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## THE SHETLAND ISLANDS.

WHETHER the Shetland Islands were the Ultima Thule of the Romans or whether that term was really applied to Iceland, as many believe, is immaterial to most people living in the "adjacent islands" of Great Britain and Ireland; it is a far enough cry to the Shetlands to make them comparatively little known to those not engaged in the fishing trade. The exact position of these islands is a matter of doubt to many who ought to be better informed, chiefly from a custom of map-makers of not placing the Shetland and Orkney Islands in maps of Great Britain in their proper position, but putting them in a little square to themselves at one of the top corners of the map for the purpose of economising space, or mystifying the children in the schools, who probably have a vague idea that they are somewhere between the north of Scotland and the North Pole.

Many people seem to think that they are inhabited by Highlanders speaking Gaelic, and are, in fact, part of Scotland. Nothing insults a Shetlander or Orcadian, as the inhabitants of Orkney are called, more than to call him a Scotchman; in fact, their regard for Scotland is something akin to an Irishman's love for England.

Others only know Shetland as the place where the ponies come from.

The Shetlands are situated between latitude  $59^{\circ} 51'$  and  $60^{\circ} 52'$  north and between the meridians of  $0^{\circ} 42'$  and  $1^{\circ} 50'$  west longitude, and consist of about a hundred islands, twenty-nine of which are inhabited. Fair Isle, which lies twenty-three miles south-westward and Foula thirteen miles westward are included in the group.

The principal island is called Mainland and is about fifty miles long and twenty in breadth in the broadest part. Lerwick being the chief town (each syllable in this name is pronounced as if two different words, Ler-wick), but by far the most important fishing-station is at Balta Sound in the island Unst, the most northerly of the group; in fact, so important has this place become that probably the congregation of fishing-boats to be seen there at certain times is greater than at any other fishing-station in the world. The other islands of any considerable size are Yell, Fetlar, Bressay and Whalsay.

The Shetlanders, both men and women, are a very fine race, showing in a marked degree their Norse descent. The men are expert boatmen and the women are hardly ever to be seen without knitting-needles in their hands, making the justly celebrated Shetland shawls.

The Norse language was generally spoken until about the year 1700; since

then, however, as a language it has quite died out. This appears somewhat inexplicable considering the remoteness and isolation of their home. Norse words are however still used for the parts of boats and their management.

Sumburgh Head, the most southerly point of Mainland, is known to many people by name, as there is a meteorological station there, and the weather at Sumburgh Head is chronicled in the daily reports of the Meteorological Society. Fitful Head is also familiar to those who have read Sir Walter Scott's "Pirate." There are no trees in Shetland and many parts of the islands have an extremely desolate appearance. A glance at the chart shows what a vast number of indentations and bays there are, which not only give the coast an extremely picturesque appearance, but also afford protection to the fishing-boats and vessels trading in the neighbourhood. These indentations are variously called goes (a rocky creek or opening), voes (long, narrow bays or firths) or wicks (open bays). The tides, which have only a range of about seven feet, are extremely strong, attaining a velocity in some places of from seven to nine knots. These races are known as Rösts.

The climate is by no means so bad as might be thought considering the high latitude; in fact, it is remarkably equable, though somewhat cold. The winter is never very severe nor the summer very warm, the mean annual temperature over a period of forty years being  $45\cdot38^{\circ}$ , varying from a mean monthly temperature of  $39\cdot1^{\circ}$  in February and March, the coldest months, to a mean monthly temperature of  $53\cdot3^{\circ}$  in August. The rainfall varies from 37 to 51 inches, giving a mean for twenty-five years of  $36\cdot75$ . (These figures are taken from the "North Sea Pilot," Part I.)

The Shetland Islands have had an unenviable notoriety for wrecks. A Shetland gentleman has at enormous

pains collected the details from documents and other sources of all the known wrecks which have taken place since the tenth century, including a description of the loss of Harald, King of Man, about 1171, when his ship foundered in Sumburgh Röst (an account of this is given in the Orkneyinga Saga), and accounts of many other wrecks of great interest. With such a record for wrecks it might be thought strange that there are no Life-boats in these islands. From time to time officers of the ROYAL NATIONAL LIFE-BOAT INSTITUTION have visited Shetland with the object of inquiring into the subject and ascertaining whether the loss of life by wrecks would justify that Institution in placing stations in any of the islands.

In 1866 the late Admiral J. R. Ward went to Shetland and visited Sandsair Bay, twelve miles south of Lerwick, where it was thought desirable a Life-boat might be placed. He saw Mr. Bruce of Sumburgh, who was much interested in the project and went with him to Sandwick which is connected with Sandsair by a good road about a mile long, so that if a Life-boat were placed either at Sandwick or Sandsair she could be transported from one place to the other as necessity occasioned and would be under the eye and management of Mr. Bruce, the principal landowner. However it was ascertained that no lives had been lost from shipwreck for many years, with the exception of one case a few months previous to Admiral Ward's visit, when a vessel struck an outlying rock and went to pieces too quickly to have allowed time for any boat to have rescued the crew. The fishermen, of whom there are plenty in the neighbourhood of Sandwick, from time to time had rendered valuable assistance to vessels in distress; but, on the whole, Admiral Ward did not think a Life-boat was urgently needed, though it might possibly be of use in going to the aid of vessels when first seen

standing into danger and piloting them into safety.

In 1883 the Shetland Islands were again visited by an officer of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, Commander Georges Carter, R.N., who first went to Lerwick and collected all the information he could from those likely to have trustworthy knowledge of the wrecks and loss of life. Among others, he saw the Collector of Customs, the Sheriff, some of the principal fish-curers, and the Officer of the Coastguard. All were unanimous in their opinion that a Life-boat would be practically useless in Shetland, as when wrecks occur the vessels are in pieces immediately after striking. Commander Carter then visited Sandsair and Whalsay, but failed to see any place where it would be desirable to place a Life-boat. The general opinion expressed then (1883) was that Shetland was not a place for a Life-boat, but what was required was more lights.

When there is any question of the necessity for placing a Life-boat station, the locality is generally not slow in bringing its claims before the ROYAL NATIONAL LIFE-BOAT INSTITUTION; but it is not the policy of the Institution to wait to be asked if it is thought that any particular place should be provided with a Life-boat. Consequently the casualties to shipping are carefully watched, and on any indication that a Life-boat station might be required, one of the Institution's officers visits the neighbourhood and reports. Since 1883, although there have been numerous shipping casualties in the islands of Shetland, an investigation showed that they were of a description not to warrant the establishment of a Life-boat station at any particular spot. In July, this year, the attention of the Institution was attracted by the report of a plucky rescue of the crew of a fishing boat, called the *Puritan*, by an Anstruther steam drifter, called the *Vanguard III.*, the master of which vessel being the Assistant

Coxswain of the Anstruther Life-boat. The *Puritan* went ashore close to Greenholm, a small island near the north end of Bressay. Partly on account of this wreck and partly because no officer of the Institution had visited Shetland since 1883, the question of the necessity or otherwise for providing Life-boat stations in the Shetland Islands has again been carefully gone into by two of the Institution officers.

From a return provided by the Board of Trade, it appears that in the last ten years there have been no less than 139 casualties, most of them, however, being of very trifling importance. These casualties are distributed over the islands in such a manner as to make it difficult to say that one place has more call for Life-boat protection than another, and on analysing the return it is found that out of the 139 only seven were attended by loss of life. In 1897 a small steam fishing-boat was lost on Foula Island, and all her crew of eight hands drowned before any assistance could have been rendered. On the 16th February, 1900, Shetland was visited by a gale, which, so far as the wind was concerned, was not so serious; but it was attended by an abnormally heavy sea, known in the islands now by the name of "the seaquake" of February, 1900. In this gale a Norwegian barque called the *Nor* was totally wrecked on a bar or sunken rock in Nesting Bay. It is doubtful whether anything was seen of this vessel; but it is certain that if she was seen no help could have been rendered. On the next day another Norwegian barque, named the *Hedeveg*, was wrecked on Daey Island, a little north of Fetlar; two of her crew were drowned, and the remaining nine were rescued by a shore boat. In this case it is possible a Life-boat might have been able to effect the rescue sooner than the shore boat.

In January, 1902, the steam trawler *Jupiter*, of Hull, struck a rock near Rumble Holm, on the S.E. side of Whalsay, and went to pieces instantly, all her crew of nine being drowned. The wreck took place at night, and nothing was known of it until the next day. In June, 1902, a vessel called the *King Harald*, making for Scalloway, was wrecked in Hamna Voe, Burra Island. Five of her crew managed to get on the rocks and two were drowned, either before she struck or in the attempt to get ashore. In March, 1903, a Norwegian steamer, called the *Louisa*, struck the north of Havra Island. Ten of her crew were saved in their own boat, and four drowned, it is believed, before information of the wreck had been received. The last case of loss of life was on the occasion of the wreck of the *Dione*, a Swedish schooner which had got out of her course and went ashore at Dales Voe, a dangerous, rocky place on the extreme west of Mainland. Four of her crew were drowned and three rescued by ropes under great difficulties. This was not a Life-boat case, and since this casualty a rocket apparatus has been provided for the neighbourhood.

Such are the recent serious casualties, at only one of which possibly a Life-boat might have been of use. Previous to those quoted, it would appear that the only two cases calling for special attention took place in 1871 and in 1882, prior to Commander Carter's visit, and both in the vicinity of Whalsay. It cannot, therefore, be said that there is enough cause to justify the Life-boat Institution in placing a station in Shetland.

On the recent visit of the Institution's officers, Lerwick, Scalloway, Sandwick, and Whalsay were visited, and much interesting information obtained about other places, especially Balta Sound. But no desire was expressed or opinion given in favour of a Life-boat station, although those chiefly interviewed were specially interested in shipping and fishing.

