

THE LIFE-BOAT.

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ANCIENT AND MODERN SHIPS.*

IN bringing this book to the notice of the readers of the LIFE-BOAT JOURNAL, it is felt that no apology is necessary on account of the subject not being one purely relating to Life-boats. The two volumes, which are adopted by the Victoria and Albert Museum as Science Text-books, are of such deep interest to those whose calling has been to follow the sea, or who, for other reasons, are attracted by ships and shipping, that a debt of gratitude is due to Sir George O. V. Holmes for having given us this history of ships from practically their first inception. It is no "dry as dust" account, this "Ancient and Modern Ships," but pleasantly written, with a notable absence of too many technical and scientific words: not that the scientific aspect is avoided, as witness Appendix I., Part II., relating to that deeply scientific and difficult subject, "The external forces which act on ships and the strains which they produce."

In the Preface to Part I. we are told that the task has been difficult, "for the annals of shipbuilding have been very badly kept down to a quite recent period, and the statements made by

* By Sir George O. V. Holmes, K.C.V.O., C.B. Victoria and Albert Museum Science Hand-Book. Messrs. Wyman & Sons, Ltd., Fetter Lane, E.C.

old writers concerning ships are not only meagre, but often extremely inaccurate. Moreover, the drawings and paintings of vessels which have survived from the classical period are few and far between, and were made by artists who thought more of pictorial effect than accuracy of detail. Fortunately the carvings of the Egyptians were an exception to the above rule. Thanks to their practice of recording and illustrating their history in one of the most imperishable of materials, we know more of their ships and maritime expeditions than we do of those of any other people of antiquity"; and "The researches now being systematically carried out in the Valley of the Nile add year by year to our knowledge, and already we know enough to enable us to assert that shipbuilding is one of the oldest of human industries, and that there probably existed a sea-borne commerce in the Mediterranean long before the building of the Pyramids." It is pointed out that next to nothing is known of the vessels of the Phœnicians, the principal maritime people of antiquity, and the same may be said of the early Greeks, though it is hoped that further research will bring to light more concerning the earliest types of Greek vessels, for in 1899 a vase of the eighth century B.C. (now in the

British Museum) was found with a representation of a "bireme" of the Archaic period on it. "The drawings of Greek merchant ships and galleys on sixth and fifth century vases are merely pictures which tell us but little that we really want to know. If it had not been for the discovery this century (the nineteenth) that a drain of the Piræus was partly constructed of marble slabs on which were engraved the inventories of the Athenian dockyards, we should know but little of the great triremes of as late a period as the third century B.C." Apparently there is not a single illustration of a Greek or Roman trireme in existence. For the first eight centuries of the Christian era (the author states) records and illustrations of ships are extremely meagre. Something is known about Scandinavian boats, owing to a recent discovery, and it seems probable that the Norsemen's types of vessels were dominant in Northern and Western European waters from the tenth to the twelfth century. From the Norman Conquest to Henry VIII. "we have to rely for information about ships upon occasional notes by the old chroniclers, helped out by a few illustrations taken from ancient corporate seals and from manuscripts. From the time of Henry VIII. onwards information about warships is much more abundant; but unfortunately little is known of the merchant vessels of the Tudor, Stuart, and early Hanoverian periods, and it has not been found possible to trace the origin and development of the various types of merchant sailing ships now in existence."

Part I., which deals exclusively with wooden sailing ships, takes us from the earliest known vessels down to the development of the magnificent clippers built in mid-Victorian time which were afterwards superseded by iron and steel vessels. An introductory chapter deals with statistics, and gives a table of the number of sailing and steam vessels

of over 100 tons belonging to twelve different nations in the year 1898, from which it is seen that out of a total tonnage of 27,673,528, the United Kingdom and Colonies owned no less than 13,988,508 tons, and the chapter explains how this position has been attained. The book then goes on giving some account of every known type of vessel of antiquity in chronological order.

It will no doubt be information to most people that there are now in existence boats which were built prior to the date usually assigned to the Ark, viz., 2840 B.C. "In the year 1894 the French Egyptologist Monsieur J. de Morgan discovered several Nile boats of the time of the twelfth dynasty (2850 B.C.) admirably preserved in brick vaults at Dashûr, a little above Cairo. . . . The boats are about 33 feet long, 7 to 8 feet wide, $2\frac{1}{2}$ to $3\frac{1}{2}$ feet deep." From Egypt we are introduced to the progress of naval architecture in the time of ancient Greece and Rome, illustrated by numerous engravings taken from Persian and Etruscan ware, marbles, etc. A most interesting chapter describes the construction of Greek and Roman galleys and explanations are given as to how the tiers of oars were worked.

On leaving this early period the ancient ships of Northern Europe are described, with an interesting allusion to the active part taken by Alfred the Great, who is generally regarded as the founder of the English Navy. He designed ships superior in type and size to those of his enemies the Danes. "They were fully twice as long as the others; some had sixty oars and some had more; they were shaped neither like the Frisian nor the Danish." The result being that in 897 King Alfred met and defeated a Danish squadron. A full description and illustrations are given of the Viking ship discovered at Gogstad at the entrance of the Fjord of Christiania in 1880, from which such a fund of valuable information accrued. Mediæval ships of course occupy a considerable space in

Part I. and are profusely illustrated. Graphic descriptions of Columbus's ships are given, and later on the vessels both of England and Spain in the interesting period of Queen Elizabeth's reign are described.

Part I. concludes with accounts of various merchant vessels in the 19th century, showing how such celebrated clippers as the *The Great Republic* (American), the *Stornoway*, *Chrysolite* and *Cairngorm* (Aberdeen), grew out of the old slow type of sailing vessel chiefly in consequence of the keen competition between Great Britain and the United States.

It will probably be Part II. which will most appeal to the general reader, for, with the exception of a most interesting chapter on "Early Wooden Steamers," in which a description is given of the first vessels in which steam was used for marine propulsion, it is concerned with iron and steel ships.

Quoting from the preface to Part II. "This volume is in the main devoted to mercantile ships. The man-of-war considered as a fighting machine, has not been touched; in fact, war vessels

have only been alluded to when the introduction of peculiarities in their construction seriously influenced the development of shipbuilding. . . A large part of the book has, necessarily, been devoted to a description of steamships that have, at one time or another, played, or that are actually playing, an important role in the history of navigation."

It is an absorbing volume and many familiar ships will be found described in it, only to mention such well-known names as the *Scotia*, *Great Eastern*, *City of Paris*, *Teutonic*, *Campania*, *Oceanic*, *Kaiser Wilhelm II.* and *Ivornia*. Appendix I. has already been alluded to. Appendix II. treats of "Tonnage and its Measurements at Different Times," an interesting subject to all who love a ship or boat; in fact this remark applies with force to both volumes, and as probably by far the greater proportion of the readers of the LIFE-BOAT JOURNAL have a warm corner in their hearts for ships and boats, it is felt that a benefit is conferred on them by calling attention to Sir George Holmes' delightful work, which also has the great merit of being inexpensive.

MAN THE LIFE-BOAT.

WHAT task on earth can man perform
More noble or more brave,
Than risk his days, and all he hath,
Another's life to save?
Yet thanks to Him who rules above,
Such men are to be found,
'Mong whom the sturdy Life-boat crews
That watch our shores around.

