events, there was a good side to it; they both wanted to have the honour, whether on the East or West sides, of saving life. He could not do better than give the exact words which appeared on the monument in the vestibule of the parish church, which Mr. Keane, his predecessor, wrote in 1861: "We have had a fearful storm to-day at Whitby. Half-a-mile of our strand is already strewn with seven wrecks. Our new Life-boat was launched but a few months ago, and was manned with the old crew of the finest picked seamen in Whitby. Five times during the day had they braved the furious sea, and five times returned with crews from vessels in distress. A sixth ship was driven in behind the pier. The men, all exhausted though they were, again pulled out, but before they had gone fifty yards a wave capsized the boat. Then was beheld by several thousand persons—within almost a stone's throw, but unable to assist—the fearful agonies of those powerful men buffeting with the fury of the breakers, till one by one twelve out of the thirteen sank, and only one is saved." A sum of 5,000*l.* was raised for the benefit of the widows and

families; and to them he could only say what was on the back of the memorial: "May this memorial teach their children"—some of them were there—"to live and die worthy of their parents, and testify to every Life-boatman, in venturing his life for the lives of his fellow-neighbours, that he may entrust his family with confidence to the love of the Lord and the care of the British public." The result of that disaster was that the ROYAL NATIONAL LIFE-BOAT INSTITUTION was appealed to. There was then a special interest in the old town with the Institution at that time, Mr. Thomas Chapman, of Whitby, being its Deputy-Chairman from 1853 to 1873, and Chairman in the latter year, and holding that office until 1883—just before he died. The first Life-boat was the *Lucy*, which was followed soon afterwards by another boat, and a third boat was sent to Uppang. He ought not to stop without saying a good word—many words—of testimony to the wives of their brave Coxswains, the Life-boatmen and their families. Concluding, Canon Austen said: "I have spoken of the past and of the present. Of the future we know not; but here are the boats to make the record. I can certainly promise this: As long as the Life-boats are needed, I am quite sure the men will say, as in the past so now, 'Ready, aye, ready.'" (Applause.)

Lieutenant BASIL HALL, R.N., the District Inspector of Life-boats, said it was a great pleasure to him to be in Whitby to represent the ROYAL NATIONAL LIFE-BOAT INSTITUTION on that most interesting and auspicious occasion. Canon Austen had spoken of former Life-boats, and in the present age of progress the science of Life-boat building had not stood still. These two boats had all that ingenuity and science could devise for their equipment as modern Life-boats. But there was one thing required besides that, without which the most wonderful and ingenious Life-boats were no use—the strong arms and stout hearts of the crew. He was quite sure that in the Whitby and Uppang crews they had as strong arms and stout hearts as anywhere on the coast. (Applause.) It was his pleasing duty, on behalf of the Institution, to hand the two Life-

boats over to Mr. Suggit, Chairman of the Local Committee, knowing full well that they could not be left in better hands. He wished God-speed to them and their gallant crews. (Applause.)

Mr. JEFFERSON SUGGIT said he felt proud to have the privilege of accepting the boats on behalf of the Local Committee of the Institution.

The hymn, "Eternal Father, strong to save," then followed; a section of the choir of the Seamen's Institute leading the singing; and the Rev. Canon Austen offered prayer, this being the same prayer as on the occasion of the naming of the first Life-boat of the Institution.

The Hon. Mrs. GERVASE BECKETT then named the two boats. Over the stem of each hung a bottle of champagne, sheathed in a bouquet of sweet peas, and Mrs. Beckett dashed and broke the bottle against the ironwork of the Whitby boat, saying, as she did so: "I name this boat the *Robert and Mary Ellis*. May God bless her and the brave men who will man her. May she be the means of saving many valuable lives." The same ceremony was then gone through with the Upgang boat, which was named the *William Riley of Birmingham and Leamington*.

Mrs. Beckett was briefly thanked by Captain Richard Smailes, on behalf of the Local Committee. The Life-boats were then launched amidst much cheering. Mr. T. Langlands was in charge of the Whitby Life-boat, with Mr. R. Eglon as second coxswain, and Mr. W. Affleck as bowman, whilst Mr. R. P. Robinson was in command of the Upgang boat, Mr. T. G. Kelly being second coxswain and Mr. J. Tomlinson bowman.

During the morning, and also at the time of the ceremony, a number of energetic young collectors, wearing the red woollen caps of the Institution, made appeals on behalf of its funds and their efforts resulted in a good sum being raised.

WINTERTON No. 2, NORFOLK.—As reported in the last issue of the *Life-boat Journal* (page 834), a new Life-boat of the Norfolk and Suffolk type has been sent to this Station to replace the

previous boat recently removed. The inaugural ceremony took place on the 7th August.

Colonel Sir FitzRoy Clayton, K.C.V.O., Chairman of the Committee of Management of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, was to have been present to formally hand the boat over to the Local Committee, but indisposition prevented this and in his place came Lieutenant Basil Hall, R.N., the District Inspector of the Life-boats. There were present amongst others the Rev. W. A. Green, Chairman, and the following other members of the Local Committee:—The Rev. K. Bagnall-Oakeley, Mr. C. W. Bedwell, Mr. Davis, Mr. S. R. Nightingale, Mr. T. A. Rising, the Rev. R. J. Tacon and Mr. H. W. Youell, with the Hon. Secretary, Mr. G. Waters Beck. Many people also attended, among them being noticed Colonel R. W. Edis, C.B., D.L., J.P., Mrs. Nightingale, Mrs. Worship, the Mayor of Yarmouth, Mr. H. Chamberlin, Mr. H. Bracey, of Yarmouth Life-boat Committee, Coxswain J. Haylett, of Caister, Dr. P. J. Ternau, Mr. D. G. W. Braddock, Mr. G. J. Hacker, &c.

Lieutenant HALL said it was with very great regret that Sir FitzRoy Clayton was unable to be present, as he had looked forward to visiting Winterton to take part in this ceremony. In Sir Fitzroy's absence he had the honour of representing the ROYAL NATIONAL LIFE-BOAT INSTITUTION on this occasion. This beautiful boat was the bequest of Miss Eleanor Brown, of Wandsworth Common, and at her request bore her name. The Winterton men, in accordance with the custom of the Committee of Management, were invited to decide what sort of boat they would have. They were given an opportunity of inspecting boats on the coast of many different types and sizes. They ultimately chose a boat much after the style of their old boat. They had tried her and thought they could not do better than have a boat similar to the old one. The new one was, of course, a very much better boat of newer design and with all the latest improvements a Life-boat could have. He thought the crew would acknowledge that in the

way of a Life-boat she was all that progress, science, and human ingenuity could make her. There were no better Life-boatmen than the men of Winterton, none with a better record or more ready to risk their lives in saving others. They had a very long and honourable record. On the new boat, as on all of the others of the 281 stationed around the coast, appeared as a motto, "Supported by voluntary contributions." He need not remind them that not one penny of their funds was provided by the Government or any other authority, the whole coming from the public as purely voluntary contributions. On behalf of the ROYAL NATIONAL LIFE-BOAT INSTITUTION he had only to intrust to the Rev. W. A. Green, Rector of Winterton, as Chairman of the Local Committee, and to the members of the Local Committee, this new boat. He quite felt that he could not leave her into better hands. (Applause.)

The Rev. W. A. GREEN said he had the honour of accepting for the Winterton Branch this splendid new boat. He might say in the name of everyone that they were exceedingly grateful for this gift. On behalf of those who would man her, and had already tested her sea-going qualities, he was able to say that she stood in very high favour. That she would be used on every occasion when it was possible to save life would not be doubted by anybody who knew the Life-boatmen of that part of the coast. The great traditions and the past daring services to many of which some of them could bear personal testimony, would, he was confident, continue to be maintained in future.

One and all at the Winterton Station offered their grateful thanks for the opportunities and possibilities which the new boat presented. They desired to thank the ROYAL NATIONAL LIFE-BOAT INSTITUTION and wish them God-speed in their great national work of saving life around the coasts of the United Kingdom.