Since 1866, and even since 1883, the causes which have reduced the number of wrecks have come into play in Shetland as much or more than they have done in other places, namely, the better lighting of the coast, the increase of steam vessels and consequent diminution of the small coasters, and the introduction of more powerful fishing-boats. The Shetlanders have given up their picturesque Norse boats called "sixernes" (Norse *sexeringr*, or six-oarer)—a boat about eighteen feet on the keel and carrying a square lug—and taken to larger boats. They used to take their "sixernes" thirty and even forty miles from the coast, running considerable risk, but in effect making them perhaps second to none in boat management. Very few of these boats are now in existence. They have played their part, and helped to form the characters of the fine, hardy race of Shetlanders who live in these remote islands, so far from the throng of crowded cities and the noise of railways and motor omnibuses; where they have such long winters with very little daylight and the nights often made beautiful with the glorious aurora borealis; and where for a short period in summer they live in almost perpetual day.

## UNITED STATES LIFE-SAVING SERVICE.

At the close of the fiscal year which terminated on the 30th June, 1905, the Life-Saving Establishment of the United States comprised 277 stations, an increase of 4 stations as compared with the previous year, and the whole of these stations were embraced within thirteen districts. Of the 277 stations, 200 were placed on the Atlantic and Gulf coasts, 61 on the coasts of the Great Lakes, and 16 on the Pacific coast.

As in previous years, the greater number of the stations were not kept open all the year round because such a course was unnecessary; but it is the uniform practice to have keepers on duty at all the stations during the entire year.

The number of disasters to documented vessels within the scope of the Service was 365, and there were on board these vessels 4,089 persons, of whom 27 only were lost. There were besides 420 casualties to undocumented vessels, such as sailing, pulling boats, etc., and these had on board 955 persons, of whom but 10 perished. The estimated value of the documented vessels was \$7,735,300, and that of their cargoes was \$2,585,360, making the total value of the property imperilled \$10,320,660. The estimated value of the property salvaged was \$7,917,385, and of that lost \$2,403,275. The vessels totally lost numbered 63. The estimated value of the property in the imperilled undocumented vessels was \$264,690. Of this, property of the value of \$258,025 was salvaged and \$6,665 lost.

In 465 instances, assistance was rendered to vessels in distress which would otherwise have resulted in partial or total loss. In 359 of these cases, the station crews, assisted only by the crews of the imperilled vessels, salvaged property valued at \$624,665. In the

remaining 106 instances, the services of the life-savers were performed in conjunction with those of tugs and other agencies, and the value of the property salvaged was \$3,535,690. The station crews also afforded assistance of more or less importance to 676 other vessels, making a total of 1,141 to which aid was furnished. In addition, 83 steamers and 88 sailing vessels running into danger were warned of their peril by the signals of the patrol and lookout in time to escape disaster. Of these warnings, 157 were given at night-time, and 14 during the day, in thick weather.

The surf-boat was used 863 times, making 1,207 trips; the self-bailing Life-boat 79 times, making 107 trips; the gasoline launches at the City Point station 119 times, making 132 trips; smaller boats 547 times, making 635 trips; the river life-skiffs at the Louisville station 45 times, making 47 trips; the breeches buoy 6 times, making 53 trips; the wreck gun 12 times, firing 28 shots; the heaving stick 24 times. The surf-boats landed 852 persons; the Life-boats 98 persons; the gasoline launches 300 persons; the river skiffs 58 persons; other station boats 269 persons; and the breeches buoy 48 persons. The station crews also rescued 31 persons connected with vessels without the aid of boats or other life-saving equipment. For 21 of these the rescuers bravely contended with the dangers of the surf; 5 were taken from piling and floating wreckage, and 5 were rescued after having fallen overboard from vessels making harbour.

The net cost of maintaining the United States Life-saving Service during the year ended the 30th June, 1905, was \$1,799,644, plus the sum of \$45,900, for the salaries and wages of officials at the Head Office. Total, \$1,845,544 (384,488*l.*).

## LIFE-BOAT SATURDAY FUND.

ALTHOUGH the early part of the past summer was not quite as favourable as could have been wished for demonstrations held on behalf of the Life-boat Saturday Fund, for the success of which so much depends on fine but not too warm weather, yet, notwithstanding, the workers, speaking generally, have had every reason to be satisfied with the results obtained by their self-denying and generous efforts. Enthusiasm goes a long way in overcoming difficulty, and there has certainly been no lack of this most necessary and excellent commodity. On the principle of "Ladies first," we have more especially to commend and mark the capital work done by the Ladies' Auxiliaries throughout the country. It is our experience that lady collectors, whether they be connected with the ordinary branches of the ROYAL NATIONAL LIFE-BOAT INSTITUTION or the Life-boat Saturday Auxiliary, are uniformly the most successful applicants in securing financial support. They are less ready to take a refusal than the "sterner" sex, and, this being so, they less

frequently get a refusal when asking for help, for *experientia docet*, and if a man knows he will ultimately have to say "Yes," he also knows it will save time to accede at once rather than discuss the matter. The end will be the same in either case. But, although we feel bound to praise in so unstinting a manner the work of the lady collectors, it must be understood that the labours of the other classes of committees and collectors are not in any degree undervalued. It must be borne in mind that the ladies, for the most part, have more time at their disposal for charitable work than those who are engaged in business from "morn till e'en," and that therefore there is more self-sacrifice about the work of the other workers. Comparisons are, however, to be avoided, and the excellent spirit which animates all is to be admired and valued. Their help to the LIFE-BOAT INSTITUTION was never more needed or appreciated than at the present time by the Committee of Management, who have always done their utmost to assist and encourage them.

## THE LIFE-SAVING CREW.

The storm rages fierce, the billows roll high,  
Now lashing the shore and then kissing the sky,  
'Mid wild supplication of agonized prayer,  
Whilst cries ring the air, now from lips in despair—  
Hark! the life-saving crew,  
The life-saving crew!  
Oh! blessed for ever  
Be the life-saving crew.

The storm rages fierce—here are tempests of life  
Where bright eager faces grow white in the strife,  
And wild desolation—for all that was planned—  
Is there never a one with a helping hand?  
Hark! the life-saving crew,  
The life-saving crew!  
Oh! blessed for ever  
Be the life-saving crew.

MAY EVE.

## NEW LIFE-BOATS.

ABERYSTWITH, CARDIGANSHIRE.—The Life-boat stationed here many years since has been replaced by a new self-righting boat, which is 35 ft. long by 8 ft. 6 in. wide and rows ten oars double-banked. She is fitted with two water-ballast tanks and one drop keel. A new transporting or launching carriage has been sent with the boat. The cost of the new Life-boat has been met from the gift received by the Institution from Mrs. NAOMI BEATTIE, of Clifton, in memory of her late husband, and in accordance with her wishes the boat is named *John and Naomi Beattie*.

A grand demonstration took place on the occasion of the inauguration of the new Life-boat on the 10th August last, in the presence of an immense crowd of visitors and residents. The weather was fine but a stiff breeze caused a rough sea. Before the launching ceremony a procession started from the Life-boat House, consisting of Police, Fire Brigade, Royal Naval Reserve, Ambulance Corps, the Midland Church Boys' Brigade from Birmingham (800 strong), tableaux, decorated cars, Friendly Societies, motor and cycle groups, Sunday Schools, Bands, and the new Life-boat with her crew. The procession proceeded round the town to the Life-boat slip, where a portion of the promenade had been fenced off and a platform erected.

The Mayor, Captain THOMAS DOUGHTON, the honorary secretary of this branch of the ROYAL NATIONAL LIFE-BOAT INSTITUTION (who was accompanied by his chaplain, the Rev. R. J. Rees, M.A.), was supported by Councillor William Thomas, ex-Mayor; Alderman E. P. Wynne; Councillors C. M. Williams, Isaac Hopkins, Daniel Thomas, Edwin Morris, and J. Barclay Jenkins; Mr. A. J. Hughes, town clerk; Mr. Rees Jones, borough surveyor; Captain Humphreys, harbour master, and other officials. On the platform were Mr. Vaughan Davies, M.P., president of the Local Committee; Mrs. and Miss Loxdale; Mrs. Doughton, Mayoress; the Misses Morgan, Nant-ceirio; Mr. Leonard Potts, town clerk of Poplar; Mr. Harry Bonsall; Mr. Hopkinson, Bury; Mr. David Samuel,

M.A., headmaster of the County School; Mr. Mortimer, H.M. Customs, and others.

The President, Mr. VAUGHAN DAVIES, M.P., commenced the proceedings by saying that the Life-boat Institution was founded in the year 1824, since when it had been the means of saving 46,000 lives, and 550 had been saved during the past year. The new boat had been built especially for the men who would use her, and might have to risk their lives in the service as well as for the nature of the coast. To people living inland, slight waves might make a rough sea, but occasionally during the times of the equinoctial winds the sea was converted into mountains of water. Nevertheless, the moment the flag of distress was flown by any ship, the crews never hesitated in going out to that ship, even though they had wives and families dependent upon them at home. (Cheers.) The Institution could not, of course, be carried on without means, and he hoped that, while the crews were prepared to risk their lives, all those who stayed at home at ease would give pecuniary support. (Applause.)

Lieutenant HOWARD ROWLEY, R.N., District Inspector of Life-boats, on behalf of the Institution handed over the boat to the Local Committee, and regretted that Mrs. BEATTIE, the donor, was not present in person to take part in the ceremony. The boat was fitted with the most modern appliances, and could carry twenty-eight passengers in addition to her crew of thirteen men. She had been capsized on the Thames to try her self-righting qualities, and it now remained for her crew to test her qualities during tempestuous weather in Cardigan Bay. That boat was one of a fleet of 282 stationed round the coasts of the United Kingdom which had been the means of saving 46,000 lives. (Hear, hear.) Aberystwith was supplied by the Institution with a boat in 1862 and that was the fourth boat which had been stationed on that part of the Welsh coast. Before formally handing over the boat, he thanked the Mayor and Mayoress for their

attendance and especially thanked the Mayor for his nearly twelve years' work in connection with the Institution locally. He had great pleasure on behalf of the Institution in handing over the boat to Aberystwith. (Applause.)

