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# THE LIFE-BOAT.

## JOURNAL

OF THE

### Royal National Life-Boat Institution.

(ISSUED QUARTERLY.)

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#### EARLY HISTORY OF THE SLIDING-KEEL.

It is very difficult to ascertain with any degree of exactitude when sliding or drop-keels first came into use. In the third volume of "An History of Marine Architecture," by John Charnock, F.S.A., published in 1802, there is a chapter (No. XIII., p. 337) devoted chiefly to the description and use of sliding-keels as claimed to have been invented by Captain Schank.\* It is not however quite clear whether Captain Schank was the inventor or only the adapter, for a plate is given, Fig. 1, which represents a boat built at Boston in New England in the year 1771 for Earl Percy, who subsequently became Duke of Northumberland; whereas Fig. 2 shows a boat fitted at Deptford with three sliding-keels in 1789 in accordance with Captain Schank's ideas, and his celebrated *Trial Cutter*, which was built by order of the Government, does not appear to have been launched until 1790, as the reports of her trials are dated 1791-2.

Drop-keels have come into such general use in the Life-boat service since their first introduction in 1884, when, it will be remembered, the Clacton Life-boat was fitted with one, that doubtless some slight account of their early history may be acceptable to those readers of

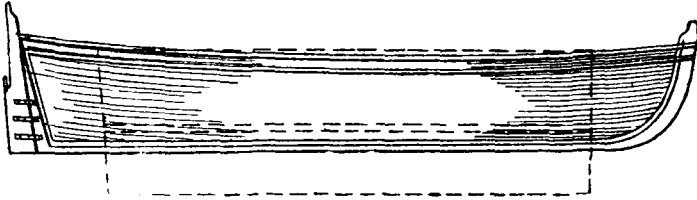
the LIFE-BOAT JOURNAL who may not have had an opportunity of seeing Charnock's book.

It is very unfortunate that so little reference is made to the boat shown in Fig. 1, which "represents a boat built at Boston in New England in the year 1771 for Earl Percy, now Duke of Northumberland. It was furnished with a continuous and uninterrupted sliding-keel by means of which it could be worked without a rudder." Such is the meagre description which leaves us longing for further information. As to the name of the inventor, or whether there were other boats of the same description built previously or at the same time as that built for Earl Percy, Charnock is silent. It is curious to note that the first drop-keels used in the Life-boat service were of the same shape as that shown in Fig. 1. Several Life-boats were fitted with drop-keels of this form, arranged so as to be lowered at each end, a contrivance which did not prove very satisfactory, and which led to the present forms, in which the drop-keels are lowered at the after-end only.

The chapter in Charnock's book alluded to above gives a long account of the reasons which led to Captain Schank's invention, from which it is necessary to quote. "Captain Schank

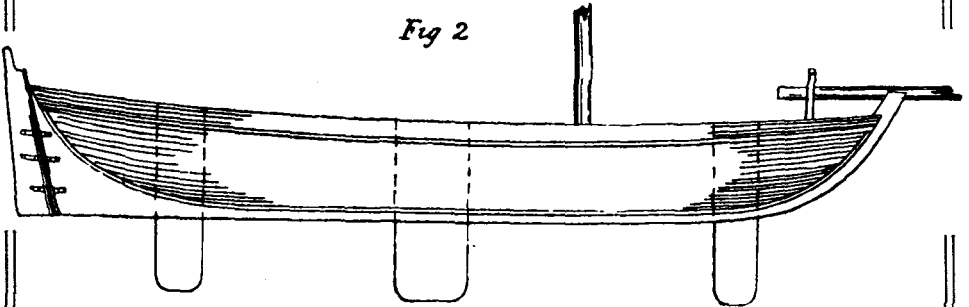
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\* His name is sometimes spelt Schanck.

*Fig 1.*

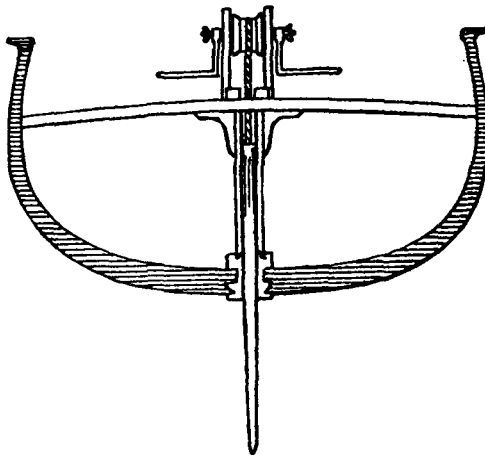
states very properly that, in the case of a frigate drawing seventeen feet of water and another frigate of the same burthen drawing only eleven feet (fitted with sliding-keels), the last will have a body of six feet less fluid to divide,

a body of water to displace and force herself through equal to the difference between eleven and seventeen; when it is considered, in addition to this, that the resistance of the fluid increases in proportion to the depth it is acted

*Fig 2*

opposing only one, two, or three keels as may be found necessary to make her hold a good wind, while the first has six feet perpendicular depth of her hull depressed, being about one-third of her real size. It follows therefore she has

against, the disparity is almost incredibly increased. North-country built vessels, or those in the coal trade, are a strong proof of this observation. These in general draw one-third less water than any other of British construction; yet

*Fig 3.*

when employed as transports they are generally found to sail as fast as any other, and when going before the wind in ballast or half-loaded frequently beat the ships belonging to the Royal Navy. When however they are close hauled in a wind they will drop to leeward; but were they furnished with sliding-keels there is no doubt but that they would have the advantage over all other English vessels. The Dutch, who bestow little pains in making their trading vessels sail, are nevertheless not totally unfortunate in this respect; for when they are light they sail fast before the wind, owing to their small draft of water. They have also other vessels, built almost totally flat, such as pilot-boats, yagers for carrying the first herrings to market from Shetland, and pleasure yachts. All these have lee-boards, by the assistance of which they sail as fast as the generality of those which navigate the Northern seas; circumstances which are manifestly in favour of flat-floored vessels and sliding-keels."

Then follows a long disquisition on the relative merits of vessels built sharp forward and aft, and vessels with long flat floors provided with sliding-keels, from which a few extracts are of special interest. "Experience and the occurrences of many years prove that the North-country built ships, all of which have flat floors, and the Dutch fishing-boats will ride at anchor when the violence of the wind and sea would render it extremely dangerous and perhaps impossible for those of any other construction to persevere in the same measure." "Captain Cook, whose practical knowledge in navigation and the properties of a vessel stood, perhaps, inferior to that of no person in the world, gives a decided preference in favour of the flat-floored vessel as being best calculated for a distant and perilous voyage." The obvious advantage that flat-floored vessels have over deep vessels on such occasions when they take the

ground, either by accident or for convenience, is another point strongly dwelt on; and as in those days it was a frequent practice to run vessels aground, both in harbours and on open beaches, for the purpose of discharging cargo, Captain Schank adduces this as another strong reason for flat-floored vessels and sliding-keels. Captain Schank was a strong advocate for building ships in watertight compartments, in which he appears to have been a long way ahead of his times; a good deal of the chapter on sliding-keels is occupied by this question of "bulkheads rendered watertight," an interesting subject, but not necessary for the purposes of this article.

Fig. 2, as previously stated, represents a boat built in 1789 at Deptford, and fitted with three sliding-keels, under the direction of Captain Schank. The arrangement of the sliding-keels is precisely similar to that adopted in the *Trial Cutter*, built in the following year. It will be seen that the keels are of a spade-like shape and of considerable depth, and when housed or triced up the upper edge comes up as high as the gunwale.

Sliding-keels of a very similar shape are still in use, notably at Wexford, in the flat-bottomed punts which ply between the town and Rosslare Point.

Fig. 3 is a transverse section of the *Trial Cutter* with her sliding-keel lowered down, also showing the winch and rope used for lowering and hoisting the keel; each keel had two winches and ropes, the one made fast to the after and the other to the fore side of the sliding-keel.

Like most inventors, Captain Schank was very confident of his invention, and claimed advantages for it which were perhaps rather too far-reaching. After describing how unlikely a vessel fitted with sliding-keels is to be thrown on her beam-ends or broach to, he says: "The use of sliding-keels is known by actual experience to counteract all mischances and disasters of this kind. In fresh breezes, or in light winds, it is

totally immaterial how much sail is set or how it is disposed, since the act of raising or lowering the keels will immediately counteract the inconvenience that might otherwise arise from carrying too much sail, either forward or aft. . . . In a gale of wind it is necessary that the main and fore-keels should be hauled close up and the stern-keel let down to such depth as shall be found necessary to make the vessel steer perfectly easy." Captain Schank then proceeds to explain the method of using the keels in tacking and wearing, which is best described in his own words: "Vessels furnished with two or three sliding-keels will tack with far greater readiness than those which are destitute of them, inasmuch as the fore and sternmost keels have each of them an effect on the vessel little inferior to that of the rudder itself. In working to windward, or in a narrow channel where there is little room, a vessel may venture to stand nearer to the shore than she otherwise would do, being certain of not missing stays. The measures to be taken in putting about are to haul up the sternmost and immediately let the fore-keel completely down, putting the helm a-lee at the same instant, the ship will come round almost incredibly fast. . . . The use of the sliding-keel is equally advantageous in wearing as in tacking. The measures recommended to be taken are reversing those of the former operation to haul up the fore-keel and lower down the sternmost, or if it is required that the vessel should wear round quick, it will be necessary to haul up the main-keel also, and the ship will turn almost as though it were on a pivot, the rudder being at the same time made use of in the customary way. The reason of the effect produced by the operation just described will become immediately obvious on the slightest consideration of the acting principle. The fore as well as the main-keels being hauled up and the stern-keel down, the latter acts in some degree as the rudder itself, and

has a tendency to prevent the vessel from fore-reaching. The effect of the after-keel during this operation is similar to that which would be produced by a rope made fast to the stern in a tideway; the moment the hawser or cable which had previously kept the head of the vessel to the current is cast off, the stern would naturally swing round, and take the same position. Or, to proceed with stating parallel cases, if a vessel drawing more water abaft than forward should chance to take the ground and her bow or forebody be afloat, the head will immediately swing round, as it were, to oppose the current or tide."

The *Trial Cutter* proved very successful, as is shown in the reports of her officers, dated 21st February, 1791, and April, 1792, and the categorical answers to a list of questions as to her handiness and seaworthiness were extremely favourable. Sailing trials were carried out against five cutters, three square-rigged ships, and a brig, all of which she beat, and in answer to a question the lieutenant in command (Lieutenant Micajah Malbon) stated: "I never was with any King's cutter that beat her." In April, 1792, she was taken into dock at Woolwich and carefully inspected by the Dockyard Staff, who found no defect in her, but stated they were of opinion vessels so constructed would be a little more expensive than others.

In spite of the excellent reports on the *Trial Cutter*, sliding-keels do not appear to have come much into vogue until about the middle of the nineteenth century. Very likely Captain Schank, in his zeal, rather wished to prove too much. In any case his theories were correct and the sliding or drop-keel, used in its proper place, has proved a most valuable invention and one of its proper places is in Life-boats, which in the nature of their work must be of shallow draught and have long flat floors.