However fierce the raging main,
Or terrible the wind,
The boat is launched and takes the sea,
And no man lags behind.
Though wives and sweethearts, bairns as
well,
Are graven in their hearts,
These hardy, plucky mariners
Fulfil their manly parts.

Out to the sinking ship they go,
And strive their very best
To rescue the poor creatures there,
Who need both help and rest.
No easy thing is this to do,
Nay, often can't be done;
But if the act be possible,
The danger they will run.

So, when the storm has passed away,
Pray think of these brave men,
And see that they ne'er lack the means
Of going out again.
For this they need good boats and gear,
And surely wages too;
Therefore, your purses open wide
To aid the Life-boat crew.

F. C. KINNEAR.

OUR BRANCHES.

WHERE would the ROYAL NATIONAL LIFE-BOAT INSTITUTION be without its Branches, of which there are nearly 400 spread over England, Scotland and Ireland! The Committee of Management of the Institution, as stated by them in their annual reports over and over again, could not possibly carry on the great work of life-saving entrusted to them under Royal Charter, were it not for the splendid work done by the Local Branches, not only in raising much-needed funds to help to maintain the Life-boat service, but also, which is most important (we are now speaking of the Branches on the coast), in personally superintending, by means of their Committees and Honorary Secretaries, the Life-boat stations and the Life-boat crews. Notwithstanding that the stations are periodically visited and inspected by an efficient staff of officers employed by the Committee of Management, their work would we fear be practically useless unless backed up and

supplemented by the day-by-day supervision exercised by those much-valued friends on the spot, who are officially appointed by the local annual subscribers to the cause. In these days when there is such a multiplicity of calls on the generosity of the public for financial aid and hearty support, and when everybody is so busy and pressed, it will readily be understood that the difficulties in the way of raising funds or of getting a hearing for any one object are not to be underestimated, for they are great and in some instances very great. All praise is therefore due to those who with self-denying care and earnest endeavour work on week by week and year in and year out to promote the interests and efficiency of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, an Institution which for upwards of eighty years has done so much to minimise the horrors and sorrows of shipwreck on the dangerous but hospitable shores of our "right little, tight little Island."

LIFE-BOAT SATURDAY.

THE past year was certainly a more encouraging one than its predecessor for Life-boat Saturday workers. It goes without saying that the majority of the demonstrations and outdoor entertainments, such as processions, galas, garden parties and street collections, promoted in the interests of the movement, must be held during the summer months if they are to meet with any success at all; and the summer of 1906 was without doubt almost a record one for the abundance of its gloriously warm and sunny days throughout, so fully suitable for the work. No complaints could therefore be made, at all events as far as England and Wales were concerned, on this score; indeed, if anything, the weather was at times a little too warm for the activities of some of the lady workers. It must be agreed, however, on all hands that, taking everything into consideration, the result of the efforts for the year were highly satisfactory and very encouraging. Heavy work continuously carried on but productive of small success, if not of absolute failure, is not calculated to inspire enthusiasm

and zeal, whereas on the other hand good returns and a fair amount of success tend to encourage even the most faint-hearted. It is said to be "a long lane that has no turning," and it may we think be confidently hoped that the bad times which have for several years past spread a gloom over our country and people may now have begun to give way to better, brighter and more prosperous days. Everyone understands that if trade is good, and satisfaction as a result leavens the population, the charities, so numerous in our country, will profit thereby. This being so, all friends to the Life-boat cause, as represented by the ROYAL NATIONAL LIFE-BOAT INSTITUTION, may we think be justifiably sanguine in increasing their efforts—and we trust these will not be relaxed—to secure increased financial support for the work in the current year; resting assured that they will reap if they faint not, and that their success will mean increased efficiency in one of the oldest and most successful life-saving organisations in the world.

THE WRECK REGISTER AND CHART FOR THE YEAR
ENDED THE 30TH JUNE, 1905.

THE Board of Trade have recently placed in the hands of the public their annual Blue Book dealing with the shipping casualties which occur on or near the coasts of the United Kingdom; the present number furnishing the relative statistics for the year ended the 30th June, 1905. The information so admirably supplied is of the deepest interest, more especially to those who are in any way connected with the sea, ships or seamen, and it certainly serves to demonstrate the great importance and necessity of the life-saving work carried on year in and year out by the ROYAL NATIONAL LIFE-BOAT INSTITUTION, which has providentially been for more than three quarters of a century the happy means of minimising in no small degree the loss of life from shipwreck which is always taking place on or near our shores.

It is very desirable, as indeed we do each year, to draw special attention to those tables to be found in the "Wreck Abstracts" which more especially provide statistics affecting the LIFE-BOAT INSTITUTION and which are naturally of more than usual interest to those who support it. We now propose to deal firstly with the shipping casualties which occurred on or near our coasts in the year 1904-5, and then with the lives which were so sadly lost as the result of those casualties.

The total number of the casualties for the year in question was 4,006, happily a decrease of 662 as compared with the corresponding total for the previous year, whilst the number of lives lost in connection with these casualties was 384, a striking increase of 115 over the total for the year 1903-4, when the number of those who perished was 269.

The 4,006 casualties mentioned included every description of accident

befalling vessels of all classes, such as foundering, strandings, collisions, missing vessels, etc., and the Board of Trade classifies them as follows: (1) Total loss; (2) Serious casualties; (3) Minor casualties. As regards the cases of total loss and serious casualties, there was a decrease of 154 as compared with the corresponding number for the year 1903-4, the total number being 1,217. There was also a very considerable falling off in the number of minor casualties, the total being 2,789, or 508 less than in the previous year. The number of casualties in which life was lost was 91, an increase of only three as compared with the preceding year.

As usual the cases of collision constitute a very considerable proportion of the 4,006 casualties, the total of these being 1,509, that is to say, 162 less than in the previous twelve months. The cases of total loss, *excluding* collisions, decreased from 269 to 206, and the number of serious casualties was 654, or 14 less than in 1903-4. The total number of minor casualties, also *excluding* collisions, was 1,637, this number being 423 less than the year before.

Of the 4,006 casualties, 3,593 unfortunately befell British and Colonial vessels and 413 Foreign vessels, the former we are glad to note showing a large decrease of 617 as compared with the year 1903-4 and the latter a substantial decrease of 45 casualties.

The localities of the 4,006 casualties, *excluding* collisions, were as follows: East coast of England 606, or 133 less than in the preceding year; south coast, 416, a large decrease of 115; west coast of England and Scotland and east coast of Ireland, 908, also a large decrease, totalling 210 as compared with the year 1903-4; north coast of Scotland, 151, an increase of 26 over



SUMMARY

During the year ended the 30th June, 1905, the Number of Vessels lost or damaged on the coasts, and in the seas of the United Kingdom including cases of minor damage was 4006 and the loss of Life as far as can be ascertained was 384

	Life Boats	Rocket Stations	
There are	209	211	in England & Wales.
"	46	47	" Scotland.
"	35	30	" Ireland.
"	6	4	" Isle of Man.
"	2	0	" Channel Islands.