The MAYOR, receiving the boat, said : Mr. President, Lieut. Rowley, ladies and gentlemen. It is very gratifying to me to realise that one of the chief functions during my year of office as Mayor of Aberystwith is to receive at your hands on behalf of the Local Committee and the inhabitants of the town this splendid boat. I need hardly say that a gift of such inestimable value to any seaside town cannot be too highly appreciated and I am perfectly satisfied from past experience that when the cry of "Man the Life-boat" is raised a crew will be found able and willing to go out to succour their brethren in distress, whether that cry for help is made by day or by night, or in whatever circumstances of storm or danger. (Applause.) I have been out with the boat every time during the past twelve years and the Committee of Management of the Institution have approved my action and presented me with a binocular glass. I have seen times when the boat could not go out beyond the pier, when the oars were broken and we could do nothing but let the boat drift. I am sure the citizens of Aberystwith will thank the Life-boat Institution for the boat, and I will ask you to show your appreciation by giving three hearty cheers. (Cheers.)

The choir having sung the hymn "For those in Peril on the Sea,"

Mr. E. H. JOHNSON, Organising Secretary of the Life-boat Saturday Fund, on behalf of the Life-boat Saturday Committee, presented the Mayoress with a silver medal in recognition of her services with other ladies in organising Life-boat Saturday collections at Aberystwith, which the Mayoress suitably acknowledged.

The Rev. R. J. REES, the Mayor's Chaplain, having read a portion of the 107th Psalm and offered up a prayer, the launching of the boat was announced by the discharge of the Life-boat signal. The Mayoress broke a bottle of champagne on the boat, and said : I have

great pleasure in naming this Life-boat the *John and Naomi Beattie*. I prayerfully and earnestly wish success to all who shall sail in her, and that, when necessity arises, she will be useful in saving valuable human life.

The boat was then successfully launched, the battery of the Boys' Brigade firing salutes, the choir singing the National Anthem, and the band playing "A Life on the Ocean Wave."

LYNMOUTH, N. DEVON.—The Institution has replaced the Life-boat stationed here years ago by a new one of the self-righting type, 35 ft. long and 8 ft. 6 in. wide, rowing ten oars double-banked. She is fitted with two water-ballast tanks and two drop keels. A new transporting carriage has been supplied with the boat. The cost of this boat has been generously defrayed by Mrs. CHARLES F. GREENHILL, of Norfolk Square, London, and as desired by her is named *Prichard Frederick Gainer*.

On the 18th August last the new Life-boat was inaugurated in the presence of a large crowd, advantage being taken of the annual "Life-boat Saturday" usually held here in connection with the Branch.

On a platform erected for those who were to take part in the ceremony were the members of the Local Committee, the donor of the Life-boat, Mrs. GREENHILL, and the District Inspector, Lieut. H. Rowley, R.N., while within an enclosure were assembled invited guests, subscribers, the band and members of the Lynmouth and Lynton choirs. The proceedings opened with a short speech by the President, Capt. E. B. Jeune, introducing Mrs. GREENHILL to those present. That lady then presented the boat to the Institution in the following words : Captain and Mrs. Jeune, ladies and gentlemen, and the crew of the Lynmouth Life-boat, I am not going to make a speech. I am only anxious to tell you what a very great pleasure it has been to me to give a Life-boat to the splendid ROYAL NATIONAL LIFE-BOAT INSTITUTION and how glad I am that she has found her home in the Bristol Channel at Lynmouth. I have heard of the good work done with your old boat, the *Louisa*, and I trust that God's



blessing will be with the new boat and her crew and that she and they will be the means of saving the lives of any who may be shipwrecked or in distress off this coast. My very best wishes go with the boat and her crew. (Loud applause.)

The boat was accepted by Lieutenant Rowley, R.N., who said he desired, on behalf of the Institution, to express the sincerest gratitude for the noble gift of Mrs. GREENHILL through whose generosity the Institution had been enabled to build a splendid boat, the constructors being the Thames Iron Works Company. Her crew numbered thirteen and twenty-eight additional persons could be carried. She had been very carefully tested as to self-righting and other sea-going qualities and each and every test had been most satisfactory. The Lynmouth station was now thoroughly efficient and had a really good crew who were ready to go out at any time, in the fiercest storm to succour a vessel in distress and risk their all—to help those in peril at sea. He concluded by asking Captain E. B. JEUNE, the President of the branch and the Rev. W. A. Lewis, who had been the honorary secretary for the past four years to accept the boat and to see that she was maintained thoroughly efficient and ready at a moment's notice. He trusted their joint services would be well rewarded and wished the boat and the crew God-speed. (Applause.)

Captain E. B. JEUNE said he and Mr. Lewis on behalf of the Local Committee had great pleasure in accepting the noble gift, made as a memorial of a young sailor brother who was drowned at sea and whose name the new boat would bear. It was a great thing that persons were to be found who were able and willing to make sacrifices for their fellow-beings. He was sure that if only one life could be saved by the new boat the noble donor would feel more than repaid.

Three cheers were then raised for Mrs. GREENHILL and a bouquet was presented to her by Miss Mead-Briggs.

A short service was then conducted by the Rev. W. A. LEWIS closing with the singing of the hymn "Eternal Father, strong to save," the effect of which, accompanied by the band and

heartily sung by many hundred voices, was most impressive.

The service being ended the naming ceremony was successfully performed by Mrs. E. B. JEUNE, to whom a bouquet was handed by Miss Margaret Lewis, and the *Prichard Frederick Gainer* was launched for her first exercise amid loud cheers. The sea was sufficiently rough to show off her good points and was an interesting test of her able management by the coxswain, John Crocombe and the crew.

An excellent supper, supplied by Mr. C. N. Bevan at the Drill Hall, to which the crew were kindly invited by Mrs. GREENHILL, closed a happy and prosperous day, the sum of 54*l.* being collected for the Branch.

NORTH SUNDERLAND, NORTHUMBERLAND.—The Life-boat stationed here many years ago by the Institution has been replaced by a new one of the self-righting type, 35 ft. long by 8 ft. wide, rowing ten oars double-banked. She is fitted with two water-ballast tanks and one drop-keel, and is provided with a new transporting carriage. The boat is named *Forster Fawsett*, in accordance with the wishes of Miss T. E. FAWSETT, of Maidenhead, who bequeathed a sum of money to the Institution for the purpose.

The programme arranged for the inaugural launch of the new Life-boat was carried out in brilliantly fine weather and amid scenes of intense enthusiasm. Bedecked with bunting and thronged with festively attired people—the residents being almost outnumbered by summer visitors and others who assembled for the occasion—the village throughout the day presented a gay and animated appearance. Lord and Lady Armstrong, accompanied by their two children, the Hon. Willie Watson-Armstrong and the Hon. Winnie Watson-Armstrong, together with Lady Adye, Lady Thynne, Miss Thynne, Miss B. Thynne, and Mrs. Hope Morgan, motored from Bambergh Castle. There were also present Lieutenant-Colonel Marshall (chairman of the local branch) and the following members of the committee, namely—the Rev. E. M. J. Adamson, Colonel

W. R. Craster, Mr. James Ewing, the Rev. Mark Fletcher, Messrs. Ernest J. Hart, Charles Hope, Chief Officer Kew, H.M. Coastguard, Dr. J. G. Macaskie, William Milliken, Captain H. P. S. Orde, Captain Joseph Roddam, Mr. George Smith, Rev. E. Williams, Mr. Lewis B. Ross (hon. secretary and treasurer), and Lieutenant Basil Hall, R.N., District Inspector of Life-boats.

Lord ARMSTRONG, who was received with hearty applause, said they were met for a very pleasing and interesting function—the launch of a new Life-boat for the use of the people of Seahouses and those who were toiling in the sea upon that coast. He was sure it was a very fitting thing that they should have a new Life-boat at North Sunderland at such a time as this, seeing that they had only within the last few days celebrated the anniversary of the wreck of the *Forfarshire* and the rescue by Grace Darling and her father. (Hear, hear.) They owed a debt of gratitude to the lady who, by her munificence and generosity, had enabled this Life-boat to be built. He hoped the *Forster Fawsett* would do as beneficent work as her predecessors had done. He would conclude his remarks by thanking the ROYAL NATIONAL LIFE-BOAT INSTITUTION for placing a new Life-boat at the North Sunderland Station. He hoped it might be launched on a beneficent and useful career and that the heroic deeds of the past might be repeated by the gallant crew who would man this Life-boat. (Applause.) He had much pleasure in calling upon Lieutenant Basil Hall to accept the boat on behalf of the Royal Institution.

Lieutenant BASIL HALL, R.N., said it was a very great pleasure to him to be present and to have the honour of representing the ROYAL NATIONAL LIFE-BOAT INSTITUTION upon this very interesting occasion. The new Life-boat possessed all the latest developments in Life-boat construction. She was non-sinkable, self-baling and self-righting and he had no doubt that when she had been tested, as perhaps she would be during the ensuing winter, everybody would consider that the crew had made a very wise choice. (Applause.) He would remind those present that though through

the generosity of an individual they were able to place a Life-boat at a station like this, it was only by the collective liberality of the public generally that they were able to keep the service in a state of efficiency. The ROYAL NATIONAL LIFE-BOAT INSTITUTION was entirely supported by voluntary subscriptions. It got not one penny from the Government or any other subsidy. All the funds came from the pockets of the public. He must ask them to remember that and to do their best to help it. On behalf of the Life-boat Institution he had very great pleasure in handing over the boat knowing that it could not be placed in better hands. (Applause.)