The hymn "Eternal Father, strong to save" was then sung, led by the boy choristers from the parish church, after which the Rev. W. A. Green offered a touching prayer for the preservation of the Life-boatmen and the fishermen, and invoked a blessing on them and their labours. Mrs. Worship, of Ormesby St. Michael, then pulled a cord, which broke a ribboned bottle of wine against the new Life-boat's bows, and named her *Eleanor Brown*, and wished her all success. The naming was greeted with loud cheers, and signalised by the discharge of rockets. Mrs. Worship was presented with a beautiful bunch of flowers. The Life-boat was then launched. The sea was fairly smooth, and the sun shone throughout the ceremony, which passed off extremely well. A number of enthusiastic ladies, each provided with a Life-boat collecting box, went amongst the crowd seeking contributions and gathered a goodly sum.

ST. AGNES, SCILLY ISLANDS. — The Life-boat at this Station has also been replaced by a new boat of the Watson type, 38 ft. long by 9 ft. 4 in. wide. She is a splendid craft and is named the *Charles Deere James*, the cost of the boat being met by a lady who wished to be anonymous.

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

YARMOUTH, NORFOLK.—At 1 A.M. on the 18th March the Coastguard reported that a large Government cruiser was signalling to the shore for immediate assistance. The crew of the Life-boat were promptly assembled, and in a choppy sea the Life-boat *John Burch* was launched. On reaching the vessel, which was about one mile S.E. of the Cross Sands Light-vessel, they found that she was H.M.S. *Invincible*, and that she had been in collision with the brigantine *Mary Ann*, of Fowey, the latter being very badly damaged. The crew of the brigantine were on board the cruiser, and the brigantine was astern with two ropes fast. The crew were transferred to the Life-boat, which replaced them on their own vessel with ten of the Life-boat crew, each man being supplied with a life-belt, the brigantine having been so seriously damaged that grave fears were entertained that she would founder. A tug was employed to tow the vessel towards Yarmouth, and when near the harbour the Life-boatmen started pumping and clearing the damaged gear, eventually getting the vessel safely moored. The *Mary Ann* was bound from Charlestown to the Tyne with a cargo of china clay.

SKERRIES, Co. DUBLIN.—Signals of distress were observed from the schooner *Coniston*, of Barrow, at about 9.30 A.M. on the 18th March, when the vessel was lying at anchor off Skerries Harbour. The coxswain of the Life-boat *William Maynard* at once summoned his crew, and within seventeen minutes the Life-boat was in the water and on her way to the vessel. There was a whole gale from S.E. with a heavy sea, and after several attempts communication with the schooner was effected and the crew of four men rescued. The vessel was left riding to her anchors, and when the weather moderated it was hoped that she would be saved.

GOURDON, KINCARDINESHIRE. — The Life-boat *Theophilus Sidney Echalaz* was launched at 1 P.M. on the 18th March for the safety of seven crab boats and

three haddock boats, as there was a very strong gale blowing from S.E., and there was also a heavy sea running. As the return of the boats was attended with great danger to the men, the Life-boat stood by them until all got safely into harbour. One of the crab boats was struck by a heavy sea, and fears were entertained that she would go down, but the Life-boat stood closely by her and she was saved.

WINTERTON, NORFOLK.—Shortly before midnight on the 18th–19th March flares were observed about three miles to the north of the Winterton station, and the crew of the No. 2 Life-boat were promptly mustered. There was a strong S. by E. breeze with a heavy ground swell, and the weather was thick with rain. The Life-boat was launched and proceeded in the direction of the signals. She found the schooner *Eagle*, of Yarmouth, stranded on the outer bank, bound from the Humber to Yarmouth with coal. The Life-boat stood by her for four hours whilst efforts were made to save her, but the schooner commenced to break up. The crew of four men were taken into the Life-boat and within a short time the schooner was a total wreck. The Life-boat then made for home, arriving a few minutes after 7 A.M.

NEWBIGGIN, NORTHUMBERLAND.—The s.s. *Bavaria*, of Stettin, whilst bound to the Tyne in ballast, stranded on the rocks half a mile to the north of Newbiggin early on the morning of the 24th March. The casualty was owing, it is believed, to a light at a coal pit being mistaken for another vessel. There was a moderate S.S.E. breeze and rough sea, and the Life-boat *Ada Lewis* was promptly sent to her assistance. Sixteen of the crew and their belongings were brought to Newbiggin. By means of a kedge anchor and tugs the steamer was got off on the next tide, the weather having moderated, and the men were able to return to their ship.

NEWHAVEN, SUSSEX.—At 6.30 P.M. on the 24th March during a S.S.W. gale,

two fishing vessels, the *Spes*, of Brixham, and the *Rialto*, of Ramsgate, were wrecked at Newhaven. It was reported that a smack, whilst trying to make the harbour had struck to the eastward of the East Pier. The crew of the Life-boat *Michael Henry* were assembled, and the Life-boat proceeded to her assistance. This vessel proved to be the *Spes*. Before the Life-boat had cleared the harbour the other vessel, the *Rialto*, struck the bar. The Life-boat proceeded first to the *Spes* and rescued the crew of three hands, and then made for the other craft, went alongside and took off the four men forming her crew and returned to harbour; both vessels subsequently becoming total wrecks.

PALLING, NORFOLK.—At 9. A.M. on the 25th March during a strong W. gale, with very heavy sea, a vessel was observed in difficulties about two miles from the middle Hasborough Sands, and soon after she was blown within half a mile of the sands, where she brought up. At 9.55 signals of distress were hoisted, and the No. 2 Life-boat *Hearts of Oak* was promptly launched. Shortly before reaching the vessel the Life-boat fell in with one of her boats containing three men of the crew. These were picked up and the Life-boat proceeded to the vessel, which proved to be the s.s. *Vulcan*, of Liverpool, bound from Dunbar to London with a cargo of potatoes. Ropes were thrown aboard, but they could not be made fast by the seamen owing to their hands being benumbed with cold. One of the Life-boat's crew named Robert Barge-well therefore jumped on board and secured the Life-boat's tow-rope and passed another to the Life-boat. By these means the men on board, six in number, were rescued, and within a short time the vessel turned on her broadside and became a total wreck. When the men had been rescued the captain of the steamer reported that another of the ship's boats was adrift with three men in her, and that in all probability they would try to make the *Woud Light-vessel*. The Life-boat sailed for the Light-vessel, where they ascertained that the boat had been seen about five miles to the E.S.E. A course

was laid accordingly, and after a run of three miles a smack was sighted about one and a half miles distant. The Life-boat made for the smack, spoke her, and found that they had picked up the ship-wrecked men and they were then on board. Sail was set for Palling, but about an hour later the wind drew into the N.W. The coxswain then decided to engage a tug and make for Yarmouth, as the rescued men had lost all their belongings, and some needed medical treatment. Yarmouth was reached at 6 P.M., and as the weather had become much worse, the boat was left there until the weather moderated, the crew returning home by train. The case having been a very good one, an additional reward was granted by the Committee of Management to the crew and a special award to Robert Barge-well.

BEMBRIDGE, ISLE OF WIGHT.—At 7.30 P.M. on the 31st March the coxswain of the Life-boat *Queen Victoria* saw the trawler *Mint*, of Brixham, run ashore on the White Ledge. He at once put off in a boat to see if it were possible to get her off, but the westerly wind freshening, the vessel commenced to roll heavily and make water; he therefore returned ashore and summoned the Life-boat's crew. The boat was very smartly launched and proceeded to the trawler with all haste. Directly the Life-boat got near the vessel the crew of three men jumped into the boat, as they feared she would capsize. Before the Life-boat could get clear the vessel rolled over on to her stern, forcing her nearly under water, but, fortunately, on the next sea she rolled back sufficiently for the boat to clear herself, and the men were saved without mishap. The trawler became a total wreck.