WRECK CHART OF THE BRITISH ISLES

FOR THE YEAR
1904-1905.

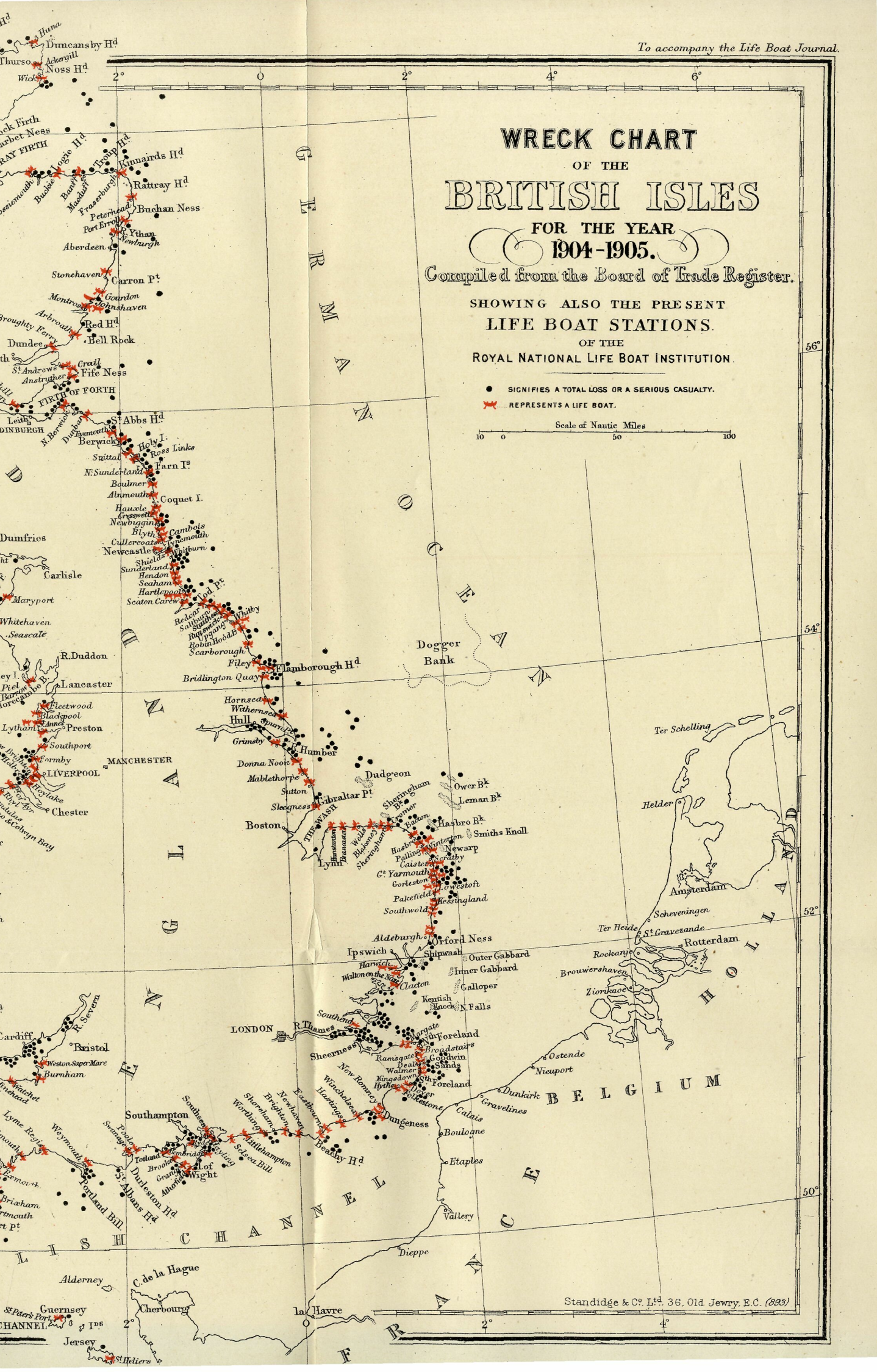
Compiled from the Board of Trade Register.

SHOWING ALSO THE PRESENT
LIFE BOAT STATIONS.

OF THE
ROYAL NATIONAL LIFE BOAT INSTITUTION.

- SIGNIFIES A TOTAL LOSS OR A SERIOUS CASUALTY.
- ✠ REPRESENTS A LIFE BOAT.

Scale of Nautic Miles
10 0 50 100



the number for the previous year; east coast of Scotland also 151, this total being a decrease of 19; other parts 265, or a falling off of 49; total 2,497, or exactly 500 less than in the year 1903-4.

The *loss of life* resulting from the 4,006 casualties, including *every* description of casualty, and allotted to the several districts previously mentioned, was: East coast of England, 48, or 19 less than in 1903-4; south coast of England 82, or 36 more (nearly double the total for the preceding year); west coast of England and Scotland and east coast of Ireland 69, a decrease of 5; north coast of Scotland 45, an increase of 24 or more than double the previous year's total; east coast of Scotland 17, an increase of 4; other parts 123; total 384.

It will be seen on reference to the Chart of the United Kingdom, issued each year, that a black dot is entered against each position on the coast where any *serious* casualty occurred in the year ended the 30th June, 1905, and also the exact spot is indicated in red at which each of the 280 Life-boats of the ROYAL NATIONAL LIFE-BOAT INSTITUTION is stationed. These Life-boats are so placed as to be able to give with all possible speed necessary help to the crews of distressed vessels.

Between the year 1861 and the 30th June, 1905, 6,615 British, Foreign and Colonial vessels were unfortunately wrecked on or near the coasts of the United Kingdom, and in *every one* of these cases loss of life was involved, the total number of lives lost being 28,424. Of the 384 lives which perished during the year 1904-5, 292 were from British and Colonial vessels, and 92 from Foreign vessels. When compared with the corresponding figures of the previous year, it is found that they show an increase of 74 as regards British and Colonial vessels and an increase of 41 in connection with Foreign vessels. Of

the 384 lives lost, 45 were in vessels which foundered, 87 in collisions, 98 in stranded vessels (a considerable increase of 64), 69 in missing vessels (an increase of 29 as compared with the preceding year), 85 in explosions, washed over-board, etc. It is worth noting that of the 384 lives lost during the year 1904-5, *only* 16 were passengers, the rest of those who perished being the officers or members of the crews of the shipwrecked vessels.

The number of vessels incurring casualties on or near the coasts of the United Kingdom must necessarily vary from year to year. The following table gives the statistics for rather more than the last half century:—

1854 (last six months), 458; 1855, 1,141; 1856, 1,153; 1857, 1,143; 1858, 1,170; 1859, 1,416; 1860, 1,379; 1861, 1,494; 1862, 1,827; 1863, 2,001; 1864, 1,741; 1865, 2,012; 1866, 2,289; 1867, 2,513; 1868, 2,131; 1869, 2,594; 1870, 1,865; 1871, 1,927; 1872, 2,381; 1873, (first six months), 1206; 1873-4, 2,191; 1874-5, 4,259; 1875-6, 4,554; 1876-7, 5,017; 1877-8, 4,436; 1878-9, 3,716; 1879-80, 3,138; 1880-1, 4,297; 1881-2, 4,367; 1882-3, 4,363; 1883-4, 4,405; 1884-5, 3,764; 1885-6, 3,596; 1886-7, 4,224; 1887-8, 4,004; 1888-9, 4,272; 1889-90, 4,344; 1890-1, 4,198; 1891-2, 4,710; 1892-3, 3,499; 1893-4, 4,951; 1894-5, 4,917; 1895-6, 4,620; 1896-7, 5,277; 1897-8, 4,964; 1898-9, 5,040; 1899-1900, 4,067; 1900-1, 4,008; 1901-2, 4,124; 1902-3, 4,357; 1903-4, 4,668; 1904-5, 4,006. Total 170,194.