Colonel W. R. CRASTER, R.N., on behalf of the North Sunderland Branch of the ROYAL NATIONAL LIFE-BOAT INSTITUTION accepted with great pleasure the splendid present.

An appropriate religious service was at this juncture conducted by the Rev. M. Fletcher, Vicar of North Sunderland, and the Rev. E. Williams, Vicar of Bamburgh.

Lady ARMSTRONG then performed the naming ceremony breaking a bottle of wine against the bow of the new boat which, fully manned, was thereupon run out to sea amid enthusiastic cheering, gun-firing and suitable music by the Alnwick Brass Band under Mr. R. Walsh.

Miss Gladys Fletcher presented to Lady Armstrong a bouquet of choice flowers.

Mr. Charles Hope proposed a vote of thanks to Lady Armstrong and in doing so spoke of the willingness her ladyship always showed to assist in any good work.

Lady ARMSTRONG thanked the company very much for their hearty vote of thanks. She only hoped that they might all face the duties and difficulties of life as bravely as the crew of the gallant Life-boat. (Applause.)

Colonel Marshall proposed a vote of thanks to "All Workers," which was carried with acclamation.

Captain H. P. S. Orde proposed a vote of thanks to Lord Armstrong, which was carried with three hearty cheers.

Mr. Lewis B. Ross, hon. secretary, proposed a vote of thanks to Colonel Craster, who he said had always taken the greatest interest in Life-boat work and was one of the largest subscribers to the funds.

Colonel Craster replied and the proceedings enthusiastically terminated.

PORT EYNON, GLAMORGANSHIRE.—The Life-boat placed here by the Institution some years since has been replaced by a new self-righting boat 35 ft. long, by 8 ft. 6 in. wide, rowing ten oars double-banked. She has two drop-keels and two water-ballast tanks. A new transporting carriage, fitted with Tipping's plateways, has been sent with the boat. The cost of the new Life-boat has been defrayed from the bequest to the Institution of the late Colonel JOHN A. HAY, of Cheltenham and is named *Janet* as desired by the testator.

Thursday, the 23rd August last, was the day selected for the naming ceremony, and Port Eynon was *en fête* for the occasion. Brilliant weather favoured the function, which was numerously attended, the *élite* of the village and surrounding districts and hamlets putting in an appearance. Admiral of the Fleet Sir Algernon Lyons, G.C.B., presided at the ceremony and he was accompanied by Lady Lyons. The Rev. D. Price, Rector of Port Eynon, acted as chaplain. There were also present Rev. Lewis Hughes, Rector of Rhossily; Rev. S. W. Jenkins, R.D., Oxwich, and Mrs. Jenkins; Lieut. Howard Rowley, R.N., District Inspector of Life-boats; Mr. F. le Boulanger and Mr. C. A. Bevan representing the Swansea, Mumbles, and Port Eynon districts of the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

Admiral Sir ALGERNON LYONS called upon Lieut. Rowley to make a statement of the work of the society. The lieutenant thanked the Admiral and all concerned for their part in the afternoon's function, and explained that the new boat was specially constructed for the work on the Gower coast, being of very shallow draught, in fact only drawing 2 ft. 2 in. of water, but she had two centre boards. She had been thoroughly tested and was of the latest

design. In handing over the boat to Mr. le Boulanger, on behalf of the Society, he expressed the hope that the Local Committee would see that it was ready to go on its errands of help and mercy.

Mr. LE BOULANGER, in accepting the charge, said the boat would always be ready, thanks to its staunch crew, for any calls made upon it. (Cheers.)

The Rural Dean read Scripture and the Rector of Port Eynon offered up prayer, invoking the protection of Providence for the new boat. Hymns were also sung.

Mr. BEVAN, secretary of the Port Eynon Station, said they were all proud to receive the boat. The crew were not sailors but men engaged in all kinds of employment on shore. Nevertheless, they were fully conscious of the risks they ran and were quite prepared to accept them in the hope of rendering aid to fellow-beings whose lives were in peril on the sea. (Applause.) It was a great encouragement to the crew to know that they had the sympathy of the public.

Lady LYONS then broke a bottle of wine over the bows of the boat and named her the *Janet*, amid vociferous cheering.

The boat was then drawn by a team of horses into the water amid much enthusiasm. Tea was afterwards served in the Life-boat house, which concluded the very pleasant proceedings.

HOYLAKE, CHESHIRE.—A new Life-boat has also replaced the boat stationed here some years since. She is of the "Liverpool" type, 38 ft. long by 10 ft. wide, rows ten oars and has two water-ballast tanks and two drop-keels. A new transporting carriage fitted with Tipping's plateways has been provided for the boat. The new boat is named *Hannah Fawsett Bennett*, in accordance with the wishes of the late Mrs. L. H. F. BENNETT, of Florence, who bequeathed to the Institution a sum of money for a Life-boat for this part of the coast and which has been appropriated to this station. The balance of the cost of building and equipping the new boat, carriage, etc., has been met from the bequest of the late Mr. CHARLES HUTTON LEAR, of West Kirby, Cheshire.

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

CLOVELLY, DEVON.—During a thick fog, a strong W.S.W. breeze, and a rough sea on the night of the 16th February, the s.s. *Abril*, of Bilbao, stranded about two and a half miles to the westward of Clovelly and the crew took to the ship's boats. The steamer was bound from Newport to Bilbao with a cargo of 1,700 tons of coal at the time of the accident. About 10 P.M. the village of Clovelly was startled by loud shouts for help from sea in the direction of the back of the breakwater. A boat was immediately launched and brought one of the *Abril's* boats with sixteen men in her into safety. The captain then reported that another boat with four men in her was missing; it was therefore decided to launch the Life-boat *Elinor Roget*, and she searched all night. At about 2.45 A.M. the Life-boat fell in with a tug and told her of her mission. The tug also joined in the search and some hours later they again made for the Life-boat and reported they had found the missing men and that they were on board. They were then transferred to the *Elinor Roget*, which returned to Clovelly, arriving about 9 A.M.

BEMBRIDGE, ISLE OF WIGHT.—At 5.30 A.M. on the 18th February it was reported that signals of distress were being shown by a vessel ashore at Sand's Head. The crew of the Life-boat *Queen Victoria* were at once summoned and the Life-boat was launched. The steamer *Ellington*, of Newcastle, was found bumping heavily; at the request of the captain the Life-boat therefore stood by ready to render assistance. About four hours later, as there was little or nothing to be done, the Life-boat returned ashore for the crew to get food, and about mid-day she put off again and stood by the steamer until about 7.45 P.M., when the wind moderated and she returned ashore. Next morning tugs succeeded in getting the vessel off.

TOTLAND BAY, ISLE OF WIGHT.—The four-masted barque *Inverness-shire*, when coming up channel on the 19th

February, in a strong gale and very heavy sea, hoisted signals for assistance when off Totland Bay.

The Life-boat *Robert Fleming* was promptly launched and on arrival the master inquired if the Life-boat could take them all aboard if necessity arose; having been answered in the affirmative he asked that the boat should remain with him until tugs came to his assistance. About 4.30 in the afternoon a large tug came and took them in tow, the Life-boat remaining astern. On entering the Needles, three tow-ropes parted one after another, and the vessel was in great danger of going on the "Shingles," but a London tug, which fortunately was near at hand, steamed up and put a tow-rope aboard and took her into safety. The barque, which was over 2,000 tons register, was bound from Iquique to Antwerp, with a cargo of nitrate, and had a crew of thirty on board.

YARMOUTH, NORFOLK.—At 5.20 P.M. on the 19th February, a schooner was observed aground on the Bell Buoy shoal. There was a moderate southerly gale at the time and the sea was heavy. The Life-boat *John Burch* was therefore launched and proceeded to her. The vessel proved to be the *Fiducia* of Harburg, bound from that port to Southampton, and the master at once engaged the Life-boatmen to get his vessel off. This they succeeded in doing in about an hour and having got her to Yarmouth Roads a tug was engaged to tow the schooner which was leaking badly into harbour, the Life-boat remaining in attendance.

PALLING, NORFOLK.—At 5.30 A.M. on the 20th February, during a N.N.W. gale, with snow-squalls and a very heavy sea, the Coxswains and Coastguard observed a vessel in distress about half a mile south of Palling. The crew and helpers of the No. 1 Life-boat, 54th West Norfolk Regiment, were at once called out and the horses sent for. With great promptness the Life-boat was launched and proceeded to the vessel, which



wind and sea, the boat was pulled towards the schooner, which by this time was in broken water amongst the rocks, and in such a dangerous position that it was not possible to get to leeward of her. The Coxswain however managed his boat in a masterly manner. Anchoring where safe, he veered down as near as possible to the wreck; he then threw a line on board, and by means of a lifebuoy attached hauled the crew of six, one by one, through the broken water into the Life-boat. The work of rescue was completed in a little over an hour, and the onlookers were loud in their praise of the manner in which the service was carried out.

CLOUGHIEY, CO. DOWN.—At 5.15 in the morning of the 23rd February, the Coastguard reported that he had been watching a vessel for some time, and apparently she was on the North Rock. The crew of the Life-boat *Faith* were assembled at the boat-house and kept in readiness, whilst steps were taken to ascertain if the vessel were ashore. Shortly afterwards the weather cleared a little and a large steamer could be seen. The Life-boat was therefore launched at once and proceeded to her. They found that she was an Italian steamer, the *Themis* of Genoa, bound from Glasgow to Spezzia with a cargo of pitch. The Life-boat brought eighteen of the crew ashore, and towed a boat containing their clothes. Seven men, however, decided to remain on board, and as a precaution the Life-boat was again sent to the steamer; she remained some time, but only one more man wished to be landed and he was brought ashore during the afternoon. During this service the sea was heavy, but the east wind, which had been blowing a gale all night, had moderated a little. The men who remained on board were eventually landed in a shore-boat.