## FOREIGN GOVERNMENTS AND THE ROYAL NATIONAL LIFE-BOAT INSTITUTION.

IN two instances recently the indomitable courage of the British Life-boatman has been recognised and suitably rewarded by governments of the respective countries to which the distressed vessels belonged.

The first case was a gallant rescue performed, under arduous circumstances, in the north of Ireland, during March, 1905, and the reward from the French Government was presented by the Lord Mayor of Belfast (The Right Hon. Sir DANIEL DIXON, Bart., D.L., M.P.).

The award consisted of a gold medal and diploma to Mr. JOHN MCCAUSLAND, Master of the tug *Flying Irishman*, and to Mr. JAMES FOLAND, Coxswain Superintendent of the Newcastle (Down) Life-boat, in recognition of their saving the lives of twenty of the crew of the French barque *Cannebière*, wrecked during a severe gale in Dundrum Bay on the 15th March, 1905.

The vessel, a large sailing ship of upwards of 3,000 tons, left Glasgow bound for the French Colony, New Caledonia, but being overtaken by tempestuous weather, was obliged to seek shelter in Dundrum Bay. Both anchors were let go, but they dragged, with the result that the ship grounded and the seas quickly commenced to wash over her. The crew all took to the rigging, with the exception of the cook, who, unfortunately, was washed overboard and perished.

The Institution's Life-boat, *Farnley*, stationed at Newcastle, was promptly sent to the rescue, but failed in the first attempt to reach the endangered men. In the meantime the tug, with Mr. JOHN MCCAUSLAND in command, put off and rescued ten of those on board, but in the gathering darkness had to suspend operations. Undaunted by their first failure, the Life-boatmen manfully stuck to their task, and some fourteen hours after they had left Newcastle they had the satisfaction of rescuing the last man on board.

In the second case the honours went to Scotland, H.I.M. the German Emperor having graciously awarded the crew of the Institution's Arbroath Life-boat, *James Stevens* No. 13, three silver watches and the sum of £20—the watches to the Coxswain Superintendent (Mr. W. H. SMITH) the Assistant Coxswain, and the Bowman, and the sum of £2 to each of the other members of the crew. On the back of each watch was engraved His Majesty's monogram, surmounted by the Imperial crown.

The reward was in recognition of the rescue of the crew of five hands of the barque *Gesine* of Oldersum, which, when on a voyage to Alloa, was wrecked at Westhaven, near Carnoustie, on the 14th April, 1906. Information reached Arbroath about 5.30 in the morning, and, notwithstanding the early hour, within twenty minutes the Life-boat was on its errand of mercy. On arrival they found the *Gesine* almost submerged, and the entire crew were taking refuge on the forecastle, benumbed with cold and exposure. A line was thrown to them with the view of rescuing them by means of a buoy attached, but this they failed to make use of. The Life-boat crew then, with considerable danger and difficulty, hauled alongside the schooner, the boat being damaged in consequence. It was then seen that the distressed men were too feeble to help themselves, and with all care they were lifted into the Life boat, which then made for home. One very pleasing incident of this splendid service was that the members of the Life-boat crew, in the terrible weather, with noble unselfishness divested themselves of part of their clothing in order to keep the shipwrecked men warm until Arbroath was reached.

The presentation of the much-appreciated gifts was made the occasion of a public ceremony, over which the Provost presided.

## LIFE-BOAT SATURDAY FUND.

THE summer months are practically the high season of the Life-boat Saturday Fund, and throughout the country, north, south, east and west, the various Local and District Committees, including the Ladies' Auxiliaries—without whose important aid no undertaking is completely equipped—are working hard to press the great object of their existence, namely, to promote the securing of increased recognition and financial support for the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

There is no doubt that a year's experience of the re-organization of the Fund in certain directions has fully justified the changes made and it is believed that they will be productive of excellent results before the year closes.

On all sides we hear—and the Board of Trade tables would seem to confirm the rumour—that the trade of the country is improving. Should this be the case, we must welcome the silver lining to the clouds which have for so long enveloped us and begin to hope that such a long-looked-for state of affairs may continue and be the happy means, as should certainly ensue, of better results as a reward for the untiring exertions of the Saturday workers.

The inhabitants of our large inland cities and towns seem hardly to realize sufficiently their obligations to our Life-boatmen. The efforts of the Life-boat Saturday Committees have therefore been more especially centred in the direction of urging and cultivating amongst these a better and fuller appreciation of the noble and self-sacrificing work. We have heard it foolishly stated from time to time that it is not required of those not resident on the sea coast to contribute to the LIFE-BOAT INSTITUTION, inasmuch as, for so it is alleged by such uninformed persons, the cost of Life-boat work should fall on the coast population who furnish the crews for the Life-boats. Could any suggestions be more ignorant or selfish? In this, as in most matters in this country, the interests of one are the interests of all, and where, it should be asked, would the inland population be, and what would their dire necessities be, were it not for our ships and our sailors, who are indirectly the bread-winners for all? It is to protect these, therefore, that the LIFE-BOAT INSTITUTION exists, and this is why its claims should meet with a liberal and prompt response from all classes of the community.

## THE SKIPPER AND HIS DOG.

A SEA captain's love for his dog was the cause of an interesting incident in connection with the rescue of a shipwrecked crew by the Clacton Life-boat on 23rd February last.

The schooner *Renner* stranded on the Buxey Sands on Friday night, and the Clacton Life-boat put out to her assistance and stood by all night. In the morning all hope of saving the ship vanished, and the captain and crew clambered into the Life-boat.

The journey to the shore began, when suddenly a cry of anguish was uttered by the skipper. His dog had been left on the ship, and he begged the Life-boatmen to go back.

Coxswain Salmon has a soft spot in his heart for animals. He answered by a tug at the tiller, and the Life-boat was once more heading towards the doomed schooner.

At daybreak the Life-boat reached Clacton pier with the crew of the *Renner*—and the dog.

## NEW LIFE-BOATS.

MABLETHORPE (LINCOLNSHIRE).—In a former number of the *Life-boat Journal* (217), it was mentioned that the boat at this station had been replaced by a new one of the Liverpool type, 36 ft. long by 9 ft. wide, and that she was named the *John Rowson Lingard*, her cost having been defrayed from the bequest to the Institution of the late Mrs. MARY CATHERINE LINGARD, of St. Leonards-on-Sea.

On the 12th October last the charming seaside town of Mablethorpe was *en fête* to witness the ceremony of naming the new Life-boat. Flags and beautiful decorations were everywhere to be seen.

The boat having been paraded round the town was brought to the awning on the promenade where the zealous honorary secretary at Mablethorpe, Dr. IREDALE, presided at the ceremony. Commander THOMAS HOLMES, R.N., District Inspector of Life-boats, gratefully accepted the boat on behalf of the ROYAL NATIONAL LIFE-BOAT INSTITUTION and handed her over to the Lincolnshire Coast Shipwreck Association.

Mr. B. C. GARFIT, as one of the honorary secretaries of that Association, received the new boat and then formally entrusted her to the care of the local committee. In doing so he said he well knew that under their guidance and with the gallant crew he saw before him to man her, the *John Rowson Lingard* would be the means of saving many valuable lives.

Mr. STRAWSON accepted the boat in the name of the Local Committee.

Prayer for the success of the Life-boat having been offered by the Rev. D. R. WHITELAW, and the hymn, "Eternal Father, strong to save," sung by the school-children, the Baroness VON ECKARDSTEIN named the boat, which was taken to the beach and launched under the charge of the Dis-

trict Inspector. The Coxswain Superintendent, Mr. CHARLES GRAY, expressed his great satisfaction and that of his crew with their new boat.

In the evening the Life-boat crew and the launchers were entertained at dinner by the Local Committee at the Book-in-Hand Hotel.

CLOUGHEY AND NEWCASTLE, CO. DOWN; BALLANTRAE, Ayrshire; LONGHOPE, ORKNEYS; AND SKEGNESS, LINCOLNSHIRE.—The Life-boats placed by the Institution on these stations have recently been replaced by new boats of the most modern types. Cloughy and Skegness are of the Liverpool type, Newcastle and Ballantrae self-righting boats and the Longhope boat is of the Watson type. The Cloughy boat is named the *John* and that sent to Newcastle the *Marianne*, the cost of both having been defrayed from the legacy bequeathed to the Institution by the late Mr. JOHN ALEXANDER HAY, of Cheltenham. The Ballantrae Life-boat is, like her predecessor, named the *William and Harriott*. The boat for Longhope is named the *Anne Miles*, in accordance with the wishes of Miss MILES, of West Hampstead, London, who has given the Institution a generous contribution for this purpose. The Skegness Life-boat is named the *Samuel Lewis*, her cost having been provided by the generosity of Mrs. ADA LEWIS-HILL, of Grosvenor Square, London, in memory of her late husband. The arrival of the new boat at Skegness was celebrated by a public supper to the Life-boat men arranged for by Mrs. LEWIS-HILL. The supper was also attended by Admiral Claude R. Buckle, the honorary secretary of the Lincolnshire Coast Shipwreck Association, Mr. C. F. Grantham, honorary secretary of the Skegness Branch, the Rev. W. Disney, rector of Skegness, Dr. Bernard, Commander Thomas Holmes, R.N., District Inspector of Life-boats, and others.

## "THE DEAR OLD LIFE-BOAT."

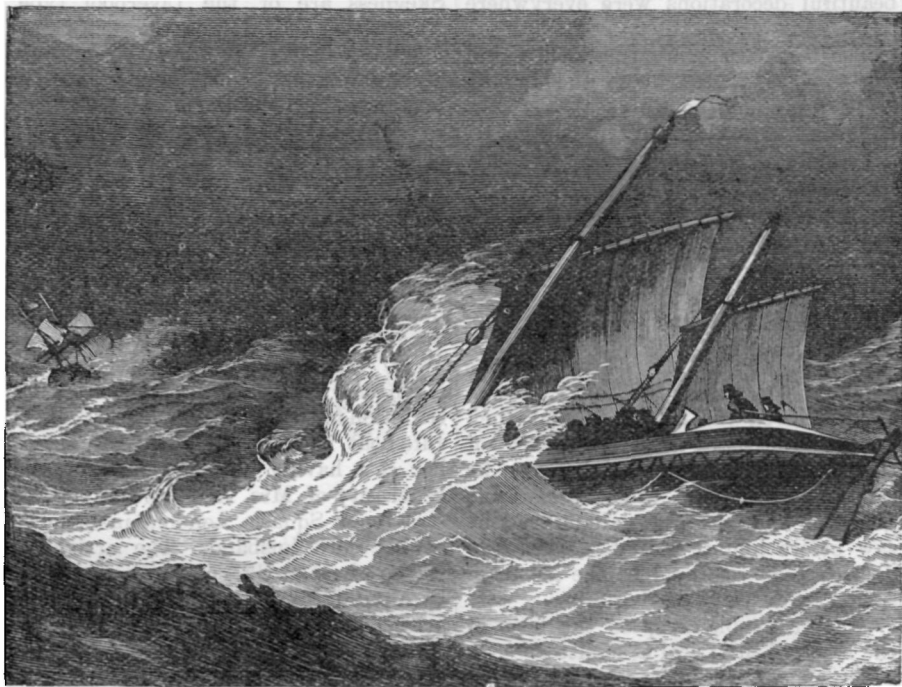
"THE voices of the rescued—their numbers may be read—  
The tears of speechless feeling our wives and children shed—  
The memories of mercy in man's extremest need—  
All for the dear old Life-boat, uniting, seem to plead."