On examination of the "Wreck Abstracts" for the last 52 years, it is ascertained that during those years a total of 32,263 lives perished from shipwreck on or near the coasts of the United Kingdom, a terrible record, only mitigated by the consideration, that had it not been for the 35,682 lives saved by the Life-boats of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and the other

means used and recognized by it during the same period, the loss of life would have been more than doubled. *It will be noted that the number of lives saved exceeded the number of lives lost by 3,419.*

H.M. Coastguard, by means of the rocket apparatus, assisted by the rocket brigades—all ably supervised by the Board of Trade—continue to carry on their excellent life-saving work with great success, and there are now as many as 326 life-saving stations under their care. The number of lives saved during the year 1905-6 by this means was 141,

a decrease of 32 when compared with the total of the preceding year.

The Committee of Management of the ROYAL NATIONAL LIFE-BOAT INSTITUTION feel that the great national work of life-saving which has been so long successfully carried on by the Institution, as evidenced by upwards of 46,000 lives having been rescued from shipwreck on our coasts, either by the Institution's Life-boats or by the other means which it employs and rewards, fully justifies them in earnestly appealing to the British Public for more encouragement and increased financial support.

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

KILMORE, CO. WEXFORD. — The schooner *Antelope* of Wexford stranded, during thick but moderate weather on the 6th May, about half a mile east of Bastardstown. Information of the casualty was received from the Coastguard at 3 A.M., and the crew of the Life-boat and launchers were assembled as quickly as possible. The Life-boat *The Sisters* was launched and proceeded to the schooner, took off the crew of five hands and landed them at 7 A.M. The vessel at the time of the accident was coasting with a cargo and was ultimately bound for Runcorn.

ROSSLARE HARBOUR, CO. WEXFORD. — The Coastguard officer reported at 9.15 A.M. on the 6th May that there was a vessel on the Long Bank signalling for immediate assistance. The assembly signal was fired and the Life-boat *Tom and Jennie* despatched. There was a moderate S.W. gale blowing, and on reaching the vessel it was found that she was bumping heavily. The master stated that he wanted help to get his vessel off and engaged the Life-boatmen to run out an anchor and to save the vessel if possible. Later a tug also came to help, and eventually the vessel was floated in a leaking condition. The vessel was the steam-trawler *Annie Melling*, of Preston, and had ten men on board.

WHITBY, YORKSHIRE.—On the 14th May the first of six fishing-cobles returned to harbour, in a strong N.N.E. breeze, at 11.30 A.M. Four boats came in safely, and although everything was in readiness it was not considered necessary to launch the Life-boat. The fifth boat to come in was the *William and Tom*, with three persons on board. When on the bar she encountered some nasty seas, and one washed over her stern, nearly filling her; she then ran on top of the wave, turned and was filled by a second sea and sank. The coble *Thankful*, which had just previously come into harbour, manned by THOMAS LANGLANDS—Coxswain Superintendent of the *Whitby Life-boats*—and two other men, immediately put off to the help of the men who were in the water. In the meantime a buoy attached to a line had been thrown from the pier, and to it two of the men clung; the third man was keeping himself afloat in the water and was the first to be rescued by the men in the coble. The task of saving the other two men was one of very great danger, but LANGLANDS displayed great courage and coolness. He could not get close to them, or his coble would have been stove against the pier, and it was therefore absolutely necessary to keep his coble head to sea—a difficult task, owing to the ebb-tide running round the pier.

head and setting her athwart. On the first opportunity he approached them as near as possible and threw them a line, but they were unable to get hold of it. He then had to move off and await another favourable chance. The second attempt was more successful, the men securing the line and being dragged through the heavy seas to the coble. During this time two of the oars had been washed from the coble, but she was handed in a masterful way, and as soon as the men were on board was pulled clear of the broken water.

When the coble, *William and Tom*, capsized, orders were given for the launch of the No. 1 Life-boat, *Robert and Mary Ellis*, and she proceeded to Langland's coble, and took the rescued men on board and landed them at Whitby, Langlands in the meantime running to Runswick, which was reached in safety. The Life-boat, having landed the three men, put to sea again to assist the coble *Jane and Mary*. Having warned the crew, three in number, of what had occurred, they abandoned their boat and the Life-boat took them into safety.

The Committee of Management at their meeting next following decided, as a special mark of their appreciation of the conspicuous gallantry and skilful seamanship, to decorate Mr. THOMAS LANGLANDS with the Silver Medal of the Institution, and in addition to grant him and the two men who were with him a pecuniary award.

ABERDOVEY, MERIONETHSHIRE.—About 8 o'clock on the evening of the 16th May a boat was noticed on the north side of Aberdovey bar, riding in a most dangerous position with a moderate gale blowing from N.W. As the boat was in immediate danger the Life-boat *William Brocksopp* was launched to the assistance of those on the distressed boat. On arriving alongside they found her to be the trawler *Louise*, of Pwllheli, with two men on board. They stated that they had lost their three sails, and had been driven by the gale into their present dangerous position. They had neither food nor coal on board and no means of making distress signals. A rope was passed

from the Life-boat and the trawler made fast and with the help of the little sail she had remaining the Life-boat towed her over the bar and into safety. There were heavy seas at the time on the bar, and the coxswain and crew were highly complimented on the successful manner they performed their awkward task, which was increased by the prevailing darkness.

GORLESTON, SUFFOLK.—On the 18th May, shortly after noon, information was received that a vessel was ashore on the Corton Sands. The crew of the No. 1 Life-boat *Mark Lane* were immediately summoned and the Life-boat launched. On the inner bank, the brigantine *Arsene*, of Vannes, was found ashore. The master declined any active assistance, but the *Mark Lane* stood by the vessel about an hour, when on the flood tide she floated off and proceeded. During this service the wind was N.E. by N., and the sea was rough on the sands.

NORTH SUNDERLAND, NORTHUMBERLAND.—The Life-boat *Thomas Bewick* was launched at 8.15 A.M., on the 19th May, to the assistance of two cobles which had put to sea, and had been overtaken by bad weather and rough sea. The danger flag was hoisted at the mouth of the harbour to warn the boats of the danger of coming in, and the first boat put about and made for the Inner Farne Islands. The Life-boat went some distance to sea, but as the other coble was not in sight she returned to harbour. Later in the day the coble was seen making for the harbour, together with an Eyemouth fishing-boat, the *Nazerine*. The Life-boat again put off and convoyed both vessels into safety.