CLACTON-ON-SEA, ESSEX.—About noon on the 23rd February, it was reported that a vessel was on the North Buxey Sand with a signal of distress flying. The Life-boat *Albert Edward* was launched and proceeded to the vessel, which proved to be the schooner *Renner* of Arbroath, bound to Faversham with

a cargo of potatoes. On arrival it was found that the crew were making preparations to leave the schooner and were putting their belongings in the ship's boat, but the Life-boatmen were engaged to save the vessel if possible.

Fifteen tons of cargo were jettisoned and an anchor laid out; but on the next flood tide it was seen that in spite of the pumps the water in the vessel was gaining and that it would be impossible to save her. At 1 A.M. on the 24th it was decided to abandon her, and the five men of the crew, together with their dog, having been taken into the Life-boat, she made for Clacton. The night was extremely cold and all the men suffered considerably.

MARGATE, KENT.—The schooner *Janie*, of Padstow, whilst bound from Llanelly to London, stranded during moderate weather on the 23rd February on the north-west part of the Tongue sand. In response to signals from light-vessels the No. 1 Life-boat *Eliza Harriet* was launched and proceeded to the sands. The master stated on the arrival of the boat that he did not think he would require any assistance, but she remained close at hand until the schooner floated, and then finding that the vessel was not making any water she returned home. The schooner was taken in tow by a steamer.

CASTLETOWN, ISLE OF MAN.—About 11 P.M. on the 23rd February signals indicating a vessel in distress were observed from the Langness Light-house. The Life-boat *Thomas Black* was launched, and on reaching Langness Point found the steamer *Sarah Blanche*, of Douglas, on the rocks.

The crew had abandoned her, and were in their boats with their effects. The Coxswain of the Life-boat persuaded them to return, and having put some of the Life-boat crew on board, they succeeded in getting the steamer off the rocks and took her into Castletown Harbour.

FILEY, YORKSHIRE.—In very cold weather, during heavy snow-showers, the Life-boat *Hollon the Second* was launched on the 25th February, to assist

a vessel which was reported ashore under Speeton Cliffs. On reaching the vessel it was found that she had lost her rudder and propeller, and that the fore compartment was full of water. At the request of the Captain the Life-boat stood by the vessel in case the efforts to float her were not successful, but at high water, with the aid of two tugs, the steamer was floated and taken to Scarborough. The vessel was the steam-trawler *Pearl*, of Grimsby, and at the time of the accident she was bound to Grimsby with a cargo of fish.

NEWBIGGIN, NORTHUMBERLAND.—The Life-boat *Robert and Susan* was called out about 6.30 A.M. on the 25th February, to the assistance of the Barque *Marthe Roux*, of Havre, which had stranded on some dangerous rocks about three-quarters of a mile to the south of Newbiggin; she was bound at the time from San Francisco to Leith with a cargo of grain. The wind had been blowing a gale from S.E. during the night, but towards morning veered to S.W. The Life-boat stood by the barque for some hours and then returned, as the crew had decided to remain on board.

At 1 P.M. signals were observed from the vessel and the Life-boat put off again and assisted to save her. In this they were successful, and the barque was taken to Blyth Harbour.

PETERHEAD, ABERDEENSHIRE.—During the morning of the 26th February the wind freshened into a N.W. gale with a moderate sea. About 6.30 a message was received from the Coast-guard that a schooner was ashore at Scotston Head, and the crew of the Life-boat *George Pickard* were assembled and the boat launched. On reaching the vessel she was found to be the *Banagh*, of Wick, bound from Methil to Wick, with a cargo of coal. The crew declined to leave her, and the Life-boat stood by until 11 A.M., when she was floated.

GIRVAN, AYRSHIRE.—The Girvan fishing fleet were out fishing early on the morning of the 28th February, when a gale sprang up from S.W., which veered

to N.W. and increased in violence. All the boats reached harbour safely with the exception of four, and about 11 A.M. one of them was seen returning. As the gale was still very strong and the sea very heavy, the crew were summoned and the Life-boat *James Stevens No. 18* made ready for launching; three of the boats however made the harbour safely. About 4 P.M. the last of the boats, the *Aliped*, was seen approaching, and as both wind and sea were very bad, the Life-boat was launched and assisted her into safety.

NEWBIGGIN, NORTHUMBERLAND.—On the 3rd March in consequence of the westerly wind increasing to a gale—the sea already being high—the small fishing coble *Royal*, which was at 12.30 P.M. about six miles off Newbiggin with no other vessel near her, was considered to be in danger. The Life-boat *Robert and Susan* was launched and sailing out to her accompanied her into harbour.

BULL BAY, ANGLESEY.—Shortly after 11 A.M. on Sunday morning the 4th March, a message was sent to the Coxswain of the Life-boat that a vessel was ashore between the “East Mouse” and the mainland. Steps were at once taken to launch the Life-boat *James Cullen*, and by 11.40 the vessel was reached. She proved to be the ketch *Eliza Jane*, of Beaumaris, bound from Fishguard to Amlwch in ballast. It was not necessary to give any active assistance, but as the ketch had a considerable list and was bumping heavily the Life-boat stood by her until 1.30 P.M., when she floated off on the tide, and got into Amlwch Harbour. There was a moderate sea, and the wind was blowing strongly from W.S.W.

DROGHEDA, CO. LOUTH.—The fishing-smack *Rosebud*, of Dublin, when making for the harbour about 11 A.M. on the 7th March, was driven on the south wall close to the bar. It was blowing a moderate gale from S.W., and the vessel commenced to bump heavily and for some time she was in a very dangerous position. Signals were made, and the Life-boat *Rose Beddington* was immediately launched to her assistance. In

the meantime the tide was ebbing, and just when the Life-boat went alongside the craft heeled over and slipped into deep water. The Life-boat remained by her until it was ascertained that she was not making water, and then returned ashore. The captain of the smack stated that the accident was due to a mishap to his rudder, and expressed his thanks for the prompt manner in which the Life-boat went to his help.

CAISTER, NORFOLK.—The brigantine *Lady Constance*, of West Hartlepool, when bound from London to West Hartlepool in ballast on the 7th March, stranded on the Barber Sands. Information was given at 1.45 P.M., and the No. 1 Life-boat *Covent Garden* was immediately launched and proceeded to the vessel. She was bumping heavily and appeared likely to go to pieces, the crew working constantly at the pumps. As the tide was flowing the Life-boat lay alongside the vessel, and about two hours later she came off, making water badly, but the services of the Life-boat not being wanted any longer she returned ashore.

MONTROSE, FORFARSHIRE.—During a S.W. moderate gale and moderate sea on the afternoon of the 7th March, the steam-trawler *Annie Walker*, of Dundee, stranded on the Annat Bank, and about 6 P.M. a tug went to her, but her assistance was declined. About 7.20 however signals were made for help, and the No. 2 Life-boat *Marianne Atherstone* was launched, and proceeded to the trawler. Five of the crew were taken into the boat, but the remainder, three in number, elected to stop on board hoping to save the trawler. The Life-boat remained in the vicinity until 9.30 P.M., when the master and the other two men, seeing that she was full of water and the hatches had been washed away, signalled to the Life-boat to return and rescue them. This she did, and the men, eight in number, were landed in safety about 10 P.M.

THURSO, CAITHNESS-SHIRE. — Soon after midnight, on the 10–11th March, signals of distress were observed from the schooner *Barbara*, of Wick, an-

chored in the roadstead. As the wind was blowing a hurricane from N.N.E. and the vessel was dragging her anchors, the crew of the Life-boat *Co-operator No. 3* was summoned, and with very great difficulty the boat was launched, the trouble being caused by the tremendous run which at times washed the launchers off their feet. Once afloat, the Life-boat quickly reached the schooner, and, having rescued the crew of four, she landed them at Scrabster. In the heavy sea it was impossible to get the Life-boat back to her house; she was therefore left at anchor in the harbour until the weather moderated.

PORTHDINLLAEN, CARNARVONSHIRE.—The schooner *Catherine and Margaret*, of Portmadoc, was at anchor on the 11th March, in Porthdinllaen Bay, when in the prevailing N.N.W. gale her anchors commenced to drag. Signals of distress were made, and the Life-boat *Barbara Fleming* was promptly despatched to her assistance and rescued the four men on board, bringing them and their dog in safety ashore. The schooner afterwards drifted ashore and sunk, the seas washing completely over her.

Within half an hour of the Life-boat returning to her mooring, a steamer was seen coming into the Bay with a signal of distress flying. The *Barbara Fleming* again proceeded to sea and went alongside. The vessel proved to be the s.s. *Wildrose*, of London, with eight men on board, bound from Liverpool to Spain, with a cargo of wheat. The Captain reported that he had lost his anchors and chains, and that others were required. The Coxswain explained that he was unable to supply them, and the Captain then asked if the Life-boatmen could take the vessel into safety, the sea being very rough, and the wind still blowing a strong gale. This they agreed to do; and some of the crew having been placed on board, the steamer, accompanied by the Life-boat, was taken to Henborth, where she was moored in safety on a sandy beach. This service, which resulted in saving both the ship and her crew, was performed in very heavy weather and the behaviour of the Life-boat was reported



to have been excellent. Large numbers of spectators were on the cliffs and were loud in their praises of the boat.

NEWHAVEN, SUSSEX.—Whilst making for Newhaven Harbour on the 13th March in a W. by S. moderate gale and very heavy sea, the French fishing-boat *T. R. 47* stranded about a quarter of a mile to the eastward. The Life-boat was promptly launched, but whilst proceeding to the vessel a heavy sea struck one of the oars so violently that it lifted a man overboard. He was quickly rescued, and happily was little the worse for his unpleasant experience. The master of the fishing-boat declined any help, but as the sea was breaking over the craft, the Life-boat stood by her for upwards of an hour, when they succeeded in getting clear. The Life-boat then returned to harbour.

