

THE LIFE-BOAT.

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OF THE

Royal National Life-Boat Institution.

(ISSUED QUARTERLY.)

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ADVANCE IN THE MOTOR LIFE-BOAT.

THE last article on the Installation of the Motor in Life-boats appeared in *The Life-boat Journal*, Vol XX., No. 225, published in August, 1907, and it will it is thought be of interest to our readers if we review the progress made since that date in the adoption of power, which must undoubtedly in the future be an enormous factor in the facilities for saving life at sea.

At that time (1907) our motor-boat fleet consisted of the following experimental boats, installed with petrol motors:—

Walton-on-the-Naze, Norfolk and Suffolk type, 43 ft. by 12 ft. 6 in. with a 4-cylinder "Blake" of 40 B.H.P., 550 revolutions, diameter of cylinder $5\frac{1}{4}$ in., length of stroke $6\frac{1}{4}$ in., and approximate weight 16 cwt. This boat was fitted with a reversing clutch, and attained a speed of 6.6 knots per hour on a consumption of petrol of 20.4 pints.

Newhaven self-righting type, 37 ft. by 9 ft. 3 in., with a 4-cylinder Thornycroft, 24 B.H.P., 1,000 revolutions, $4\frac{1}{4}$ diameter of cylinder, 5 in. stroke, and approximate weight 8 cwt., fitted with a reversing clutch, and attaining a speed of 7.2 knots per hour on a consumption of petrol of 15.6 pints; and the late Ramsgate Life-boat self-righting type, 42 ft. by 11 ft., with a 4-cylinder "Tylor" (originally called "Briton"), 30 B.H.P., 900 revolutions, diameter of

cylinder 5 in., length of stroke 5 in., approximate weight 8 cwt., fitted with a Buffalo clutch, attaining a speed of 6.8 knots per hour on a consumption of petrol of 18.5 pints; and also the first experimental boat, an old self-righter, 38 ft. by 8 ft., installed with a 2-cylinder motor of 10 H.P., which was described in *The Life-boat Journal* in August, 1904, and which boat is still doing good work at Tynemouth.

All four of the above boats were converted, which necessitated considerable structural alterations to adapt them for power, and after exhaustive experiments had been carried out the Committee of Management, in 1907, considered the time had then come to go further ahead, and ordered four more motors for boats specially built to receive them.

This latter was an all-important point, inasmuch as adaptation could not produce the perfect article, but proved invaluable to the Institution in arriving at the necessary data required in future installation, and it must be conceded that the results have fully justified the experiment.

An interesting feature in the construction of the new boats has been the position selected for the propeller, and by reference to the sketch plans it will readily be seen the following difficulties

are met so far as it is possible to do so:—

1. Racing of the motor in a seaway.
2. Working the boat on a slipway.
3. Partial immunity from fouling by wreckage and other causes.

Dealing with these points in order, we must consider that of the danger of racing. A Life-boat, when in the open sea or in breaking water, must necessarily be of such a buoyant description that her bow and stern are frequently lifted out of the water, so that to place the propeller near the sternpost, as is usually done in vessels and boats, would cause so much racing, that no matter how well-governed the motor might be there would be undue strains imposed, and also, a very important matter, the loss of power when most urgently required. It therefore became a necessity to select a spot most favourable for this, and as will be presently seen to surmount other obstacles. The natural answer to this was to place the propeller as far forward as possible, and the spot selected has been just forward of the after end-box; but it was obvious when we come to the question of working the boat on a slipway, the propeller must be not only above the keel, but entirely protected from any possibility of damage when both leaving the slipway and in rehousing her on her return from her work, which latter has frequently to be done under great difficulties, due to windage, tides and movement in the water.

This resolved itself into a tunnel, which is constructed of mahogany, and is of a turtle-backed shape, rising from the top of the iron keel, commencing from a position at about one-third of the length of the boat from her sternpost, and extending back in a gradual curve to the sternpost, a hatch being provided in the deck of the boat to enable ready accessibility to the propeller boss and blades. In this tunnel then the propeller does its work. The effect of racing has been very materially reduced; any possible difficulties to be

met with when dealing with a slipway have been overcome; and lastly, and not the least important, partial immunity from the fouling of the propeller arising from wreckage alongside a vessel, pier ropes, and the hundred and one matters liable to cause this and put the motor out of action, has been provided.

However, on several occasions on the coast the writer has been questioned as to whether the propeller doing its work in the tunnel does not mean a certain percentage of loss of speed, owing to its revolving in a smaller body of water than is the case when in the usual position found in all classes of vessels, and undeniably this is so to a certain extent; but whatever that loss may be, the advantages shown in the preceding paragraphs are of such paramount importance that this loss of speed will be readily accepted by all Life-boatmen who have already felt the advantages of having a motor under their lee. Again our readers must bear in mind that the Committee of Management have in no way departed from their primary decision that the motor must be considered solely a means of auxiliary propulsion, the same area of canvas, and the same facilities for pulling being supplied to all boats, although as to the latter, some loss of oar power must necessarily ensue, owing to the space required for the motor hatch.

In the larger boats this really is of minor importance, as it cannot be expected that oar power can be of any great value, except for an emergency.

The four motors ordered were allocated to the following boats:—

Stromsay.—A "Watson" type, 43 ft. by 12 ft. 6 in., a 4-cylinder "Blake" of 40 B.H.P., 600 revolutions, diameter of cylinder 5.3 in., length of stroke 6.29 in., and approximate weight 15 cwt., with a Gaines reversing propeller.

Stromness.—Self-righting type, 42 ft. by 11 ft., a 4-cylinder "Tylor" of 30 B.H.P., 800 revolutions, diameter of cylinder 5 in., length of stroke 5½ in.,

and approximate weight 10 cwt., with a Villinger propeller equipment.

Fishguard.—Self-righting type, 40 ft. by 10 ft. 6 in., a 4-cylinder "Tylor" of 24 B.H.P., 650 revolutions, diameter of cylinder 5 in., length of stroke $5\frac{1}{4}$ in., and approximate weight 10 cwt., with a Meissner propeller equipment.

of cylinder 5 in., length of stroke $5\frac{1}{2}$ in., and approximate weight 13 cwt., with a Villinger propeller equipment.

The first two of these boats were completed and despatched to their northern homes last April. The Stron-say boat on her trials attaining a speed of 7.2 knots per hour on a consumption

**43×12-6 WATSON TYPE BOAT.
INSTALLED WITH 40 B.H.P. MOTOR**

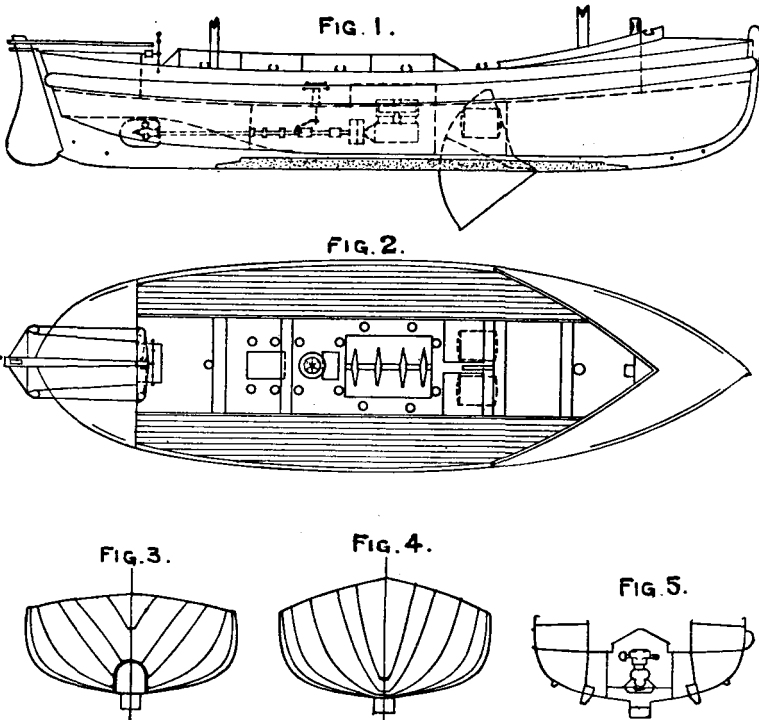


FIG. 1.—ELEVATION SHOWING MOTOR, PROPELLER AND TUNNEL.
FIG. 2.—PLAN SHOWING MOTOR HATCH, PETROL TANKS ON FORE SIDE, CONTROL WHEEL AND STEERING WHEEL.
FIG. 3.—SECTIONS OF AFTER BODY SHOWING TUNNEL.
FIG. 4.—SECTIONS OF FORE BODY.
FIG. 5.—MIDSHIP SECTION.

Thurso.—"Watson" type, 40 ft. by 11 ft., but this station, foregoing her claim owing to local difficulties being foreseen in the future, it was decided to transfer the installation to another boat of the same type and dimensions being built for *Broughty Ferry*, and the motor selected for her is a 4-cylinder "Tylor" of 40 B.H.P., 600 revolutions, diameter

of petrol of 25 pints and the Stromness boat 6.7 knots per hour on 21 pints. An account of the passage of these boats to the Orkneys appeared in our issue of last August, the crews of both having been loud in their praises of the benefits derived from the motive power; and this recalls to the writer a very comprehensive remark made by a northern

fisherman when out for exercise in an ordinary sailing Life-boat. The topic was motor power, and the stroke oar, hearing the Stronsay boat mentioned, glanced upwards, and, with great admiration, expressed himself as follows: "Ay, mon, but yon's a bonny boat"; and there's no doubt he hit the truth.

The third of the quartette shortly followed on their heels, and went through her ten days' sea trials at Harwich last August. These were very severe, being carried out in very heavy weather, but throughout she gave no trouble, acquitting herself to everybody's satisfaction.

On these trials a special point was made in testing the admission of air to the motor casing—it will be readily seen that when a motor Life-boat goes to sea, the casing must be battened down and rendered absolutely water-tight. To ensure this it must be also air-tight, and consequently some of our readers may wonder how the motor breathes, this being as essential to the motor as to the human frame. The explanation is simple. The air is sucked into the casing by pipes leading to the after end-box, which is provided with an automatic ball-valve in all boats for ventilating purposes. In the ordinary floating position of the boat, this valve is always open, but should the boat capsize the ball falls into the valve automatically and prevents the inrush of water, so that in any case the motor hatch is kept free of this undesirable commodity. On these trials in heavy weather, this hatch was kept practically sealed down, and when opened at the end of a five hours' run, not only was the motor running perfectly, but all the running parts were as cool as could be desired, there being only slight warmth in the bearings due to generated heat.

On her speed trials she attained a speed of 6·8 knots on a petrol consumption of 22 pints per hour.

On completion of the trials, she remained at Harwich while arrange-

ments were made for a navigating crew to come from Fishguard. She was finally despatched to her station on the 14th October last, in charge of the Inspector of the Western District, Lieutenant E. D. Drury, R.N.R., the voyage proving an extremely valuable experience, much bad weather and very heavy seas being met with during the passage, and certainly a very trying one to the hardy occupants of the boat. Throughout the voyage of 583 miles no hitch of any kind was found, the motor proving itself thoroughly reliable, and giving all the satisfaction that could be possibly desired.

Mr. William Small, the Assistant Surveyor of Motors, who had charge of the motor on this voyage, makes some very interesting remarks on the merits of the motor, especially as regards the governed engine, reporting that, on the run from Yarmouth (Isle of Wight) to Weymouth, on which occasion they experienced a S.W. gale accompanied by a high head sea, the governed engine proved its merits, as when passing through the heavy race off St. Albans Head, the propeller on two occasions was half out of water, the speed of the engine in an instant being reduced to 250 revolutions, and as the load came on again the governor gently opened the throttle, allowing the engine to run at its proper speed.

Had it not been for the activity of the governor on the different loads, when the boat was thrashing her stern, there would appear to have been every possibility of her shedding her propeller.

In addition to the Broughty Ferry boat, which is not yet completed, motor boats are being built for the following stations:—Donaghadee, Wicklow, St. Abbs, Sealam and Tynemouth.

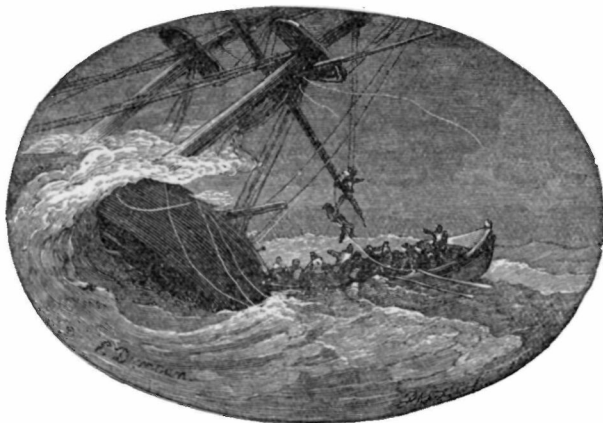
Of these latter, the Donaghadee boat is in a final stage of completion. She is of the "Watson" type, 43 ft. by 12 ft. 6 in., with a 4-cylinder "Blake" of 40 B.H.P., 600 revolutions, diameter of cylinder 5½ in., length of stroke 5¼ in., approximate weight 12 cwt.

LIFE-BOAT SATURDAY FUND.

It is gratifying to be able to report that notwithstanding the great difficulties again experienced during the past year by all the workers for the ROYAL NATIONAL LIFE - BOAT INSTITUTION, whether in connection with the Branches or the Life-boat Saturday Fund, greater success was secured in both directions than was expected or looked for—indeed, zeal and earnest hard work were able to meet and overcome all opposition to progress, with the happy result that there was a very satisfactory net increase in the moneys gathered in in 1909.

We most heartily congratulate all concerned, and cannot but feel that they themselves, if not surprised, must have been much encouraged by their successful efforts. We would urge a "continuance in well-doing," feeling assured that what has happened in the past will happen again, so long as all strive together in unity and harmony, and encourage one another to persevere in the good work.

Onward, Life-boat worker
 Ne'er accept defeat;
 Always strive to conquer,
 And victory you shall meet.



HEROES OF THE OAR.

(From "WATCHERS BY THE SHORE," with the Author's permission.)

High flies the spray, and landward leap
 The hungry savage seas,
 Whose white manes curl in seething hate
 Before the lashing breeze,
 That shrieks its thousand league-long self
 Across the spume-flecked waste,
 To line the coast with wrecks and hurl
 Sweet lives to death in haste!

There's sobbing at the river's mouth—
 The bar roars wild to-night;
 There's hell upon the ravaged sea
 In all its maddened spite!
 There will be children fatherless,
 And widows, ere the morn
 In ashen anger sullen breaks
 Athwart the scene forlorn. . . .

Ah, there's the flash that rips night's pall!—
 A wreck's blue shot for aid.
 A brig she is, her forestick gone,
 And on her beam-ends laid! . . .
 The life-boat's rocket follows fast. . .
 She's out!—gone down that wave.
 O God, be with them as they go
 Yon souls of Thine to save!