LORD STRATFORD DE REDCLIFFE.

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

FORMBY, LANCASHIRE.—At 8.25 on the morning of the 2nd January, a message was received from the Formby Light-vessel, stating that a steamer appeared to be aground on Taylor's Bank, and later the information was confirmed. The Life-boat *John and Henrietta* was launched and proceeded to the steamer, the *Granada*, of Liverpool. It appeared that she had been in collision with another vessel, and was then on the sand considerably damaged and with

SCARBOROUGH, YORKSHIRE.—During a moderate S.E. gale and very heavy sea, on the 3rd January, the steam-trawler *Sea King*, of Hull, was observed in the offing making signals for a pilot. The sea was too rough for an ordinary shoreboat to put off, the Life-boat *Queensbury* was therefore launched and proceeded to her. They found that the steamer had run short of fuel and could not reach Hull, the port to which she was bound. Two Life-boatmen were



several feet of water in her forward hold. When the tide made, two tugs which had also come to the vessel's assistance, towed her clear of the ground. As her safety depended entirely on the forward bulkhead, the Life-boat remained by the vessel in case of accident. By four o'clock in the afternoon she had been towed into safety, and the Life-boat returned to her station. During this service the weather was very cold and foggy and a moderate S.S.E. gale was blowing.

placed on board and the vessel was brought into safety.

BERWICK-ON-TWEED, NORTHUMBERLAND.—About 7 A.M. on the 4th January, a fog-horn was heard to the southward by the fishermen and they at once assembled to man the Life-boat. Confirmation by the Coastguard was received that a steamer was in distress and the Life-boat *Matthew Simpson* was therefore launched and proceeded to sea. About half a mile from the pier-end they observed the



Spittal private salvage boat *Margaret D. dds*, which was also used on occasions for life-saving, making very urgent signals to them. It was noticed that she was very deep in the water, and on getting alongside, she was found to be sinking, the gunwale being already awash. The men were baling with their hats, and every endeavour was being made to keep her afloat until help reached them. The crew of fifteen were taken into the Life-boat, which then returned and landed them in safety at Spittal. The Life-boat then proceeded to the steamer but her assistance was not required.

WHITBURN, DURHAM.—The s.s. *Inger* of Aalborg, whilst bound from that port to Sunderland, stranded on the 4th January, during a thick fog, to the south of Soutar Point. Information reached Whitburn about 8 P.M., and the Life-boat *William and Charles* was despatched to her assistance. She was found to be full of water, and the crew nineteen in number were rescued and conveyed to Whitburn, the boat being rehoused at 10.45 P.M.

CAISTER, NORFOLK.—At 8 P.M. on the 5th January, a steamer was seen aground on the Barber Sands, and the crew of the No. 1 Life-boat *Covent Garden* were mustered and the boat launched. She proceeded to the sands and there found the s.s. *Harriet* of Middlesbrough ashore. The weather was moderate, although it looked threatening. The Life-boat went alongside, and the Captain informed the Coxswain that he intended to try and float his vessel with the flowing tide, but this he failed to do and the wind having increased to a moderate gale with a heavy sea, he engaged the Life-boatmen to get the steamer off. With the assistance of tugs the vessel was extricated from her dangerous position about 5.30 A.M., and towed into Yarmouth Roads, the wind by then having increased to a strong gale.

BRIDLINGTON QUAY, YORKSHIRE.—About 8 o'clock on the morning of the 6th January the wind increased and the weather became very bad, which caused considerable anxiety for the safety of some of the cobs which

had left for the fishing grounds earlier in the morning. Most of the boats managed to reach home safely, but soon after 9 A.M. it was seen that two of them, the *Northern Star* and *Lord Londesborough*, whilst making for the harbour had to encounter very heavy seas. As it was feared the small crafts would be swamped, the Life-boat *George and Jane Walker* was launched, and stood by them until they were safe in harbour.

FILEY, YORKSHIRE.—Several of the fishing cobs put to sea in the early morning of the 6th January, but soon after 7 A.M. the wind veered to N.E. and increased to a strong gale. Ten of the cobs were sufficiently near home to gain a shelter, but three were overtaken by the boisterous weather. As their return was attended by considerable danger, the Life-boat *Hollon the Second* was launched and stood by the three boats until they reached the shore.

SHERINGHAM, NORFOLK.—Whilst the crew of the Life-boat *J. C. Madge* were assembling for an exercise launch on the 6th January, several vessels were seen running for shelter, as a strong westerly gale with heavy squalls was blowing. One of them, which proved to be the barge *Gothic*, of London, brought up about 10.45 A.M. and hoisted signals for assistance, having lost her headsails and bowsprit. The Life-boat was promptly launched, and on reaching the barge assisted the crew to lay a second anchor. She was then left to weather the storm, and her crew of three hands were conveyed ashore. Next day the weather moderated, and the crew of the barge were replaced on board by the Life-boat, which then accompanied them in the direction of Yarmouth. When off Mundesley a tug was engaged, and at about 5 P.M. Yarmouth was reached. The Life-boat left again at 8 P.M., regaining her station at 2.45 next morning.

HAYLE, CORNWALL.—A strong N.W. gale was blowing, and about 1.30 P.M. on the 6th January, the s.s. *Tethys* (a new sand pump dredger), bound from Glasgow to Sydney, N.S.W., made for

Hayle through stress of weather ; after taking the bar, she stranded in a terrific squall on the eastern side of the entrance channel. The Life-boat crew were summoned, and in a very short space of time the Life-boat *E. F. Harrison* was afloat. As the wind was blowing up the harbour, the boat had difficulty in making headway, but a line having been thrown ashore, many willing hands quickly towed her to the north of the harbour. She then made for the steamer, but the Captain and crew refused to leave their vessel, as she was now clear of the worst of the broken water. The Life-boat remained alongside for some time, and rendered valuable assistance to prevent the steamer drifting into further danger, and then returned ashore, being rehoused about 6 P.M.

JOHNSHAVEN, KINCARDINESHIRE. — At 6 A.M. on the 9th January, in smooth but thick weather, the fishing-boats of Johnshaven put to sea. An hour or so later the sea commenced to rise and the S.E. wind increased to a gale, and by 10 o'clock it was so rough that it was considered advisable to send the Life-boat out to see that the smaller boats reached the harbour in safety. The Life-boat *Sarah Ann Holden* was therefore launched and lay off the harbour until all the fishing-boats had made the harbour safely, and then returned ashore.

GOURDON, KINCARDINESHIRE. — Whilst the small fishing-boats were returning from the fishing-grounds on the 9th January, the sea became so heavy at the mouth of the harbour that the Life-boat *Theophilus Sidney Echalaz* was launched to stand by and assist the boats. The sea was breaking very heavily, and crossing the bar was attended with great danger. Happily however all the fishing-craft succeeded in getting into harbour without accident and the Life-boat returned ashore.

TENBY, PEMBROKESHIRE. — About 7 P.M. on the evening of the 11th January a signal of distress was seen from a vessel at anchor in Caldy Road. There was a moderate to strong south westerly gale at the time accompanied by a heavy ground sea and the Life-boat

*William and Mary Devey* was promptly launched. Whilst beating out to the vessel another flare was seen from a vessel further to the westward. The Life-boat proceeded to her and took off her crew of four men, and then made for the other vessel, and her crew were also taken into the Life-boat, which conveyed them safely ashore. In the meantime the weather had become very bad, the gale increasing considerably in strength, and eventually the first vessel assisted—the ketch *Eily* of Gloucester, with a cargo of scrap iron—became a total wreck. The other vessel, which was the ketch *Excellent* of Wexford, weathered the storm and was able to proceed on her voyage to Burry Port where she was bound with a cargo of pit-props.

ST. HELIER, JERSEY. — Three men were rescued on the 12th January in a strong southerly gale by the Life-boat *Sarah Broosheft, Kirk Ella*, after having passed the night on a beacon on a rock upwards of three miles from the shore. It appeared that the men had gone off to the beacon the previous day about noon to carry out some work and when they wished to return the sea was too rough for them to regain their boat. A boat from the shore put off the same night to try to rescue them but had to abandon the attempt. About 6 A.M. application was made for the Life-boat and she was promptly launched, but could not get near enough to render any assistance. At noon the Life-boat made another attempt and was towed out to the rock by the harbour tug ; there she was cast off, and went to leeward of the rocks. The cane-heaving-line was thrown, and the line successfully hauled in by the men, but it was found that a reef of rocks which was below the water would prove very dangerous to the work of rescue ; it was therefore thought advisable to cast off the rope and make another attempt from windward. After considerable difficulty the Life-boat was worked within about fifty yards of the rock and communication by rope eventually established. After this had been done, life-buoys were hauled across, and one by one the men were pulled through the breakers to the Life-boat. The tug then picked up the

Life-boat and towed her into harbour. The men had suffered much from hunger and thirst, more particularly the latter, and when landed were in an exhausted condition.

**CULLERCOATS, NORTHUMBERLAND.**—At 8.45 A.M. on the 17th January, the Coxswain of the Life-boat received information that one of the small cobbles which were off line fishing was in danger of being swamped, about three quarters of a mile off Sharpness and was unable to pull in against the heavy westerly gale. Another coble was launched to go to her assistance, but the gale increased in violence and the boat returned. The Life-boat *Co-operator No. 1* was then launched, sailed to the coble, and rescued her occupants, towing the boat into safety.

**PADSTOW, CORNWALL.**—At noon, on the 18th January, during a north-west gale, the Coastguard reported that a vessel was making for the Harbour, with part of her canvas blown away. As the vessel—the schooner *Harvest Home*—was in considerable danger in the very heavy sea, the No. 1 Life-boat *Arab* was launched and stood by her in case she should come to grief. Happily her active assistance was not required, and when the schooner had reached safety, proceeded to the trawler *Hadassah*, of Brixham, until she also made the harbour safely.

**PORT ST. MARY, ISLE OF MAN.**—During a strong northerly gale, on the 18th January, three small open fishing-boats, belonging to Port Erin, put into Port St. Mary, and reported that two similar boats were attempting to follow. Owing to the heavy sea and the increased strength of the gale, it was seen that they could not make the Harbour or effect a landing anywhere; the Life-boat *James Stevens No. 1* was therefore sent to their assistance. Within ten minutes of the signal being fired the Life-boat was afloat and on her way to the distressed boats. She came up with them in the Sound about three miles from Port St. Mary. They were in a perilous position, but as the Life-boat reached them there was a lull in

the fury of the wind, and the fishermen decided to try and save their boats by grounding them in a creek in the Sound. This they did, the Life-boat in the meanwhile standing by them to render assistance if necessary; she then returned ashore.