LOWESTOFT, SUFFOLK.—About 7.30 P.M. on Sunday evening the 20th May, the Coxswain of the No. 1 Life-boat *Kentwell* was summoned from Divine Service to a vessel in distress at the back of the Corton Sands. With all haste the crew were assembled, and the Life-boat left the harbour in tow of a tug. There was a strong N.E. gale blowing with a very heavy sea, and

soon after starting the weather came on thick, necessitating a search for nearly an hour before the vessel could be located. She proved to be the cutter yacht *Themis*, of London, riding at anchor, her sails having been blown away and her gear and hull damaged. The Life-boat was towed up to the yacht, and endeavours made to get alongside, but owing to the heavy sea

of the tug, communication was effected by means of the Life-boat, considerable difficulty being experienced owing to the wildness of the sea. Both vessel and Life-boat were then towed into safety, harbour being reached at 2.30 A.M.

CULLERCOATS, NORTHUMBERLAND.—
The Life-boat *Co-operator No. 1* was



running it was not until after the third attempt under canvas that the boat managed to reach the *Themis*. A rope was then thrown to her, but the crew were unable to hold it on account of the heaviness of the sea. However, after two more attempts, a rope was made fast and the boat got alongside. Two men were placed on board, and the master having asked for the assistance

launched at 6.30 A.M. on the 24th May, to assist six of the fishing-cobles, which had gone to the fishing-grounds about 2.30. The wind was blowing moderately from E.S.E., but the sea became heavy after the boats had gone out, and when they wished to return it was breaking heavily on the bar. The Life-boat, therefore, went out and convoyed all safely back to harbour.

SCARBOROUGH, YORKSHIRE.—The fishermen assembled on the piers about 3.30 A.M., on the 24th May, for the purpose of going off to their crab and lobster pots, but owing to the strong sea only one coble, the *Friendship*, ventured out. She left harbour, with two men on board, about 4 A.M. and proceeded to the pots, about four miles to the south-eastward. They commenced their work, but after a short time the sea made so rapidly that they were obliged to desist. It being seen from the shore that they were in difficulties, the Life-boat *Queensbury* was launched and sent to rescue them. The two men were taken into the Life-boat, and after the pots and gear in the coble had been lashed, she was taken in tow and brought safely into harbour at 9.30 A.M. There is very little doubt that, had it not been for the timely assistance of the Life-boat, both the men would have been drowned and the coble and her gear lost.

MARGATE, KENT.—At 10.30 P.M., on the 26th May, distress signals were reported from the Princess Light-vessel, and the No. 1 Life-boat *Eliza Harriet* was launched and proceeded to her. There they learnt that a vessel had been burning flares to the N.N.W. The Life-boat at once proceeded in that direction, and found a German three-masted schooner riding to her anchor on the edge of the Shingle sand in very shallow water. Active assistance was declined, as she was then afloat and the tide flowing. Realising the dangerous position of the schooner, the Life-boat stood by her until she got into mid-channel and then returned home. There was a strong S.S.W. breeze at the time and the sea was rough.

STAITHES, YORKSHIRE.—On the 4th June when the fishing cobles were at sea it greatly increased, and one boat when attempting to reach the shore was capsized. Another coble went to the assistance of the crew of two men who had been thrown into the water and rescued them. The Life-boat was also launched and accompanied four other cobles to Runswick which was reached in safety.

FISHGUARD, PEMBROKESHIRE. — At 8.45 on the morning of the 13th June a message was received that a vessel was in distress near Strumbles Head about three miles from the Life-boat station. The No. 2 Life-boat *Appin* was promptly manned and proceeded to the position indicated where they found the smack *Margaret and Ann* of Cardigan, anchored in a very dangerous position close under the rocks with a heavy ground sea running. When the Life-boat went alongside the Master stated that he required assistance, and engaged the Life-boatmen to save his vessel and take her to Fishguard Roads. Five men were placed on board, and having weighed the anchor, they succeeded with the assistance of a tug in reaching safety. The N.E. wind was moderate at the time but the sea was rough.

BROADSTAIRS, KENT.—During a moderate south-westerly gale and heavy sea on the afternoon of the 25th June, a small fishing-boat was observed about four miles to the east of Broadstairs with the crew making signals of distress by placing their jackets on oars. The craft was watched for some time to see if she could make the shore, but as she had got into the set of the tide and was being quickly driven out to sea, the Life-boat was launched without delay and made for the distressed boat. When the Life-boat came up with her she was eight miles from the station and the crew of three men quite exhausted. They were transferred to the Life-boat, their boat being taken in tow and Broadstairs reached safely some three hours later. The boat in question was the fishing-boat *Aboukir* of Margate belonging to Mr. R. Burleton and two days later the following letter was received from him by the Honorary Secretary:—

“Margate, 26 June, 1906.

“DEAR SIR,—I wish to express my gratitude to the members of the Broadstairs Life-boat for their promptitude in putting off yesterday and rescuing my friends and self, who were out in my boat fishing and were carried away to sea by the wind and tide.

“I am, yours faithfully,

(Signed) “R. BURLETON.”

RUNSWICK, YORKSHIRE.—The Runswick cobsles were at sea fishing on the night of the 28th June when they were overtaken by a gale from N.N.E. which suddenly sprang up. Fortunately some of the boats were in the shelter of the bay and their crews immediately hurried ashore and launched the Life-boat *Cape of Good Hope*. She at once proceeded to the assistance of the other cobsles and having stood by until they reached safety returned ashore. Four of the endangered boats belonged to Runswick and two came from Staithes.

WHITBY, YORKSHIRE.—About 9 P.M. on the 28th June the N.E. wind considerably freshened and gradually increased until about 11 P.M., when it was considered that the fishing cobsles which were still at sea, were in danger. The No. 1 Life-boat *Robert and Mary Ellis* was therefore launched and proceeded to two cobsles which were in the roads and stood by them expecting others to come from the south, but about 3 A.M. as no more cobsles arrived she accompanied the two over the bar and then returned ashore.

MARGATE, KENT.—About 1 P.M. on the 29th June, during a whole N. by E. gale, information reached Margate that a ketch was in distress off Reculvers. With considerable difficulty owing to the heavy surf breaking on the rocks, the No. 2 Life-boat *Civil Service No. 1* was launched and proceeded to the vessel. The sea was very heavy and at times filled the Life-boat but she freed herself well. On arrival the ketch *Plouer*, of Padstow, was found stranded on the main with the sea making a clean breach over her, and practically under water. The crew of four hands were successfully rescued and the boat made for Margate, arriving about 4.30 P.M. with all hands thoroughly wet through.

GORLESTON, SUFFOLK.—In foggy weather on the 7th July at 4.10 P.M. a telephone message was received from the Coastguard stating that a large steamer was aground on the Cross Sand. The steam Life-boat *James Stevens No. 3* proceeded to the vessel which proved to be the s.s. *Lydie*, of London, bound

north in ballast. After the Life-boat had stood by the steamer for a short time she floated off without assistance and was able to proceed; the Life-boat therefore returned to Gorleston, arriving at 7.30 P.M.