Sea-battered, spumed upon, nigh lost,
 A gull of mercy she,
 As up to wind'ard hard she fares,
 Then shoreward drives a-lee—
 A-lee and o'er the foaming bar,
 'Mid many a joyous roar
 That every hand has rescued been
 By heroes of the oar!

J. E. PATTERSON.

THE WRECK REGISTER AND CHART FOR THE YEAR ENDED
THE 30TH JUNE, 1908.

No Blue Book issued by a Government department is more interesting or more important than that issued annually by the Board of Trade dealing, by means of "Abstracts" of returns, with all the shipping casualties which each year occur on or near the coasts of the United Kingdom. The Board of Trade has recently made public the statistics for the year ended the 30th June, 1908, and, following our usual practice, we place before our readers such of them as more directly bear on the great life-saving service entrusted to the ROYAL NATIONAL LIFE-BOAT INSTITUTION. We believe that the facts and figures given cannot fail to interest all who sympathise with the Institution's work. It must be abundantly clear to any who look into the matter, that notwithstanding all that has been done, is being done, and will be done, to minimise the horrors of shipwreck on our coasts, shipping casualties—like the poor—will always be with us, but the duty rests on the British public which owes so much to the sailor, whether he be a Britisher, a colonial, or a foreigner, to do its utmost to protect those "in peril on the sea" and more especially those on or near the coasts of the United Kingdom.

We propose first to deal with the shipping casualties themselves and then with the lives so sadly lost as a result of the casualties. The total number of casualties in the year 1907-8 was considerable, namely, 3,863, this total being an increase of 79 as compared with the previous year, and the number of those who perished as the result of the casualties was 318, a small decrease of six from the corresponding total of the year 1906-7. The 3,863 casualties included shipping accidents of all descriptions—founderings, strandings, collisions, missing vessels, etc., and the Board of Trade allots the casualties as follows:—(1) Total loss; (2) Serious casualties; (3)

Minor casualties. The cases of total loss and serious casualties show a somewhat satisfactory decrease of 113, the total number being 1,153; whereas the number of minor casualties ran up to 2,710, an increase of 192. Of all the casualties 92 resulted in loss of life, a decrease of 13 as compared with the year 1906-7.

Considerably more than a third of the casualties were, as has generally been found, collision cases, the total of such cases being 1,489 or 17 more than in the previous year. The total losses, *excluding collisions*, decreased by two, that is, from 220 to 218, and there was also a fair falling off in the number of serious casualties, excluding collisions, the total being 576 or 35 less than the total for the previous year. On the other hand, there was a somewhat considerable increase in the number of minor casualties, excluding collisions, the total under this head being 1,580, or 99 more than in the year 1906-7.

Of the 3,863 casualties 3,449 befell British and Colonial vessels, and 414 Foreign vessels, the former being a decrease of 118 as compared with the preceding year, and the latter a decrease of 39.

The localities of the 3,863 casualties, excluding collisions, were:—East Coast of England, 655, an increase of 12; South Coast of England, 390, a decrease of 56; West Coast of England and Scotland and East Coast of Ireland, a considerable increase of 124, the total number being 814; North Coast of Scotland, 172, or an increase of two only; East Coast of Scotland, 143, a falling off of 16 casualties; other parts, 200 or four less than in the year 1906-7; total, 2,374, a net increase for the year of 62.

The total *loss of life* resulting from the 3,863 casualties, *all* classes of casualties being included, and allocated

in the same way as the casualties, was : East Coast of England, 52, a very large decrease of 60 as compared with the year 1906-7; South Coast of England, 75, or six more than the total for the previous year; West Coast of England and Scotland and East Coast of Ireland, 62, an increase of 14; North Coast of Scotland, 24, a small increase of 4; East Coast of Scotland, 21, as against only 3 the previous year; other parts, 84; total, 318.

If reference is made to the Chart issued yearly with the "Abstracts," it will be found that a black dot is placed against each spot on the coast where a *serious* casualty occurred during the year ended 30th June, 1908, and a red line is also entered against the precise position of the 281 Life-boat Stations of the ROYAL NATIONAL LIFE-BOAT INSTITUTION. Every care has been taken by the Committee of Management in the placing of these Life-boats with a view to their giving the most speedy assistance to the crews of vessels in distress.

Between the year 1861 and the 30th June, 1908, 6,908 British, Foreign, and Colonial vessels were wrecked on or near the coasts of the United Kingdom, and in every one of these wrecks life was unfortunately lost, the total number of those perishing being 29,335. The number of lives lost from British and Colonial vessels in the year 1907-8 was 256 and 62 from Foreign vessels; the total number of lives lost during the year being 318 as mentioned above. It will be noticed that there was a decrease of only one in the number of lives lost from British and Colonial vessels, whereas in the case of Foreign vessels the decrease was five. Of the 318 lives lost in all, 40 were in foundered vessels, 80 in collisions, 87 in stranded vessels, 60 in missing vessels, and 51 in explosions, washed overboard, etc. It is interesting to note that of the total of lives lost during the year 1907-8, namely 318, *only* 16 were passengers, the remaining 302 being one and all either officers or

members of the crews of the vessels shipwrecked.

It will be readily understood that the number of vessels incurring casualties on or near the coasts of the United Kingdom must necessarily vary from year to year. The following table furnishes the very interesting statistics for more than half a century:—1854 (last six months), 458; 1855, 1,141; 1856, 1,153; 1857, 1,143; 1858, 1,170; 1859, 1,416; 1860, 1,379; 1861, 1,494; 1862, 1,827; 1863, 2,001; 1864, 1,741; 1865, 2,012; 1866, 2,289; 1867, 2,513; 1868, 2,131; 1869, 2,594; 1870, 1,865; 1871, 1,927; 1872, 2,381; 1873 (first six months), 1,206; 1873-4, 2,191; 1874-5, 4,259; 1875-6, 4,554; 1876-7, 5,017; 1877-8, 4,436; 1878-9, 3,716; 1879-80, 3,138; 1880-1, 4,297; 1881-2, 4,367; 1882-3, 4,363; 1883-4, 4,405; 1884-5, 3,764; 1885-6, 3,596; 1886-7, 4,224; 1887-8, 4,004; 1888-9, 4,272; 1889-90, 4,344; 1890-1, 4,198; 1891-2, 4,710; 1892-3, 3,499; 1893-4, 4,951; 1894-5, 4,917; 1895-6, 4,620; 1896-7, 5,277; 1897-8, 4,964; 1898-9, 5,040; 1899-1900, 4,067; 1900-1, 4,008; 1901-2, 4,124; 1902-3, 4,357; 1903-4, 4,668; 1904-5, 4,006; 1905-6, 3,685; 1906-7, 3,784; 1907-8, 3,863. Total, 181,526.

It is found on looking through the Board of Trade returns for the last 55 years that during those years no less than 33,174 lives were lost in shipwrecks on or near the coasts of Great Britain and Ireland. It is a matter for great thankfulness, however, that during the same 55 years, the lives saved by the Life-boats of the ROYAL NATIONAL LIFE-BOAT INSTITUTION and the other means recognised by the Institution *exceeded those lost* by 4,960, the total of the saved being 38,134, whilst those who perished numbered, as previously stated, 33,174.

H.M. Coastguard, assisted by rocket brigades, still continue to carry on a grand work in life-saving on our coasts by means of the rocket apparatus, all being very admirably superintended by the Board of Trade. In July



SUMMARY

During the year ended the 30th June, 1908, the Number of Vessels lost or damaged on the coasts, and in the seas of the United Kingdom including cases of minor damage was 3663 and the loss of Life as far as can be ascertained was 318.

	Life Boats	Rocket Stations	
There are	206	216	in England & Wales.
"	47	56	" Scotland.
"	35	59	" Ireland.
"	6	4	" Isle of Man.
"	2	0	" Channel Islands.

WRECK CHART

OF THE

BRITISH ISLES

FOR THE YEAR

1907-1908.

Compiled from the Board of Trade Register.

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

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

Scale of Nautic Miles
10 0 50 100



last there were 339 life-saving stations under the care of the Board and the total number of lives saved by the life-saving apparatus during the year 1908-9 was 112, a decrease of eight compared with the total of the previous year. It is common knowledge that the Coast-guard have been of the greatest service to the Life-boat Institution in the past, and it is to be hoped that for many years to come they may continue to watch the coast, to look after the electrical communications which have been established for life-saving purposes, and to assist when necessary in helping to launch and man the Institution's Life-boats.

It ought not to be difficult for the British public to understand that a very large annual income is required to maintain the great life-saving fleet of the ROYAL NATIONAL LIFE-BOAT INSTITUTION in proper and suitable efficiency. Further, that whether times are bad or good the service must be carried on, and the necessary means found for doing so. Since the Institution was founded on the 4th March, 1824, the Committee of Management have granted rewards for saving upwards of 48,000 lives, and they feel that such a grand result should alone entitle the Institution to liberal and well sustained support.

NEW LIFE-BOATS.

CRESSWELL, NORTHUMBERLAND.—The Life-boat which has done duty at Cresswell since 1889 has been replaced by a new boat of the self-righting Rubie type, 34 ft. long by 8 ft. wide, fitted with one water-ballast tank and rowing 10 oars double banked. The cost of the new Life-boat has been met from the legacy bequeathed to the Institution by the late Mrs. M. A. Vaughan, of Highbury New Park, London, and in accordance with her wishes she is named *Martha*.

The ceremony of publicly naming and launching the new Life-boat took place on the 7th October last.

Captain FULLARTON JAMES (Chief Constable of Northumberland) presided over a large company at the Life-boat station, and amongst those present were the Baroness Ravensworth, the Rev. and Hon. W. C. Ellis, the Rev. T. Horsfall (Vicar of Cresswell), the Rev. W. Sykes, Lieut. C. H. Forbes, R.N. (District Inspector of Life-boats, representing the ROYAL NATIONAL LIFE-BOAT INSTITUTION), Mrs. Mangin, Mrs. Fullarton James, Miss Simpson (of Cresswell Lodge), and a number of visitors from a distance. Amongst the letters of regret read was one from Mrs. Cresswell.

Captain FULLARTON JAMES said that he took the chair at the request of the Committee of the Local Branch of the Institution. The ROYAL NATIONAL LIFE-BOAT INSTITUTION was established in 1824, and since that time nearly 50,000 lives

had been saved by its agency. Previous to its establishment, the treatment of shipwrecked persons in this and other countries was certainly not humane; in fact, as a rule, when the shipwrecked person reached land he was either immediately killed or sold into slavery. Those days were happily long past, and the Roman nation were the first, he thought, to establish most stringent laws with regard to persons who interfered with the comfort and the lives of those who were unfortunate enough to be shipwrecked.

The Cresswell crew was one which was well known in the North of England, and it was interesting to remember that one of the earliest Life-boats was the invention of a native of this coast, who was born at South Shields in the year 1790. The first Life-boat was alleged to have been invented by Mr. Greathead, and established at South Shields. Shortly afterwards the fifth Duke of Northumberland established and maintained a Life-boat designed by the same gentleman at South Shields, and the Institution, which was formed in 1824, established boats all round the coasts of Great Britain and Ireland, until now something like 300 boats were in the service. The Dukes of Northumberland had always been very closely connected with the Institution.

Lieut. C. H. FORBES, R.N. (District Inspector), handed the boat over to the

care of the Local Committee. He said the boat had been built out of moneys bequeathed by Mrs. M. A. Vaughan, of Highbury, London, to whom they made grateful acknowledgment. The building and equipment of the boat had cost about 1,000*l.*, and she was of the class known as the self-righting Rubie type. Mr. Rubie was Surveyor of Life-boats to the Institution, and he had specially designed this type of boat to meet the difficulties which were experienced in a place like Cresswell, where they had to launch on an open beach and frequently in heavy gales. Therefore they required a light boat and facilities for quick despatch over heavy sands.

Cresswell Station was quite unique in Life-boat service. It was a very small village, and while there were enough men to form a Life-boat crew, there were not enough men to act as launchers, and the women—all honour to them for doing so—acted as launchers of the boat. To those uninitiated he might say that the work of launching a Life-boat entailed, in heavy weather at all events, great fatigue, exposure to cold, and even danger, and he thought that the women of Cresswell showed that the spirit of Grace Darling still lived on the Northumbrian coast.

"In your hands is the honour of the Life-boat service in general, and of the Cresswell branch in particular," said Lieut. FORBES, addressing the coxswain and crew. "You have had a glorious record of service in the past, and may the name of the new Life-boat be long engraved on the scroll of fame, as was the previous boat."

The VICAR OF CRESSWELL, as local Honorary Secretary of the Institution, then received the new craft. He said that they accepted the gift from the Committee of Management with a full sense of the responsibility attached thereto, and with an expression of gratitude.

The reverend gentleman amid deep silence invoked a blessing upon the new boat, and the assembled company joined in singing the hymn, "Eternal Father, strong to save."

The Baroness RAVENSWORTH, who accepted a charming silver rose bowl filled with freshly cut roses from the

Local Committee as a memento of the occasion, then delivered a graceful little speech, at the conclusion of which she performed the naming ceremony.

Her Ladyship said it was about twenty years since she had the honour of launching the old Life-boat, the *Ellen and Eliza*, and it gave her great pleasure to be asked to come there and launch the *Martha*. She was very glad to see so many of her old friends. She wished prosperity to the gallant crew, who had rescued so many lives on this desperate coast, and she wished them good luck.

A bottle of champagne hung suspended by gaily coloured ribbons from the bow of the Life-boat. This her Ladyship broke against the side of the craft in performing the naming ceremony. Then with a lusty heave of the ropes the Life-boatmen pulled the *Martha* from her shed and raced her down to the water's edge. Her crew scrambled aboard and manned oars, and at the final heave she left her carriage and took the water with a graceful dip amid the cheers of an admiring crowd.

Afterwards the women launchers of the Life-boat were entertained to tea at the Cresswell School by Lady Ravensworth, while in the evening the Vicar entertained the Life-boat crew and friends to supper at the Vicarage.

FISHGUARD, PEMBROKESHIRE.—This station has been provided with a new Life-boat of the large sailing self-righting type, being fitted with a motor engine as auxiliary power. She is 40 ft. long by 10 ft. 6 in. wide, has one drop keel, and rows 12 oars double banked. The Life-boat is named the *Charterhouse*, her cost having been partly met by generous contributions from old and present Carthusians. The naming ceremony took place on the 22nd December last, there being present a large and representative gathering.

The Rev. Gerald Henry Rendall, M.A., headmaster of Charterhouse School, accompanied by Mrs. Rendall, the Rev. Mr. Davies and Mrs. Davies, together with six of the scholars, represented the school.

Mr. J. C. YORKE, who presided, commented on the prominence to which the Port of Fishguard had lately attained.

Having referred appreciatively to the noble gift of the Carthusians, he read a list of the achievements of the various Fishguard Life-boats, and explained that since the first one had been placed upon the Station in 1855 the total number of lives saved had been 438, irrespective of numerous instances when the boat had stood by and otherwise rendered assistance to vessels in distress. He felt sure that all would agree that that was a splendid record, and he had not the slightest doubt that the new boat would be the means of adding thereto should necessity arise.