**MARGATE, KENT.**—An excellent service was performed by the No. 2 Life-boat *Civil Service No. 1* on the 18–19th January, resulting in four lives being saved. About 7.30 P.M., whilst a whole gale from W.N.W. was raging, signals of distress were seen from a schooner in the Roads. The No. 2 Life-boat was promptly launched, and in the heavy sea proceeded to the vessel, which proved to be the schooner *Ann Warren*, of Gloucester. Her anchors were dragging, and the first attempt to get alongside failed; the second attempt however was more successful and the Life-boat was made fast. Whilst the crew were being rescued the main boom of the schooner unfortunately swung over and seriously damaged the boat. She remained in the vicinity of the schooner for some time, but at 10.30 P.M. the second cable was carried away, and the vessel was totally wrecked on the Long Nose rock. The Life-boat then returned to harbour.

**BROADSTAIRS, KENT.**—In response to signals of distress at 8.30 P.M. on the 18th January, the Life-boat *Francis Forbes Barton* was launched. There was a whole W.N.W. gale at the time, and the sea was very heavy. Having proceeded in the direction of the signals, they found the schooner *Amy*, of Plymouth with five men on board bound from London to Plymouth, in a perilous state; her sails had blown away in the gale, and her anchors had parted. Six Life-boatmen were put on board, and the boat stood by them. When the tide turned they succeeded in working the vessel to Ramsgate Harbour.

**SEAHAM, DURHAM.**—The s.s. *Longnewton*, of Sunderland, when bound for London on the 19th January, struck the rocks outside Seaham Harbour. She proceeded about a mile to sea, when she was seen to put back

and hoist a signal for "immediate assistance." The Harbour tug was sent out, but returned and reported that the steamer was sinking; the Life-boat *Skynner* was then promptly launched and proceeded under sails and oars, but in the prevailing northerly gale failed to reach the distressed vessel. The tug therefore took her in tow, and she proceeded alongside the steamer, which was aground on the rocks full of water the sea breaking over her. The crew of twenty were safely transferred to the Life-boat, which then returned to harbour. The Honorary Secretary, Captain J. Smith, went out in the tug, and the District Inspector, Commander Thomas Holmes, R.N., was in the Life-boat, and both were thanked by the Committee for their co-operation.

ABERSOCH, CARNARVONSHIRE. — The schooner *Proba*, of Dartmouth, whilst bound to Dublin with a cargo of malt, stranded on the 21st January not far from the Life-boat house, and in response to the signal which she made shortly before stranding, the Life-boat *Oldham* proceeded to her assistance. She went alongside, took the Master and his wife on board and landed them at Penrhyn-du. The wind was blowing freshly from the N.E. at the time of the accident and the sea was rough and choppy with heavy breakers on the shore, but hopes were entertained of saving the schooner when the weather moderated.

WEXFORD, CO. WEXFORD. — About 7.30 P.M. on the 23rd January, signals of distress were seen on the yawl *Gannett*, of Wexford, which had run aground the previous day, and the Life-boat *James Stevens No. 15* was sent out in response. As the tide was nearly low, she was unable to get alongside, but managed to reach the vessel's bowsprit, and the four men of the crew climbed into the boat by that means. It appeared that they had no food or fire on board, and the weather looked threatening; they desired to be landed, and this was done. The weather at the time of the service was moderate.

MOELFRE, ANGLESEY.—A telephone

message was received about 7 P.M. on the 24th January, stating that a pilot boat about two miles off Point Lynas was making signals of distress and required assistance at once. The Life-boat *Star of Hope* was promptly launched and proceeded to the vessel, which proved to be the steam pilot-boat, *Leonard Spear*, of Liverpool. The Captain explained that he had been in collision with another vessel which had foundered, but happily her crew had been saved by getting on board his vessel. Being in some danger of sinking he had made signals for help. By the time the Life-boat arrived on the scene it was found that the damage was not as serious as had been anticipated and the Life-boat stood by the vessel whilst she made for the Roads to anchor for the night. The boat then left her on the understanding that, if it were found later that assistance was required signals would again be made. This however was not necessary, although the next morning when the vessel left for Liverpool she was practically full of water.

CAMPBELTOWN, ARGYLLSHIRE. — The schooner *Ellie Park* of Barrow, bound from the Dee to Red Bay in the north of Ireland encountered very heavy weather and when trying to make port had her sails blown away in a heavy squall. The anchor was run out, but the S.W. gale increased until it was necessary for the anchor and cable to be slipped. The schooner was then blown across to the Kintyre coast in a helpless condition, the sea constantly breaking over her and she was driven ashore in the neighbourhood of Macrinnan's Point on the evening of the 24th January. Information reached the Life-boat authorities at 7.50 P.M., and the assembly signal was at once fired. The crew were quickly on the spot and the Life-boat *James Stevens No. 2* was launched and on her way to the schooner in a very short time. A steamer—the *Louise*—followed the Life-boat to the scene of the wreck. When the Life-boat reached the schooner she was hard on the rocks, and the crew were on the point of leaving her in their own boat. The Captain requested the Coxswain to

stand by him and if possible save the vessel. The schooner's crew were completely exhausted and could render no assistance, but as the wind had changed to N.W. and the tide was flowing, the Life-boatmen, with the help of the vessel's remaining anchor, were able to float her. The steamer was then engaged to tow her into harbour and two ropes having been passed by the Life-boat, Campbeltown was reached about 10 P.M.

WEXFORD, CO. WEXFORD.—During a S.W. gale on the 27th January, signals of distress were shown by the ketch *Christine*, of Milford, which had stranded on the Dogger Bank. The crew of the Life-boat *James Stevens* No. 15 were at once assembled, but before they had boarded the Life-boat, the Captain of the ketch came ashore in his own boat and engaged the crew to save his vessel. At 11.15 A.M. they proceeded to the schooner, and laid out two anchors. They then commenced to jettison the cargo and continued the salvage operations all day. About 10 P.M., whilst so engaged, signals of distress were seen from two other vessels also aground on the bank. The Life-boat immediately left the schooner and proceeded to their assistance. The wind by now was blowing a strong gale, and the night was very dark. The boat was anchored and veered down to the nearer vessel, which proved to be the schooner *Aeron Belle*, bound from Newport, Monmouth, to Wexford, with a cargo of coal. With difficulty the crew of seven men were rescued, and then the boat made for the other vessel—the ketch *Ketch*, of Ayr, inward bound from Plymouth. To rescue her crew also presented considerable difficulty and some danger; the vessel lay stern to wind and it was necessary to take the men over the bow owing to the shallow water alongside and at the stern. In doing this the stern of the Life-boat was damaged by the vessel's anchor, which was on her bow. The heavy sea breaking on the star-board side washed heavily round the bows, rendering the operation very hazardous. Having accomplished their task the Life-boat returned to the *Christine*, and anchored until daylight.

About that time the wind veered more to westward and the *Christine* was floated, whereupon the Life-boat returned ashore and landed the rescued men.

GORLESTON, SUFFOLK; CAISTER, WINTERTON, PALLING, AND CROMER, NORFOLK.—In the early hours of 29th January, the s.s. *Newbarn* of Newcastle, which is a big steamer of more than 3,000 tons, ran aground on the southern end of the Hasboro' Sands and remained fast. She was at the time on a voyage from the Tyne to Genoa, with a cargo of 4,700 tons of coal, and carried twenty-seven hands. About 7.50 A.M. she was observed at Palling, and the No. 2 Life-boat *Hearts of Oak* proceeded to her, followed shortly afterwards by the Winterton No. 2 Life-boat *Margaret*. The Life-boatmen were at once engaged, and commenced as soon as possible to jettison the cargo. In the meantime tugs came upon the scene, but in spite of all efforts the vessel remained fast. Next morning the Winterton No. 1 Life-boat *Edward Birkbeck*, with more beachmen, arrived to relieve the crew of the *Margaret*, and the steam Life-boat at Gorleston, *James Stevens* No. 3, proceeded at the request of Lloyd's agent, to the steamer with additional help. Meanwhile the Palling No. 1 Life-boat, 54th *West Norfolk Regiment*, had come out with more beachmen, and the salvage work was continued until the 2nd February, the men working in gangs and being relieved when necessary. The number of men working on the endangered vessel being very large, the Caister and Cromer Life-boats, *Covent Garden* and *Louisa Heartwell*, were also engaged to stand by in case their services should be required, but fortunately on the 2nd February about midday the tugs succeeded in towing the vessel clear and took her to safe anchorage. During the service, which lasted five days, the weather was from moderate to rough and the westerly wind was strong.

FLAMBORO', YORKSHIRE.—At 2 P.M. on the 2nd February it was necessary to launch the No. 1 Life-boat *Forester*, to assist four of the fishing cobs, which were at sea, the weather having become very rough, with a N.N.W. gale and

very choppy sea. The Life-boat stood by the cobbles until they reached safety, when she returned ashore. This was the first time the Life-boat which was a new one had been launched on service, and her behaviour gave the liveliest satisfaction.

**HOLY ISLAND, NORTHUMBERLAND.**—The Life-boat *Grace Darling* was launched on the 3rd February to assist the crew of the Berwick-on-Tweed Life-boat to make the Holy Island Harbour safely.

The Berwick Life-boat had put off in a strong northerly gale and very heavy sea to assist a fishing-vessel belonging to Eyemouth, and when endeavouring to return across the bar the boat was thrown on her beam ends and several of the crew were washed overboard. Happily they all regained the Life-boat, which then made for Holy Island. A message having been sent to that place, the *Grace Darling* was launched to help them, and as the Berwick men were all very exhausted from wet and cold, the help was much appreciated.

**CLOUGHHEY, CO. DOWN.**—About 4 A.M. during hazy weather on the 6th February, the s.s. *Febo*, of Genoa, bound for Glasgow with a cargo of iron ore, stranded on the rocks, and the Light-vessel in the vicinity commenced to fire signals. This having been reported to the Honorary Secretary, the Life-boat *Faith* was launched and proceeded to the steamer. On arrival it was found that she was fast on the rocks making a great deal of water and that her crew were preparing to leave her. Eight of the men were taken into the Life-boat, which then took one of the ship's boats in tow containing the remainder of the hands, and by eight o'clock the whole of the crew, twenty-four in number, were in safety.

**IRVINE, Ayrshire.**—On the 6th February, about half-past four in the morning, one of the pilots at the harbour reported that a vessel was ashore on the north side of the bar and required assistance. The crew of the Life-boat were promptly summoned, and in answer to signals of distress,

launched the Life-boat *Jane Anne*. A pilot boat had already attempted to reach the vessel, but was unable to do so. On arrival at the stranded vessel, which proved to be the jigger *St. Abbs*, of Campbeltown, bound from Belfast to Irvine with a cargo of scrap-iron, the crew of three hands were rescued, and landed at Irvine. There was a strong S.W. breeze blowing at the time, accompanied by a heavy sea.

**HAYLING ISLAND, HAMPSHIRE.**—The barge *Mabel*, whilst proceeding from Chichester Harbour to Portsmouth on the 8th February, was caught in a heavy squall when off Hayling Island and dismasted. The Master at once let go his anchor, and made signals of distress. In response, the Life-boat *Charlie and Adrian* was launched, and reached the barge about 11.45 A.M. It was blowing a gale from W.S.W., with very heavy squalls, and a heavy sea was running, but in the hope of saving his vessel the Master requested the Life-boat to stand by him, ready to render assistance. A tug was signalled for, but at 3 P.M. no further help having arrived, the Master decided to abandon his craft, as both he and his Mate were suffering from their exposure in the extreme cold. Both were taken into the Life-boat, which returned ashore and was rehoused by 5 P.M.