WELLS, NORFOLK.—The ketch *Providence*, of Goole, bound from Hull to Wells with a cargo of oil cake, parted her anchors during a strong N.N.E. gale when off the bar, on the 1st April. Signals of distress were hoisted, and the crew of the Life-boat *Baltic* were assembled and the boat launched. On reaching the vessel it was seen that there was no chance of saving her as the sea was very heavy and she was too close

to the shore. The crew of four hands were rescued and landed on Holkham Beach, the vessel becoming a total wreck.

STAITHES, YORKSHIRE. The cobles were off fishing on the 2nd April in a E.N.E. breeze when the sea commenced to grow and rendered their return very dangerous. In the absence of the coxswain with the fishermen, the signalman of the Life-boat *James Gowland* very wisely ordered the launch of the boat and she proceeded to the assistance of the endangered men. She stood by some of the boats until they had landed in safety; whilst others were warned to make for Runswick, which was reached without mishap.

BULL BAY, ANGLESEY.—At 10.40 A.M. on the 4th April it was reported that a boat was being blown out to sea with one man in her. It appeared that he had put off from Amlwch, and when about a mile out his mast was carried away, and having only one oar he was unable to pull ashore. He waved his cap for assistance, and the coxswain of the Life-boat *James Cullen* launched the Life-boat and proceeded after the boat. On reaching her the man was taken into the Life-boat, and with the boat in tow she returned to her station.

BROADSTAIRS, NORTH DEAL AND RAMSGATE, KENT.—The s.s. *Mahratta*, of Liverpool, a large steamer of 5,698 tons register, stranded on the Goodwin Sands on the 9th April, whilst bound from Calcutta to London with passengers and cargo. The weather was fine at the time. In response to signals from the Light-vessels the Life-boats *Francis Forbes Barton* from Broadstairs, the *Charles Dibdin* from North Deal, and *Charles and Susanna Stephens* from Ramsgate were launched shortly after 3.30 A.M., and proceeded to the vessel. At the request of the captain they stood by until the following high water, about twelve hours later, but the vessel failed to float. As the services of the Life-boats were then not likely to be required, the Broadstairs and Ramsgate boats returned to their stations, whilst fourteen persons who desired to be landed were transferred with some of their

belongings to the *Charles Dibdin* and conveyed ashore, arriving about 6 P.M. In the meanwhile several shore-boats and tugs had put off to the vessel to try and assist in saving her, and at about 9 P.M. the *Charles Dibdin* was again sent for to stand by through the night, in case her services should be required. She accordingly remained with the steamer throughout the night and until 6 P.M. the next evening, when it was considered prudent for her to take off the remainder of the passengers on board. At 9 P.M. the steamer suddenly began to break up, and all the craft near at hand were requisitioned to save those on board. Several were taken into the Life-boat, but the captain and some of his officers still hesitated to leave, and bravely remained at their posts—the Life-boat therefore remained close at hand. In the early morning the ship broke her back, and became a total wreck, the men on board were rescued, and the Life-boat with twenty-four rescued persons on board left for Deal, arriving at 6.45 A.M.

WINTERTON, NORFOLK.—During the afternoon of the 11th April, the brigantine *Mary Annie*, of Folkestone, stranded on the sands to the westward of the Cockle Light-vessel, and a yawl put off to her assistance. On reaching the vessel the men in the yawl found that she was hard aground and realised that more assistance would be necessary to get her off; they therefore made signals. In response the No. 2 Life-boat *Eleanor Brown* was launched and proceeded to the brigantine. Men were placed on board and anchors were run out, and shortly before midnight the vessel was successfully floated. No further help being then wanted the Life-boat returned to her station.

HOYLAKE, CHESHIRE.—Shortly after 2 P.M. on the 12th April the Hoylake Life-boat *Hannah Fawcett Bennett* was called out to the assistance of a small yawl yacht, the *Roulette*, of Hoylake, which became unmanageable when off Dover Point. The W.N.W. wind was very squally and the sea rough, and although the anchor was let go it would not hold and the yacht dragged into

broken water. The Life-boat was expeditiously launched and succeeded in rescuing the two occupants of the yacht in heavy surf, the yacht also being towed into safety.

PORTRUSH, CO. ANTRIM.—On the night of the 13th April the s.s. *Hamilton*, of Stranraer, when about to enter Portrush Harbour, in a strong westerly gale, was caught by the tide and sea and driven on to the rocks. Owing to the heavy sea running at the foot of the Life-boat slip, the Life-boat *Hopwood* was taken to the harbour by road and launched over the quay. She proceeded to the steamer and rescued four of the crew, the remainder, three in number, being saved by the Coastguard by means of lines from the shore. The vessel was bound from Maryport to Portrush with coal.

WHITBY, YORKSHIRE.—Seven of the cobsles were off at their fishing on the morning of the 15th April, and at about 8 A.M., when they began to return to harbour, it was seen that the sea on the bar was too heavy for any such craft to attempt to come in without assistance. The crew of the No. 2 Life-boat *John Fielden* were therefore called, and the boat proceeded over the bar and advised the occupants of the boats as to taking the harbour. She then rode on the bar, attending the boats until all were safely in port. As the men were in considerable danger the rocket apparatus was also in attendance.

KINGSDOWNE, WALMER, AND RAMSGATE, KENT.—During a fresh westerly breeze with rough sea, in the early morning of the 20th April, the s.s. *Asia*, of Bremen, bound from Savannah to Bremen, stranded on the Goodwin Sands. In response to the signals from the Light-vessels the Life-boats *Charles Hargrave*, *Civil Service No. 4*, and *Charles and Susanna Stephens* put off from the above three stations. They reached the vessel between 3 and 4 A.M., but at first their assistance was declined. Later, however, the help of all three boats was accepted. A kedge anchor with a wire hawser was run away, and eventually when the tide made, with the help of

the vessel's own energies, she was saved and able to proceed on her voyage.

NORTH DEAL, KENT.—About 5 A.M. on the 20th April the coxswain of the Life-boat *Charles Dibdin* observed a vessel on the Goodwin Sands, and shortly afterwards the Gull Light-vessel commenced to signal for assistance to be sent. The crew of the Life-boat were promptly summoned and the boat launched. On reaching the vessel she was found to be the French fishing trawler, *Jesu Maria Joseph*, belonging to Boulogne. The master declined assistance, as he hoped she would float on the flowing tide. The Life-boat therefore stood by in case her services might be required, but the vessel came off the sands unaided about mid-day, and the Life-boat returned to her station. The weather was fine, with a strong W.N.W. wind and rough sea.

WALMER AND RAMSGATE, KENT.—Whilst the Life-boats *Civil Service No. 4* and *Charles and Susanna Stephens* were returning to their stations on the 20th April, after rendering assistance to the steamer *Asia*, further signals were made by the Light-vessels, and a barque was observed in a very dangerous position near the edge of the sands. Both boats with all haste proceeded to her, and the captain at once engaged them to save his vessel if possible.

The vessel was the barque *John Lockett*, of Liverpool, bound from Mexico to Bremen with a cargo of wood. With the assistance of the Life-boatmen and tugs the vessel was saved after a narrow escape from being totally wrecked.

RAMSGATE, KENT.—At 3.25 A.M. on the 22nd April the Coastguard reported that the North Goodwin was firing signals, and shortly afterwards a barque was reported ashore. The Life-boat *Charles and Susanna Stephens*, in tow of the harbour tug, proceeded to her assistance, the weather being moderate but hazy at the time. The Life-boatmen were employed to save the vessel, and a kedge was run. Attempts were made to get the vessel clear, but as they were not successful the tug was also engaged to assist, and by the united

efforts the vessel was floated and towed into the Downs. The vessel was the barque *Leto*, of Arendal, bound to Trinidad in ballast.

JOHNSHAVEN, KINCARDINESHIRE.—At 1.20 A.M. on the 23rd April the Coast-guard reported that a vessel was ashore in Woodston Bay, four miles south of Johnshaven. The crew of the Life-boat *Sarah Ann Holden* were quickly assembled, and the boat left for the wreck, which proved to be the steam trawler *Kirton*, of Granton. After some difficulty, owing to the heavy sea, the Life-boat succeeded in rescuing the crew of nine hands and returned to harbour safely. Shortly after the Life-boat reached harbour the Montrose Life-boat arrived, she also having put off to the trawler and being unable to regain her station. The *Sarah Ann Holden* therefore put off again and piloted her in.