Mr. W. T. S. TOMBS, of Fishguard, as an Old Carthusian, said he was glad to be present upon such an occasion, remarking that he was very proud that his old School should make so magnificent a gift to the Institution and to the locality in which he resided. He added that it was the intention of the Local Committee to attend a dinner that evening and he would arrange that the crew of the Life-boat should be similarly entertained on New Year's Eve.

The Rev. Dr. RENDALL, in the course of a brilliant address, stated that he esteemed it a great privilege and pleasure to represent the Charterhouse on an occasion so important to the school. He believed that this was the first occasion in the history of the public schools of this country on which one of them had presented a motor Life-boat or a Life-boat to the ROYAL NATIONAL LIFE-BOAT INSTITUTION and to the service of the sailors toiling on the seas. They were pleased to think that the Charterhouse had had in this county and diocese some names which were revered and held in the highest esteem and admiration, chief among which was the name of that great scholar of European fame, the late Bishop Thirlwall, who ruled the diocese with such consummate skill and prudence; and one who had been an enthusiastic lover of his old school, the late Dean of St. David's, who spent so much of his private wealth in restoring and maintaining the magnificent cathedral which contained the shrine of Wales' patron saint—St. David. In handing that new motor Life-boat over to the care of the Local Committee of the ROYAL NATIONAL LIFE-BOAT IN-

STITUTION, he thought it only right and just to say that, through the generosity, kindness and unselfishness of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, it had been possible for the Charterhouse to hand that gift over to their trusteeship, for although it has been the desire of the Charterhouse to make this gift for the last thirty years, yet it was only now that they had been able to realise their hopes. They had been able to collect the sum of £1,500 and the deficit had been kindly made up by the Institution. The result of their efforts was seen in the splendidly-equipped boat which was about to be launched and named. They, members of the Charterhouse past and present, considered that day to be a red-letter one in the history of their school and of the public schools of England, and hoped that the initiative taken by the Charterhouse would be speedily followed by the other great public schools of the country. The deep interest taken in the matter was shown by the fact that that day they had there present the Rev. Mr. Davies, the Master of the Charterhouse, Mr. Girdlestone the senior Assistant Master and eight members of the school. They felt that the Life-boat would fulfil her duty and be the means of succouring many and many a sailor who might be in danger on that rock-bound coast, and were convinced that she would be manned by a band of brave men whenever she was called upon to fulfil and discharge her duty of mercy and kindness. (Applause.)

Lieut. E. D. DRURY, R.N.R. (District Inspector of Life-boats to the Institution), in accepting the boat, described the gift as a magnificent one and remarked that such a presentation from a public school was unique in the annals of the Institution, a fact which enhanced the pride felt in its receipt. In handing the vessel over to the Local Committee, he said that he had spent a fortnight with her during her motor trials at Harwich, during which period she behaved splendidly in all weathers. Subsequently, he brought her round from Harwich to Fishguard, the voyage being extended from nine to twenty days in consequence of the severity of the weather encountered. The behaviour of

the crew during the voyage had been excellent, and considering the hardships which they had been called upon to endure, he thought that but little need be said regarding their efficiency. As regards the future of the station it might be said that there had never yet been men lacking to man the boat, whilst the number of lives saved constituted a record of which Fishguard might well be proud.

Mr. J. C. BOWEN (Chairman of the Local Committee), in accepting the custody of the boat, remarked upon her splendid equipment and said he had not the slightest doubt that her crew would do their duty in the future as well as they had done in the past. He assured the Donors that the Life-boat would be well taken care of.

A beautiful dedication service ensued, opening with the well-known Collect, "Prevent us, O Lord," followed by the Lord's Prayer and the chanting of the psalm, "O come let us sing." The Vicar of Fishguard (Rev. W. EVANS, M.A., R.D.) read the collect, and the Vicar of Manorowen and Llanwnda (Rev. E. LINCOLN LEWIS, B.A.) the exquisitely-phrased form of prayer used by the Institution upon such occasions. The hymn "Eternal Father, strong to save" having been rendered by the united choirs of St. Mary's, Fishguard, and St. Peter's, Goodwick, under the baton of Mr. W. DRAKE, the Benediction was impressively pronounced by the Rev. Dr. RENDALL.

After the service Mrs. RENDALL named the boat whilst breaking a bottle of champagne across her bows and the craft was then launched and thoroughly tried, being propelled by her powerful auxiliary motor, sailed, and rowed, the crew expressing themselves as highly delighted with her behaviour.

The visitors returned to London by the four o'clock Irish express, having spent a very enjoyable couple of hours in the new port.

HOLY ISLAND NO. 1, NORTHUMBERLAND.—This station has also recently been provided with a new self-righting Life-boat 35 ft. long by 8 ft. 6 in. wide. She is fitted with two drop keels and rows 10 oars. The Life-boat is named

the *Lizzie Porter*, her cost having been met from a generous bequest to the Institution from the late Miss ELIZABETH PORTER, of Halifax. The naming ceremony took place on Saturday, the 23rd October last. The church choir having sung Psalm cvii., verses 21 to 31, specially chosen for the occasion, and the hymn "Eternal Father, strong to save," the new boat, on its carriage, was ready for the launch, when the District Inspector of Life-boats (Lieut. C. H. FORBES, R.N.), on behalf of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, handed the boat over to the Local Committee of the Branch.

Lieut. FORBES said it was fortunate indeed that he should pay his first visit to this important Station on the occasion of a launch of a new Life-boat. The Committee of Management of the Institution regarded this as one of the most important Life-boat Stations in the Kingdom. In handing this splendid boat over to the Local Committee he felt confident that the crew would bestow that devotion to duty and bravery and pluck which had characterised their efforts in the past. The last boat, the *Grace Darling*, had a magnificent record. With her no fewer than 123 lives had been saved, and on no less than 47 occasions other vessels had been assisted. The hardy dwellers on this northern coast had ever been noted for their endurance and bravery in life-saving, and it was no less true now than it was sixty years ago, that the spirit of the Farne heroine, Grace Darling, pervaded the men and women on this wind-swept island. From the annals of the Institution he gathered these words—Seven of the fishing-boats belonging to Holy Island were at sea following their avocations when the S.E. wind increased to a gale and the sea became very heavy. At 8.30 A.M. the Life-boat was launched, manned by a scratch crew, most of the regular crew being in the fishing-boats. The women of the village gave valuable assistance to launch the boat.

The Honorary Secretary, the Rev. IRVINE CRAWSHAW, accepted the boat on behalf of the Local Committee.

Mrs. CROSSMAN then duly named the boat the *Lizzie Porter*, according to

custom, by breaking a bottle of wine and the signal was given for the launch which was carried out expeditiously.

LLANDDULAS, DENBIGHSHIRE. — The Life-boat placed on this Station in 1885 has also been replaced by a new one of the Liverpool type, 36 ft. long by 9 ft. wide, rowing 12 oars and fitted with two water-ballast tanks and two drop keels. She is named the *Brother and Sister*, her cost having been partly met from the legacy of the late Miss L. B. Courtenay, of Brompton Square, London.

The pretty village of Llanddulas was *en fête* on Saturday afternoon, the 9th October, 1909, the occasion being the launch of the new Life-boat. Some hours before the ceremony was due to take place, many hundreds of people from the surrounding district had already assembled. Free access was allowed to the boat-house, and the Llanddulas Silver Band, under the conductorship of Mr. David Jones, rendered a selection of music much appreciated by the gathering. The naming ceremony was performed by the Countess of Dundonald. Lieut. E. D. Drury, R.N.R. (Inspector of the Western District), represented the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

Lady Dundonald, accompanied by Lady Marjory Cochrane and the Hon. Robin Cochrane, arrived by motor-car. She was received by Canon Roberts, who introduced Lieut. Drury, the Rev. Dr. Hall, and the members of the Local Committee to her Ladyship, who was then shown over the Life-boat by Lieut. Drury.

Unfortunately, rain fell as the time for the naming ceremony drew near, at which function the Rev. Dr. HALL presided. In the course of his remarks, the reverend gentleman said that the ROYAL NATIONAL LIFE-BOAT INSTITUTION carried on by means of voluntary contributions a work which otherwise would have to be accomplished by the State. The Institution spent annually many thousands of pounds in support of nearly 300 stations, and since its inception in 1824 had been instrumental in saving more than 48,000 lives. (Applause.) In spite of all that was done, however,

500 lives were lost each year in shipwrecks on or near our coasts. This melancholy fact went to prove the necessity for supporting the Institution still more liberally in order that it might further extend its splendid work. (Hear, hear.) The money to defray the cost of the Life-boat they were going to launch that day had been bequeathed to the Institution by Miss Louisa B. Courtenay, who, in her Will, expressed the wish that she might be named the *Brother and Sister*. The Life-boat was the third to serve on that station, and it was interesting to note that Llanddulas was the only Life-boat station on the Denbighshire coast. The speaker would like to say a word in praise of the brave fellows who manned the Life-boat —(hear, hear)—which was assuredly in good hands, for the men of Llanddulas had proved themselves to be as capable and as efficient as could be desired. (Applause.)

Lieut. E. D. DRURY, R.N.R. (District Inspector), in handing the boat over to the charge of the Local Committee, gave some interesting particulars concerning her. He said that she was fitted with two drop keels and two water-ballast tanks. The total weight of the boat, when ready to be put to sea, was 3 tons 17 cwt., and of the iron keel 11 cwt. She rowed 12 oars, and with her tanks full, and crew of fifteen on board, drew 1 ft. 10 in. of water. She was the very latest type of Liverpool boat, so a very fine sea boat, and excellent in every way. She was unequalled along the coast. He complimented the Local Committee on the way they carried out their duties, and specially mentioned the services of the Hon. Secretary, Mr. B. H. Jones.

Canon ROBERTS, speaking on behalf of the Local Committee, mentioned that it was Lady Dundonald's Father who, more than forty years ago, named the first Llanddulas Life-boat.

He felt sure that the Life-boatmen would live up to their reputation. (Hear, hear.) The world would not soon forget the heroism shown by the four local men who went out to the wreck of the *Ocean Queen*—(applause)—an event immortalised by Canon Rowndeleigh in "Ballads of Brave Deeds." In the poem it spoke of the men as being of Colwyn

Bay, but needless to say they were of Llanddulas.

The Chairman then called for three cheers for her Ladyship, which were given with much heartiness.

After Canon ROBERTS had read a prayer suitable to the occasion, the Countess named the boat, exclaiming as she broke a flask of wine against her bows, "God speed and good luck to the *Brother and Sister*." (Applause.)

Rockets were then fired. Willing hands assisted in launching the boat

for the first time and she gracefully entered the water to the strains of "The Gunner's March" and "Rule, Britannia."

A short cruise was made, sail being hoisted, and upon their return, the crew expressed themselves as delighted with the boat. She was found to pull extremely well, and it was decided that in the near future there should be an extra practice, for which a rough day would be chosen, in order that the boat might be tested under severe conditions.

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

GORLESTON, SUFFOLK.—At 8.10 A.M. on the 16th June the Coastguard reported that a steamer was ashore on the south beach. The crew of the No. 2 Life-boat *Leicester* were assembled and the boat launched. As quickly as possible she proceeded to the vessel, which proved to be the s.s. *Ferguslie*, of Glasgow, bound from Greenhithe to Methil. In the thick fog she had collided with another vessel, and as she was leaking badly the captain beached her for safety. The Life-boatmen were engaged to try and save her. A considerable part of the cargo of cement was jettisoned by them, and they also manned the pumps. Late in the day communication was effected between the vessel and two steam drifters, and about 7 P.M. they succeeded in getting her off and towed her into the river for repairs. At 7.40 P.M. the *Leicester* was back at her station and again ready for service.

FISHGUARD, PEMBROKESHIRE. — At about 8.30 A.M. on the 7th July the Coxswain of the Life-boat observed signals of distress flying from a ketch on the east side of Fishguard Bay, near the Needles Rock. There was a fresh N.N.W. breeze and heavy ground sea at the time. The Life-boat was at once launched and proceeded to the ketch, which proved to be the *Esmeralda*, of Milford. On going alongside, the captain informed the Coxswain that the vessel's sails had blown away and that he was unable to get into a safe anchorage, but

he was desirous of saving his craft rather than leaving her. An agreement was come to by which the Life-boatmen undertook if possible to save the vessel, and with the assistance of a tug they succeeded in getting the ketch to a safe anchorage in Fishguard Bay.

ROBIN HOOD'S BAY, YORKSHIRE.—The salmon coble *Olive Branch*, belonging to Robin Hood's Bay, was overtaken by tempestuous weather on the 8th July when at sea. The storm arose soon after midnight and the N.E. wind increased until it was blowing a gale. Soon after 9 A.M. it was considered advisable to send assistance to the men on board the coble and the Life-boat *Mary Ann Lockwood* was launched. The Life-boat reached the coble at about 9.40 A.M. and took off the crew of two men and landed them in safety at 10.25 A.M.

SKEGNESS, LINCOLNSHIRE.—On the evening of the 11th July the ketch *Darnet*, of Maldon, was anchored between the Knocksand Bank and the Main when she parted from her anchor and drifted on to the sand. Later she floated off the sand, but went on to the Main near Gibraltar Point. The captain hoisted a signal of distress, which was seen by the Coastguard, who reported it to the Coxswain of the Life-boat at 8 A.M. on the 12th July.

The Life-boat *Samuel Lewis* was promptly launched and proceeded to the ketch, and on arrival the captain asked

the Coxswain to remain until high water to see if the vessel would float, and if not, to take him and his crew of three men ashore. The Life-boatmen did as requested, but the vessel remained aground and eventually became a total wreck; the crew of four men were therefore landed.

FORMBY, LANCASHIRE.—On the morning of the 12th July the schooner *Alert*, of Falmouth, whilst working down Channel, bound for Truro with coal, was seen to miss stays, and before the crew could wear ship she struck on Taylor's Bank. The Life-boat *John and Henrietta* was launched to her assistance and stood by her until about 3 P.M., when she floated off and came to anchor. The captain then stated that he was in no danger, and thanked the Life-boatmen for their services; she then returned to her station, arriving at 3.45 P.M. During this service there was a fresh N.N.W. wind blowing with a moderate sea.

NEWHAVEN, SUSSEX.—During a strong W.S.W. breeze at about 7.30 P.M. on the 21st July a ketch was observed trying to make the harbour; she missed stays, drifted to eastward, and struck the bar just off the east pier. The crew of the Life-boat *Michael Henry* were assembled and the boat launched to the assistance of the distressed vessel. On arrival they found the crew making preparations to leave her, but at the request of the captain a hawser was taken to a tug which had also come to their assistance. The boat then stood by the vessel until 10.30 P.M., when the tug succeeded in getting her off and took her into harbour. The vessel was the ketch *Hawthorn*, of St. Servan, and was bound from Dunkirk to Brest with a cargo.

POOLBEG, Co. DUBLIN.—The Life-boat *Richard Cresswell* was called out between 6 and 7 P.M. on the 22nd July to the assistance of a small boat named the *Hawk*, at the mouth of the River Liffey. The Life-boat was launched and the rescue carried out in an excellent manner in the presence of hundreds of spectators. There was a strong W.S.W. wind and moderate sea when the Coast-

guard reported a small boat was in difficulties. It was seen that she was on a lee shore, and the crew of the Life-boat were promptly summoned and the boat launched. On reaching the boat, which had three men in her, the Life-boat anchored and stood by them for a time, waiting to see if the wind would drop. At 8.15 the Coxswain considered it desirable to rescue them, and taking the boat in tow conveyed her and her occupants into safety.