**REDCAR, YORKSHIRE.**—About 2 P.M., on the 8th February, the pilot coble *Annie*, of Redcar, which had gone out in the morning to a steamer, but had failed to reach her on account of the strong N.W. gale and heavy sea, was seen off Redcar, beyond the breakers, with her anchor down. She was in considerable danger of foundering and there were two men on board. The crew of the Life-boat *Brothers* were assembled, the boat was launched and proceeded towards the coble. The coble then lifted her anchor and drifted in, closely followed by the Life-boat, and both came ashore in safety halfway between Marske and Saltburn, at about 3.30 P.M. Horses were then procured, and the *Brothers* was conveyed on her carriage by road back to Redcar.

CAMPBELTOWN, ARGYLLSHIRE. — The fishing-skiff, *Fairy Queen*, of Campbeltown, was caught in a heavy N.E. gale on the evening of the 7th February, and was not able to make the harbour. During the whole of the next day the gale increased, and the skiff sought shelter off Kildalloig. After daylight failed watchmen were placed to see that disaster did not overtake those on board.

At 2 A.M. on the 9th idem the watchers reported that the vessel was in a dangerous position, and making very bad weather, in addition to which there was no abatement in the storm, it being bitterly cold with heavy snow squalls. The Life-boat, *James Stevens No. 2*, was accordingly launched and succeeded in bringing both the vessel and her crew of six hands safely ashore. It was known when the Life-boat was launched that the fishermen must be running short of provisions, because as a rule they only go out from day to day, and it subsequently transpired that they had eaten the last food on board at 4 P.M. on the previous afternoon, and when rescued all were much exhausted from exposure, one man being very ill.

CLOVELLY, NORTH DEVON. — The Life-boat, *Elinor Roget*, was launched at 4.30 A.M. on the 9th February, in response to signals from the s.s. *Peruviana*, of West Hartlepool.

On arrival at the vessel, it transpired that the rudder had been damaged, and she had anchored off Baggy Point the previous afternoon in a helpless state. The weather was very bad, a strong N.N.W. gale blowing with a rough sea. Whilst waiting for assistance to come to her, she commenced to drag her anchors, and in the early morning the Captain considered it prudent to summon the Life-boat in case she should be needed. At the request of the Captain, the Life-boat stood by him until tugs came upon the scene, and then, her services being no longer required, she returned ashore.

The behaviour of the crew during this service was spoken of in the highest terms, they having had a very trying time. The weather was piercingly cold, and the heavy seas dashed over the Life-boat, wetting the men through, and

in this condition they were exposed for upwards of five hours to the fury of the gale.

MUMBLES, GLAMORGANSHIRE. — At 11.19 A.M., on the 10th February, the Coastguard reported that a vessel was showing signals of distress off Oxwich Point, and that a steamer was endeavouring to assist her, but that there was too much sea. The Coxswain having procured a tug proceeded in the Life-boat, *Charlie Medland*, to the place indicated, where he found the French ketch, *Notre Dame de France*, with the sea making a clean breach over her. She had a considerable quantity of water in her, her canvas had been all blown away, and the crew five in number were exhausted. The Master, however, was not willing to leave his craft, and asked the Life-boatmen to try and save her. After repeated attempts, occupying more than three quarters of an hour, four men were successfully placed on board. Efforts were then made to weigh the vessel's anchors, but failed, and they were slipped. The ketch was then taken in tow by a tug and with the Life-boat in attendance towed to Swansea.

GORLESTON, SUFFOLK. — About 12.20 P.M. on the 10th February the Coxswain of the No. 2 Life-boat observed the Billy-boy *Annie*, of Grimsby, being towed over the bar outward bound, when the tow-rope suddenly broke and the Billy-boy drifted rapidly towards the North Bank. Knowing the danger, especially in such bad weather—there was a strong S.S.W. breeze, with a rough sea—he assembled the crew of the Life-boat *Leicester*, and launched to the assistance of those on board. On arrival it was found that the vessel had anchored, but she was bumping heavily. With all despatch the Life-boat conveyed another tow-rope to the tug, which had stood in as near as possible to the vessel, and she was towed off the bank and back into the harbour accompanied by the Life-boat.

CLACTON-ON-SEA, ESSEX. — Shortly after midday on the 10th February a

message was received, stating that a vessel was apparently on the North Buxey Sands, and the Life-boat *Albert Edward* was launched, but before she had proceeded far the vessel was forced by her sails, on the rising tide, over the sands and drove towards the beach. When the Life-boat reached her she was found to be a derelict yacht named the *Isidora*; one of the Life-boatmen jumped on board and endeavoured to wear the yacht, but she took the ground before anything could be done. As there was no trace of the yacht's crew the Life-boat proceeded to a schooner which lay to leeward of where she originally stranded, but they could give no information respecting the missing men. The Life-boat then returned to the yacht and took steps to try and save her, and at noon the next day they were successful in getting the vessel off and took her into Harwich Harbour. During the service a S.W. gale was blowing, with a heavy sea, and during the whole of the twenty-four hours the men were on duty they were wet through by the breaking seas. It subsequently transpired that the crew of the yacht had landed at Margate.

THURSO, CAITHNESS-SHIRE.—During a whole E.N.E. gale and heavy snow showers on the evening of the 10th February, signals of distress were observed from the schooner *Pandora*, of Fraserburgh, which was lying at anchor in Scrabster Roads. The crew of the Life-boat *Co-operator No. 3* were summoned, and the Life-boat launched. The sea was exceedingly heavy, and on arrival it was found that it was making a clean breach over the vessel's fore-castle, in addition to which she was riding very heavily, and the anchors were inclined to drag. The crew of four men were taken into the boat, which brought them safely into harbour at 11.30 P.M.

MARGATE, KENT.—About 12.15 P.M. on the 13th February distress signals were reported from the Princess light-vessel. The No. 1 Life-boat *Eliza*

*Harriet* was launched and proceeded to the "Shingles," where the ketch *ND. de Lourdes*, of Gravelines, was found, but as the boat came up with her she floated clear. No active help was required. The Life-boat however stood by her until she got into the channel, quite clear of the sands, as she was in a position of considerable danger. The weather was fine but hazy at the time of the accident, with a moderate S.W. breeze.

EYEMOUTH, BERWICKSHIRE.—The s.s. *Ravenscraig*, of Kirkcaldy, a small coasting steamer, whilst bound from Arbroath to Hull with a general cargo on the 16th February, struck some sunken rocks off Eyemouth Bay, and remained fast. The weather was moderate at the time, but the Life-boat *Sarah Pickard* was launched to render assistance. When the tide made sufficiently to float the vessel, she came into Eyemouth Bay and grounded on the sandbank until there was enough water for her to enter the harbour, the Life-boat in the meantime standing by her in case it should be necessary to rescue the nine men on board, there being four feet of water in her hold.

WEXFORD, CO. WEXFORD.—On the morning of the 16th February the fish-steamer *Fulmar*, of Wexford, was observed ashore on the Dogger Bank. The wind was moderate, but the sea was rough, due to the strong S.S.W. gale of the previous night. In response to her signals of distress the Life-boat *James Stevens No. 15* was sent to her assistance. The Life-boat lay near at hand, whilst every effort was made to try and get the vessel off, but in spite of the assistance given by a tug which had also come out all attempts failed. After high water it was found that the steamer was making water and would eventually become a total wreck; the Life-boat therefore rescued the crew of seven, and both she and the tug returned ashore.



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

THURSDAY, 11th January, 1906.

SIR EEWARD BIRKBECK, Bart., V.P.,  
in the Chair.

Read and confirmed the minutes of the previous meeting.

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

Read the report of the Chief Inspector of Life-boats on his recent visit to the Mumbles Life-boat Station.

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

Northern District.—Stornoway, Dunbar, Kirkcudbright, Berwick-on-Tweed, Newburgh, North Berwick, Holy Island (two boats) and Eyemouth.

Eastern District.—Caister (two boats), Pakefield, Southwold (two boats), Kessingland (two boats), Palling (two boats), Hasborough, Winterton (two boats), and Cromer.

Southern District.—Hayling Island, Worthing, Selsey, Littlehampton, and Broadstairs.

Western District.—Llandudno, Point of Ayr, Llanddulas, Porthdinllaen, Criccieth, Abersoch, Pwllheli, Barmouth, Aberdovey, Aberystwith, New Quay (Cardigan), Cardigan, Fishguard (two boats), St. David's, Angle, Mumbles and Tenby.

Irish District.—Groomsport, Carrickfergus, Portrush, Cloughy, Ballywalter, Newcastle (Co. Down) and Killough.

Reported the receipt of a contribution of 17,527*l.* 4*s.* 1*d.* from the Central Committee of the Life-boat Saturday Fund, as the nett proceeds of Life-boat Saturday, 1905.

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

Reported also the receipt of 1,536*l.* 16*s.* 2*d.* from the Civil Service Life-boat Fund, per Mr. CHARLES DIBDIN, Honorary Secretary, to recoup the Institution all the expenses incurred in 1905 in maintaining the seven Stations at which the seven Life-boats presented and endowed by the fund are placed, including a further sum of 150*l.* to augment the endowment fund of the second Civil Service boat, and 450*l.* to strengthen the endowment fund of the Boat *Civil Service* No. 3. The total sum thus contributed to the Institution by gentlemen in His Majesty's Civil Service during the last thirty-nine years has been 33,726*l.* 8*s.* 6*d.*

Resolved that the very cordial thanks of the Committee of Management be tendered to the Honorary Secretary, to his Committee, and to the subscribers to the fund for their continued and much-valued support.

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

	£	s.	d.
Covent Garden Life-boat fund, per Mr. G. MONRO (additional) . . . . .	64	5	8
Licensed Victuallers' Life-boat fund, per Mr. A. L. ANNETT (additional) . . . . .	50	-	-
Collected on board the Anchor Line s.s. <i>Columbia</i> , per Captain WADSWORTH . . . . .	50	-	-
Collected on board the Anchor Line s.s. <i>Caledonia</i> , per Captain W. BAXTER . . . . .	40	-	-
Loyal Order of Ancient Shepherds (Ashton Unity), annual subscription . . . . .	25	-	-
Christmas Oftertory in Darley Church, per the Rev. R. W. WHITTINGHAM, M.A. . . . .	3	14	6
Christmas Oftertory in Elvetham Church, per the Rev. H. GAUSEN, M.A. . . . .	3	1	6
—To be severally thanked.			