BROADSTAIRS, KENT.—About 5 P.M. on the 20th July a small yawl was observed close to the Goodwin Sands in a very dangerous position apparently not under proper control, and griping towards the sand. Within a short time it was seen that she had grounded and the sea was breaking over her. Without delay the Life-boat was despatched to her assistance. They found that she was the *Sea Belle*, of London, and had one man on board with his dog. At first he declined any help, but when he realised his danger he gladly availed himself of the proffered aid. The boat was then taken in tow and conveyed to Broadstairs, arriving at 10.30 P.M.

GORLESTON, SUFFOLK.—Soon after 2 A.M. on the 22nd July the Coxswain of the No. 1 Life-boat *Mark Lane* was aroused and informed that signal guns were being fired by the St. Nicholas Light-vessel. The crew were assembled and the boat launched. She then proceeded, in tow of a tug, to the Scroby Sands, and nearing them saw a steamer aground. She proved to be the s.s. *Windsor Castle*, of North Shields, bound from Lisbon to North Shields partly laden with fish, and in the fog had stranded on the sands. Several Life-boatmen were put on board, and by their and the tug's united efforts the steamer was got clear and able to proceed to her destination.

CADGWITH, CORNWALL.—A large full-rigged ship went ashore off Cadgwith on the evening of the 1st August in a fresh southerly breeze and moderate sea, the Life-boat *Minnie Moon* was launched with all despatch and proceeded alongside her. Seven of the crew were taken into the boat, and at the request of the captain one of the ship's boats, containing some of the crew's belongings, was towed ashore. The Life-boat at once returned to the vessel, and as the wind was freshening

and the sea increasing, twelve more of the crew were taken into safety. The captain and five of the crew however still remained on board, and the Life-boat put off a third time. Those on board were disinclined to leave their ship, and the Life-boat remained in the close vicinity for upwards of an hour. About 3 A.M. however the seas were making a clean breach over the ship, and the five men wanted to leave her but the captain was still averse to it, but at length when he realised that his ship was full and the poop knee deep in water he consented and all were safely rescued, the vessel becoming a total wreck.

It appeared that the ship, the *Socoa*, of Bayonne, left Cherbourg the day before and was bound for San Francisco with a cargo of cement.

The hon. secretary of the branch, the Rev. Henry Vyvyan, went off to the *Socoa* when the Life-boat was launched, and remained with the endangered men until all were rescued. He was cordially thanked by the Committee of Management for his active co-operation.

PORT PATRICK, WIGTOWNSHIRE.—On the return of a fishing-boat from the Broadsea fishing-ground on the 3rd August the crew reported that they had not seen anything of the *Klondyke*, another fishing-boat of Port Patrick, which had two men on board. As there was a rough sea and a strong south-westerly wind with heavy squalls, some anxiety was felt for the safety of the fishermen. The Life-boat *Civil Service No. 3* put off about 6 P.M. to render aid to the *Klondyke* if necessary, and having fallen in with her, accompanied her back into harbour.

CAISTER, NORFOLK.—At 12.15 P.M. on the 4th August the smack *Gladys*, of Lowestoft, was observed on the Barber Sands, and the No. 2 Life-boat, *Nancy Lucy* was launched to assist her. The wind was blowing strongly from the S.W. with frequent squalls, and the sea was heavy. On reaching the smack assistance was offered to try to get her off but the Master declined as he hoped to float his vessel without help. As the position of the *Gladys* was some-

what dangerous and she was heeling over to such an extent that her lee rail was under water, the Life-boat stood by in case of need. Some three hours later however a Lowestoft tug arrived upon the scene and towed the smack clear.

FORMBY, LANCASHIRE.—During the afternoon of the 8th August, the Trawler No. 89, of Liverpool, stranded on Taylor's Bank. Towards sunset it was seen that the wind was backing and likely to increase; it was therefore thought advisable to send the Life-boat *John and Henrietta* in case of danger. She was accordingly launched shortly before 10 P.M. and proceeded to the trawler, which was found to be rolling and bumping heavily on the flowing tide. Eventually the vessel floated, and on learning that she was not in need of further assistance the Life-boat returned to her station.

NEW BRIGHTON, CHESHIRE, and FORMBY, LANCASHIRE.—Shortly before 9 P.M. on the 12th August, a telephone message was received at New Brighton, stating that the training brig, *James J. Bibby*, of Liverpool, was ashore on Taylor's Bank, and making signals of distress. The steam Life-boat, *Queen*, proceeded to the place indicated, and there found the brig as reported. At the request of the Captain, the steam Life-boat stood by his vessel, and the Formby Life-boat, *John and Henrietta*, which had also come out, did the same, there being upwards of forty persons on the brig. About 1 o'clock in the morning a hawser was run by the steam Life-boat to a tug, which was unable to get near to the brig, and she was successfully towed off and taken to Liverpool. The Life-boats then returned to their respective stations. The weather was moderate during this service. A few days later letters of thanks were sent to the crews of the Life-boats, expressing the appreciation of the Committee of Management of the training vessel at the prompt help given by the Life-boats.

ST. MARY'S, SCILLY.—In response to signals, the Life-boat, *Henry Dundas*, was launched at 1.15 A.M. on the 21st

August. There was a dense fog at the time and after searching to the westward she proceeded to the Northern Rooks where she found the steam trawler, *Grassholm*, of South Shields, at anchor. Whilst bound for Cardiff in the fog with a cargo of fish she had stranded on the rocks, but when the Life-boat reached her she had been warped off. As she was leaking badly and the sea was gaining on the pumps, the Coxswain was engaged to try and save her and at 5.30 A.M. he brought her successfully into harbour.

CLACTON - ON - SEA, ESSEX. — About 6 A.M. on the 25th August, a small yacht with four persons on board was seen to be dragging her anchors in the prevailing S.W. gale, and it was deemed expedient to send assistance. Eleven of the Life-boat's crew therefore proceeded to her in the boarding-boat, and the anchor was weighed. The yacht then proceeded to Harwich Harbour with the Coxswain in charge. There was a rough sea at the time of the service, and the yacht—which was the *Wild Rose*, of Burnham—was on a lee shore.

GREAT YARMOUTH, NORFOLK.—The Life-boat, *John Burch*, had just returned from exercise and been replaced in her house on the 25th August, when a vessel was observed near the Scroby Sands with her sails blown away. The vessel brought up but commenced to drive on to the sands. Seeing that she could not get out of danger without help, the Life-boat was promptly launched and proceeded to her. She was then in broken water, and on the arrival of the Life-boat, the Master at once engaged the crew to get his vessel clear of the sands. There was a moderate to strong W.N.W. gale blowing and the sea was very heavy, making it impossible for them to weigh the anchor; it was therefore slipped and a line was conveyed by the Life-boatmen to a tug which eventually succeeded in towing the vessel into safety. The vessel was the ketch *Ellen*, of Faversham, and at the time of the accident was bound to Goole in ballast with seven persons on board including two women and a child. This service,

occurring when the town was very full, was witnessed by thousands of visitors.

GORLESTON, SUFFOLK.—At 4.25 P.M. on the 27th August, the Coxswain of the Life-boat was informed by the Coastguard that a vessel was ashore on the South Beach. With all haste the No. 2 Life-boat *Leicester* was launched, and proceeded to the vessel, which proved to be the dandy *Consolation*, of Lowestoft, bound to the fishing ground. As the tide was still ebbing the Life-boat stood by her until it was possible to pass a tow-rope to her from a tug in readiness to tow her off when the tide had made sufficiently to enable them to do so. As the Life-boat was then no longer required she returned to her station.