MARGATE, KENT.—In response to a message, received through the Coast-guard, stating that a shipwrecked crew were taking refuge on the Long Sand Light-vessel, the No. 2 Life-boat *Civil Service No. 1* was launched at 6.55 P.M. on the 22nd July. There was a fresh S.W. gale at the time and the sea was very rough. At 11.30 P.M. the boat reached the Light-vessel and there found the crew of the ketch *Francis*, of London, their vessel having been totally wrecked on the Long Sand whilst bound from Antwerp. As soon as the vessel stranded they took to their boat and made for the Light-vessel which they reached in safety. The men were, on the arrival of the Life-boat, at once taken on board and she made for home, arriving at 11 A.M., having been at sea upwards of sixteen hours.

PEEL, ISLE OF MAN.—At 11 A.M. on the 25th July during a moderate N.E. gale the Coxswain of the Life-boat *Mayhew Medwin* observed a vessel in distress in Peel Bay. The crew of the Life-boat were assembled very smartly and the boat launched. They found the yacht *Gala*, of Bangor, which was running for shelter to Peel Harbour, in imminent risk of stranding on a lee shore. There were eight persons on board, and the owner requested the Coxswain to try and save the vessel as well as her occupants. The Life-boat returned to the breakwater, obtained two hawsers, and making one fast to a bollard returned to the vessel. Having secured everything on board, part of the Life-boat's crew boarded the yacht, weighed her anchor and hauled her off the lee shore. A large number of persons on the breakwater then manned the hawser and the vessel

was hauled into safety at the inner end of the breakwater and at high water was moored in the Harbour.

YOUGHAL, Co. CORK.—During the local regatta which was held on the 29th July, the S.W. wind freshened to a moderate gale and the sea became rough and heavy. Several of the competing boats found the seas too much and had to retire. The yacht *Savourna*, when near the eastern point where the sea was very heavy, touched the outer point of a reef of rocks and before the sail could be taken in she was carried right over the reef where it was impossible to extricate her. It was at once decided to launch the Life-boat *Marianne L. Hay* and she proceeded as quickly as possible to the scene of the accident. On arrival it was found that the yacht was considerably damaged, but the hull was protected by the surrounding rocks. As it was not possible to do anything owing to the falling tide, the five persons on board decided to abandon her for the night and the Life-boat landed them at Youghal. A tug was then sent for and next day at high water salvaged the vessel.

LOWESTOFT, SUFFOLK.—At 9 A.M. on the 2nd August a heavy squall from N.E. accompanied by heavy rain blew over Lowestoft and caught the fleet of shrimp boats whilst at sea. As their position was one of considerable danger the No. 2 Life-boat *Stock Exchange* was launched to their assistance. Owing to the severity of the squall which developed into a N.E. gale, the boats were compelled to run for Southwold, about 12 miles distant for shelter. The Life-boat followed and on coming up with them accompanied them into port which was reached fortunately without loss of life. The Life-boat remained at Southwold until the afternoon, when she was towed back to her station by a tug.

GORLESTON, SUFFOLK.—At 10.40 A.M. on the 2nd August, during a moderate E.N.E. gale with heavy sea, the Coast-guard reported that a disabled shrimp boat was driving ashore about a mile to the southward. The crew of the No. 1 Life-boat *Mark Lane* were quickly mustered and the boat launched. The Life-

boat proceeded in tow of a tug until they got into shallow water, where she anchored, and veered down to the craft. The occupant of the boat being unconscious, two of the Life-boat crew jumped into the boat and assisted him into the Life-boat, where restoratives were applied, which happily revived him. The damaged boat was then made fast, and in tow of the tug conveyed to harbour. This service being performed on a Bank Holiday it was witnessed by a very large number of spectators, who loudly cheered the crew on their return.

The boat was the *Lord Clyde*, belonging to Yarmouth.

CLACTON-ON-SEA, ESSEX.—A telephone message from the Maplin Light-house at 5.30 A.M. on the 3rd August reported that the Swin Middle Light-vessel was making signals for assistance. The Life-boat *Albert Edward* was speedily launched, and when proceeding through the Swin Spitway the Coxswain observed a barque on the East Barrow Sand. He made for her and found she was the *Magnat*, of Langesund, bound from Brevig to London with a cargo of ice. The boats of H.M.S. *Vindictive* had already transferred the captain's wife and two children to a tug which was also standing by. The Coxswain offered his services, but the captain of the *Magnat* decided, the vessel's back being already broken, to abandon her. The master and remaining men, eight in number, were taken into the Life-boat, which conveyed them to the tug, and the Life-boat then made for home.

ST. DAVID'S, PEMBROKESHIRE.—The steamer *Langton Grange*, of London, a vessel of upwards of nine thousand tons register, belonging to the Houlder Line, stranded during a dense fog on the 5th August on the North Bishop Rocks. Her signals of distress were heard at 3.30 A.M. and as quickly as possible the Life-boat *Gem* was despatched. The weather was very calm with a dense fog, and not knowing at that time the exact position of the wreck a somewhat protracted search had to be made before she was discovered. On getting alongside the Coxswain boarded the vessel and the captain asked him to stand by her.

After three hours the persons on board elected to remain, and as by that time there were several other steamers in attendance the Life-boat returned to her station arriving at soon after noon.

YARMOUTH, NORFOLK.—On the 7th August in fine weather the Coastguard reported that a fishing-boat was aground on the South Scroby Shoal, and the Life-boat *John Burch* was launched. On reaching the vessel, which proved to be the *Emily*, of Yarmouth, the Coxswain found that her trawl had fouled a large anchor and being unable to clear it the tide had driven the vessel on to the sand. The Life-boat rendered valuable assistance in getting the vessel clear, and having saved the net assisted the vessel into harbour and landed the crew of four hands.

CAISTER, NORFOLK.—During moderate but very thick weather on the 8th August, the s.s. *Tarnholm*, of Copenhagen, bound from Dunkirk to Newcastle, stranded on the Barber Sands opposite the Life-boat shed. She was observed at about 6 P.M. and the No. 2 Life-boat *Nancy Lucy* was launched. On reaching the vessel it was ascertained that there were twenty persons on board, including the captain's wife and five children, but it was not considered necessary to take them off the vessel as it was hoped she would float on the next high tide. At the request of the captain the Life-boat stood by in case of emergency, but at 2 A.M. next morning she came off the sand and the Life-boat returned to her station.

KINGSTOWN, Co. DUBLIN.—The passenger steamer *Duke of Abercorn*, of Dublin, when returning from Bray Regatta on the evening of the 10th August stranded in a dense fog on the south-west corner of Dalkey Island. The information of the accident was telephoned to Kingstown, and as there were about 250 persons on board the two Life-boats *Hannah Pickard* and *Dunleary* were despatched to the scene. Before they arrived, however, most of those on board had managed to get to the shore, and their services were not required for life-saving. The No. 2

boat returned without delay, but the *Hannah Pickard* helped to get the vessel afloat by taking out an anchor and cable, as there was no other boat available; the Life-boatmen also went on board the steamer, and when the tide flowed they hove her off.

NEW BRIGHTON, CHESHIRE.—During rough and squally weather in the early morning of the 13th August information was received that a flat was ashore in the Rock Channel. The crew of the steam Life-boat *Queen* were assembled and the boat proceeded to the position indicated. They found the flat *Bessie*, of Liverpool, on the North Bank of the Channel, in a dangerous position and bumping heavily. There were two men who were rescued, and shortly afterwards the vessel sank, becoming a total wreck. The vessel at the time of the disaster was bound for Holyhead with a cargo of coal.

HOYLAKE, CHESHIRE, and FORMBY, LANCASHIRE.—On the afternoon of the 18th August the steamer *Soldier Prince*, of Newcastle-on-Tyne, belonging to the Prince Line and bound to Manchester, stranded on the Askew Spit. There was a strong N.W. breeze and the sea was rough, and in response to her signals the Life-boats *John* and *Henrietta* from Formby, the *Hannah Fawsett Bennett* from Hoylake and the steam Life-boat *Queen* from New Brighton put off to her assistance. On the arrival of the latter she remained for a time, but then finding that the other two Life-boats would be able to render all necessary help she returned to her station.

The Formby boat was the first to reach the distressed vessel, and seven passengers, including a lady and two young girls, were at once transferred to the boat, which made for the shore and landed them in safety. As the vessel was in a dangerous position and the weather threatening, the Life-boat returned to the steamer and in company with the Hoylake Life-boat stood by whilst efforts were made to save the vessel. Shortly before midnight tugs succeeded in towing the vessel clear, and as she was able to proceed on her voyage the two Life-boats returned to their respective stations.

BERWICK-ON-TWEED, NORTHUMBERLAND.—At about 6 P.M. on the 25th August several large herring boats and a yacht were to be seen making for port, and two miles N.E. of the pier head the yacht was dismasted. A nasty sea was running and it was blowing very fresh from the north—at times a moderate gale with growing sea on the bar. The signal was at once fired and the Life-boat *Matthew Simpson* launched. Two tugs were at the mouth of harbour, and one of them proceeded to the yacht and took her in tow. When crossing the bar the tow rope carried away and she nearly came to grief. Fortunately another rope was obtained, and eventually the tug, after towing her out again to get sea room, succeeded in bringing her in, the Life-boat in the meantime standing by on the bar ready for emergencies. The fishing-boats also were brought in, several incurring great risk. The last one to enter did so at 9.30 P.M. after dark, and had a very narrow escape from being wrecked on Colt Bat. She took a heavy sea when just to windward of it and the tug's crew thought the tow rope had parted. The Life-boat dashed to her assistance, finding that the rope still held and she got in without further adventure.

HOYLAKE, CHESHIRE.—A few minutes after 8 P.M. on the 29th August the Coastguard on duty reported signals of distress on the West Hoyle Bank, and the Life-boat *Hannah Fawsett Bennett* was promptly launched. She proceeded to the Bank where she found the sloop *Charming Nancy*, of Cardigan, in a sinking condition. The Life-boat rescued the two men on board with considerable difficulty as there was a moderate northerly gale blowing at the time and the sea was heavy. Both men were in an exhausted condition when the Life-boat landed them at Hoylake at about midnight.

The Vicar of Hoylake (the Rev. Francis Sanders, M.A., F.S.A.) was informed of the rescue, and although he was in bed at the time, he got up, proceeded to the Life-boathouse and announced that he would hold a thanksgiving service for the rescue of the men.

The service, which was very simple, was attended by several thousand people who had assembled.

YEALM RIVER, DEVONSHIRE.—The Coastguard on duty on Wembury Cliffs soon after dark on the 29th August saw a small light on the "Mewstone," and thinking that a boat might be in difficulties, reported the matter to the Coxswain of the Life-boat *Michael Smart*, as in the strong westerly breeze it not being safe for a small boat to put to sea. After consultation it was decided to launch the boat, and at 10.20 P.M. she proceeded to sea. They found a small boat sheltering in a cove on the lee side of the island with one man in her, his two companions having landed and tried to attract attention by striking matches. The Life-boat rescued them from their unpleasant position and returned to harbour with the small boat in tow.

TYNEMOUTH, NORTHUMBERLAND.—On the 31st August a fishing coble of South Shields had been out salmon fishing, when the N.E. wind freshened to the force of a strong breeze and the sea became heavy. In attempting to return to port the oars were broken and the two men in the boat were obliged to anchor. Seeing that the boat was in danger the Life-boat *J. McConnel Hussey* was despatched to her assistance and brought both the boat and her occupants into safety.

RUNSWICK, YORKSHIRE.—In a moderate westerly breeze with a growing sea on the evening of the 2nd September, the services of the Life-boat were called for to assist two of the fishing cobbles belonging to Staithes. A telegram from Staithes stated that the boats had been warned that it was impossible to attempt to land at that place and that they were making for Runswick. The crew of the Life-boat were at once mustered and the boat launched at 8.30 P.M. She proceeded to sea, and there awaited the cobbles, which she towed into safety.

WALTON - ON - NAZE, ESSEX.—At 5.45 A.M. on the 4th September the Coastguard received a telephonic message

from the Gunfleet Light-house, stating that a schooner was on the sands. Without delay the Life-boat *James Stevens* No. 14 proceeded under sail and motor to her assistance. On reaching the edge of the sand, the water was so shoal that it was not possible for the Life-boat to get alongside, or, indeed, anywhere near her. Several of the Life-boatmen therefore entered the water and waded to the vessel. She proved to be the brigantine *Alroy*, of Hull, with a crew of eight hands, bound to Gravesend with a cargo of coal. After consulting the Coxswain, the captain employed the Life-boatmen to try and get the vessel off. Most of the crew went aboard, and all then set to work to lay out kedges and to jettison the cargo. They continued to work until high water about 3 P.M., but the vessel, although she moved a little, did not float. More cargo was disposed of, and about 3 A.M. on the morning of the 5th idem the vessel floated. In the meantime the wind, which was W.N.W., had freshened, and it was found that the vessel, due to heavy bumping, was leaking badly. Some of the Life-boatmen were therefore requested to remain on board and assist at the pumps, while the remainder accompanied her in the boat until Gravesend was reached in safety. The Life-boat then left for Walton, where they arrived at about 10.30 P.M., the men having rendered valuable assistance in saving the vessel and her crew.

FRASERBURGH, ABERDEENSHIRE.—A northerly gale of extraordinary violence for the season of the year was experienced at Fraserburgh on the 7th September, and the Life-boat *Anna Maria Lee*, after performing a gallant rescue, was for some time in considerable jeopardy. Shortly before 1 P.M. the fishing-boat, *Zodiac*, of Buckie, was making for the harbour when she was swept past the entrance, and before help could be given her was thrown on the rocks at the back of the south breakwater. The alarm was quickly given, and both the Life-boat crew and the rocket apparatus were smartly on the scene. The Life-boat promptly put to sea, but before she could reach the vessel communication had been obtained

by rocket and line. The crew of the vessel however seeing that the Life-boat was approaching, waited until she was skilfully manœuvred alongside by the Coxswain, and by this means the whole of the crew—seven in number—were rescued. After taking the men on board the Life-boat started on her return journey, but in the shallow, broken water she could make no headway. The best efforts of the men were in vain, and the boat was gradually driven to leeward, being constantly engulfed by the waves and lost to the view of the anxious watchers on shore. The harbour tug-boat put to sea, but as soon as she left the shelter of the harbour she met a terrific sea which washed over her so constantly that she was obliged to return. Fears began to be entertained for the safety of the Life-boat and her occupants, as it was seen that she was drifting slowly towards the shore, where the breakers were running mountains high. The Coxswain saw his danger, and casting anchor, set sail, when to the great relief of everyone, the boat made some headway. In the meanwhile the steam-drifter, *Lively*, of Buckie—CAPTAIN ALEXANDER THOMSON, Master—got up steam and bravely put out to assist the Life-boatmen, who by this time were becoming exhausted by their arduous struggle. On reaching the Life-boat she was taken in tow and brought into harbour, the greatest praise being given by all for the gallantry displayed.