CAISTER, NORFOLK.—At 4.30 A.M. on the 25th April the No. 1 Life-boat *Covent Garden* was launched to the assistance of a vessel apparently on the Cross Sand. On the arrival of the boat they found the vessel was the steamer *North Gwalia*, of London, laden with coal. She was then aground, having been in collision with the steamer *Mauranger*, of Bergen. The crew of the *North Gwalia* had escaped in the ship's boats, but five men belonging to the other steamer were then on board. These men were taken off and transferred to their own vessel, which was lying at anchor about two miles off.

The *North Gwalia* subsequently became a total wreck. On reaching the *Mauranger* the Life-boatmen learnt that eight of the crew of the colliding steamer had been picked up and put on board a tug, whilst sixteen others were missing; the Life-boat therefore proceeded to search but without result, the men having fortunately reached the Newarp Light-vessel in safety.

GORLESTON, SUFFOLK.—The No. 1 Life-boat *Mark Lane* was also launched on the 25th April in connection with the collision of the steamers *North Gwalia* and *Mauranger*, but on reaching the former found that she had sunk and

was abandoned. A tug came up and reported that they had eight hands of the sunken steamer aboard, but that fifteen others were missing. The Life-boat proceeded to search for them, and when nearing the Newarp Light-vessel she fired two guns. The Life-boat therefore went to her, and found that the fifteen men were on board having reached the Light-vessel in their own boat. The men were transferred to the Life-boat, which landed them in safety at Yarmouth.

SCARBOROUGH, YORKSHIRE.—Soon after daybreak on the 1st May some of the fishing cobles went off to their lobster and crab-pots. About 6 A.M. the N.N.E. wind increased to a moderate gale and the sea became very heavy. A good look-out was kept, and as it was feared that four of the cobles coming from northward would be in great danger in making the harbour, the Life-boat *Queensbury* was launched about 7 A.M. She proceeded to the Castle foot and escorted three cobles into safety. The fourth coble was seen some distance to northward, and as she appeared to be in a very dangerous position, the Life-boat sailed up to her. Life-belts were supplied to each of the men on board, and they rowed their craft to the harbour under the lee of the Life-boat, and fortunately reached safety without disaster.

FILEY, YORKSHIRE.—Several cobles belonging to Filey were overtaken by bad weather when at sea on the 1st May. The wind suddenly increased to a strong northerly gale and the boats which were to the north of the "Brig" were able to run into the Bay for shelter, but the coble *Baden Powell* was reported five miles to south-east of the town, near Speeton Cliff. The Life-boat *Hollon the Third* was launched and went to her assistance, standing by her in case of necessity until safely ashore.

CLOVELLY, NORTH DEVON.—The crab boat *Mistletoe*, of Clovelly, went off to haul the pots in the early morning of the 4th May, and when returning was overtaken by a gale. Men went to see if the boat could be seen, but it was not until 2 P.M. that it was reported that

she was trying to make her way home under oars. When off Chapman's Rock the wind increased further, and the men on the watch saw that the boat had come to anchor. As the two men on board were in great danger, the Life-boat *Elinor Roget* was launched and proceeded to them. On reaching the boat it was found that the men were in a very exhausted state, and had had great difficulty in keeping the boat afloat. The men were rescued and conveyed into safety.

ST. IVES, CORNWALL.—On the 7th May a strong gale was blowing from E.S.E., and several vessels sheltering in the Bay were seen to be riding heavily to their anchors. Shortly before 2 P.M. one of the schooners began to drag her anchors, and her crew hoisted a signal of distress. The crew of the Life-boat *James Stevens* No. 10 were promptly summoned and the boat beat out of the harbour and made for the schooner. Before the Life-boat reached the vessel the crew slipped the anchors, and the vessel quickly drove ashore. One of the crew promptly got in the ship's boat, and fortunately reached the shore in safety, but the other three men remained on board and were soon afterwards saved by the Life-boat and taken ashore in safety. The vessel was the schooner *Loango*, of Sligo, bound from Southampton to Newport with a cargo of scrap iron.

BUDE, CORNWALL.—At 10.20 A.M. on the 11th May it was reported that a steamer was ashore on the rocks near Northcott Mouth. The sea was smooth, but the fog was very dense at the time. The Life-boat *Elizabeth Moore Garden* was launched, and on arriving at the place indicated found the steam trawler *Scotia*, of London, on the rocks, with the tide ebbing fast. The vessel appeared to be lying on an even keel, and as she would dry at low water, the Life-boat, after standing by for some time, returned to Bude.

As the vessel was in a dangerous position and efforts were to be made to save her, it was considered advisable to have the Life-boat standing by in case she should be required. Accordingly the crew were assembled at 7 P.M.,

and the Life-boat again proceeded to the wreck. The W. wind was freshening and the ground sea growing. The vessel was found partly afloat, bumping heavily on the rocks. The anchors laid out had dragged home and were useless, while the propeller had been stripped through striking the rocks. Everything pointed to the vessel becoming a wreck, when a tug arrived, and with the assistance of the Life-boat communication was effected, and at high water the vessel was towed clear of the rocks into deep water. It was then ascertained that she was making very little water, and would be towed to Swansea; the Life-boat therefore returned to Bude.

HARWICH, ESSEX.—During a fresh S.W. breeze on the 14th May it was reported that a vessel was on the S.W. part of the Gunfleet Sands, the steam Life-boat *City of Glasgow* therefore proceeded to her assistance. On reaching the sands they found the smack *Tripper*, of Harwich, high and dry. The Life-boat went as close to the sands as possible and stood by until the tide flowed; she was then worked alongside, and stood by the smack until she floated off.

WHITBY, YORKSHIRE.—In the early morning of the 15th May the coble *Robert and Mary* put to sea for crab fishing. There was a northerly wind with considerable ground sea when the coble went off, but when the tide flowed the sea grew and rendered her return highly dangerous. Shortly after 9 A.M. the No. 1 Life-boat *Robert and Mary Ellis* was launched and went to meet her. There was a heavy surf, and the crew were well washed by the seas. Spare life-belts were handed to the four men on the coble, as the seas on the bar were exceedingly dangerous, and she was escorted into harbour in safety, arriving at 10.30 A.M.

STROMNESS, ORKNEY.—The new motor Life-boat *John A. Hay* was launched in a strong S.E. gale to assist some of the small fishing boats, engaged in lobster fishing, which were in difficulties, owing to the severity of the weather. The Life-boat searched for some time and spoke one or two boats which were then

in comparative safety. They then proceeded to look for two other boats which were still at sea. Owing to the thick haze and spindrift it was difficult to locate the boats, but when near Breckness the haze lifted a little, and a boat was sighted. On reaching her the crew reported that the other boat had got safely ashore, but they asked that the Life-boat would tow them home, as they had been beating against the gale for six hours. The boat was taken in tow, and all the boats having been safely accounted for, she was towed to her landing-place in Hoy.

This service, which was performed in a strong gale and heavy sea, was a good test for the new boat and she was reported to have behaved splendidly, the motor working perfectly and being of great assistance when the Life-boat was searching for the boats.

ANSTRUTHER, FIFESHIRE.—A S.S.E. gale suddenly arose on the 26th May and a nasty broken sea got up very quickly. At about 2 P.M. it was seen that a number of yawls belonging to Crail, which had been working lobster creels, were in difficulties on a lee shore. Three of them managed to get off the harbour mouth and ran in, being nearly swamped in doing so. It was therefore considered advisable to launch the Life-boat *James and Mary Walker*, and she just reached the mouth of the harbour as a fourth boat came in. The Life-boat then proceeded to three other yawls off the harbour, one of which was very small and had been nearly filled by a sea, and accompanied them up to Elie, where they could get in with greater safety. The Life-boat then returned to her station, arriving at about 5.30 P.M.