CARRICKFERGUS, CO. ANTRIM.—On the 5th September at about 2.30 P.M. a small open boat with one occupant left the harbour to return to Helen's Bay. The wind was blowing strongly from W.S.W. and increasing, whilst the sea was heavy; the boat was therefore watched, and some two hours later, when she was seen to be driving out to sea and no hope of the occupant making the land, the Life-boat *Zaida* was launched. On reaching the boat it was found that she was in grave danger of being swamped, as the sea was very rough and the boat was not under control. The man was taken into the Life-boat and his boat taken in tow. Both were conveyed in safety to Helen's Bay and the Life-boat returned to Carrickfergus.

PALLING, NORFOLK.—Early in the morning of the 17th September during a strong gale from N.N.W. with heavy rain squalls, a messenger arrived at Palling and reported that a vessel was ashore about three miles to the northward of the station. The crew and launchers were at once summoned and horses were sent for, and with the least possible delay the No. 1 Life-boat *54th West Norfolk Regiment* was transported to the scene of the wreck. A launch was effected, but owing to a steep sand-bank the Life-boat was unable to get alongside the wreck. Communication was then obtained by

ropes and a tail block, and by this means the crew of three hands were saved. The vessel was the barge *Servic*, of London, bound from Goole to Newhaven with a cargo of coal.

CAISTER, NORFOLK.—On the 18th September Caister supplied another stirring story of the sea, and while there is unfortunately some loss of life to record, the Life-boatmen, the men who “never turn back,” have performed a fine rescue of half-a-dozen men under circumstances of the greatest danger and difficulty. The disaster was one of a kind which has happily become unfamiliar; the hapless men having to struggle for their lives almost the moment their vessel touched the fatal sands.

The ship was the Russian barque *Anna Precht*, of Mariehamn, carrying a crew of twelve hands, under the command of Capt. Jansson, and bound to Yarmouth from Borga, in Finland, with a cargo of wood used for box and case-making.

In an east-north-east gale and very heavy sea the vessel was running for an anchorage, when under the stress of the wind and strong tide she became unmanageable, and drove on to the Cockle Sands. Before a distress signal could be made the labouring vessel went to pieces. There was no time to issue orders and every man had to look out for himself. Three men got into the small boat—a feeble craft in a rough sea—and without oars trusted themselves to the mercy of the waves.

With the rain coming down in sheets, the Coastguard at Caister had not seen the disaster, but when they observed a small boat in the vicinity of the sands they at once aroused Coxswain Haylett, who mustered his crew, and the No. 2 Life-boat *Nancy Lucy* was launched. Meanwhile the little boat was thrown up on the beach, and the three men were secured by the Coastguardmen, who took charge of them, gave them warm drink and food, and a change of clothes. The Life-boatmen then learnt that there were still nine men on the wreckage. Day was breaking and the Life-boat soon found her way to the wreck on which the captain alone remained. Having rescued him they proceeded to search, and on the wreckage

they found a boy whom they unlashd and hauled to the Life-boat. Sailing on, another piece of the vessel with four men clinging to it was found and they were also picked up. The boat then sailed about again but could not find any more.

Another of the men saved was picked up from a piece of wreckage which was seen by the crew of a steamer who promptly rescued him and afterwards transferred him to the Life-boat to land. All the men were practically unconscious through the effects of cold, wet and exposure. The Life-boatmen administered restoratives always carried in the boat, and the *Nancy Lucy* then made for Yarmouth, where on landing the four men who had not recovered were conveyed to the hospital, together with another who had had his head cut open. The remainder were sent to the Sailor's Home where they were well cared for. Two of the crew were missing having been swept away when the vessel broke up.

The Life-boat was left after the service in Yarmouth Harbour, as the crew when launching in the heavy surf were drenched to the skin and it was necessary for them to go home for dry clothing. The Coxswain afterwards stated that the wreckage on which the men had taken refuge was in the midst of spars and wood and it was with great risk and difficulty that the Life-boat was sailed through it to a position close enough to get to the distressed seamen, while in some cases part of the crew were obliged to get on to the wreckage to rescue the men.

The Committee of Management at their next meeting following, decided to mark their appreciation of the excellent seamanship displayed by the Coxswain Superintendent Mr. JOHN HAYLETT, and the gallantry shown by him and the crew during this service, by conferring the Silver Medal of the Institution upon him and granting the whole crew an additional pecuniary award.

The conspicuous gallantry of Mr. JOHN PLUMMER (Assistant Coxswain), Mr. SOLOMON BROWN, and Mr. WALTER HAYLETT was also rewarded by the Silver Medal, they having very courageously leaped from the Life-boat on to the wreckage to save some of the men, who were benumbed and helpless.

SUMMARY OF THE MEETINGS OF THE COMMITTEE OF MANAGEMENT.

THURSDAY, 11th October, 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 visits to the following Life-boat Stations:—

Northern District.—Buckhaven, Stornoway, Gourdon, Johnshaven, Montrose (two boats), North Sunderland, Broughty Ferry, Arbroath, Stonehaven, Stromness and Longhope.

Eastern District.—Hartlepool (two boats).

Southern District.—Atherfield, Brightstone Grange, Brooke, Totland Bay, Ryde, Dunge-ness (two boats), New Romney, Folkestone and Hythe.

Western District.—Looe, Polkerris, Meva-gissey, Falmouth, Padstow (two boats and a steam-tug), Newquay (Cornwall), Porthou-stock, Coverack, Cadgwith, Mullion, Lizard, Porthleven, St. Mary's, St. Agnes, Sennen Cove and Penzance.

Irish District.—Howth, Cloughy, Bally-walter, Groomsport, Portrush, Culdaff, Green-castle, Aranmore, Carrickfergus, Newcastle and Killough.

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

	£	s.	d.
Ancient Order of Foresters (annual subscription)	130	-	-
"M. E. A." (annual subscription)	25	-	-
Harvest Offerings in Aldringham and Thorpe Churches, per the Rev. C. du G. MAKEPEACE, M.A.	5	8	1
Collected at Divine Service on board the S.S. <i>Princess Beatrice</i> , per Capt. H. R. RANDALL	3	4	-
Collected from Passengers of the R.M.S. <i>Orotava</i> , per Mr. H. B. STEPHENS	1	13	1

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late Major-General G. H. ADAMS, of Farnham Castle	500	-	-
The late Miss ISABELLA SHIELL	250	-	-
The late Mr. WILLIAM PIERCE, of Conway	100	-	-
The late Mr. ISAAC BONE, of Torpoint	20	-	-

Paid 4,089l. for sundry charges in connection with various Life-boat establishments.

Voted 145l. 1s. 6d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Broadstairs	Barge <i>Toots</i> , of London	3
Caister	Barque <i>Anna Precht</i> , of Mariehamn	6

Life-boat.	Vessel.	Lives saved.
Campbeltown	Barque <i>Agat</i> , of Christiana. Rendered assistance.	
Eyemouth	Schooner <i>De Trvende Brodre</i> , of Marstal. Stood by vessel.	
Lynmouth	Ketch <i>Shepherd</i> , of Shirehampton.	2
Palling No. 1	Barge <i>Servic</i> , of London	3

The Cromer Life-boat also assisted to save the schooner *Zuma*, of Wisbech, and her crew of 9.