The next day the Harbour Commissioners made a public presentation of 25*l.* to the master and crew of the steam-drifter, *Lively*, as a token of their recognition and appreciation of the valuable services rendered by them to the Fraserburgh Life-boat under trying and difficult circumstances.

At the Meeting of the Committee of Management next following, they bestowed the silver Second Service Clasp upon the Coxswain, ANDREW NOBLE, the Silver Medal having been conferred upon him for another gallant service as recently as the 30th June. To the master of the *Lively* was presented the thanks of the Institution inscribed on vellum and framed, and to each member of the Life-boat's crew, including the

Coxswain, an additional monetary reward was made.

STAITHES, YORKSHIRE.—During a thick fog on the 11th September signals of distress were seen in the direction of the Cowbar Steel. One of the cobbles put off, but found that it was not possible to approach the vessel which had stranded on the Steel. She returned ashore and reported the matter, and as there was a rough sea the Life-boat *James Gowland* was launched. On reaching the vessel the Life-boatmen were engaged to try and save her. An anchor was laid out and eventually the vessel was floated. She proved to be the steamer *Staithes*, of Jarrow, in ballast.

WHITBY, YORKSHIRE.—On the evening of the 12th September fourteen of the fishing-boats belonging to Whitby went out to fish. Later the wind freshened considerably from N.N.E. and bad weather followed, causing them to make for port again. About midnight, when four of the boats returned, the sea was growing fast, and the Coxswain considered it would be prudent for the No. 2 Life-boat, *John Fielden*, to proceed to the help of the other incoming boats. The boat was rowed out, and between midnight and 5 A.M. escorted nine craft into safety. Information was then received that the remaining boat had put into Staithes for safety, and the Life-boat returned to her moorings.

BANFF, BANFFSHIRE.—At about midnight on the 12th–13th September a telephone message was received from Gardenstown stating that the sailing boat *Artistic* of that place had struck on the rocks off the harbour, and the assistance of the Life-boat was required. The crew of the Life-boat *George and Mary Berrey* were assembled, and without loss of time the boat was launched at Banff Harbour, arriving where the casualty had occurred a little after 2 A.M. It subsequently appeared that when the vessel struck the seven men on board jumped on to the rock for safety, and were in this position when the Life-boat reached them. There was a strong N.E. wind blowing with a

heavy sea, and in order to get in touch with the endangered men the Life-boatmen were obliged to use a line and bring the boat broadside on to the rock. By this means the men were rescued, one at a time.

GREENORE, Co. LOUTH.—At 6.20 A.M. on the 17th September the Life-boat *Sir Arthur Blackwood* was launched in response to signals of distress from a steamer. There was a thick fog at the time and on arriving on the scene of the casualty the Life-boat found the passenger and cargo steamer, *Galtee More*, of Dublin, aground about half a mile from the Haulbowline Light-house. She was bound at the time from Holyhead to Greenore with a general cargo. Another steamer also went to her assistance and took off some of the passengers and tried ineffectually to tow her clear. The Life-boat then stood by the steamer until she was able with her own engines on the flood tide to get off the sands.

CAISTER, NORFOLK.—During a strong W.N.W. breeze, accompanied by a rough sea in the early morning of the 21st September, the Coastguard reported that signals of distress were being made from the middle part of the Cockle Sands. It was then 4.10 A.M., and with great promptness the crew of the No. 1 Life-boat *Covent Garden* were assembled and the boat launched. The vessel proved to be the brigantine *Parthenia*, of Yarmouth, bound from Hartlepool to Lowestoft with coal; she being then under water and the crew of six hands taking refuge in the rigging. From this critical position they were rescued by the Life-boat together with their dog, which they had humanely taken with them to the rigging when the vessel sank. One of the men was in a very exhausted condition when saved, being seventy years of age, and after being given restoratives was conveyed to the Sailors' Home at Yarmouth for treatment. The weather during this service was cold and the Life-boatmen suffered somewhat as, in the hurry to get the Life-boat away promptly, they did not stop to fully clothe themselves.

YARMOUTH, NORFOLK.—The Life-boat *John Burch* was launched at 5.30 A.M. on the 22nd September, in a choppy sea and fresh S.E. wind, to the assistance of the barge *Lily*, of Rye, which stranded to the south of the Britannia Pier whilst bound to Grimsby. On arriving alongside the vessel the Life-boatmen were employed by the captain to get the vessel off, and with assistance of a tug and by laying out anchors the vessel and her crew of six hands were saved.

WHITBURN, DURHAM.—The steamer *Væring*, of Copenhagen, bound from Rotterdam to the Tyne, in ballast, stranded on the rocks off Whitburn in a dense fog on the night of the 23rd September. Information reached the Coxswain at about 11.30 P.M., and the Life-boat *William and Charles* was launched by midnight. The master of the vessel requested the Coxswain to remain alongside in order that he might see if the vessel would float on the flood tide. Owing to the density of the fog and the swell the Coxswain considered it his duty to do so and remained until 8.30 A.M. As the vessel was then still on the rocks it was decided to abandon her, and twenty of the crew were taken into the Life-boat which landed them at 9 A.M., at the same time towing in one of the ship's boats containing some of their clothing, etc., and the remainder of the crew, two in number.

BUCKIE, BANFFSHIRE.—Shortly after 11 A.M. on the 5th October a small boat was observed about four miles to the N.E. of Buckie Harbour, evidently in distress. By aid of glasses it was seen that the sail had been blown away and that the occupant was holding up his jacket as a distress signal, whilst the boat was drifting in a N.E. direction. The crew of the Life-boat *Maria Stephenson* were called out and the boat promptly launched. There was a moderate S. gale blowing with a choppy sea, but within forty-five minutes of the assembly signal being fired, the Life-boat reached the boat. It was found that the craft was the line fishing boat *The Boy*, of Findochty, with the owner—a man between

sixty-five and seventy years of age—on board. He was taken into the Life-boat in a very exhausted condition and his boat taken in tow. Another boat which was labouring heavily was at this time kept under observation until she was in safety, and then the Life-boat towed *The Boy* into Findochty Harbour, which is about three miles to the eastward of Buckie. The Life-boat then returned to her station, arriving about 2 P.M.

STORNOWAY, ISLE OF LEWIS.—On the evening of the 4th October the steamer *Rap*, of Lillesand, Norway, when making for Stornoway for coal, struck the Chicken Rock and was beached in Branahue Bay. The master of the steamer proceeded on the morning of the 5th idem to Stornoway to obtain assistance, leaving twelve men on board. Towards midday the wind freshened, and the Life-boat *Sarah Pilkington* was launched and proceeded to her, but before she could reach the steamer the wind changed to N.W. and blew with great force. The men on board were rescued, the decks of the steamer at high water being practically submerged. The return journey to Stornoway was very trying, as the wind at times blew with hurricane force, accompanied with blinding rain and great cold. The boat reached her station at 7 P.M.

GREENCASTLE, CO. DONEGAL.—The schooner *Laura Griffith*, bound from Portmadoc to Sunderland with a cargo of slates, was observed at anchor in a dangerous position near the Tuns Bank on the 5th October. As the weather was very threatening and the sea heavy, the Life-boat *Brittan Willis* was launched to her assistance and landed the four men on board, returning to her station about 8.30 P.M.

STROMNESS, ORKNEY ISLANDS.—On the morning of the 5th October the steam trawler *Ocean Prince*, of Aberdeen, outward bound from Aberdeen, was making for Stromness Harbour with damaged boiler, when she ran aground on the Point of Ness, near Stromness. The vessel and crew were in no immediate danger, for the weather was fine and the beach comparatively

flat. Attempts were made to refloat the vessel, but to no purpose. The men resolved to stay on board. In the evening a gale sprang up from the S.W., and the crew became alarmed. They burned flares and made other signals of distress. The sea was very rough and the night very dark, with heavy showers of rain. The motor Life-boat *John A. Hay* set out and soon reached the scene. With considerable difficulty the crew of the trawler, nine men in all, were taken aboard, the sea washing over the Life-boat. The crew were landed safely at Stromness. At 8.30 P.M. and later in the evening a request was made for the Life-boat to stand by the vessel, as it was feared that she would drive off at high water and become a total wreck. At midnight the weather had improved a little, and the Life-boat was again despatched to the vessel with her crew. The men were put on board, and the Life-boat stood by until 3.30 A.M. At that time the vessel had not floated, the men were therefore taken into the Life-boat, which again conveyed them to Stromness. The motor fitted in the Life-boat was of great assistance on both occasions, and great difficulty would have been experienced in reaching the vessel had the boat been without it.

ARBROATH, FORFARSHIRE.—The fishing yawl *Lizzie and Annie*, of Arbroath, was returning to port from the fishing grounds about midday on the 7th October, when owing to the strong S.E. wind and heavy sea it was realized that both the boat and her crew would be in considerable danger. The Life-boat *James Stevens No. 13* was therefore launched at 12.15 P.M., and stood by her whilst she crossed the bar, life-belts being given to the three men to wear until out of danger. The fishing-boat got into harbour at 1.40 P.M.

FORMBY, LANCASHIRE.—On the afternoon of the 13th October the Coxswain

of the Life-boat *John and Henrietta* observed a steamer take the ground on the Burbo Bank. The sea was rough at the time and appeared to make a clean breach over her. The Life-boatmen were assembled, and without loss of time the boat proceeded to her assistance. She proved to be the steamer *Cape Wrath*, of Glasgow, bound for Cork with a cargo of coal. The master declined to leave his vessel and as she was in a bad position the Coxswain decided to stand by her. He remained until 7.30, when the wind having changed the vessel got off on the flood tide. The Life-boat then returned to her station, arriving at 9.30 P.M.

THE MUMBLES, GLAMORGANSHIRE.—During a strong W.S.W. gale and heavy sea on the 15th October signals of distress were seen on the French schooner *Clara*, and about the same time a tug reported that the Life-boat was required. The Coxswain of the Life-boat *Charlie Medland* at once assembled his crew and proceeded to the schooner, which was dragging her anchor. Having established communication, the master's wife and child were taken into the boat, but the crew refused to leave their vessel. The boat then returned to her station, landing the two persons at 4 P.M.

NORTH DEAL, KENT.—The Life-boat *Charles Dibdin* was launched at 11.10 P.M. on 18th October in response to a message stating that a vessel was on fire near the fairway buoy. Owing to the fog prevailing some time was lost before the Life-boat could find the vessel, but on arrival they found the crew of three hands in a very small dinghy standing by her. The Life-boat and dinghy remained near the vessel until she sank, and then the Life-boat took the dinghy in tow and proceeded to Ramsgate. The vessel on fire was the motor-boat *Leithe*, of Ramsgate.



THE "HELEN PEELE" AND "EDMUND HARVEY" ON SERVICE BETWEEN
STEPPER POINT AND NEWLAND, September 1, 1908.

SUMMARY OF THE MEETINGS OF THE COMMITTEE OF MANAGEMENT.

THURSDAY, 14th October, 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 Chief Inspector of Life-boats on his recent visit to the Burnham Life-boat Station.

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

Northern District.—Southend (Cantyre), Campbeltown, Johnshaven, Gourdon, Arbrough, North Berwick, Hauxley, Cresswell, Alnmouth, Ayr, Stronsay, Longhope, and Stromness.

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

Southern District.—Hythe, Dungeness (two boats), Broadstairs, Margate (two boats), Folkestone, New Romney, North Deal, Walmer, Kingsdowne, Ramsgate, Clacton-on-Sea, Harwich (two boats), and Walton-on-the-Naze.

Western District.—Weston-super-Mare, Looe, Polkerris, Mevagissey, Falmouth, Porthoustock, and Coverack.

Irish District.—Blackrock, Giles Quay, Skerries, Greenore, Clogher Head, Drogheda, Howth, Cahore, Arklow, Courtown, Hilbre Island, Hoylake, Formby, New Brighton (two boats), Peel, and Port Erin.

Deep regret was expressed at the death of Lord Tweedmouth, K.T., who joined the Committee of Management in 1894 and was elected a Vice-President of the Institution in 1901.

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

	£	s.	d.
Miss Emily Smith	100	-	-
Part of proceeds of <i>Nimrod</i> Exhibition, per Lieut. E. H. Shackleton, C.V.O., R.N.R.	50	-	-
"Anonymous"	40	-	-
Proceeds of concert on Clacton-on-Sea Pier, in aid of the Clacton-on-Sea Branch, per the Coast Development Corporation, Ltd.	32	4	3
M. E. A., (annual subscription)	25	-	-
S. W. A., (annual subscription)	25	-	-
Collected on board Passenger Steamer <i>Shamrock</i> , per Captain Victor Holland.	18	-	-

Christ's Hospital Girls' School Chapel Offertory, per Mr. J. F. B. Sharpe	£ s. d.
Concert party on board H.M.S. <i>Psyche</i> , per Mr. W. Harris	5 15 6
Ship's Company of H.M.S. <i>Sappho</i> as a mark of appreciation of assistance rendered by Life-boat after collision between their ship and the S.S. <i>Sappho</i> , per Mr. E. Redman, R.N.	5 - -
Proceeds of concert at Halstead, per Mrs. Lowe	3 9 5
— <i>To be severally thanked.</i>	1 19 -

Also the receipt of the following legacies:—

The late Mr. JOHN CHARLES WALKER, of Ingleton, York, for a Life-boat to be named <i>Kate Walker</i>	
The late Mr. FREDERICK KITCHEN, of Carnarvon (further on account)	1,721 6 9
Ditto ditto ditto	576 - -
The late Mrs. E. M. WILKINSON, of Scarborough	180 - -
The late Miss ANNE WALKER, of Ticehurst	27 - -
The late Madame STEPHANIE ROBER, of Hampstead (balance)	17 12 1
The late Mr. ALFRED ZIMMERMAN, of Fenchurch Street, E.C.	10 - -

Voted the best thanks of the Committee of Management to Mrs. WINTER SANDERSON in recognition of her valuable services for 25 years as Honorary Secretary of the Cavan Branch of the Institution which office she had just resigned.

Reported the transmission to their Stations of the Cresswell and Llanddulas new Life-boats.

Paid 7,249*l.* for sundry charges in connection with various Life-boat establishments.

Voted 201*l.* 1*s.* 3*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Arbroath	Fishing-boat <i>Lizzie and Annie</i> , of Arbroath. Stood by boat.	
Banff	Sailing boat <i>Artistic</i> , of Gardenstown	7
Buckie	Fishing-boat <i>The Boy</i> , of Findochty. Saved boat and	1
Caister No. 1.	Brigantine <i>Parthenia</i> , of Yarmouth	6
Fraserburgh	Fishing-boat <i>Zodiac</i> , of Buckie	7
Greencastle	Schooner <i>Laura Griffith</i> , of Portmadoc. Landed 4.	
Greenore	S.S. <i>Gallee More</i> , of Dublin. Stood by vessel.	
Stornoway	S.S. <i>Rap</i> , of Lilliesand	12
Stromness	Steam trawler <i>Ocean Prince</i> , of Aberdeen. Also stood by vessel.	9
Whitburn	S.S. <i>Varing</i> , of Copenhagen. Landed 20.	
Whitby No. 2	Fishing cobbles of Whitby. Stood by cobbles.	