ST. ANDREWS, FIFESHIRE.—During the morning of the 26th May two men went off in their yawl, the *Diano*, to fish in St. Andrews Bay. A strong S.E. gale came up about 11 A.M., and the men were unable to get their boat into harbour. As the sea was very heavy the danger to the men was great, the Life-boat *Louisa* therefore put off and rescued the two men, who were exhausted. At 5.30 the same afternoon the Life-

boat put off to another small boat, the *Nellie*, of St. Andrews, with one man on board. This fisherman was trying to run home from Boarhills direction, and soon found himself in great danger. When the Life-boat got alongside the *Nellie* was half full of water and the man was divesting himself of his clothes, fearing she would founder. He was supplied with a life-belt, and both the man and his boat were brought into safety.

FRASERBURGH, ABERDEENSHIRE.—On the morning of the 30th June a strong N.E. gale sprang up causing a very heavy sea whilst the herring fleet were returning from the fishing grounds. Owing to the heavy swell and surf at the Harbour entrances it was considered that the boats would be in great danger and the Life-boat *Anna Maria Lee* was launched to be in readiness for any emergency.

About 10.30 A.M. the boat *Henry and Elizabeth*, belonging to Nairn, when rounding the breakwater was struck by a huge sea and almost submerged. The mainsail burst and the boat righted herself but was washed on the rocks behind the south breakwater, one man unfortunately being washed overboard and drowned. The Life-boat immediately proceeded to the vessel's assistance and rescued the remaining six men, the service being accomplished with great difficulty and considerable danger, the rudder of the boat having been seriously damaged. The Coxswain was most skilful in the manner in which he manoeuvred the Life-boat whilst taking the men off the wrecked vessel, and quite as meritorious and still more difficult was his management of the steering after the rudder had been broken and the yoke carried away. On the return of the Life-boat the crew were highly complimented by a vast concourse of people who lined the piers.

The Committee of Management as a mark of their approval of this service granted each member of the crew an additional reward and upon ANDREW NOBLE, the Coxswain, they conferred the Silver Medal of the Institution. (An illustration of this service, taken from a photograph, appears on the opposite page.)



LOWESTOFT, SUFFOLK.—A good service was skilfully performed by the No. 1 Lifeboat *Kentwell* on the 27th May during a strong S.S.W. gale and very heavy sea. About midnight on the 26th idem flares were reported near the South Pier, and the coxswain of the Life-boat, after investigation, ordered the boat out. A tug, without loss of time, towed the boat out of the harbour and down to the vessel, which had originally stranded on the sand flat off the beach, but she had then driven over the flat into the deep water between the flat and the beach. The men with the rocket apparatus tried to get communication with the vessel, over which the seas were breaking, but without success. The coxswain therefore decided to take the Life-boat over the flat, and so if possible to rescue the crew. By carefully manœuvring he managed to get the boat across the sand and alongside the vessel. The five persons on board at once jumped into the Life-boat, which then made for the harbour. When rescued the men were so exhausted that restoratives had to be given them to revive them.

CAISTER, NORFOLK.—The s.s. *Kossuth Ferencz*, of Fiume, whilst bound from Nicolaieff to Hull with a cargo of wheat, collided with another vessel when near the Haisboro' Sands on the 15th June. After the collision the vessel stranded on the sands. During the night tugs managed to get the vessel clear, and whilst taking her to the Yarmouth Roads she again stranded on the Scroby Sands, owing to the tow ropes breaking and the prevailing fog. Shortly before 6 A.M. on the 16th June, the vessel was observed from Caister, and the No. 1 Life-boat *Covent Garden* proceeded to her assistance. At the request of the captain the Life-boat stood by the vessel throughout the day, as she was full of water forward. At the high tide next following, the steamer was towed off by eight tugs and taken to Yarmouth, the Life-boat in the meantime returning to her station.

DUNGENESS, KENT.—In the dense fog which prevailed in the Channel on the night of the 19th June, H.M.S. *Sappho*

collided with another vessel off Dungeness. By a strange coincidence the colliding ship was also named the *Sappho*. The position of the cruiser was so critical that distress signals were made and steps were at once taken to transfer the majority of the crew to the ship's boats. In response to the distress signals the No. 1 Life-boat *R.A.O.B.* was very smartly launched and found the vessel in a sinking condition. The Coxswain at once boarded the ship, and the captain asked him to land as many of the crew as possible and to telegraph to the Admiralty and Dover for assistance. At the same time further signals were made to summon further assistance, and the larger No. 2 Life-boat *Thomas Simcox* promptly responded.

Twenty-one of the crew of the sinking vessel were taken into the *R.A.O.B.* and she made for the shore, at the same time convoying the ship's boats all laden into safety. Valuable assistance was also given by a motor boat which put off in reply to the urgent distress signal. When the men were landed and the necessary messages despatched, the Life-boat returned and took more men off. In the meantime tugs had been sent from Dover, and it was decided to attempt to tow the vessel to that harbour, with the Life-boats in attendance, with only the requisite number of men on board, every preparation being made for their prompt rescue in the event of the vessel foundering. With twenty-three men in the No. 1 Life-boat and twenty-five in the No. 2 boat, two towing and another alongside using her powerful steam pumps to keep the water under control, the flotilla started for Dover. The progress was necessarily slow, as everything depended on the watertight bulkheads; but Dover was at length reached in safety and the damaged vessel beached at about 7 o'clock next morning.

The Life-boatmen were then provided with food, and later in the day both boats were towed back to Dungeness by a Government tug. On arrival the cruiser's men, who had been landed at Dungeness the previous night, were transferred to the tug which then conveyed them to Dover.

SUMMARY OF THE MEETINGS OF THE COMMITTEE OF MANAGEMENT.

THURSDAY, 17th June, 1909.

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

Reported that the Chairman and Deputy Chairman of the Institution, with the Secretary and the Chief Inspector, had visited Newquay, Cornwall, to receive T.R.H. the Prince and Princess of Wales, who witnessed the launch of the Life-boat on the 10th June. Their Royal Highnesses also inspected the Station and expressed their gratification at all they saw.

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.—Longhope, Stromness and Stronsay,

Eastern District.—Kessingland (two boats), Lowestoft (two boats) and Pakefield.

Southern District.—Dungeness (two boats), New Romney, Hythe, Brighton, Newhaven, Dover, Folkestone, Broadstairs, Margate (two boats), Ramsgate, North Deal, Walmer and Kingsdowne.

Western District.—Aberdovey, Aberystwith, New Quay (Cardigan), Fishguard, Cemlyn, Cemaes, Rhosneigr, Penmon, Moelfre, Bull Bay, Rhoscolyn, Holyhead (two boats), Llandudno and Point of Ayr.

Irish District.—Dunmore East, Cahore, Arklow, Courtown, Wicklow, Skerries, Hilbre Island, Hoylake, New Brighton (two boats), Formby, Castletown and Port Erin.

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

	£	s.	d.
Mrs. Edmund Harvey, annual subscription 5l. 5s., donation 20l.	25	5	—
St. Alban's, Holborn, Old Scholars' Class, Lenten Savings, per the Rev. E. F. Russell, M.A.	1	2	6
St. Clare School, Walmer, Collection in Chapel, per Mr. A. E. Murray	—	10	7

—To be severally thanked.

Also the receipt of the following legacies:—

The late Miss ANNE SCOTT, of Chester Square	5,220	—	—
The late Mrs. SARAH JOHNSON, of Downham Market	1,000	—	—
The late Miss JANE PECKOVER, of Wisbech	900	—	—
The late Mr. FREDK. KITCHEN, of Carnarvon (further on account)	701	5	—
The late Mr. EBENEZER HOMAN, of Finchley	500	—	—
The late Miss ELIZABETH SYME, of Leven (per Edinburgh Branch)	300	—	—
The late Mr. O. O. OPENSHAW, of Llanfechain	250	—	—
The late Mr. JAMES N. ARBON, of Great Yarmouth	135	—	—

The late Mr. WILLIAM PITT BURDWOOD, of East Stonehouse	126	8	1
The late Mr. HORATIO GIBBS POWELL, of Tettenhall, Staffs.	100	—	—
The late Mr. W. H. DEAN, of Stratford E. (additional)	66	16	8
The late Mr. JOSEPH PARKINSON, of Lancaster	50	—	—
The late Mrs. SARAH LAWS, of Great Yarmouth	25	—	—
The late Mrs. M. A. J. MARTIN, of Wembley	10	—	—

Voted the best thanks of the Committee to the Rev. R. LESLIE MORRIS in acknowledgment of his long and valuable services as Honorary Secretary of the Brooke, Isle of Wight, Branch of the Institution, which office he had just resigned.