SELSEY, SUSSEX.—About 7.30 A.M. on the 14th March, during a fog and misty rain, the s.s. *Copeland*, of Glasgow, bound from London to Southampton, stranded at Eastborough Head. In answer to signals of distress from the Owers Light-vessel and the steamer, the Life-boat *Lucy Newbon* was launched with all haste and proceeded to the vessel. On reaching her, the Captain asked the Life-boat to stand by him, as the steamer had sprung a leak. This they did until 10.20 A.M., when a successful attempt was made to get the vessel off. The steamer then made for Southampton, accompanied some distance by the Life-boat; but when it was found that no further assistance was likely to be required, the boat returned to Selsey.

BUDE, CORNWALL.—The ketch *President Garfield*, of Bideford, was proceeding to sea from Bude at about 8.40 A.M. on the 14th March, in a moderate N.E. breeze and considerable ground swell. On the vessel reaching the bar, the wind fell very light, causing her to drift to the north side of the harbour in heavy broken water, and she drove on to the rocks. The Life-boat *Elizabeth Moore Garden* was without loss of time sent to her assistance. Some little difficulty was experienced in getting alongside the ketch, owing to the heavy

seas breaking over her but the crew of three hands were successfully rescued, the Life-boat behaving splendidly.

NEWBIGGIN, NORTHUMBERLAND.—On the 14th March, when a fresh southerly breeze was blowing, and a rough sea was running, the fishing-coble *Sunbeam* was delayed some hours behind the others, in consequence of the night being very dark with snow falling heavily and the high sea. It was known that a great deal of difficulty would be experienced in reaching the landing place, and considerable anxiety was felt for the safety of those on board. At 8.15 P.M., at the urgent request of the relatives of the men at sea, the Life-boat *Robert and Susan* was launched and sent to their assistance. The coble was found a short distance from the shore, and the Life-boat having attended her into safety returned ashore and was rehoused.

EASTBOURNE, SUSSEX.—In very wet and cold weather the Life-boat *James Stevens No. 6* was engaged during the whole of the 18th March in assisting to save a vessel which had run on to a reef of rocks under Beachy Head. At 7.30 A.M. the vessel was sighted, and within a quarter of an hour of the time the information reached the Coxswain, the Life-boat was on her way to the vessel. She proved to be the schooner *Laura Williamson*, of Boston, bound from Redbridge to Newcastle with a cargo of scrap iron, and had run ashore in the fog. Just before reaching the schooner the Life-boat met the ship's boat with the crew of four, making for Eastbourne to obtain assistance. The *James Stevens No. 6* took them on board and proceeded to the wreck. Every effort was made to try and float the vessel, whilst the pumps were kept hard at work, but without success. The Life-boat in the meantime stood by ready to render assistance, and after a time the crew, fearing the mast would go by the board, desired to leave the schooner; the Life-boat therefore took them off. Later a further attempt was made, and by the united efforts of the crew, the Life-boatmen and a tug, the schooner was pulled clear, and accompanied by the Life-boat,

taken to Newhaven. Newhaven was reached about 6 P.M., and after food and rest the *James Stevens No. 6* started for Eastbourne, the crew reaching home at midnight quite exhausted, after a very heavy day's work under trying conditions.

WEXFORD, CO. WEXFORD.—About 3.15 P.M. on the 18th March, the yawl *Puffin*, of Wexford, with a crew of six hands, grounded on the west side of the bar, when coming into port from the fishing-grounds. The crew of the Life-boat *James Stevens No. 15* were at once assembled and the boat proceeded to the assistance of the imperilled men. There was a S.S.W. gale blowing with a heavy confused sea, and the weather was becoming worse. The Life-boat beat out over the bar, and anchored to windward of the disabled craft with the view of veering down to her, but owing to the awkward position in which the vessel lay when the Life-boat attempted to approach, she took the ground in the hollow of each wave, and in the breaking seas was constantly filled to the gunwale. For upwards of three hours repeated efforts were made under these trying circumstances, until a favourable opportunity occurred and a line was thrown to the doomed craft. By this means a heavier rope was drawn on board and the Life-boat worked near to the wreck, great skill being displayed by the Coxswain and crew throughout the service. The approach to the wreck was attended with great risk, the main boom swinging to and fro as the vessel rolled in the high and confused sea, it being a constant menace to the gallant Life-boatmen. By this time the fishing-boat was so deep in the water that her deck amidships was awash, and the crew, six in number, had taken refuge in the fore part, where they waited wet through by the breaking seas and perished by the cold. At last a favourable chance came, and the six men, who had been face to face with death had the Life-boat failed them, were safe. No time was lost in making for Wexford, where the shipwrecked men in a pitiable condition were landed. The Life-boat then returned to her station, the crew being thoroughly exhausted from cold and wet. The

fishing-boat went to pieces shortly after the men had been saved.

The Committee of Management marked their appreciation of this gallant and excellent service by awarding the silver medal to the Coxswain Superintendent, Mr. Edward Wickham, and an additional monetary reward to him and each of the crew.

PADSTOW, CORNWALL.—At 9.30 P.M. on the 19th March, it was reported by telephone that a vessel had grounded on the Doom Bar, whilst trying to make the harbour. The crew of the No. 1 Life-boat, *Arab*, were at once summoned and the boat launched. On the arrival of the Life-boat she was found to be the ketch *Selina Jane* of Bristol, bound from Wadebridge with a cargo of salt. She was bumping heavily and leaking somewhat badly, but the crew, assisted by the Life-boat, succeeded in getting her into the channel with the loss of her rudder, and otherwise damaged. Some of the Life-boat-men were put on board and assisted at the pumps, but after bringing her up off Chapel Bar she became unmanageable, and with some difficulty the Life-boatmen beached her to prevent her sinking in the channel. There was a strong N.E. breeze blowing and a rough sea running at the time.

MARGATE, KENT.—The No. 1 Life-boat *Eliza Harriet* was launched at 4.35 A.M. on the 22nd March, during a strong N.E. gale, to the assistance of the barge *Tollesbury* of Ramsgate, which had stranded on the Longnose Rocks. On arrival it was found that the barge was in a very dangerous position with a shore-boat alongside, but owing to the heavy seas the shore-boat was compelled to leave the barge, the heavy seas dashing right over her. Seven Life-boatmen were placed on board and another anchor let go, and when the tide had made sufficiently to get her clear, she was taken in a leaking condition to Margate harbour.

SUNDERLAND, NORTH DOCK, DURHAM.—At 10 A.M. on the 26th March the brig *Arendal* of Tonsburg, bound to Sunderland with a cargo of props, was

making for the harbour, when she came to grief. There was a heavy sea running at the time and the vessel struck the bar and remained fast. The Life-boat *George Woofindin* was promptly launched and proceeded alongside and rescued the crew of eight hands, landing them safely at the North Dock. Later in the day the Life-boat again put to sea, and with two tugs, succeeded in salving the vessel and her cargo.

YARMOUTH, NORFOLK.—During a moderate N.N.E. breeze on the 31st March the dandy *Susie* of Yarmouth was seen to go ashore on the Bell Buoy shoal and to begin to bump heavily in the rough sea. It was then 4.30 P.M. and within a few minutes the Life-boat *John Burch* was launched and on the way to assist her. The master asked that the Life-boat should stand by him as his vessel was leaking. In the meantime steps were taken by the crew to try and get the vessel clear, and about 8.30 P.M. a tug succeeded in towing her off and into Yarmouth harbour.

BROUGHTY FERRY, FORFARSHIRE.—Information reached Broughty Ferry between 7 and 8 P.M. on the 3rd April that a steam trawler was ashore on the Goa Bank, and signalling for assistance. The crew of the Life-boat *Samuel Shawcross* were summoned and the boat proceeded down the river until picked up by a tug, which towed her to the stranded vessel. The distressed trawler proved to be the *Robina* of Aberdeen, stranded in the thick weather. She was bumping heavily and the Life-boat stood by her for upwards of two hours, but as there appeared to be no danger the crew remained on board, and the Life-boat returned to Broughty Ferry, conveying the engineer to enable him to communicate with his owners.

NEWBIGGIN, NORTHUMBERLAND.—On the 4th April when eight of the cobsles were at sea fishing, the S.E. wind increased, and the sea rose very rapidly. As it was seen that they would have to land through a heavy surf the Life-boat

was launched and stood by them until they reached safety.

SCARBOROUGH, YORKSHIRE.—On the night of the 13th April a strong N. gale suddenly sprang up, and about 11.30 P.M. one of the cobsles returning from the lobster pots reported that the weather was very bad at sea, and not fit for any coble to come in without assistance. It was therefore considered advisable to launch the Life-boat *Queensbury*. It being nearly low water, there was some difficulty in getting the Life-boat down to the beach, but valuable assistance was lent by some of the fishermen's wives to effect a good launch. The Life-boat had proceeded about half a mile when she fell in with the coble *Lizzie*, and escorted her safely into harbour. She again put to sea and signalled to another coble which was some distance off, but apparently she did not require help and as the weather moderated, the Life-boat returned ashore and was re-housed.

HASTINGS, SUSSEX.—On the 26th April a vessel was observed on fire off Hastings, and the Life-boat *Charles Arkoll* was launched to render assistance if necessary. The vessel proved to be the steamer *Lugano* of Hamburg, homeward bound from Baltimore with a general cargo. The fire was discovered when they were off Beachy Head, and on the arrival of the Life-boat soon after 1 P.M. active steps were being taken by those on board to extinguish the flames. The Life-boatmen gave what help they could and the boat stood by the burning steamer until six o'clock the next morning, when the tugs with the vessel being sufficient protection, the Life-boat returned ashore.