The Staithes Life-boat rendered assistance to the S.S. *Staithes*, of Jarrow, and the Yarmouth Life-boat assisted to save the barge *Lily*, of Rye, and 6 lives.

Also voted 147*l.* 9*s.* to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with the view of assisting persons on vessels in distress:—Angle Nos. 1 and 2 (steam), Banff, Cresswell, Dunbar, Filey, Montrose No. 1, Palling No. 2, Peterhead, Runswick, Whitby No. 1, Winterton No. 2 and Yarmouth.

The Polkerris Life-boat was also launched to try and assist a vessel.

Reported that the German Government, whilst thanking the Institution for the readiness with which the Life-boats were placed at the disposal of German vessels in distress at sea, had forwarded pecuniary rewards to the crew of the Boulmer Life-boat for their services in rescuing the crew of the schooner *Cécilie*, of Hamburg, wrecked in Boulmer Bay on the 6th March, 1908.

They also forwarded a monetary grant for one of the helpers who had a paralytic stroke when assisting to launch the Life-boat on the same occasion.

Granted the Silver Second Service Clasp to ANDREW NOBLE, Coxswain Superintendent of the Fraserburgh Life-boat, and an additional monetary grant to him and to each of the crew, for a gallant service resulting in saving the crew of seven hands of the fishing-boat *Zodiac*, of Buckie, wrecked near Fraserburgh in exceptionally rough weather on the 7th September.

Also voted the thanks of the Institution inscribed on vellum and framed to Captain ALEXANDER THOMSON, of the steam drifter *Lively*, for putting to sea and rendering valuable assistance to the Life-boat on this occasion.

Granted 25*s.* to MICHAEL WALSH and 4*l.* to four other men for saving, at considerable risk, twenty-eight persons from a boat which struck on a submerged rock and capsized near Bealadangan, co. Galway, in moderate weather on the 28th August.

When she struck the rock Walsh swam ashore, a distance of half a mile, and gave the alarm. The other men then procured a canvas canoe or "curragh," and in five trips with great difficulty saved all the endangered persons, the canoe being damaged on the rocks during the rescue.

Voted 1*l.* to two men for saving the fishing-boat *Doris* and her crew of two men, which in a moderate W.S.W. gale and rough sea, off Selsey Bill, had her mainsail blown away on the 6th September.

Also 2*l.* to four men for promptly saving six persons belonging to the ketch *Jubilee*, of Nordebble, Faroe Islands, which was wrecked at the mouth of the North Esk, in a strong S.W. gale and rough sea on the 7th October.

Also 5*s.* to a man for promptly rescuing two persons whose boat was capsized by a squall, in a moderate N.W. wind and smooth sea, in Dundrum Bay, on the 1st September.

THURSDAY, 11th November, 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 Chief Inspector of Life-boats on his recent visit to the Mumbles Life-boat Station.

Also the report of the Deputy Chief Inspector on his visits to Peterhead and Skateraw.

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

Northern District.—Peterhead, Blyth, Cambois, Cresswell, Boulmer, Alnmouth, Maryport and Whitehaven.

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

Southern District.—Sidmouth, Plymouth, Torquay, Teignmouth, Exmouth, Atherfield, Brightstone Grange, Brooke, Totland Bay and Ryde.

Western District.—The Lizard, Cadgwith, Porthleven, Llandudulas.

Irish District.—Port St. Mary, Castletown, Ramsey, Douglas, 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.
"Anonymously"	1,000	-	-
Mr. William Macpherson, for a Life-boat to be named <i>William Macpherson</i> , and stationed at Campbelltown (per Glasgow Branch)	1,000	-	-
"M. H." (additional)	40	-	-
Lieut. - Col. J. Clifton - Brown (additional)	25	-	-
Newcastle-on-Tyne Co-operative Society (annual subscription)	25	-	-
Offeratories at Harvest Festival at Aldringham Parish and Mission Churches, per the Rev. T. W. Sedgwick	5	3	3
Collected in Midhurst Church on All Saints' Day, per the Vicar	-	17	-
"A Norfolk Person"	-	7	6

—To be severally thanked.

Also the receipt of the following legacies:—

The late Mrs. C. M. H. LECKIE, of Walton-on-Thames, for a Life-boat to be named <i>General Farrell</i>	1,055	12	3
The late Mr. JAMES MILLS, of West Kirby, Chester (per Liverpool Branch)	250	-	-

The late Mr. WILLIAM MARSH, £ s. d.
of West Bromwich 25 - -

The late Mr. HUGH B. BEDFORD,
of Kensington 9 - -

Reported the transmission to their Stations of the Fishguard and Holy Island No. 1 new Life-boats.

Paid 3,839*l.* for sundry charges in connection with various Life-boat establishments.

Voted 253*l.* 1*s.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Abersoch . .	Ketch <i>Falcon</i> , of Cardiff	3
	S.S. <i>Enterprise</i> , of Beaumaris	4
Brightstone	Barge <i>William and Mary</i> , of Maldon . .	2
Grange		
Formby . .	S.S. <i>Cape Wrath</i> , of Glasgow. Stood by vessel.	
Holyhead	Trawler <i>Fleetwing</i> , of No. 1 Fleetwood. Rendered assistance.	
(Steam)		
Kingstown	Barque <i>Poseidon</i> , of No. 2 Kragero	3
Lowestoft	Barque <i>Neptune</i> , of Mariehamn. Stood by vessel.	
No. 2		
Mumbles . .	Schooner <i>Clara</i> . Landed 2. Schooner <i>Eglantine</i> , of Treguier. Landed 3.	
North Deal .	Motor boat <i>Lethe</i> , of Ramsgate	3
Tynemouth .	Two cobles of South Shields and Cullercoats. Saved cobles and	6
	Fishing coble of Cullercoats. Saved coble and	2
Yealm River .	A boat of Devonport. Landed 3.	
Youghal . .	A motor barge of Youghal	3

The Gorleston No. 1 Life-boat assisted to save the S.S. *Clunie*, of Aberdeen, and her crew of 9 hands; and the Southwold No. 1 Life-boat rendered assistance to the S.S. *Hermina*, of Rotterdam.

Also voted 972*l.* 16*s.* 3*d.* to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with the view of assisting persons on vessels in distress:—Aldeburgh No. 2, Appledore No. 1, Arbroath, Barry Dock, Broadstairs, Caister Nos. 1 and 2, Clacton-on-Sea, Crail, Dunbar, Formby, Gorleston Nos. 1 and 2, Harwich No. 2 (steam), Holyhead No. 1 (steam), Kessingland No. 1, Kingstown No. 2, Littlehampton, Llandudno, Lowestoft No. 2, Margate Nos. 1 and 2, Mumbles, Palling No. 2, Penmon, Poolbeg, Pwllheli, Rosslare Harbour, St. Helier, Southend-on-Sea, Stronsay, Walton-on-Naze, Wicklow, Winterton No. 2, and Yarmouth.

Voted the Silver Third Service Clasp to SIDNEY J. HARRIS, Coxswain Superintendent, also the Silver Medal to ELLERY HARRIS, Assistant Coxswain, of the Gorleston No. 1 Life-boat in recognition of the gallantry of themselves and of the whole crew, on the occasion of their assisting to save the S.S. *Clunie*, of Aberdeen, and nine lives, in very severe weather, on the 28th October.

Also voted the Silver Medal to JAMES H. BURTON, Esq., Honorary Secretary of the Penmon Life-boat, and to WILLIAM FRITCHARD, Coxswain Superintendent, for their gallant efforts to save life, on the occasion of the wreck of the ketch *William*, of Liverpool, in Red Wharf Bay, in a strong easterly gale and heavy sea, on the 26th-27th October. Also voted an additional pecuniary reward to each member of the crew. Ordered a special letter of thanks to be sent to Sir RICHARD H. WILLIAMS-BULKELEY, Bart., President of the Anglesey Branch of the Institution, for going out in the steamer *G. A. Savage* to search for the Penmon Life-boat on the morning of the 27th idem, when it was found she had not returned to her station. Also sent a letter of thanks to the owner and voted a binocular glass, bearing a suitable inscription, to the master of the steamer, and a monetary reward to the crew for their services on the same occasion.

Voted a binocular glass to G. P. THOMAS, Coxswain Superintendent, and an additional reward of 10s. to him and to each of the crew of the Abersoch Life-boat in recognition of their skill in severe and hazardous conditions, on the occasion of the wreck of the ketch *Falcon*, of Cardiff, and S.S. *Enterprise*, of Beaumaris, when they rescued the crews of seven hands.

Voted the thanks of the Institution, inscribed upon vellum and framed, to MICHAEL DALTON, Coxswain Superintendent of the Poolbeg Life-boat, together with the sum of 1l. each to him and to nine other men for wading out and saving five of the crew of the barque *Poseidon*, of Kragero, wrecked in Dublin Bay, in an E. gale and very heavy sea, on the 26th October. Also granted 2l. to four men who assisted at the rescue.

Also granted rewards to the crew of the Stronsay Life-boat for putting off, in the temporary absence of the Life-boat for repairs, in the station boarding boat, and rescuing the crew of twenty-five hands of the ship *Edenmore* wrecked at Papa Stronsay in a strong S.S.E. gale and very heavy sea.

Also voted a binocular glass to Captain JAMES MESSON, master of the steam trawler *Ben Aden*, and a pecuniary reward to the crew for towing the Stronsay Life-boat from Kirkwall to the scene of the disaster.

Voted 2l. to a man injured in the Life-boat service at Walton-on-the-Naze.

Voted 4l. 2s. 6d. to eleven men for saving, at moderate risk to themselves, five persons from two mussel boats which were in danger of being swamped in a southerly gale which

suddenly sprang up off Conway, on the 7th October.

Also 2l. 5s. to G. Naylor, Coxswain of the Hornsea Life-boat, and five other men, for putting off in a coble in a moderate gale to the small yacht *Sweetheart*, on which they thought there was one person, on 9th September. No one was found on board, and the yacht was abandoned, the men reaching Hornsea with some difficulty.

Also 3l. to eight men for putting off in a boat and rescuing two men from a pleasure boat, which was being blown out to sea near Margate, in a moderate S. by W. gale and rough sea, on the 10th October.

Also 2l. to four men for rescuing four men in an exhausted condition from a boat belonging to the tug *President de Liemo*, off Deal, in a strong S.W. gale and heavy sea on the 23rd October.

Also 4l. to four men for putting off in a boat and, at great risk, saving two persons from a boat belonging to the schooner *Francis*, which was in great danger of being swamped, when the men were endeavouring to rejoin their vessel at Holyhead, at 1.30 a.m. on the 24th October, in a strong N.W. gale and heavy sea. A lame man gave the alarm and assisted in launching the rescuers' boat, and was allowed 10s.

Voted 2l. to A. Adams and George Balls, also 4l. to eight other men for saving six of the crew of the fishing-boat *Daisy Dell*, of Fraserburgh, in a moderate E.N.E. gale and very heavy sea off Lowestoft at 2.30 a.m. on the 27th October. The two men named waded into the water, and at great risk secured a line floated to them, and by this means the salvors succeeded in rescuing the endangered men.

THURSDAY, 9th December, 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 Deputy Chief Inspector of Life-boats on his recent visits to the following Life-boat Stations: Dunbar, Skateraw, Saltburn, Redcar, Penmon and Tynemouth.

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

Northern District.—Stornoway, Nairn, Eyemouth, Dunbar, Skateraw, Holy Island (two boats), Berwick-on-Tweed and Lossiemouth.

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

Southern District.—Shoreham, Littlehampton, Dover, Newhaven and Southend-on-Sea.

Western District.—Llanddulas, St. David's, Fishguard, Penmon, Cemaes, Moelfre, Bull Bay, Rhoscolyn and Llandudno.

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

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

Ancient Order of Foresters (annual subscription)	£	s.	d.
"A. A. H."	120	-	-
Independent Order of Odd Fellows (Manchester Unity), annual subscription	50	-	-
Donation	4	7	-
	54	7	-

The Licensed Victuallers' Life-boat Fund in aid of the support of Licensed Victualler Life-boat at Hunstanton, per Mr. J. H. ANNETT 50 - -
 Mr. JOHN H. GRAFTON (additional) 25 - -
 Mr. F. O. BROWNE (contents of contribution box) 15 10 -
 Collected in Hadnall Church, Salop, per the Rev. BROOKE C. MORTIMER, M.A. 6 18 1
 Offerteries and Collections in Adderley Church and Shavington Chapel, per the Rev. CHARLES J. WINSER, M.A. 4 9 3
 Offertry in Offley Parish Church, per the Rev. E. P. GATTY, M.A. 1 1 -
 —To be severally thanked.

Also the receipt of the following legacies:—

The late Mr. DANIEL SHERIFF JACKSON, of Llandudno	900	-	-
The late Mrs. SARAH JACKSON, of Bowdon	500	-	-
The late Mr. EDMUND LYTCHGOE, of Melbourne (further account)	298	17	7
The late Mrs. ELIZABETH BOYD, of Auchencairn	179	19	1
The late Mr. GEORGE DUNDAS YEOMAN, of Whitby	100	-	-
The late Miss SOPHIA AMELIA DALES, of Kingston-on-Hull	45	-	-

Paid 9,358*l.* for sundry charges in connection with various Life-boat Establishments.

Voted 339*l.* 16*s.* 11*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Aldeburgh No. 1	Barge <i>Eureka</i> , of Harwich	2
Brixham . . .	Trawler <i>Gleaner</i> , of Brixham	3
Cromer . . .	Barque <i>Alf</i> , of Laurvig	2
Donna Nook.	Steam trawler <i>Uriel</i> , of Grimsby. Stood by vessel.	
Gorleston No. 2	Fishing-boat <i>Guide Me</i> , of Yarmouth	9

Life-boat.	Vessel.	Lives saved.
Hauxley . . .	Steam drifter <i>Anchor of Hope</i> , of Fraserburgh, Stood by vessel.	
North Deal .	Smack <i>Alice</i> , of Rye. Stood by vessel.	
Porthdinllaen	Ketch <i>County of Anglesea</i> , of Carnarvon. Saved vessel and	2
Thurso . . .	Schooner <i>Desdemona</i> , of Aberystwith	3

The Holyhead Steam Life-boat assisted to save the S.S. *Formby*, of Liverpool, and 2; Sheringham Life-boat saved the barge *Lord Moreton*, of London, and 3; and Southwold No. 1 Life-boat assisted to save the barge *Eureka*, of Harwich.

Voted 1,111*l.* 10*s.* 9*d.* to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with the view of assisting persons on vessels in distress:—Angle (steam), Appledore No. 1, Brancaster, Brighton, Broadstairs, Caister No. 1, Cardigan, Clacton-on-Sea, Clovelly, Courtmacsherry, Dunbar, Dungeness, Falmouth, Fishguard, *Formby*, Gorleston No. 1, Llandudno, Lytham, Margate Nos. 1 and 2, New Brighton (steam), Newhaven, Newlyn, Newquay (Cardigan), Palling No. 2, Poolbeg, Sennen Cove, Southend-on-Sea, Southport, Staithes, Teignmouth, Tenby, Uppang, Walmer, Walton-on-Naze, Wells, Whitby No. 1, Winterton No. 2 and Yarmouth. The Ramsgate Life-boat was also launched on service.