The Committee of Management expressed their deep regret at the approaching retirement, under the age limit, of Commander ST. VINCENT NEPEAN, M.V.O., R.N., Chief Inspector of Life-boats, whose services, extending over the long period of 30 years, had been greatly appreciated by them.

They further decided to recognise his valuable services by according him a pension.

Reported the transmission to their Stations of the Alnmouth and Eyemouth new Life-boats.

Paid 4,194l. for sundry charges in connection with various Life-boat establishments.

Voted 84l. 3s. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Anstruther	Fishing-boats of Crail. Stood by boats.	
Bude	Steam trawler <i>Scotia</i> , of London. Assisted to save vessel.	
Harwich	Smack <i>Tripper</i> , of Harwich. Stood by vessel.	
Lowestoft	Smack <i>Majestic</i> , of No. 1 Lowestoft	5
St. Andrews	Fishing-boat <i>Diano</i> , of St. Andrews. Saved boat and	2
	Fishing-boat <i>Nellie</i> , of St. Andrews. Saved boat and	1
St. Ives	Schooner <i>Loango</i> , of Sligo	3
Stromness	Small fishing-boat of Hoy. Rendered assistance.	
Whitby No. 1	Coble <i>Robert and Mary</i> , of Whitby. Remained in attendance.	

Voted 171l. 17s. 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, Broadstairs, Buckie, Bude, Clacton-on-Sea, Gorleston No. 2, Newbiggin, North Deal, Walmer and Yarmouth.

The Ramsgate Life-boat was also out on service.

Voted 4l. to four men for saving, at moderate risk, four persons from a salmon yawl, which

capsized in a strong S.E. gale and heavy sea, in Youghal Bay, on the 5th May. The men when rescued were in a very exhausted condition.

Voted 3*l.* 15*s.* to ten men for putting off in the private surf-boat at Arbroath, standing by, and bringing into safety a fishing-boat which was in danger off the harbour in a rough sea on the 17th May.

Voted 2*l.* 10*s.* to five men for promptly putting off in a boat and saving a man whose boat had been capsized in a strong southerly breeze and moderately rough sea off Port St. Mary, on the 18th May.

Also allowed 5*s.* for an oar broken by one of the sailors in performing the service.

Voted 1*l.* to two men for their promptness in putting off in a boat and, at slight risk, rescuing a man whose boat was capsized in a heavy squall off Carnlough, Co. Antrim, on the 18th May. Two women assisted to launch the boat and they were allowed 10*s.* for their services, and another woman who took charge of the salvors' horses whilst they were performing the rescue was granted 2*s.* 6*d.*

THURSDAY, 8th July, 1909.

Colonel Sir FITZROY CLAYTON, K.C.V.O., V.P.,
in the Chair.

The Committee of Management expressed their great pleasure and satisfaction at the honour (a Knight Commandership of the Victorian Order) which His Majesty the KING had conferred on their Chairman, Colonel FITZROY CLAYTON. They very cordially congratulated him and assured him of their earnest wish that he might live long to enjoy the honour and to preside over their deliberations.

This was the first time that a Chairman of the Institution, while in the full exercise of his functions, had had his services to the Life-boat cause recognised in so marked and public a manner, and the Committee felt deeply grateful to His Majesty the KING for conferring such an honour on the Institution, and to their President, the PRINCE OF WALES, for the part he had taken in the matter.

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.—Buckhaven, Anstruther, St. Andrews, Crail, Arbroath, Nairn, Buckie, Banff and Lossiemouth.

Eastern District.—Redcar, Staithes, Runswick, Saltburn, Robin Hood's Bay, Uppang, Whitby (two boats), Filey, Scarborough and Donna Nook.

Southern District.—Harwich (two boats), Clacton-on-Sea, Selsey, Littlehampton, Bembridge, Totland Bay, Atherfield, Brighthelm Grange, Brooke, Ryde, Worthing and Shoreham.

Western District.—Newquay (Cornwall), Bude, Watchet, Burnham and Burry Port.

Irish District.—Port St. Mary, Douglas, Ramsey, Peel, Lytham, St. Anne's (two boats), Fleetwood, Blackpool, Piel (Barrow) and Southport.

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

	£	s.	d.
Mr. Joseph Harvey	100	-	-
Mr. E. F. White	50	-	-
Miss S. E. White	25	-	-
"A. A. H."	25	-	-
Co-operative Wholesale Society (annual subscription)	21	-	-
"Conscience Money," per the Rev. J. W. Biscoe	6	13	-

—To be severally thanked.

Also the receipt of the following legacies:—

The late Mr. WILLIAM WHITE, of Lincoln's Inn	500	-	-
The late Dr. EDWARD BLAND, of Sandiacre	450	-	-
The late Miss MARY ANN DOUGLAS JOSSAUME, of Leyton (on account)	300	-	-
The late Mr. WILLIAM McCUNN, of Largs, for the maintenance fund of the "Thomas McCunn" Life-boat at Port Logan (on account)	100	-	-
For the benefit of widows and other de- pendent relatives of men who may lose their lives in con- nection with the Life- boat Service in Scot- land (on account)	50	-	-

The late Miss ANNE F. B. DE LA COUR, of Bishop's Stortford (per Ballycotton Branch)	90	-	-
The late Mr. BENJAMIN BARNES, of Ipswich	4	10	-

Commander THOMAS HOLMES, R.N., Deputy Chief Inspector of Life-boats, was appointed Chief Inspector of Life-boats *vice* Commander ST. VINCENT NEPEAN, M.V.O., R.N., retiring; Commander HOWARD F. J. ROWLEY, R.N., Inspector of Life-boats for the Northern District was appointed Deputy Chief Inspector of Life-boats; and Lieutenant CHARLES HAY FORBES, R.N., was appointed a District Inspector of Life-boats and to the Northern District.

Paid 5,070*l.* for sundry charges in connection with various Life-boat establishments.

Voted 121*l.* 8*s.* 6*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Caister No. 1.	S.S. <i>Kossuth Ferenz</i> , of Fiume. Stood by vessel.	
Dungeness Nos. 1 and 2	H.M.S. <i>Sappho</i> . Stood by vessel and landed 89.	
Fraserburgh .	Fishing-boat <i>Henry and Elizabeth</i> , of Nairn	6

The Gorleston No. 1 Life-boat assisted to save the S.S. *Ferguslie*, of Glasgow.

Also voted 145*l.* 10*s.* to pay the expenses of launching the following Life-boats, or assemblies of crews, with the view of assisting persons on vessels in distress:—Berwick-on-Tweed, Eyemouth, Gorleston No. 1, Harwich (steam), Palling No. 2, Stronsay (motor), Winchelsea, and Winterton No. 1.

Granted 3*l.* to a man injured in the Life-boat service at Shoreham.

Sent a letter of thanks to Mr. R. BEVAN and voted 10*s.* to HENRY JANE for their promptness in saving the life of Captain H. NICHOLLS, whose boat was capsized in a brisk N.E. breeze and choppy sea off Black Head, near Cadgwith, on the 9th June.

Voted 15*s.* to three men for their promptness in putting off in a coble and saving two persons from the coble *Bonnie Lad*, which struck on a sunken rock and sank in Cornelian Bay, near Scarborough, in an E.N.E. breeze and heavy sea, on the 7th June.

Also 10*s.* to a man for saving one of eight persons from a small fishing-boat which capsized and sank in a strong and squally northerly breeze and choppy sea, off Teignmouth, on the 17th June. The salvor was about a mile away when he observed the accident. With great promptness he rowed to the spot and was just in time to save one of the unfortunate people, the other seven being drowned.