Also the receipt of the following legacies:—

	£	s.	d.
The late Miss MARY BOARDMAN BESWICK, of Bolton . . . . .	1,000	-	-
The late Mr. ASPINALL CLAYTON, of Great Harwood, Lancashire . . . . .	1,000	-	-
The late Mr. PETER KINMOND EASSON, of Perth . . . . .	300	-	-
The late Mr. CHARLES EDWARD BLUNDELL, of Norwood . . . . .	250	-	-
The late Miss ELIZABETH GLAVE, of Scarborough . . . . .	225	-	-
The late Mr. WILLIAM ROTHWELL, of Colwyn Bay (additional) . . . . .	147	1	-
The late Miss MARY JANE GROOM, of Penmaenmawr . . . . .	100	-	-
The late Mr. CHARLES KEARTLAND, of Balham . . . . .	100	-	-
The late Mr. JAMES MURRAY, of Elie . . . . .	91	19	6
The late Miss AGNES MURRAY, of Elie . . . . .	91	19	6
The late Mrs. JANE CALLAND (or Walls), of Pendleton, Salford . . . . .	86	19	6
The late Mr. JOHN BEACH FLEURET, of Hythe, Hants . . . . .	45	-	-

Voted the best thanks of the Committee to Mr. ALEXANDER ANDREW, Mr. H. C. BARRETT, Mr. B. J. HOPE BUNT, and Mr. H. R. SPROULE, M.D., in acknowledgment of their long and valuable services as Honorary Secretaries, respectively, of the Greenock, Littlehampton, Wakefield, and Withernsea Branches of the Institution, which offices they had just resigned.

Deep regret was expressed at the death of Miss LUCY CARTER, who had for a long period been Honorary Secretary of the Clevedon Branch of the Institution, and it was decided to send a letter of sympathy to her family.

Paid 2,806*l.* for sundry charges in connection with various Life-boat Establishments.

Voted 285*l.* 19*s.* 9*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Abersoch . . .	Schooner <i>Janie</i> , of Truro	5
Angle . . .	Fishing smack <i>Commodore</i> , of Milford . .	2
Berwick - on - Tweed	Salvage boat <i>Margaret Dodd</i> , of Spittal . .	15
Bridlington Quay	Two cobs of Bridlington. Stood by cobs.	
Carriekfergus .	Schooner <i>Harkaway</i> , of Castletown. Stood by vessel.	
Cloughy . . .	Steam trawler <i>Shamrock</i> , of Hull. Rendered assistance.	
Filey . . .	Three cobs, of Filey. Stood by cobs.	
Formby . . .	S.S. <i>Granada</i> , of Liverpool. Stood by vessel.	
Howth . . .	Schooner <i>Elwood</i> , of St. Ives . . . . .	4
Peel . . .	Schooner <i>Martha Ann</i> , of Newry. Stood by vessel.	
Tenby . . .	Schooner <i>Mary and Gertrude</i> , of Wexford . .	4
Tenby . . .	Schooner <i>Denis Carty</i> , of Wexford . . . . .	4
Whitburn . . .	S.S. <i>Inger</i> , of Aalborg .	19
Youghal . . .	Schooner <i>Annetta</i> , of Dungarvan . . . . .	3

The Caister No. 1 Life-boat rendered assistance to the s.s. *Rockcliff*, of West Hartlepool, and assisted to save the s.s. *Harriet*, of Middlesboro'; the Holyhead steam Life-boat saved 5 lives from the schooner *Earl of Beaconsfield*, of Chester, and afterwards assisted to save the vessel; Ramsgate Life-boat rendered assistance to the schooner *Dora*, of Carnarvon; and the Scarborough Life-boat rendered assistance to the steam trawler *Sea King*, of Hull.

Voted also 1,151*l.* 12*s.* 6*d.* to pay for the assemblies of crews, or for launching the following Life-boats, with the view of assisting persons on vessels in distress:—Alnmouth, Ballywalter, Barry Dock, Caister Nos. 1 and 2, Clacton-on-Sea, Cloughy, Cresswell, Oromer, Gorleston Nos. 1 and 3 (steam), Harwich No. 2 (steam), Hoylake, Margate No. 1, Mumbles, Newbiggin, New Brighton No. 2 (steam), Newburgh, Palling No. 2, Peterhead, Southend-on-Sea, Sunderland (North Dock), Tenby, Walton-on-Naze, Wicklow, Winterton No. 2 and Yarmouth. The Ramsgate Life-boat was also launched.

Also voted the Silver Medal of the Institution to Mr. MICHAEL HANNAGAN, Coxswain Superintendent of the Youghal Life-boat, and double pay to him and to each of the crew for their gallant services on the night of 17th December, when they rescued 3 of the crew of the schooner *Annetta*, of Dungarvan.

Also voted the Silver Medal to Mr. WILLIAM PENROSE, and the thanks of the Institution, inscribed on vellum and framed, to his brothers, Messrs. THOMAS and HENRY PENROSE, for their very gallant but unsuccessful attempt to save the crew of the brigantine *Mary*, of Milford, which was wrecked at the mouth of the Fowey

Harbour, during a S.E. gale, on Sunday, the 31st December.

Also granted 10*s.* to a man for putting off in a punt, and at moderate risk to himself, rescuing 2 men whose boat had capsized in a squall, in Kingstown Harbour, on the 8th December.

THURSDAY, 8th February, 1906.

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

Read and confirmed the minutes of the previous meeting.

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

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

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

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

Northern District.—Crail, Anstruther, St. Andrews, Buckhaven, Banff and Macduff.

Eastern District.—Hunstanton, Wells, Blakeney, Brancaster, Sheringham, Aldeburgh (two boats), Seaham and Whitburn.

Southern District.—Atherfield, Brightstone Grange, Brooke, Totland Bay, Southsea, Walton-on-the-Naze, Clacton-on-Sea, Southend-on-Sea, Broadstairs and Margate (two boats).

Western District.—Hayle, Mevagissey, New Quay (Cornwall), Looe, Lynmouth, Ilfracombe, Clovelly and Appledore (two boats).

Irish District.—Queenstown, Fenit (Tralee), Courtmacsherry, Ballycotton, Youghal and Helvie Head (Dungarvan Bay).

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

	£	s.	d.
Offertory in St. Michael's Church, Paddington, per the Rev. G. F. PRESCOTT, M.A. . . . .	9	13	6
St. Peter's Court School, Broadstairs, per the Rev. F. G. RIDGEWAY . . . . .	5	5	1
Offertories in Adderley Church, Market Drayton, per the Rev. C. J. WINNER, M.A. . . . .	3	4	1
—To be severally thanked.			

Also the receipt of the following legacies:—

	£	s.	d.
The late Mr. JOHN TAYLOR CARDWELL, of Ilkley, Yorkshire . .	8,975	-	-
The late Mrs. ELEANOR JANE Moses, of Carlisle . . . . .	623	10	2
The late Mrs. SARAH HALFON, of Paris, for a <i>Hester Rothschild</i> Life-boat . . . . .	505	14	5
The late Mr. DAVID S. CARGILL, of Glasgow . . . . .	250	-	-
Mr. CHARLES DIBDIN, the Secretary of the Institution, reported that he had found it necessary, owing to the enormous amount of			

work entailed, growing year by year, to retire from the Honorary Secretaryship of the Civil Service Life-boat Fund, which he had filled for 36 years.

Resolved: "That the Committee express their regret that Mr. CHARLES DIBDIN finds it necessary, owing to increasing work, to relinquish the Honorary Secretaryship of the Civil Service Life-boat fund.

"The Committee cannot allow this opportunity to pass without placing on record their high appreciation of the invaluable services so zealously rendered by Mr. DIBDIN for the long period of 36 years, and they beg to tender him the best thanks of the Institution for the same."

Mr. DIBDIN has been succeeded by Mr. HARRY FINCHAM, I.S.O., of the Civil Service Commission.

Voted the best thanks of the Committee to Mr. A. R. MARSHALL and Mr. P. HUGH MARSHALL in recognition of their valuable services for many years as Honorary Secretaries of the Port of Liverpool Branch of the Institution, which offices they had just resigned.

Also to Mr. H. J. VELLACOTT for his long and good services as Honorary Secretary of the Cardiff and Penarth Branch of the Institution.

Paid 2,541*l.* for sundry charges in connection with various Life-boat Establishments.

Voted 292*l.* 12*s.* 11*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Abersoch . .	Schooner <i>Proba</i> , of Dartmouth. Landed . .	2
Campbeltown .	Schooner <i>Ellie Park</i> , of Barrow. Saved vessel and . . . . .	4
Cullercoats .	Fishing coble of Cullercoats. Saved boat and	2
Flamboro' No. 1	Four cobsles, of Flamboro'. Stood by cobsles.	
Gourdon . .	Fishing boats of Gourdon. Stood by boats.	
Johnshaven .	Twelve fishing boats of Johnshaven. Stood by boats.	
Margate No. 2	Schooner <i>Ann Warren</i> , of Gloucester . . .	4
Moelfre . .	Steam pilot boat No. 2, of Liverpool. Stood by vessel.	
Padstow No. 1	Schooner <i>Harvest Home</i> , of Preston. Stood by vessel.	
Port St. Mary	Two fishing boats of Port Erin. Stood by boats.	
St. Helier . .	Rescued three men who had been on a beacon all night.	
Seaham . .	S.S. <i>Longnewton</i> , of Sunderland . . .	20
Sheringham .	Barge <i>Gothic</i> , of London Afterwards assisted to save barge.	4
Tenby . .	Ketch <i>Eily</i> , of Gloucester.	4

Life-boat.	Vessel.	Lives saved.
Tenby . .	Ketch <i>Excellent</i> , of Wexford. Landed 4.	
Wexford . .	Yawl <i>Gannett</i> , of Wexford. Landed 4.	
Wexford . .	Schooner <i>Aeron Belle</i> .	7
Wexford . .	Ketch <i>Ketch</i> , of Ayr .	5

The Caister No. 1, Cromer, Gorleston No. 3 (steam), Palling Nos. 1 and 2, and Winterton No. 2 Life-boats stood by and assisted to save the S.S. *Newburn*, of Newcastle, and her crew; the Hayle Life-boat rendered assistance to the S.S. *Tethys*, of Sydney, N.S.W.; and the Wexford Life-boat saved the ketch *Christine*, of Milford.

Also 562*l.* 17*s.* 5*d.* to pay the expenses of assemblies of crews or launches of the following Life-boats, with the view of assisting persons on vessels in distress:—Aldeburgh No. 2, Anstruther, Appledore No. 1, Atherfield, Berwick-on-Tweed, Brightstone Grange, Bull Bay, Caister No. 1, Campbeltown, Clacton-on-Sea, Formby, Groomsport, Hoyalake, Holy Island No. 1, Kessingland No. 1, Kingsdowne, Llandudno, Lowestoft No. 1, Lytham, Mablethorpe, New Brighton Nos. 1 and 2 (steam), North Sunderland, Ramsey, St. Anne's No. 2, Shoreham, Sunderland (North Dock), and Winterton No. 1.

The Ramsgate Life-boat was also launched.

Voted, with an expression of sympathy of the Committee, the sum of 75*l.* to a fund being raised locally for the benefit of widows and children of ISAAC DOBSON, Coxswain Superintendent, and J. W. HARRISON, Bowman, of the St. Anne's No. 1 Life-boat, respectively, who unfortunately lost their lives off St. Anne's on the 18th January.

Reported that 2*l.* had been granted to men injured in the Life-boat service at Cullercoats and Kingsdowne.

Voted 12*l.* to the crew of the private Life-boat at Sheringham for rescuing the crew of four hands of the barge *Teutonic*, which was in distress off that place on the 6th January.

Also 1*l.* 4*s.* to six men for saving, by means of ropes, the crew of two men of the fishing-boat *Monica* which was wrecked under the *Orme's Head*, in a strong northerly gale and heavy sea, on the 18th January.