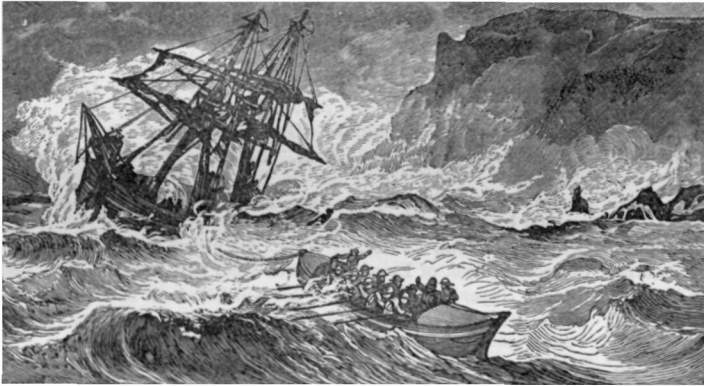
Voted 11*l.* 1*s.* 6*d.* to men injured in the Life-boat service at Appledore, Gorleston and Southwold.

Voted 6*l.* to four men for putting off in a boat in a strong N.W. gale and, at considerable risk, saving two men who were trying to board their trawler in Rosslare Harbour on the 23rd October. The men's boat was swept under one of the piers and one man was thrown overboard.

Also 2*l.* 10*s.* to two men for promptly putting off in a boat and saving five persons from the S.S. *Kingfisher*, which struck a sunken wreck off Skateraw and quickly foundered on the 3rd November. The salvors observed the accident and at once put off to the rescue. They incurred great risk, as the boilers of the vessel burst and she foundered within a minute or two of the boat leaving.

Also 6*l.* to four men for saving, at great risk to themselves, five persons from the schooner *Return*, of Greenock, which stranded off Newton-by-the-Sea, Northumberland, in a strong S.S.W. breeze and heavy surf, on the 27th November.

Also 15*s.* to three men for rescuing five men from the cobses *Ada* and *Evelyn Crompton Stansfield*, which collided off Scarborough, in a moderate N.E. gale and rough sea, on the 14th November.

Services of the Life-boats of the Institution during 1909.

1909.	Time of Launching.		Lives saved.
Jan. 7.	2.30 a.m.	Ketch <i>Resolute</i> , of Newcastle. Thurso Life-boat rescued	3
„ 8.	1. 5 a.m.	Barquentine <i>Malpas Belle</i> , of Truro. New Romney Life-boat saved	1
„ 8.	10.30 a.m.	Seven cobles of Newbiggin. Newbiggin Life-boat stood by cobles.	
„ 8.	11. - a.m.	Coble <i>Annabell</i> , of Newbiggin. Hauxley Life-boat saved coble and	3
„ 8.	11. - a.m.	Ketch <i>Leader</i> , of Bideford. Abersoch Life-boat landed 2.	
„ 8.	2.15 p.m.	Brigantine <i>Walter J. Cummins</i> , of Irvine. Moelfre Life-boat saved	5
		Schooner <i>James Williamson</i> , of Lancaster. Moelfre Life-boat saved	4
„ 8.	5. - p.m.	S.S. <i>Hawthorn</i> , of Cardiff. Moelfre Life-boat saved	17
„ 8.	8.20 p.m.	Brigantine <i>Rapid</i> , of Faversham. Gorleston No. 1 Life-boat saved	7
„ 8.	8.45 p.m.	Schooner <i>Unity</i> , of Carnarvon. Fishguard Life-boat rescued	4
„ 9.	6. - a.m.	Fishing smack <i>Our Boys</i> , of Lowestoft. Gorleston No. 1 Life-boat saved	5
„ 9.	10. p.m.	S.S. <i>Zeus</i> , of Christiansand, Norway. Flamboro' No. 2 Life-boat stood by vessel.	
„ 11.	10.30 a.m.	Two fishing cobles. Boulmer Life-boat rendered assistance.	
„ 11.	4.15 p.m.	Fishing-boat <i>Vivid</i> , of Wexford. Wexford Life-boat saved boat and	4
„ 13.	3.10 p.m.	Yawl <i>St. John</i> , of Ballinagoul. Helvick Head Life-boat saved vessel and	4
„ 14.	11.30 p.m.	Brig <i>Evelyn</i> , of Carnarvon. Tenby Life-boat landed 8.	
„ 17.	4.30 p.m.	Brig <i>Evelyn</i> , of Carnarvon. Tenby Life-boat landed 8.	
„ 17.	6.30 p.m.	Brigantine <i>Thirza</i> , of Whitstable. Caister No. 1 Life-boat assisted to save vessel and	7
„ 18.	11.35 a.m.	S.S. <i>Heelsum</i> , of Amsterdam. Brixham Life-boat stood by vessel.	
„ 18.	11.40 a.m.	S.S. <i>Heelsum</i> , of Amsterdam. Torquay Life-boat stood by vessel.	
„ 27.	1.20 a.m.	Steam yacht <i>Iona</i> , of Glasgow. Swanage Life-boat landed 5 and assisted to save vessel.	
„ 28.	1.30 p.m.	Ketch <i>Sarah Ann</i> , of Liverpool. Rhosneigr Life-boat rescued	2
„ 29.	6. - p.m.	S.S. <i>Deloraine</i> , of Glasgow. Ballantrae Life-boat landed 8.	
„ 31.	11. - p.m.	Schooner <i>Surprise</i> , of Arbroath. Peterhead Life-boat rendered assistance.	
Feb. 5.	6. - a.m.	Fishing-boats of Cullercoats. Tynemouth Life-boat remained in attendance.	
„ 5.	10.30 a.m.	Fishing-boat <i>Providence</i> , of Grimsby. Grimsby Life-boat saved boat and	3
„ 5.	10.30 a.m.	Pilot coble <i>John</i> , of West Hartlepool. Scarborough Life-boat rendered assistance and landed 2.	
„ 5.	12.20 p.m.	Schooner <i>Prosperity</i> , of London. Southend Life-boat saved (also a canary and a pet terrier.)	5
„ 9.	12.30 a.m.	Barque <i>Frank</i> , of Tvedstrand. Hauxley Life-boat rescued	17

	Time of Launching.		Lives saved.
1909.			
Feb. 11.	8. - a.m.	Schooner <i>Elise</i> , of Hernosand. Staithes Life-boat saved . . .	5
" 12.	5. - p.m.	Schooner <i>Lizzie</i> , of Salcombe. Brixham Life-boat rescued . . .	5
" 15.	3.30 p.m.	Three cobles of Runswick. Runswick Life-boat stood by cobles.	
" 15.	5.15 p.m.	Ketch <i>Gem of the Ocean</i> , of Whitby. Upgang and Whitby No. 1 Life-boats saved . . .	2
" 18.	6. - a.m.	S.S. <i>Helsingborg</i> , of Helsingborg. Cresswell Life-boat assisted to save vessel.	
" 21.	12.15 p.m.	Steam drifter <i>Renown</i> , of Yarmouth. Penzance Life-boat saved vessel and . . .	9
Mar. 3.	7.15 p.m.	Barge <i>Josephine</i> , of London. Dungeness No. 1 Life-boat saved . .	2
" 5.	5.15 a.m.	S.S. <i>Clydesdale</i> , of Sunderland. Redcar Life-boat assisted to save vessel.	
" 5.	3. - p.m.	Steam yacht <i>Varuna</i> , of New York. Walton-on-Naze Life-boat stood by vessel.	
" 7.	3.15 p.m.	Schooner <i>Emma Louise</i> , of Wick. Thurso Life-boat rescued . . .	4
" 10.	8.30 a.m.	Schooner <i>Fred</i> , of Larvik. North Deal Life-boat stood by vessel.	
" 16.	5.50 p.m.	Lugger <i>Superb</i> , of Portessie. Buckie Life-boat saved boat and . .	9
" 18.	1.30 a.m.	Brigantine <i>Mary Ann</i> , of Fowey. Yarmouth Life-boat assisted to save vessel.	
" 18.	9.45 a.m.	Schooner <i>Coniston</i> , of Barrow. Skerries Life-boat rescued . . .	4
" 18.	1. - p.m.	Fishing-boats of Gourdon. Gourdon Life-boat remained in attendance.	
" 19.	12. 5 a.m.	Schooner <i>Eagle</i> , of Yarmouth. Winterton No. 2 Life-boat saved . .	4
" 24.	5. - a.m.	S.S. <i>Bavaria</i> , of Stettin. Newbiggin Life-boat landed 16.	
" 24.	6.55 p.m.	Smack <i>Rialto</i> , of Ramsgate. Newhaven Life-boat saved . . .	4
"		Smack <i>Spes</i> , of Brixham. Newhaven Life-boat saved . . .	3
" 25.	10.15 a.m.	S.S. <i>Vulcan</i> , of Liverpool. Palling No. 2. Life-boat saved . . .	9
" 31.	8.55 p.m.	Trawler <i>Mint</i> , of Brixham. Bembridge Life-boat saved . . .	3
Apr. 1.	8. - a.m.	Ketch <i>Providence</i> , of Gool. Wells Life-boat saved . . .	4
" 2.	11.45 a.m.	Fishing-cobles of Staithes. Staithes Life-boat stood by cobles.	
" 4.	11.40 a.m.	An open sailing boat of Bull Bay. Bull Bay Life-boat saved boat and rescued . . .	1
" 9.	3.25 a.m.	S.S. <i>Mahratta</i> , of Liverpool. Broadstairs Life-boat stood by vessel.	
" 9.	3.45 a.m.	S.S. <i>Mahratta</i> , of Liverpool. North Deal Life-boat landed 14.	
" 9-11.	9. - p.m.	S.S. <i>Mahratta</i> , of Liverpool. North Deal Life-boat saved . . .	24
" 11.	4. - p.m.	Brigantine <i>Mary Annie</i> , of Folkestone. Winterton No. 2. Life-boat assisted to save vessel.	
" 12.	2.17 p.m.	Yacht <i>Roulette</i> , of Hoylake. Hoylake Life-boat saved vessel and . . .	3
" 13.	10.20 p.m.	S.S. <i>Hamilton</i> , of Stranraer. Portrush Life-boat saved . . .	4
" 15.	8.30 a.m.	Seven cobles of Whitby. Whitby No. 2 Life-boat stood by cobles.	
" 20.	2.25 a.m.	S.S. <i>Asia</i> , of Bremen. Kingsdowne, Walmer, and Ramsgate Life-boats assisted to save vessel.	
" 20.	5.40 a.m.	Lugger <i>Jesu Maria Joseph</i> , of Boulogne. North Deal Life-boat stood by vessel.	
" 20.	10.15 a.m.	Barque <i>John Lockett</i> , of Liverpool. Ramsgate and Walmer Life-boats assisted to save vessel.	
" 22.	5.5 a.m.	Barque <i>Leto</i> , of Arendal. Ramsgate Life-boat assisted to save vessel.	
" 23.	2. - a.m.	Steam Trawler <i>Kirton</i> , of Granton. Johnshaven Life-boat saved . .	9
" 25.	4.30 a.m.	S.S. <i>North Gwalia</i> , of London } S.S. <i>Mauranger</i> , of Bremen } Caister No. 1 Life-boat transferred 5.	
" 25.	5. - a.m.	S.S. <i>North Gwalia</i> , of London. Gorleston No. 1 Life-boat landed 15.	
May 1.	7. - a.m.	Four fishing cobles of Scarborough. Scarborough Life-boat stood by cobles.	
" 1.	8.30 a.m.	Coble <i>Baden Powell</i> , of Filey. Filey Life-boat stood by vessel.	
" 4.	3. - p.m.	Crab-boat <i>Mistletoe</i> , of Clovelly. Clovelly Life-boat saved . . .	2
" 7.	2.15 p.m.	Schooner <i>Loango</i> , of Sligo. St. Ives Life-boat saved . . .	3
" 11.	7. - p.m.	Steam trawler <i>Scotia</i> , of London. Bude Life-boat assisted to save vessel.	
" 14.	12.50 p.m.	Smack <i>Tripper</i> , of Harwich. Harwich (steam) Life-boat stood by vessel.	