STAITHES, YORKSHIRE.—It was a somewhat stormy evening on the 30th April, and in consequence only two cobsles put to sea. The E.N.E. wind was light but the sea was heavy, and towards nightfall became heavier; the Coxswain therefore launched the Life-boat to protect the boats. Meanwhile one of them succeeded in getting ashore, but the other awaited the Life-boat and was escorted in without accident.

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

THURSDAY, 14th June, 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 visit to the Sennen Cove Life-boat Station.

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

Northern District.—Longhope, Thurso, Stromness, Huna, Ackergill, Wick, Nairn, Buckie, Lossiemouth and Cullercoats.

Eastern District.—Hartlepool (three boats), Aldeburgh (two boats), Palling (two boats), Blakeney, Brancaster, Hunstanton, Wells, Pakefield and Southwold (two boats).

Southern District.—Littlehampton, Selsey, Hayling Island and Southend-on-Sea.

Western District.—Rhoscelyn, Moelfre, Rhosneigr, Bull Bay, Cemlyn, Cemaes, Penmon, Holyhead (two boats), Llanddwyn, Rhyll, Llanddulas, Point of Ayr and Llandudno.

Irish District.—Groomsport, Culdaff, Greencastle, Aranmore, Portrush, New Brighton (two boats), Formby, Hilbre Island, Hoylake, Peel, Port Erin, Ramsey, Port St. Mary, Castletown and Douglas.

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

Mr. KENNETH M. CLARK (additional)	£	s.	d.
Collected in the Garrison Church, Harrismith, Orange River Colony, per the Rev. H. M. WEBB-PEPLOW, M.A.	50	-	-
Collected during Lent from the St. Alban's, Holborn, Old Scholars' Class, per the Rev. E. F. RUSSELL, M.A.	6	10	4
—To be severally thanked.	1	6	8

Also the receipt of the following legacies:—	£	s.	d.
The late Miss MARTHA V. GIBSON, of Kilmarnock	482	18	8
The late Mr. W. H. DEAN, of Stratford (additional)	84	14	1
The late Mr. E. J. MARSH, of Harrogate	5	-	-
The late Mr. HUGO HARPUR-CREWE, of Brockenhurst, Hants	1	13	4

Voted the best thanks of the Committee of Management to Mr. THOMAS BAWDEN and Mr. PATRICK MURRAY in recognition of their long and valuable services as Honorary Secretaries, respectively, of the Douglas and Isle of Arran Branches of the Institution, which offices they had just resigned.

Paid 6,887*l.* for sundry charges in connection with various Life-boat Establishments.

Voted 131*l.* 11*s.* 6*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Aberdovey . .	Trawler <i>Louise</i> , of Pwllheli. Saved boat and	2
Cullercoats . .	Six cobbles of Cullercoats. Stood by cobbles.	
Gorleston No. 1	Brigantine <i>Arsene</i> , of Vannes. Stood by vessel.	
Kilmore . .	Schooner <i>Antelope</i> , of Wexford. Landed 5.	
Margate No. 1.	A schooner of Harburg. Stood by vessel.	
North Sunderland	Two fishing cobbles. Stood by cobbles.	
Scarborough .	Coble <i>Friendship</i> , of Scarboro. Saved cable and . . . . .	2
Staithes . .	Four cobbles of Staithes. Stood by cobbles.	
Whitby. . .	Coble <i>Jane and Mary</i> , of Whitby. . . . .	2

The Lowestoft No. 1 Life-boat assisted to save the cutter yacht *Themis*, of London, and her crew of four, and the Rosslare Harbour Life-boat assisted to save the steam trawler *Annie Melling*, of Preston.

Also voted 147*l.* 5*s.* to pay the expenses of assemblies of the crews or launches of the following Life-boats, to assist persons on vessels in distress, &c.: Broadstairs, Broughty Ferry, Caister No. 1, Douglas, Dunbar, Eyemouth, Fishguard No. 2, Kingsdowne, Margate No. 1, Porthdinllaen, Rosslare Harbour, Runswick and Walton-on-Naze.

Voted the Silver Medal and 2*l.* to Mr. THOMAS LANGLANDS, the Coxswain Superintendent of the Whitby Life-boats, for very gallantly putting off in a cable, on the 14th May, and at great risk rescuing three men belonging to the cable *William and Tom*, of Whitby. When crossing the bar the cable encountered heavy seas, and before help could reach her she filled and sank. Langlands at once rowed out in his cable and rescued the men, who were in the water. The risk was very great, and it was due to Langlands' skilful management and gallant conduct that the men were saved. Two men who assisted at the rescue were also granted 2*l.* each.

Awarded 15*s.* each to six men for putting off in a cable and rescuing two men, whose cable was capsized in a heavy ground sea off Staithes on the 4th June. One of the rescued men was Mr. CHARLES HORNE, the Coxswain Superintendent of the Staithes Life-boat, and it was entirely owing to his great pluck and endurance that his companion, who was unable to swim, was saved. Horne was granted the sum of 3*l.* for his gallantry.

Also 1*l.* each to four men for putting off in a boat and, at great risk, rescuing a man from a boat which missed the entrance to Penzance Harbour and got into broken water in a strong S.W. breeze and rough sea, on the 5th May.

Also 5s. each to four men for their promptness in rescuing four coastguards when their boat capsized in a squall off Angle, on the 18th April.

Also 15s. each to six men for putting off in a boat, and, at considerable risk, assisting to save the fishing boat *Marjorie* and her crew of two hands, which had stranded off St. Anne's in a rough sea and strong S. breeze, on the 5th May.

Also 10s. each to four men for rescuing the crew of three hands of the smack *Bagatelle*, of Liverpool, in a moderate S.E. gale and a rough sea off Douglas, on the 23rd May.

Also 5s. to a man for putting off in a small boat, in a moderate S.W. breeze and a moderate sea, and at a slight risk rescuing two persons whose boat had been capsized off Sidmouth, on the 3rd June.

THURSDAY, 12th July, 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, with certain exceptions, that their recommendations be carried into effect.

Read the report of the Deputy Chief Inspector of Life-boats on his recent visits to Poolbeg, Ballywalter and Donaghadee.

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

Northern District.—Montrose (two boats), Gourdon, Johnshaven and Stonehaven.

Eastern District.—Gorleston (three boats), Hasborough, Sheringham, Cromer, Staithes, Aldeburgh, Withernsea, Hornsea, Bridlington Quay, Scarborough and Filey.

Southern District.—Salcombe, Hope Cove, Teignmouth, Lyme Regis, Sidmouth, Exmouth and Brixham.

Western District.—Criccieth, Porthdinllaen, Abersoch, Pwllheli, Barmouth, Aberdovey, Aberystwyth, Watchet, Burry Port, Ferryside, New Quay (Cardigan), Cardigan, Fishguard (two boats) and St. David's.

Irish District.—Fleetwood, Lytham, Piel (Barrow), Southport, Carrickfergus, Wicklow, Clogher Head, Drogheda, Skerries and Howth.

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

	£	s.	d.
Trustees of the late Mr. W. THORNGATE (annual subscription) . . .	80	-	-
Sir HARRY POLAND, K.C. . . . .	21	-	-
Co-operative Wholesale Society, Limited (annual subscription) . . .	21	-	-

—To be severally thanked.

Also the receipt of the following legacies:—  
The late Mr. FREDERICK ELLIS, of £ s. d.  
Birmingham . . . . . 1,497 10 9

The late Mr. EDWIN D. BRICKWOOD, of Bournemouth, for a Life-boat to be called the <i>Brothers Brickwood</i> , and to be placed on the Hampshire, Dorset or Sussex coast . . .	900	-	-
The late Miss H. L. ONWHY, of Broadstairs . . . . .	800	-	-
The late Mrs. SALOME WIGGER, of Norwich (to Great Yarmouth Branch) . . . . .	400	-	-
The late Mrs. SALOME WIGGER, of Norwich (to Lowestoft Branch) . . .	400	-	-
The late Miss E. A. LIGHTFOOT, of Hemel Hempstead . . . . .	100	-	-
The late Miss ANN WEBB, of Finsbury Park . . . . .	90	-	-
The late Mr. JOHN LOVEDAY, of Scarborough . . . . .	50	-	-
The late Mrs. HANNAH OGDON, of Warksworth (additional) . . . . .	2	8	4

Reported the transmission to their stations of the Hoylake and Port Eynon new Life-boats.

Paid 4,941l. for sundry charges in connection with various Life-boat Establishments.

Voted 80l. 19s. 6d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Broadstairs . . . . .	Fishing boat <i>Aboukir</i> , of Margate. Saved boat and . . . . .	2
Gorleston No. 3 . . . . .	S.S. <i>Lydia</i> , of London. Stood by vessel.	
Margate No. 2 . . . . .	Ketch <i>Plover</i> , of Padstow . . . . .	4
Runswick . . . . .	Six cobbles, of Runswick and Staithes. Stood by cobbles.	
Whitby . . . . .	Two cobbles of Whitby. Stood by cobbles.	

The Fishguard No. 2 Life-boat assisted to save the smack *Margaret and Ann*, of Cardigan, and 3 lives.

Also voted 131l. 11s. 6d. to pay the expenses of the following Life-boat launches or assemblies of crews, &c., with the view of assisting persons on vessels in distress:—Berwick-on-Tweed, Broadstairs, Gorleston No. 3 (steam), Ilfracombe, Lowestoft No. 2, Palling No. 2, Point of Ayr, Saltburn and Walton-on-the-Naze.

Voted 4l. 10s. between seven men of the dredger *Pioneer* for rescuing one of the two men belonging to the shrimp boat *John and Sarah*, which foundered in a strong W.N.W. breeze and rough sea off Lowestoft on the 1st June. Although a search was made for the other man no trace of him could be found.