Also 1*l.* 10*s.* to three men for landing the crew of four men of the schooner *Leader*, of Cardiff, at Stranraer, in moderate weather, on the 21st June. The schooner sprang a leak and sank a few minutes after the crew had taken to their boat. They made for Loch Ryan, and when nine miles from Stranraer were picked up in an exhausted condition and taken to Stranraer.

THURSDAY, 12th August, 1909.

Colonel Sir FITZROY CLAYTON, K.C.V.O., 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.—Ackerhill, Huna, Wick, Thurso, Eyemouth, Fraserburgh, Peterhead, Port Erroll, Newburgh, Dunbar and Skateraw.

Eastern District.—Mablethorpe, Sutton, Skegness, Brancaster, Flamborough (two boats), Bridlington Quay, Yarmouth, Caister (two boats), Palling (two boats), Hasborough, Gorleston (two boats), Winterton (two boats), Kessingland (two boats), Cromer and Sheringham.

Southern District.—Eastbourne (two boats), Winchelsea, Hastings, Sidmouth, Lyme Regis, Exmouth, Yealm River, Plymouth, Salcombe, Hope Cove, Brixham, Torquay, Teignmouth and Brighton.

Western District.—Aberdovey, Barmouth, Rhyl, Llanddulas, Padstow (two boats) and Newlyn.

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

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

	£	s.	d.
"Friend B." (additional)	100	-	-
"S.D.R.S.D." (additional)	50	-	-
Collected on board S.Y. <i>Midnight Sun</i> , per the Albion Steamship Co., Ltd.	10	-	-
Offertory at Holy Trinity Church, Sloane Street, S.W., per Viscount Goschen	8	8	-
Collected on board S.S. <i>Cilicia</i> , per Mr. W. Mallett	5	-	-
Captain and Officers of H.M.S. <i>Blenheim</i> , per Mr. T. Hayes, R.N.	3	15	-
Ward Room Officers of H.M.S. <i>Albemarle</i> , per the Rev. W. B. Atherton, R.N., Chaplain	2	-	-

—To be severally thanked.

Also the receipt of the following legacies:—

The late Mr. WM. McCUNN, of Largs, balance of cost of the <i>John Ryburn</i> Life-boat for Stronsay	1,500	-	-
For the maintenance of this Life-boat	100	-	-
	1,600	-	-

The late Mr. WM. JOHN ALEXANDER STAMER, of Juan les Pins	546	17	5
The late Mr. EDMUND LYTHGOE, of Melbourne (additional)	322	19	6
The late Mrs. ELIZABETH LITTLE IRVING, of Manchester, per Manchester Branch	200	-	-
The late Miss MARY ANN DOUGLAS JOSSAUME, of Leyton (balance)	200	-	-
The late Mrs. AMELIA WATSON, of Margate	200	-	-
The late Mrs. JANE FOWKES, of Ewell, Surrey	100	-	-
The late Miss SARAH E. KAYE, of Lancaster, per Liverpool Branch	100	-	-
The late Mr. FREDERICK KITCHEN, of Carnarvon (additional)	57	17	8
The late Mr. JOHN TITE, of Torquay, per Torquay Branch	50	-	-
The late Mrs. ALICE PEIRSON, of York	25	-	-

Reported the transmission to their Stations of the St. Agnes (Scilly Islands) and Uppang new Life-boats.

Paid 5,697*l.* for sundry charges in connection with various Life-boat establishments.

Voted 194*l.* 4*s.* 1*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Caister No. 2	S.S. <i>Taarnholm</i> , of Copenhagen. Stood by vessel.	
Clacton-on-Sea	Barque <i>Magnet</i> , of Langesund. Transferred 9 to a tug.	

Life-boat.	Vessel.	Lives saved.
Formby . . .	Schooner <i>Alert</i> , of Falmouth. Stood by vessel.	
Gorleston No. 1	Shrimp boat <i>Lord Clyde</i> , of Yarmouth. Saved boat and . . .	1
Lowestoft No. 2	Fleet of shrimp boats, of Lowestoft. Stood by boats.	
Margate No. 2 .	Ketch <i>Francis</i> , of London. Landed 3 from Longsand Light-vessel.	
Newhaven . . .	Ketch <i>Hawthorn</i> , of St. Servan. Rendered assistance.	
Peel	Ketch <i>Gala</i> , of Bangor. Assisted to save vessel and	8
Poolbeg	Cutter <i>Hawk</i> , of Clontarf. Saved boat and	3
Robin Hood's Bay	Coble <i>Olive Branch</i> , of Robin Hood's Bay	2
St. David's . . .	S.S. <i>Langton Grange</i> , of London. Stood by vessel.	
Skegness	Ketch <i>Darnet</i> , of Maldon. Landed 4.	
Yarmouth	Cutter <i>Emily</i> , of Yarmouth. Rendered assistance and landed 4.	
Youghal	Yacht <i>Savourna</i> , of Cork. Landed 5.	

The Fishguard Life-boat also assisted to save the ketch *Esmeralda*, of Milford.

Voted 25*l.* 1*s.* 8*d.* to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with the view of assisting persons on vessels in distress:—Aberdovey, Bude, Clacton-on-Sea, Criccieth, Dungeness No. 1, Gorleston No. 1, Harwich (steam), Hoylake, Hythe, Kessingland No. 1, New Romney, Pakefield, Totland Bay and Yarmouth.

Voted the Silver Medal to ANDREW NOBLE, Coxswain Superintendent of the Fraserburgh Life-boat, for his gallant conduct in perilous circumstances when the Fraserburgh Life-boat saved six of the crew of the fishing-boat *Henry and Elizabeth*, of Nairn, wrecked in exceptionally severe weather on the 30th June.

Reported that the President of the French Republic had conferred gold medals upon the Coxswain Superintendent of the Cloughey Life-boat and upon the Chief Officer of H.M. Coastguard at Cloughey, also silver medals upon the other members of the crew of the Life-boat, in recognition of their good services in rescuing the crew of twenty-six of the barque *Croisset*, of Rouen, wrecked off Cloughey on the 14th November, 1908. Each medal was accompanied by a diploma. An aneroid barometer was also presented to JOHN McMULLAN, Esq., Honorary Secretary of the Branch.

Voted 2*l.* to two men for saving at considerable risk two men whose boat had become

unmanageable and was in difficulties in a heavy surf off Covehithe, in a strong N.E. gale, on the 2nd August. Also granted them 15*s.* to pay for the damage which their boat sustained whilst performing the rescue.

Voted 15*s.* to three men for saving at slight risk four men from a punt which capsized at about 12.45 A.M. off Queenstown, in a squally W.N.W. wind and smooth sea, on the 1st July. One of salvors' boats was damaged to the extent of 1*l.*, and this amount was allowed for repairing it.

Voted 1*l.* 15*s.* to seven men for promptly putting off in a boat and rescuing six persons, including two ladies, from a pleasure-boat capsized about a mile from Arbroath Harbour, in a strong E.N.E. breeze and rough sea, on the 25th July.

THURSDAY, 9th September, 1909.

Sir JOHN CAMERON LAMB, C.B., C.M.G.,
in the Chair.

Read and confirmed the minutes of the previous meeting.

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

Read the report of the Deputy Chief Inspector of Life-boats on his recent visit to Balcalary.

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

Northern District.—Whithorn, Port Logan, Port Patrick, Girvan, Buckie, Stonehaven and Montrose (two boats).

Eastern District.—Southwold (two boats).

Southern District.—Southend-on-Sea, St. Helier, St. Peter Port, Newhaven, Weymouth, Poole, Swanage, Southsea, Hayling Island, Littlehampton and Walton-on-the-Naze.

Western District.—Sennen Cove, Penzance, Burry Port, Ferryside, Tenby, Angle (two boats), Little Haven, St. David's, The Mumbles, Port Eynon and Barry Dock.