1909.	Time of Launching.		Lives saved.
May 15.	9.30 a.m.	Coble <i>Robert and Mary</i> , of Whitby. Whitby No. 1 Life-boat remained in attendance.	
„ 26.	10.30 a.m.	Small fishing-boat of Hoy. Stromness Life-boat rendered assistance.	
„ 26.	2.30 p.m.	Fishing-boats of Crail. Anstruther Life-boat stood by boats.	
„ 26.	3. - p.m.	Fishing-boat <i>Diano</i> , of St. Andrews. St. Andrews Life-boat saved boat and	2
„ 26.	5.30 p.m.	Fishing-boat <i>Nellie</i> , of St. Andrews. St. Andrews Life-boat saved boat and	1
„ 27.	12.30 a.m.	Smack <i>Majestic</i> , of Lowestoft. Lowestoft No. 1 Life-boat saved	5
June 16.	8. - a.m.	S.S. <i>Kossuth Ferencz</i> , of Fiume. Caister No. 1 Life-boat stood by vessel.	
„ 16.	8.25 a.m.	S.S. <i>Ferguslie</i> , of Glasgow. Gorleston No. 2 Life-boat assisted to save vessel.	
„ 19.	9.25 p.m.	H.M.S. <i>Sappho</i> . Dungeness Nos. 1 and 2 Life-boats stood by vessel and landed 89.	
„ 30.	9.30 a.m.	Fishing-boat <i>Henry and Elizabeth</i> , of Nairn. Fraserburgh Life-boat saved	6
„ 30.	3. - p.m.	Two fishing cobbles, of South Shields. Tynemouth Life-boat saved cobbles and	6
July 7.	8.30 a.m.	Ketch <i>Esmeralda</i> , of Milford. Fishguard Life-boat assisted to save vessel.	
„ 8.	9.20 a.m.	Coble <i>Olive Branch</i> , of Robin Hood's Bay. Robin Hood's Bay Life-boat saved	2
„ 12.	8.30 a.m.	Ketch <i>Darnet</i> , of Maldon. Skegness Life-boat landed 4.	
„ 12.	11.45 a.m.	Schooner, <i>Alert</i> , of Falmouth. Formby Life-boat stood by vessel.	
„ 21.	8. - p.m.	Ketch <i>Hawthorn</i> , of St. Servan. Newhaven Life-boat rendered assistance.	
„ 22.	6.30 p.m.	Cutter <i>Hawk</i> , of Clontarf. Poolbeg Life-boat saved boat and	3
„ 22-23.	6.55 p.m.	Ketch <i>Francis</i> , of London. Margate No. 2 Life-boat landed 3.	
„ 25-26.	11. - p.m.	Ketch <i>Gala</i> , of Bangor. Peel Life-boat assisted to save vessel and	8
„ 29.	2. 9 p.m.	Yacht <i>Savourna</i> , of Cork. Youghal Life-boat landed 5.	
Aug. 2.	9.30 a.m.	Fleet of Shrimp boats, of Lowestoft. Lowestoft No. 2 Life-boat stood by boats.	
„ 2.	10.50 a.m.	Shrimp boat <i>Lord Clyde</i> , of Yarmouth. Gorleston No. 1 Life-boat saved boat and	1
„ 3.	6.10 a.m.	Barque <i>Magnat</i> , of Langesund. Clacton-on-Sea Life-boat transferred 9 persons to a tug.	
„ 5.	4.30 a.m.	S.S. <i>Langton Grange</i> , of London. St. David's Life-boat stood by vessel.	
„ 7.	1.45 p.m.	Fishing-boat <i>Emily</i> , of Yarmouth. Yarmouth Life-boat rendered assistance and landed 4.	
„ 8.	6.35 p.m.	S.S. <i>Tarnholm</i> , of Copenhagen. Caister No. 2 Life-boat stood by vessel.	
„ 10.	10.30 p.m.	Steamer <i>Duke of Abercorn</i> , of Dublin. Kingstown No. 1 Life-boat assisted to save vessel.	
„ 13.	5.15 a.m.	Flat <i>Bessie</i> , of Liverpool. New Brighton (steam) Life-boat saved	2
„ 18-19.	2.15 p.m.	S.S. <i>Soldier Prince</i> , of Newcastle. Hoylake Life-boat stood by vessel.	
„ 18.	2.20 p.m.	S.S. <i>Soldier Prince</i> , of Newcastle. Formby Life-boat landed 7.	
„ 25.	6.30 p.m.	R Y.S. Yacht <i>Lorna</i> , and Fishing-boats, of Berwick. Berwick-on-Tweed Life-boat stood by vessels.	
„ 29.	8.20 p.m.	Sloop <i>Charming Lucy</i> , of Cardigan. Hoylake Life-boat saved	2
„ 29.	10.20 p.m.	A boat of Devonport. Yealm River Life-boat landed 3.	
„ 31.	9. - a.m.	Fishing coble, of Cullercoats. Tynemouth Life-boat saved coble and	2
Sept. 2.	8.30 p.m.	Two cobbles, of Staithes. Runswick Life-boat assisted cobbles.	
„ 4-5.	6.2 a.m.	Brigantine <i>Aroy</i> , of Hull. Walton-on-Naze Life-boat assisted to save vessel and	8
„ 7.	1. - p.m.	Fishing-boat <i>Zodiac</i> , of Buckie. Fraserburgh Life-boat saved	7
„ 11.	10. - p.m.	S.S. <i>Staithes</i> , of Jarrow. Staithes Life-boat rendered assistance.	
„ 12-13.	midnight.	Fishing cobbles, of Whitby. Whitby No. 2 Life-boat remained in attendance.	
„ 13.	1. - a.m.	Sailing boat <i>Artistic</i> , of Gardenstown. Banff Life-boat rescued 7 persons from a rock.	7

1909.	Time of Launching.		Lives saved.
Sept. 17.	6.20 a.m.	S.S. <i>Galtee More</i> , of Dublin. Greenore Life-boat stood by vessel.	
" 21.	4.35 a.m.	Brigantine <i>Parthenia</i> , of Yarmouth. Caister No. 1 Life-boat saved (also a dog).	6
" 22.	5.30 a.m.	Barge <i>Lily</i> , of Rye. Yarmouth Life-boat assisted to save vessel and	6
" 24-25	midnight.	S.S. <i>Voering</i> , of Copenhagen. Whitburn Life-boat landed 20.	
Oct. 5.	11.42 a.m.	Fishing-boat <i>The Boy</i> , of Findochty. Buckie Life-boat saved boat and	1
" 5.	1.30 p.m.	S.S. <i>Rap</i> , of Lillesand. Stornoway Life-boat rescued	12
" 5.	4. - p.m.	Schooner <i>Laura Griffith</i> , of Portmadoc. Greencastle Life-boat landed 4.	
" 5.	7.20 p.m.	Steam trawler <i>Ocean Prince</i> , of Aberdeen. Stromness Life-boat rescued	9
" 5-6	midnight.	Steam trawler <i>Ocean Prince</i> , of Aberdeen. Stromness Life-boat stood by vessel.	
" 7.	12.15 p.m.	Fishing-boat <i>Lizzie Annie</i> , of Arbroath. Arbroath Life-boat stood by boat.	
" 13.	3.10 p.m.	S.S. <i>Cape Wrath</i> , of Glasgow. Formby Life-boat stood by vessel.	
" 15.	11.45 a.m.	Schooner <i>Clara</i> . Mumbles Life-boat landed 2.	
" 18.	11.10 p.m.	Motor boat <i>Lethe</i> , of Ramsgate. North Deal Life-boat saved	3
" 20.	1.32 a.m.	Trawler <i>Fleetwing</i> , of Fleetwood. Holyhead (steam) Life-boat rendered assistance.	
" 20.	6.45 p.m.	Sprit-sail barge <i>William and Mary</i> , of Maldon. Brighthorne Grange Life-boat saved	2
" 26.	12.20 p.m.	Barque <i>Poseidon</i> , of Kragero. Kingstown No. 2 Life-boat saved	3
" 26.	1.15 p.m.	Ketch <i>Falcon</i> , of Cardiff. Abersoch Life-boat saved	3
" 26.	7.30 p.m.	S.S. <i>Enterprise</i> , of Beaumaris. Abersoch Life-boat saved	4
" 26.	7.30 p.m.	Motor barge of Youghal. Youghal Life-boat rescued	3
" 27.	9. - a.m.	Schooner <i>Eglantine</i> , of Treguier. Mumbles Life-boat landed 3.	
" 28.	5.50 a.m.	S.S. <i>Clunie</i> , of Aberdeen. Gorleston No. 1 Life-boat assisted to save vessel and	9
" 28.	7.45 a.m.	S.S. <i>Hermina</i> , of Rotterdam. Southwold No. 1 Life-boat rendered assistance.	
" 29.	6. - a.m.	Barque <i>Neptun</i> , of Mariehamn. Lowestoft No. 2 Life-boat stood by vessel.	
Nov. 11.	9.30 p.m.	Steam trawler <i>Uriel</i> , of Grimsby. Donna Nook Life-boat stood by vessel.	
" 12.	5.30 p.m.	Schooner <i>Desdemona</i> , of Aberystwith. Thurso Life-boat rescued	3
" 15.	2.32 a.m.	Fishing-boat <i>Guide Me</i> , of Yarmouth. Gorleston No. 2 Life-boat saved	9
" 16.	9. - a.m.	Cutter <i>Gleaner</i> , of Brixham. Brixham Life-boat saved	3
" 23-24	11. - p.m.	Barque <i>Alf</i> , of Laurvig. Cromer Life-boat saved	2
" 24-25	3.45 p.m.	Barge <i>Lord Moreton</i> , of London. Sheringham Life-boat saved vessel and	3
" 30.	10. - a.m.	Ketch <i>County of Anglesea</i> , of Carnarvon. Porthdinllaen Life-boat saved vessel and	2
Dec. 1.	5. - p.m.	S.S. <i>Formby</i> , of Liverpool. Holyhead (steam) Life-boat assisted to save vessel and	2
" 1.	6. - p.m.	S.S. <i>Congress</i> , of Liverpool. St. Ives Life-boat saved	1
" 1.	10.15 p.m.	Barge <i>Jane</i> , of London. Wells Life-boat landed 3.	
" 2.	5.45 p.m.	Steam drifter <i>Anchor of Hope</i> , of Fraserburgh. Hauxley Life-boat stood by vessel.	
" 2-3.	midnight.	Barge <i>Eureka</i> , of Harwich. Aldeburgh No. 1 Life-boat saved	2
" 3.	2.30 p.m.	Barge <i>Eureka</i> , of Harwich. Southwold No. 1 Life-boat assisted to save vessel.	
" 3.	3.15 a.m.	S.S. <i>Bee</i> , of Hull. Seaham No. 2 Life-boat rendered assistance.	
" 3.	4.45 a.m.	Barge <i>Redan</i> . Southend-on-Sea Life-boat saved	1
" 3.	5.25 a.m.	S.S. <i>Bellagio</i> , of Glasgow. New Brighton (steam) Life-boat stood by vessel.	
" 3.	6. - a.m.	Smack <i>Alice</i> , of Rye. North Deal Life-boat stood by vessel.	
" 3.	9.10 a.m.	Fishing-boat <i>Gannett</i> , of Wexford. Wexford Life-boat saved	2
" 3.	12.30 p.m.	Cutter <i>Twoli</i> , of Dublin. Poolbeg Life-boat saved vessel and	3
" 10.	3.30 a.m.	Barge <i>Birthday</i> , of London. Selsey Life-boat rendered assistance.	
" 11.	3. - a.m.	Steam tug <i>John Batey</i> , of Montrose. Hauxley Life-boat saved	4
" 13.	8.15 p.m.	Lugger <i>Edith</i> , of Newhaven. Newhaven Life-boat saved boat and	2

1909.	Time of Launching.		Lives Saved.
Dec. 14.	3.45 p.m.	Fishing-boat <i>Mazeppa</i> , of Aberystwith. Aberystwith Life-boat saved boat and	3
" 14.	8.40 p.m.	Ketch <i>Prosperity</i> , of Carnarvon. Abersoch Life-boat saved	3
" 15.	2.30 p.m.	Schooner <i>Unity</i> , of Beaumaris. Abersoch Life-boat saved	4
" 15-16	3. - p.m.	Steam dredger <i>Thames</i> , of London. Blackrock Life-boat rendered assistance.	
" 17.	2.25 a.m.	Steam dredger <i>Thames</i> , of London. Giles Quay Life-boat stood by vessel.	
" 17.	2.25 a.m.	S.S. <i>St. Patrick</i> , of Gothenburg. Aldeburgh No. 2 Life-boat assisted to save vessel.	
" 18.	6.30 a.m.	Ketch <i>Mavis</i> , of Hull. Donna Nook Life-boat saved	3
" 19.	11. - a.m.	S.S. <i>Glanogwen</i> , of Beaumaris. Formby Life-boat stood by vessel.	
" 21.	3.30 a.m.	Barquentine <i>Albatross</i> , of Lowestoft. Cromer Life-boat saved	8
" 21.	8. - p.m.	S.S. <i>May</i> , of Newcastle. Boulmer Life-boat saved	4
" 22.	6.30 a.m.	S.S. <i>Salatis</i> , of Hamburg. Winchelsea Life-boat rendered assistance.	
" 22.	3. - p.m.	Boat of tug <i>Oceana</i> , of London. Winchelsea Life-boat saved	3
" 22.	7.45 a.m.	Brigantine <i>Aneroid</i> , of Folkestone. Hartlepool No. 2 Life-boat stood by vessel.	
" 22.	9. - a.m.	Brigantine <i>Guide</i> , of Leith. Bridlington Quay Life-boat saved (also a dog).	7
" 22.	9.25 a.m.	Ketch <i>Davenport</i> , of Ipswich. Wells Life-boat assisted to save vessel and	4
" 22.	11.40 a.m.	S.S. <i>Lutèce</i> , of Rouen. Port Eynon Life-boat stood by vessel.	
" 22-23.	11. - p.m.	S.S. <i>Korea</i> , of St. Petersburg. Cresswell Life-boat stood by vessel.	
" 22-23.	11. - p.m.	S.S. <i>Westergate</i> , of Cardiff. Walmer Life-boat assisted to save vessel and	20
" 23.	11.35 p.m.	S.S. <i>Westergate</i> , of Cardiff. North Deal Life-boat stood by vessel.	
" 23.	8.10 a.m.	S.S. <i>Mercury</i> , of Dundee. Pakefield Life-boat stood by vessel.	
" 28.	3. - a.m.	S.S. <i>Helsingor</i> , of Frederikshavn. Aldeburgh No. 2 Life-boat stood by vessel.	
" 30.	5.45 a.m.	Steam trawler <i>Pelican</i> , of Hull. Filey Life-boat stood by vessel.	
" 30.	6. - a.m.	Steam trawler <i>Pelican</i> , of Hull. Flamborough No. 1 Life-boat saved	9
Total lives saved by the Life-boats in 1909, in addition to 43 vessels and boats			434
Life-boats also landed 239 persons, some of whom had taken refuge on light-vessels, whilst others were brought ashore in the Life-boats as a precautionary measure.			
Rewards were also granted by the Institution in the same period for saving by means of Fishing and other Boats, etc.			210
Total for 1909			644

NOTICE.

The next number of the LIFE-BOAT JOURNAL, containing the Annual Report, &c., will be published on the 2nd May.

ROYAL NATIONAL LIFE=BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patron—His Most Gracious Majesty the King.

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

Chairman—

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

Deputy-Chairman—

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

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



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"LIFE=BOAT
INSTITUTION
LONDON."

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No. 2964
("GERRARD
EXCHANGE.")

APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that during the past year (1909) the ROYAL NATIONAL LIFE=BOAT INSTITUTION expended £74,567 on its Life-boat Establishments.

GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING 1909.

	£	s.	d.
Number of Lives rescued by Life-boats, in addition to 43 Vessels and Boats saved by them and 239 persons landed from vessels in distress and lightships	434	...	...
Number of Lives saved by Shore-boats, &c.	210	...	...
Amount of Rewards granted during the Year . . . . .	...	11,994	19 8
Honorary Rewards:—Silver Medals and Clasps	8	...	...
Decorations	1	...	...
Binocular Glasses	15	...	...
Aneroid Barometers	4	...	...
Votes of Thanks on Vellum	23	...	...
Certificates of Service	7	...	...
Total	58	644	£11,994 19 8

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., 1909), is 48,627. The rewards and recognitions granted by the Institution in the same period comprise 101 Gold Medals and Clasps, 1,269 Silver Medals and Clasps, 69 Decorations, 412 Binocular Glasses, 15 Telescopes, 90 Aneroid Barometers, 1,916 Votes of Thanks inscribed on vellum and framed, 213 Certificates of Service framed, and £298,177 in money.

The Committee of Management earnestly appeal to the British Public for Funds to enable them to maintain their 281 Life-boats now on the Coast and their Crews in the most perfect state of efficiency. This can only be effected by a large and permanent annual income. The Annual Subscriptions, Donations and Dividends are quite inadequate for the purpose. The Committee are confident that in their endeavour to provide the brave Life-boatmen, who nobly hazard their lives in order that they may save others, with the best possible means for carrying on their great work, they will meet with the entire approval of the people of this the greatest maritime country in the world, and that their appeal will not be made in vain, so that the scope and efficiency of our great Life-saving Service, of which the Nation has always been so proud, may not have to be curtailed.

Annual Subscriptions and Donations are earnestly solicited, and will be thankfully received by the Secretary, CHARLES DIBDIN, Esq., at the Institution, 22, CHARING CROSS ROAD, London, W.C.; by the Bankers of the Institution, Messrs. COUTTS AND Co., 440, Strand, London, W.C.; and by all the other Bankers in the United Kingdom.—February, 1910.