Also 13*l.* to thirteen men for putting off in a boat, and at considerable risk rescuing five men from a water-logged boat near the Goodwin Sands, in a strong S.S.W. gale and heavy sea, on the 18th January. The men when rescued were in very exhausted condition, their vessel, the dandy *Fleur de Mer*, of Boulogne, having foundered on the Goodwin Sands.

THURSDAY, 8th March, 1906.

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

Read and confirmed the minutes of the previous meeting.

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

Read the report of the Deputy Chief

Inspector of Life-boats on his recent visits to Seaham, Penzance, Polkerris and Fowey.

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

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

Eastern District.—Sunderland (three boats), Seaton Carew, Saltburn and Redcar.

Southern District.—Newhaven, Hastings, Harwich (two boats), Folkestone, North Deal, Walmer, Kingsdowne, Ramsgate, Eastbourne (two boats), Weymouth, St. Helier and St. Peter Port.

Western District.—Bude, Port Isaac, Padstow (two boats and a steam-tug), Falmouth, Polkerris, St. Ives, Penzance, Sennen Cove, St. Mary's, St. Agnes, Coverack and Cadgwith.

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

	£	s.	d.
HIS MAJESTY THE KING (annual subscription) . . . . .	21	-	-
Mr. JOHN HAGGAS (additional) . . . . .	40	-	-
Leeds Industrial Co-operative Society (annual subscription) . . . . .	25	-	-
Readers of "The Christian," per Messrs. MORGAN & SCOTT . . . . .	10	17	-
—To be severally thanked.			

Also the receipt of the following legacies:—

The late Mr. JAMES SCARLETT, of Bowdon, Chester, for a <i>James Scarlett</i> Life-boat for the Lancashire coast, with the necessary house, the balance, if any, for the general objects of the Institution . . . . .	1,500	-	-
The late Mr. PHILIP WOOLLEY, of Reigate, for a <i>Philip Woolley</i> Life-boat . . . . .	900	-	-
The late Professor PIERCE ADOLPHUS SIMPSON, of Glasgow . . . . .	500	-	-
The late Mrs. MATILDA MILLS, of Hillingdon, Middlesex . . . . .	100	-	-
The late Mr. F. W. N. LLOYD, of Bromley, Kent, (interest) . . . . .	15	4	-
The late Mr. ARTHUR MORRIS, of Liverpool, per Liverpool Branch (balance) . . . . .	-	4	4

The Committee specially recognised the good services, extending over many years, of the following Honorary Secretaries, &c., of Branches of the Institution:—Capt. THOMAS DOUGHTON, J.P., Aberystwyth; Mrs. JOHN R. EASTON, Blyth; Mr. J. ASTLEY M. GARDNER (Treasurer), Liverpool; Mr. ROBERT HARDIE, Banff and Macduff; Mr. QUINTIN MOORE, Maryport; Mr. JOHN PATERSON, Harwich; Mr. WILLIAM J. POLLOCK, Ayr; Mr. R. ROGERS, Littlehaven; and Mr. JAMES SMITH, Girvan.

Deep regret was expressed at the death of Mr. JAMES DICKIE, who had been Honorary Secretary of the Irvine Branch of the Institution for thirty-two years.

Reported the transmission to its Station of the Cloughey new Life-boat.

Paid 6,630*l.* for sundry charges in connection with various Life-boat Establishments.

Voted 691*l.* 8*s.* 9*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Bembridge . . . . .	S.S. <i>Ellington</i> , of Newcastle. Stood by vessel.	
Campbeltown . . . . .	Fishing skiff <i>Fairy Queen</i> , of Campbeltown. Saved boat and . . . . .	6
Clacton-on-Sea . . . . .	Schooner <i>Kenner</i> , of Arbroath . . . . .	5
Cloughey . . . . .	S.S. <i>Themis</i> , of Genoa. Landed 19. . . . .	
Cloughey . . . . .	S.S. <i>Febo</i> , of Genoa. . . . .	24
Clovelly . . . . .	S.S. <i>Peruviana</i> , of West Hartlepool. Stood by vessel. . . . .	
Clovelly . . . . .	S.S. <i>Abril</i> , of Bilbao. Landed 4. . . . .	
Eyemouth . . . . .	S.S. <i>Ravensraig</i> , of Kirkcaldy. Stood by vessel. . . . .	
Fleetwood . . . . .	Schooner <i>Old Hunter</i> , of Barrow . . . . .	4
Fleetwood . . . . .	Schooner <i>Maggie Kelso</i> , of Dalbeattie . . . . .	3
Filey . . . . .	Steam trawler <i>Pearl</i> , of Grimsby. Stood by vessel. . . . .	
Girvan . . . . .	Fishing boat <i>Aliped</i> , of Girvan. Stood by vessel. . . . .	
Hayling Island . . . . .	Barge <i>Mabel</i> , of Portsmouth . . . . .	2
Irvine . . . . .	Schooner <i>St. Abbs</i> , of Campbeltown . . . . .	3
Looe . . . . .	Schooner <i>St. Pierre</i> , of Nantes . . . . .	6
Margate No. 1. . . . .	Ketch <i>N. D. de Lourdes</i> , of Gravelines. Stood by vessel. . . . .	
Margate No. 1. . . . .	Schooner <i>Janie</i> , of Padstow. Stood by vessel. . . . .	
Mumbles . . . . .	Ketch <i>Notre Dame de France</i> . Assisted to save vessel and . . . . .	5
Newbiggin . . . . .	Barque <i>Mathe Roux</i> , of Havre. Stood by and afterwards assisted to save vessel. . . . .	
Newbiggin . . . . .	Fishing coble <i>Royal</i> , of Newbiggin. Stood by coble. . . . .	
Palling No. 1. . . . .	Ketch <i>Lily</i> , of Harwich . . . . .	4
Peterhead . . . . .	Schooner <i>Ban Righ</i> , of Wick. Stood by vessel. . . . .	
Redcar . . . . .	Coble <i>Annie</i> , of Redcar. Stood by coble. . . . .	
Thurso . . . . .	Schooner <i>Pandora</i> , of Fraserburgh . . . . .	4
Totland Bay . . . . .	4-masted barque <i>Inverness-shire</i> , of Glasgow. Stood by vessel. . . . .	
Wexford . . . . .	s.s. <i>Fulmar</i> , of Milford . . . . .	7

Also 430*l.* 19*s.* 3*d.* to pay the expenses of assemblies of the crews or launches of the following Life-boats, with the view of assisting persons on vessels in distress:—Aldeburgh No. 2, Banff, Bembridge, Blackpool, Brighstone Grange, Broadstairs, Caister No. 1, Fish-

guard No. 2, Hilbre Island, Holyhead (steam), Hope Cove, Kessingland No. 1, Longhope, Margate No. 1, Moelfre, Palling No. 1, Piel, Port Eynon, Port Isaac, Portrush, St. Helier, Skegness, Walmer and Whitby No. 2.

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

The Castletown Life-boat rendered assistance to the s.s. *Sarah Blanche*, of Douglas; Clacton-on-Sea Life-boat saved the yacht *Isidora*, of Dublin; Fleetwood Life-boat assisted to save the schooner *Maggie Kelso*, of Dalbeattie; and Yarmouth Life-boat assisted to save the schooner *Fiducia*, of Harburg, and her crew of five.

Voted the Silver Medal and the sum of 2*l.* to Mr. FRANCIS NICOL, "Rattie," Mr. FRANCIS NICOL, "Frankie," Mr. JAMES NICOL, and Mr. ALEXANDER WATT for gallantly putting off in an old, disused salmon coble, and gallantly rescuing, at very great risk to themselves, the crew of six hands of the s.s. *Vigilant*, of Newcastle, which was totally wrecked at Grovie on the 11th February during a strong N.E. gale. Also awarded 2*l.* to Mr. J. LOVIE and 1*l.* to Police-Constable P. CLARK for their valuable assistance on the above occasion.

Also voted the Silver Medal and the sum of 2*l.* each to Mr. WILLIAM TAYLOR, Mr. WILLIAM GROAT, Mr. EDWARD JAMIESON, Mr. BREMNER TAYLOR, Mr. WILLIAM CHEYNE, and Mr. DANIEL FIDDLER for very gallantly putting off in a boat from Harkness during a heavy W. by S. gale and snowstorm, and rescuing nine of the crew of eleven hands of the s.s. *Dinnington*, of Sunderland, which was wrecked on the Island of Switha on the 17th February.

Reported that H.I.M. the German Emperor had awarded a silver watch, bearing his monogram surmounted by the Imperial crown, to each of the three officers, and 2*l.* to each of the crew, of the Arbroath Life-boat, for their good services in saving the crew of five hands of the schooner *Gesine*, of Oldersum, wrecked at Westhaven, Carnoustie, on the 14th April, 1905.

The Committee sent a letter of thanks to the Inspector of the Eastern District, Commander THOMAS HOLMES, R.N., in acknowledgment of his services in going afloat in the Seaham Life-boat on the occasion of the wreck of the s.s. *Longnewton* on the 19th January, when her crew of twenty hands were saved.

Voted 18*l.* 15*s.* 6*d.* to men injured in the Life-boat service at Aldeburgh, Hayle, Hoylake and Port Eynon.

Voted 2*l.* to four men for saving, with some risk to themselves, two men whose boat was stove near Ilfracombe in a heavy sea and N. wind on the 28th January.

Also 1*l.* 10*s.* to two men for saving the life of a fellow fisherman who by a sudden lurch of his boat was thrown overboard off Boscombe in a strong S.W. wind and rough sea on the 4th January.

Also 2*l.* to eight men for putting off in a boat and rescuing sixteen of the crew of the s.s. *Abril*, of Bilbao, which stranded 2½ miles west of Clovelly on the night of the 16th February.

Also 10*s.* to two pilots for rescuing the crew

of four hands of the trawler *Ibis*, of Brixham, which was wrecked on the rocks at Thurstone during the early morning of the 25th February, in a moderate S.W. gale and rough sea.

WEDNESDAY, 21st March, 1906.

The Annual General Meeting of the Governors and friends of the ROYAL NATIONAL LIFE-BOAT INSTITUTION was held this day at the Royal United Service Institution, Whitehall. The Right Honourable LORD TWEEDMOUTH, First Lord of the Admiralty, in the Chair.

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

The meeting was also addressed by the Right Honourable the EARL PERCY, M.P.; The Right Honourable LORD SUFFIELD, G.C.V.O., K.C.B.; The Right Honourable LORD ROBERT BRUDENELL-BRUC; Admiral the Honourable Sir EDMUND FREMANTLE, G.C.B., C.M.G.; Sir GEORGE DOUGHTY, M.P.; Mr. JOHNSTONE WALLACE; Sir EDWARD BIRKBECK, Bart., Chairman of the Institution; and Colonel FITZ-ROY CLAYTON, Deputy-Chairman of the Institution.

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

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

THURSDAY, 12th April, 1906.

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

Sir EDWARD BIRKBECK, V.P., having taken the Chair, the members of the Sub-Committees were elected for the current year.

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

Read and confirmed the minutes of the previous meeting.

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

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

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

Northern District.—Banff and Macduff, Whitehaven, Maryport, Buckhaven, Anstruther, Campbeltown, Southend and Ayr.