Also 15s. to two men for promptly putting off in boats and saving the lives of five persons from a boat which capsized in moderate weather on the 4th June off Ilfracombe.

Also 3l. to three men for saving, at considerable risk to themselves, two men, whose coble, the *Rising Sun*, of Filey, was struck by a heavy sea and capsized two miles to the south of Filey on the 5th June.

Also 1l. 2s. 6d. to three men for rescuing, at moderate risk to themselves, two persons whose boat was capsized whilst crossing Teignmouth Bar on the 12th June.

Also 15s. to two men for rescuing the crew of four hands of the Ostend smack *Rosaline-Fidoline*, which sank after collision in smooth but foggy weather near the East Barnard Buoy on the 23rd June.

THURSDAY, 2nd August, 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.—Port Erroll, Newburgh, Peterhead, North Berwick, Boulmer, North Sunderland, Hauxley, Cresswell and Alnmouth.

Eastern District.—Flamborough (two boats).

Southern District.—Hastings, Littlehampton, Worthing, Plymouth, Yealm River and Torquay.

Western District.—Port Eynon, The Mumbles, Barry Dock, Weston-super-Mare, Lynmouth, Appledore (two boats), Clovelly and Ilfracombe.

Irish District.—Poolbeg, Kingstown (two boats), Killough, Newcastle (Co. Down), Giles Quay, Greenore and Blackrock.

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

	£	s.	d.
Mr. E. F. WHITE (annual subscription) . . . . .	50	-	-
Miss S. E. WHITE (annual subscription) . . . . .	25	-	-
Offertory in St. Andrew's Church, Hamble-le-Rice, per the Rev. A. MACKINTOSH, M.A. . . . .	2	8	3
Offertory on board H.M.S. <i>Cambridge</i> , per the Rev. F. BALL, M.A., R.N. . . . .	1	10	4
Contents of contribution box . . . . .	3	8	
	1	14	-

—To be severally thanked.

Also the receipt of the legacy of 1,527l. 6s. 7d. bequeathed to the Institution by the late Miss SARAH ANN PUGHE, of Scarborough.

Deep regret was expressed at the death of Mr. E. L. WILSON, who had for many years been Treasurer and Honorary Secretary of the Bannockburn Branch of the Institution, and it was decided to send a letter of sympathy to his family.

Also at the death of Mr. J. LUTHER EVANS, who had held the position of Surveyor of Life-boats to the Institution for twenty years. Mr. Evans was much respected by the Committee and his colleagues.

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

Paid 2,219l. for sundry charges in connection with various Life-boat Establishments.

Voted 24l. 17s. to pay the expenses of the following Life-boat service:—

Life-boat.	Vessel.	Lives saved.
Broadstairs	Yawl <i>Sea Belle</i> , of London. Saved boat and (Also saved a dog.)	1

The Gorleston No. 1 Life-boat rendered assistance to the s.s. *Windsor Castle*, of North Shields.

Also voted 47l. 10s. 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:—Folkestone, Gorleston Nos. 2 and 3 (steam), Thurso and Yarmouth.

Voted 6l. to six men for saving three men who had put off in a small boat to fish in Montrose Bay, on the 17th July.

Also voted 3l. to eight men for putting off in a boat and rescuing two women and a man, whose boat had capsized off Deal in moderately rough weather on the 20th July. They also landed a girl who was unconscious when picked up, and who died shortly after being landed.

Also 15s. to two men for promptly putting off in a boat and saving the crew of three hands of the coble *Maggie*, of Whitby, which capsized in a squall off Kettleness on the 7th May.

Also 1l. 2s. 6d. to two men for putting off in a boat and saving two girls whose boat had become unmanageable and was being driven out to sea, off Ardmore, in moderately rough weather on the 8th July.

THURSDAY, 13th September, 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.—Newbiggin, Cambois, Blyth, Tynemouth, Cullercoats, Ballantrae, Port Patrick, Port Logan, Holy Island (two boats), Berwick-on-Tweed, Eyemouth, Irvine, Ardrossan, Girvan, Dunbar, Ayr, Troon, Southend and Campbeltown.

Eastern District.—Sutton and Seaton Carew.

Southern District.—St. Helier, St. Peter Port, Weymouth, Harwich (two boats), Broadstairs, Margate (two boats), Newhaven, Shoreham, Eastbourne (two boats), Winchelsea and Hastings.

Western District.—Weston-super-Mare, Barry Dock, Burnham, Aberystwyth, Port Isaac, Bude, Lynmouth, Port Eynon, Tenby and The Mumbles.

Irish District.—Courtown, Arklow, Cahore, Wexford, Kilmore, Rosslare Harbour, Traamore, Dunmore East, Fethard, Helvick Head, Ballycotton, Youghal, Courtmacsherry, Queenstown, Kilmore and Fenit (Tralee).

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

	£	s.	d.
Coast Development Company, Ltd., proceeds of concert on Clacton-on-Sea Pier, in aid of Clacton-on-Sea Branch . . . . .	34	4	7
Ancient Order of Foresters (Court Fountain of Friendship, No. 2634, Snodland, Kent), collected at Church Parade, per Mr. H. F. BEADLE . . . . .	7	10	-

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late Mr. G. J. HARMAR, of Kensington, for a <i>Harmar</i> Life-boat and house; surplus for general purposes . . . . .	1,000	-	-
The late Mr. GEORGE HUNT HEIGHAM, of High Holborn . . . . .	500	-	-
The late Miss S. A. PARLOUR, of Islington . . . . .	262	15	8
The late Mr. W. H. WHELDON, of Derby, for the benefit of the Life-boat service at Llandudno . . . . .	250	-	-
The late Sir WILLIAM HUFFINGTON FINDLATER, of Dublin, per Dublin Branch . . . . .	90	-	-
The late Mr. W. F. McLEAN, of Ballyholme, for Groomsport Branch . . . . .	51	7	6
The late Mrs. S. F. WINCKWORTH, of Bayswater, for Life-boat at Walmer . . . . .	45	-	-
The late Mrs. S. F. WINCKWORTH, of Bayswater, for Life-boat at Deal . . . . .	45	-	-
The late Mr. R. T. VIDLER, of Hastings . . . . .	20	11	6
The late Mrs. ELIZABETH COOPER, Kidderminster . . . . .	10	-	-

Reported the transmission to their stations of the Lynmouth and North Sunderland new Life-boats.

Paid 5,479l. for sundry charges in connection with various Life-boat Establishments.

Voted 141l. 11s. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Cadgwith . . . . .	Ship <i>Socoa</i> , of Bayonne	25
Caister No. 2 . . . . .	Smack <i>Gladys</i> , of Lowestoft. Stood by boat.	
Carrickfergus . . . . .	A small open boat. Saved boat and . . . . .	1
Formby . . . . .	Ketch trawler No. 89, of Liverpool. Stood by vessel.	
Formby . . . . .	Training brig <i>James J. Bibby</i> , of Liverpool. Stood by vessel.	
Gorleston No. 2 . . . . .	Dandy <i>Consolation</i> , of Lowestoft. Stood by vessel.	
New Brighton No. 2 . . . . .	Training Brig <i>James J. Bibby</i> , of Liverpool. Rendered assistance.	

Life-boat.	Vessel.	Lives saved.
Port Patrick . . . . .	Fishing boat <i>Klondyke</i> , of Port Patrick. Stood by boat.	

The Clacton-on-Sea boarding boat saved the yacht *Wild Rose*, of Burnham and 4 lives; St. Mary's, Scilly, Life-boat assisted to save the steam trawler, *Grassholm*, of South Shields; and Yarmouth Life-boat assisted to save the ketch *Ellen* of Faversham, and the crew of seven hands.

Also voted 192l. 5s. 9d. to pay the expenses of the following Life-boat launches or assemblies of crews, with the view of assisting persons on vessels in distress:—Bembridge, Clacton-on-Sea, Falmouth, Gorleston Nos. 1 and 3, Harwich No. 1, Ilfracombe, Killough, The Lizard, Maryport, Mumbles, Newhaven, Palling No. 2, Port Erin and St. Agnes.

Also 6l. to twelve men for putting off in the Frinton volunteer Life-boat in moderate weather on the 20th August, and saving the crew of nine hands of the barquentine *Lanoy*, of Dover, which had stranded on the Gunfleet Sands.

Also 15s. to three men for rescuing one of two men from a small boat which capsized about half a mile from the shore at Frinton, in moderate weather, on the 29th July.

Also sent letters of thanks to Mr. TOWERS SMITH and to Mr. LEYSHON, and the sum of 1l. 10s. to a fisherman and his son, for rescuing two of four men whose boat capsized in Towy estuary, near Laugharne, in a strong westerly breeze and moderate sea on the 10th August. The other two men were unfortunately drowned before help could reach them.

Voted 10s. to a man at Brighton for rescuing, at slight risk, three youths whose boat capsized in smooth weather on the 19th August.

Also 7s. 6d. to a man for rescuing another man from a small boat which capsized in a squall, in moderately rough weather, about one and a half miles from Dunwich, on the 20th July.

Also 2l. 12s. 6d. to seven men for saving two persons from the smack *John Allan*, which was in distress about one and a quarter miles south of Johnshaven, in a light S.E. breeze but heavy swell, on the 2nd August.

Also 15s. to three men for saving two persons from the shrimp-boat *Blue Belle*, of Lowestoft, which when returning to harbour fouled a barge, capsized and foundered, and left the two men struggling in the water.

Also 2l. 5s. to nine men for putting off from Lowestoft at 10.30 P.M. on the 30th August and at slight risk, rescuing two persons from a small boat, which was being carried out to sea by the strong tide, the oars having been lost overboard.

## NOTICE.

The next number of the LIFE-BOAT JOURNAL will be published on the 1st February, 1907.

# 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. COUTTS AND CO., 440, Strand, London; and by all the other Bankers in the United Kingdom.—November, 1906.