Irish District.—Poolbeg, Wicklow, Killough, Newcastle (Co. Down), Carrickfergus, Portrush, Culluff, Greencastle, Aranmore, Groomsport, and Cloughey.

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

	£	s.	d.
Share of receipts arising from the sale of Mr. Charles E. Evans' book, "Hints to Coal Buyers," per Messrs. Evans and Reid, Ltd.	63	16	5
Mr. H. M. Ridgway, annual subscription 10 <i>l.</i> , donation 10 <i>l.</i>	20	-	-
Court "Fountain of Friendship," No. 2634, A.O.F., collected at Church Parade, per Mr. H. T. Beadle, Snodland, Kent	5	5	6
Court "Flower of Suffolk," No. 2695, A.O.F., collected at Church Parade, per Mr. A. E. Senton, Chelmondiston	2	10	-

Royal Naval Hospital, Malta, Church Fund, per the Rev. J. Desmond McCarthy, R.N., Chaplain	£ s. d.
Collected in Harby Church, Melton Mowbray, per Mr. James Stokes, Churchwarden	1 1 - - 16 -

—To be severally thanked.

Also the receipt of the following legacies:—

The late Mrs. JULIANA WAKEFIELD, of Kilkullen, for a Life-boat to be named <i>John Watson Wakefield</i> and placed on the coast of Ireland, (on account) 1,750 - -	
For general purposes, (on account) 250 - -	
	2,000 - -
The late Mr. EDWY CROOKE, of Guildford (on account)	350 - -
The late Mr. JAMES HODGE, of Greenheys, Manchester (additional to £1,000 already received for Life-boat for St. Abbs)	250 - -
The late Miss ELIZABETH MITCHELL, of Dunfermline	200 - -
The late Mr. GEORGE PEABODY RUSSELL, of Brook Street, Grosvenor Square	100 - -
The late Mr. SAMUEL LEWIS, of Cork Street, W. (balance of interest)	30 12 5

The Committee expressed much regret at the decease of Mr. James Hunter, jun., who had been Honorary Secretary of the Dundee Branch for forty-five years and was the senior Branch Honorary Secretary of the Institution.

Also at the decease of Mr. Thomas Rose, who had for a long period served as Honorary Secretary of the Banbury Branch.

It was decided to send letters of condolence to the bereaved families.

Paid 7,336*l.* for sundry charges in connection with various Life-boat establishments.

Voted 152*l.* 18*s.* 6*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Berwick-on-Tweed	R. Y. S. yacht <i>Lorna</i> . Stood by yacht.	
Formby	S.S. <i>Soldier Prince</i> , of Newcastle. Landed 7.	
Hoylake	S.S. <i>Soldier Prince</i> , of Newcastle. Stood by vessel.	
Hoylake	Sloop <i>Charming Nancy</i> , of Cardigan	2
Kingstown	S.S. <i>Duke of Abercorn</i> , of No. 1 Dublin. Assisted to save vessel.	

Life-boat.	Vessel.	Lives saved.
New Brighton	Flat <i>Bessie</i> , of Liverpool. (Steam).	2
Runswick	Two cobbles of Staithes. Assisted cobbles.	

The Walton-on-Naze (Motor) Life-boat also assisted to save the brigantine *Alroy*, of Hull, and her crew of 8.

Also 304*l.* 15*s.* 2*d.* to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with the view of assisting persons on vessels in distress:—Blakeney, Brighton, Broadstairs, Caister Nos. 1 and 2, Fraserburgh, Gorleston Nos. 1 and 2, Helvick Head, Holyhead (steam), Holy Island No. 1, Hunstanton, Kingstown No. 2, Llandudno, Lowestoft No. 2, New Brighton No. 2 (steam), Point of Ayr, Rhoscolyn, St. Mary's, Skateraw, Whitby No. 1, Winterton No. 2.

Sent a letter of thanks to Mr. LINDSELL, and granted 1*l.* to two boatmen for their promptness in saving two persons whose boat was being blown out to sea and in danger of being swamped, off Bull Bay, Anglesey, in a strong S.W. breeze and smooth sea, on the 4th August.

Voted 1*l.* to JAMES BULLERS for his bravery in going into the sea, swimming out and at considerable risk saving one of two persons whose boat was capsized in a rough sea, off the mouth of St. Monance Harbour, on the 7th August. The other man was fortunately able to swim to the breakwater and save himself.

Also voted 1*l.* 10*s.* to three men for saving, at moderate risk, three persons whose boat, the *Sealark*, of Cresswell, was capsized off Amble, in a moderate N.N.W. gale and moderate sea, on the 11th August.

Also 5*s.* to the skipper of the yacht *Olama* for saving one of two men whose boat was capsized off Southwold Harbour when they were trying to board a barge which was under weigh, in a strong S.S.W. breeze and rough sea, on the 31st July.

Voted 1*l.* 10*s.* to three men for their promptness in putting off in a motor-boat and saving four persons belonging to the ketch *Sarmia*, of Scilly, which was run down off Lynmouth in a moderate N.W. breeze and smooth sea, on the 27th August. The men took to the ketch's boat, and when picked up were without oars, sails, or rudder.

Also voted 10*s.* to two men belonging to the sand-dredger *Poulton*, for putting off in a small boat and saving three persons from the flat *Hilda*, which went ashore and became a wreck off Fleetwood in a strong W. breeze and very heavy sea on the 15th August.

NOTICE.

The next number of the LIFE-BOAT JOURNAL will be published on the 1st February, 1910.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patron—His Most Gracious Majesty the King.

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

Chairman—

COLONEL SIR FITZROY CLAYTON, K.C.V.O.

Deputy-Chairman—

SIR JOHN CAMERON LAMB, C.B., C.M.G.

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

Telegraphic Address:

"LIFE-BOAT
INSTITUTION
LONDON."



Telephone:

No. 2964
("GERRARD
EXCHANGE.")

APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that during the past year (1908) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £72,222 on its Life-boat Establishments.

GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING 1908.

	£	s.	d.
Number of Lives rescued by Life-boats, in addition to 42 Vessels and Boats saved by them and 124 persons landed from vessels in distress and lightships	486	...	...
Number of Lives saved by Shore-boats, &c.	152	...	...
Amount of Rewards granted during the Year	9,696	3	6
Honorary Rewards:— Gold Medal	1	...	...
Silver Medals and Clasps	14	...	...
Decorations	2	...	...
Binocular Glasses	10	...	...
Aneroid Barometers	9	...	...
Votes of Thanks on Vellum	35	...	...
Certificates of Service	10	...	...
Total	81	638	£9,696 3 6

The number of Lives saved either by the Life-boats of the Society, or by special exertions for which it has granted rewards since its formation in 1824 (to 31st Dec., 1908), is 47,983. The rewards and recognitions granted by the Institution in the same period comprise 101 Gold Medals and Clasps, 1,261 Silver Medals and Clasps, 68 Decorations, 397 Binocular Glasses, 15 Telescopes, 86 Aneroid Barometers, 1,893 Votes of Thanks, inscribed on vellum and framed, 206 Certificates of Service framed, and £283,182 in money.

The Committee of Management earnestly appeal to the British Public for Funds to enable them to maintain their 280 Life-boats now on the Coast and their Crews in the most perfect state of efficiency. This can only be effected by a large and permanent annual income. The Annual Subscriptions, Donations and Dividends are quite inadequate for the purpose. The Committee are confident that in their endeavour to provide the brave Life-boatmen, who nobly hazard their lives in order that they may save others, with the best possible means for carrying on their great work, they will meet with the entire approval of the people of this the greatest maritime country in the world, and that their appeal will not be made in vain, so that the scope and efficiency of our great Life-saving Service, of which the Nation has always been so proud, may not have to be curtailed.

Annual Subscriptions and Donations are earnestly solicited, and will be thankfully received by the Secretary, CHARLES DIBDIN, Esq., at the Institution, 22, CHARING CROSS ROAD, London, W.C.; by the Bankers of the Institution, Messrs. COUITS AND CO., 440, Strand, London, W.C.; and by all the other Bankers in the United Kingdom.—November, 1909.