Eastern District.—Runswick, Staithes, Whitby (two boats), Uppgang, Robin Hood's

Bay, Scarborough, Filey, Withernsea, Hornsea, Flamborough (two boats), Bridlington Quay, Grimsby, Gorleston (three boats), Caister (two boats), Yarmouth and Winterton (two boats).

Southern District.—Shoreham, Brighton, Dungeness (two boats), New Romney, Winchelsea, Bembidge, Southsea, Walton-on-the-Naze and Clacton-on-Sea.

Western District.—The Lizard, Porthoustock, Mullion, Porthleven, Burnham, Minehead, Watchet, Angle, Tenby and Littlehaven.

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

	£	s.	d.
Mrs. ADA LEWIS-HILL, to complete the cost of the <i>Samuel Lewis</i> Life-boat and equipment for Skegness	300	-	-
Friendly Brothers of St. Patrick (London Knot), per Mr. E. NASH	10	10	-
Teachers and Members of Sabbath afternoon classes at Alloa, per Mr. A. P. FORRESTER PATON.	6	4	7

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late Miss ELIZABETH LAWSON, of Aspatria	1,000	-	-
The late Mrs. ELIZA JONES, of Cambridge (to the Great Yarmouth Branch)	900	-	-
The late Mr. A. C. PASS, of Wootton, Dorset	500	-	-
The late Mrs. MATILDA PEEK, of Devonport	67	10	-
The late Mr. JOHN BAILLIE, of Ontario, Canada (per Girvan Branch)	54	-	3
The late Mrs. ROSABELLE JOSEPH, of Swansea	8	-	-

Voted the best thanks of the Committee to Mr. ROBERT SINCLAIR and Mr. T. B. WHYTEHEAD in recognition of their long and valuable services as Honorary Secretaries respectively of the Edinburgh, Leith and Granton and York Branches of the Institution, which offices they had just resigned.

Reported the transmission to their Stations of the Ballantrae, Longhope and Skegness new Life-boats.

Paid 6,020*l.* for sundry charges in connection with various Life-boat Establishments.

Voted 277*l.* 10*s.* 3*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Bude . . .	Ketch <i>President Garfield</i> , of Bideford . .	3
Bull Bay . .	Ketch <i>Eliza Jane</i> , of Beaumaris. Stood by vessel.	
Caister No. 1 .	Brigantine <i>Lady Constance</i> , of Hartlepool. Stood by vessel.	
Drogheda . .	Smack <i>Rosebud</i> , of Dublin. Stood by vessel.	
Montrose No. 2	Steam trawler <i>Annie Walker</i> , of Dundee .	8
Newbiggin . .	Coble <i>Sunbeam</i> , of Newbiggin. Attended coble.	

Life-boat.	Vessel.	Lives saved.
Newbiggin . .	Eight cobs, of Newbiggin. Stood by cobs.	
Newhaven . .	Fishing boat <i>T. R. 47</i> , of Trouville. Stood by boat.	
Padstow 1 . .	Ketch <i>Selina Jane</i> , of Bristol. Saved vessel and . . . . .	3
Porthdinllaen .	Schooner <i>Catherine Margaret</i> , of Portmadoc. . (also a dog)	4
Sunderland (North Dock)	Brig <i>Arendal</i> , of Tonsburg . . . . .	8
Thurso . . .	Schooner <i>Barbara</i> , of Wick . . . . .	4
Yarmouth . .	Dandy <i>Susie</i> , of Yarmouth. Stood by vessel.	

The Eastbourne No. 2 Life-boat assisted to save the schooner *Laura Williamson*, of Boston; Margate No. 1 Life-boat saved the barge *Tollesbury*, of Ramsgate, and four; Porthdinllaen Life-boat assisted to save the s.s. *Wildrose*, of London, and eight; Selsey Life-boat stood by the s.s. *Copeland*, of Glasgow; and Sunderland (North Dock) assisted to save the brig *Arendal*, of Tonsburg.

Also 399*l.* 19*s.* 3*d.* to pay the expenses of the following Life-boat launches or assemblies of crews, with the view of assisting persons on vessels in distress:—Abersoch, Angle, Arbroath, Bridlington Quay, Broadstairs, Broughty Ferry, Bude, Cardigan, Dunbar, Flamborough No. 2, Fleetwood, Formby, Gorleston No. 1, Holyhead (steam), Littlehampton, Margate No. 2, Mumbles, Newhaven, Palling No. 1, Penmon, Rosslaire Harbour, St. Ives, St. Peter's Port, Thurso and Yarmouth.

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

Voted the Silver Medal of the Institution to Mr. EDWARD WICKHAM, Coxswain of the Wexford Life-boat, and an additional monetary reward to him and each of the crew, for a gallant service on the 18th March in a strong S.S.W. gale and rough sea, when they saved the crew of six hands of the yawl *Puffin*, of Wexford.

Also 2*l.* 10*s.* to a man injured whilst on duty with the Cloughy Life-boat.

Also 3*l.* to eight men for putting off in two cobs and rescuing two pilots and the crew of four hands of the ketch *Maid of Kent*, which was in distress about three miles south of Bridlington, in a heavy northerly gale and heavy sea, on the 12th March.

THURSDAY, 10th May, 1906.

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

Read and confirmed the minutes of the previous meeting.

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

Read the reports of the District Inspectors

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

Northern District.—Girvan, Troon, Irvine, Ardrossan, Dunbar, North Berwick, Whitehorn, Port Patrick, Balcarry and Ballantrae.

Eastern district.—Lowestoft (two boats), Pakefield, Kessingland (two boats), Southwold (two boats), Mablethorpe, Skegness, Donna Nook, Sutton and Sunderland (three boats).

Southern District.—Hythe, Dover, Eastbourne (two boats), Newhaven and Swanage.

Irish District.—Rosslare Harbour, Blackpool, Cloughy, Ballywalter and St. Anne's (two boats).

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

Proceeds of lectures, per Mr. VIVIAN McLAUGHLIN, of Dulwich Common, viz.:—

	£	s.	d.
From the boys at the Abbey School, Beckenham . . . . .	6	6	-
From the boys at Brightlands, Dulwich Common . . . . .	4	15	-
From the boys at Amesbury, Bickley Hall . . . . .	2	8	-
From the boys at Lambrook, Brackwell, Berks . . . . .	2	10	-
Collection in the parish room of All Saints Church, West Dulwich . . . . .	2	-	-
	17	19	-

Lent Savings from the Sunday Schools of St. Alban's, Holborn, per the Rev. W. A. PEARCES, M.A. 7 - 7

—To be severally thanked.

Also the receipt of the following legacies:—

Trustees of the late Madame SARAH HALFON, of Paris, to supplement the bequest of the Testatrix for a Sarah Halfon Life-boat to be placed as near Ramsgate as possible (making a total of 1,000)	200	-	-
Do. for a Life-boat to be named the Hester Rothschild (505l. 14s. 5d. previously received) . . . . .	325	-	-
The late Dr. MONTAGU MARTIN MAHONY, of Chelsea (balance) . . . . .	304	16	7
The late Mrs. J. A. PEARSON, of Stockport . . . . .	269	10	-
The late Miss MARY BOARDMAN-BESWICK, of Bolton, (additional) (Previous payment 1,000l.)	250	-	-

Deep regret was expressed at the death of Mr. JAMES TYRRELL, who had been Honorary Secretary of the Arklow Branch of the Insti-

tution for ten years, and it was decided to send a letter of sympathy to his family.

Reported the transmission to its Station of the Newcastle (co. Down) new Life-boat.

Paid 2,824l. for sundry charges in connection with various Life-boat Establishments.

Voted 67l. 8s. 6d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Hastings . . . . .	S.S. <i>Lugano</i> , of Hamburg. Rendered assistance.	
Scarborough . . . . .	Coble <i>Lizzie</i> , of Scarborough. Remained in attendance.	
Staithes . . . . .	A fishing coble of Staithes. Stood by coble.	

Also 192l. 6s. 3d. to pay the expenses of assemblies of crews or launching the following Life-boats, &c., with the view of rendering assistance to persons on distressed vessels:—Ballywalter, Broadstairs, Flamboro' No. 2, Formby, Holyhead No. 2, Kingsdowne, Margate No. 1, North Deal, Padstow No. 1, St. Anne's No. 1, Selsey. Walton-on-the-Naze and Whitby No. 1.

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

Reported that the French Government had presented Mr. J. FOLAND, Coxswain Superintendent of the Newcastle (co. Down) Life-boat with a medal and diploma in recognition of the services rendered by him and his crew to the French barque *Cannebiere* on the 15th March, 1905, when ten lives were saved by the Life-boat.

Voted 1l. to two men for putting off in a boat and, at moderate risk, rescuing two persons whose small boat had capsized on Teignmouth Bar, in a moderate breeze, on the 27th April.

Also 15s. to three men for saving the crew of two hands of the trawler *Shamrock*, of Beer, which capsized in a sudden squall from N.W. and rough sea, about three miles off Sidmouth, on the 24th April. The salvors saw the accident and launched a boat, and had it not been for their promptness life would have been lost.

Also 10s. to two men for saving, at slight risk to themselves, one of the crew of the schooner *Julia*, of Gloucester, which was wrecked in a strong breeze and heavy ground sea, off Sandy Haven, Pembrokeshire, on the 11th March.

## NOTICE.

*The next number of the LIFE-BOAT JOURNAL will be published on the 1st November, 1906.*

# ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patron—His Most Gracious Majesty the King.

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

Chairman—SIR EDWARD BIRKBECK, BART., V.P.

Deputy-Chairman—COLONEL FITZROY CLAYTON, V.P.

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

Telegraphic Address:

"LIFE-BOAT  
INSTITUTION,  
LONDON."



Telephone:

No. 2964  
("GERRARD  
EXCHANGE.")

## APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that during the past year (1905) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £68,715 on its Life-boat Establishments.

### GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING 1905.

		£	s.	d.
Number of Lives rescued by Life-boats, in addition to 27				
Vessels and Boats saved by them and 91 persons landed				
from vessels in distress and lightships . . . . .	397	...	...	...
Number of Lives saved by Shore-boats, &c. . . . .	153	...	...	...
Amount of Rewards granted during the Year . . . . .	...	8,736	3	3
Honorary Rewards:—Silver Medals and 1 Second Service				
Clasp . . . . .	6	...	...	...
Binocular Glasses . . . . .	13	...	...	...
Aneroid Barometers . . . . .	6	...	...	...
Votes of Thanks on Vellum . . . . .	21	...	...	...
Certificates of Service . . . . .	11	...	...	...
Total . . . . .	57	550	£8,736	3 3

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., 1905), is 45,439. The rewards and recognitions granted by the Institution in the same period comprise 99 Gold Medals and Clasps, 1,212 Silver Medals and Clasps, 63 Decorations, 370 Binocular Glasses, 15 Telescopes, 66 Aneroid Barometers, 1,776 Votes of Thanks, inscribed on vellum and framed, 174 Certificates of Service framed, and £257,513 in money.

The Committee of Management earnestly appeal to the British Public for Funds to enable them to maintain their 282 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, 20, CHARING CROSS ROAD, London, W.C.; by the Bankers of the Institution, Messrs. COURTTS AND CO., 440, Strand, London; and by all the other Bankers in the United Kingdom.—August, 1906.