Also voted 148l. 1s. 6d. to pay the expenses of the following Life-boat launches, &c., with the view of assisting persons on vessels in distress:—

Atherfield, Cadgwith, Clacton-on-Sea, Gorse-leston No. 3 (steam), Grimsby, Hasborough, Margate No. 1, Port Erroll, Southend-on-Sea, Tynemouth, Whitby No. 2.

The Ramsgate Life-boat was also launched on service.

Voted the Silver Medal of the Institution to Mr. JOHN HAYLETT, Coxswain Superintendent, Mr. JOHN PLUMMER, Assistant Coxswain, and Messrs. S. BROWN and WALTER HAYLETT, members of the crew of the Caister No. 2 Life-boat; also an additional grant of 1l. to them and to each of the crew, for a very gallant service on the 18th September, resulting in the saving of six lives from the barque *Anna Precht*, of Mariehamn, totally wrecked on the Cockle Sands.

Also voted the Silver Medal of the Institution to Mr. JOHN HAWKINS for his conspicuous bravery in lowering himself by a rope from the East Pier at Ramsgate and swimming out to the assistance of five persons whose boat had capsized off the Harbour entrance on the 14th September. There was a strong W.S.W. wind and a rough sea at the time, and none of the party, with the exception of the boatman, could swim. Two clung to the upturned boat and Hawkins secured a third, a lady, and swam with her into shallow water, and eventually all five were saved. Five shillings each was awarded to two pier watchmen who put off in a boat and picked them up.

Voted an additional pecuniary reward to the crew of the Palling No. 1 Life-boat for a very excellent service to the barge *Servic*, of London, resulting in the crew of three hands being saved on the 17th September.

Also an additional reward to the crew of the Atherfield Life-boat for an arduous service in a strong S.W. gale and heavy sea on the 5th October.

Voted 2l. 13s. 6d. to a man injured when on service with the Maryport Life-boat on the 5th September.

Also 1l. to Mr. M. HANAGAN, Coxswain of the Youghal Life-boat, and 5s. each to three

other men for saving one of two men whose boat was capsized outside Youghal Harbour in a sudden squall on the 14th September. The salvors observed the accident and at once made for the scene, but while getting one man into their boat the other unfortunately disappeared. The man saved was unconscious when picked up, and it was entirely due to the intelligent manner in which Hanagan used the prescribed methods for the restoration of the apparently drowned that he was resuscitated.

THURSDAY, 8th November, 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 Chief Inspector of Life-boats on his recent visits to Harwich and other places in connection with trials of experimental Motor Life-boats.

Also the reports of the Deputy-Chief Inspector of Life-boats on his visits to the Shetland Islands, Nairn, Stonehaven, Port Logan, Port Patrick, Banff, Fraserburgh and Buckie.

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

Northern District—Fraserburgh, Banff and Macduff, Buckie, Nairn, Lossiemouth, Port Patrick, Port Logan, Kirkcudbright, Balcarry and Whithorn.

Eastern District—Hasborough, Caister (two boats), Yarmouth and Gorleston (three boats).

Southern District—St. Helier, St. Peter Port, Ramsgate, North Deal, Walmer, Kingsdowne and Dover.

Western District—St. Ives, Hayle, Penmon, Bull Bay, Cemaes, Cemlyn, Rhosneigr, Rhoscolyn, Moelfre, Holyhead (two boats) and Rhyl.

Irish District.—Blackrock, Giles Quay, Greenore, Howth, Hoyle, Hilbre Island, New Brighton (two boats), Formby, Ramsey, Peel and Port St. Mary.

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

	£	s.	d.
Mrs. Anna Hutton	200	-	-
Newcastle-upon-Tyne Co-operative Society, Limited (additional)	25	-	-
Offertory and collection in Shavington Chapel, Adderley, Market Drayton, per the Rev. CHARLES J. WINNER, M.A.	3	14	3
Offertory in Aldro School Chapel, Eastbourne, per the Rev. HAROLD R. BROWNE, M.A.	3	-	3

Readers of *The Christian*, per £ s. d.
Messrs. MORGAN and SCOTT
(additional) 3 - 3

—To be severally thanked.

Also the receipt of the following legacies:—

The late Mrs. ISABELLA MEIN, of
Edinburgh (on account) 5,000 - -

The late Mr. FELIX STROUTS, of
Herne Bay 100 - -

The late Mr. JOHN CAMERON, M.D.,
of Liverpool 100 - -

Deep regret was expressed at the decease of Mr. JOHN F. HUGHES, R.N., who had for a long period been Honorary Secretary of the Cemlyn and Cemaes Life-boat Stations of the Institution, and it was decided to send a letter of sympathy to his family.

Appointed Mr. FELIX RUBIE, M.I.N.A., Assistant Surveyor of Life-boats, Surveyor of Life-boats to the Institution, vice Mr. J. LUTHER EVANS, deceased.

Reported the transmission to her station of the new Life-boat for Youghal (Ireland).

Paid £2,338 for sundry charges in connection with various Life-boat establishments.

Voted 179l. 4s. 8d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives Saved.
Buckie . . .	Lugger <i>Granny Cornal</i> of Buckie. Stood by vessel.	
Caister No. 2 .	Fishing lugger <i>Nazzurullah</i> of St. Monance. Stood by vessel.	
Cambois . . .	Schooner <i>Archimedes</i> , of Lowestoft. Assisted to save vessel.	
Cardigan . . .	Smack <i>Anne</i> , of Beaumaris	2
Dover . . .	S.S. <i>Olaus Olsson</i> , of Stockholm. Stood by vessel and landed 7.	
Holyhead . . .	Schooner <i>Tamar Queen</i> , of Cork. Landed 4.	
Irvine . . .	S.S. <i>Abbot</i> , of Newry. Stood by vessel.	

Also 257l. 9s. 4d. to pay expenses of the Life-boat launches or assemblies of crews with the view of assisting persons on vessels in distress: Brighton, Campbelltown, Clacton-on-Sea, Douglas, Dunbar, Eastbourne No. 2, Gorleston No. 2, Harwich (steam), Ilfracombe, Lowestoft No. 2, Lynmouth, Margate No. 1, Nairn, Peterhead, Rhyl, Selsey, and Yarmouth.

Voted the thanks of the Institution inscribed on vellum, and 1l. to Mr. WILLIAM COLE, Coxswain Superintendent of the Dover Life-boat, in recognition of a gallant attempt to save the life of a comrade when their fishing boat sunk off Dover in a strong S.W. wind and rough sea on the 12th October. Also voted 5l. to five men who put off in a boat and succeeded in saving Cole.

Also voted the thanks of the Institution and 5*l.* to Captain ALBERT VBOLYK, of the Tug *Lowestoft*, for gallantly taking his tug across the Newcome Sands and saving the lives of two pilots, whose boat was capsized in rough weather on the 14th October. Also 1*l.* each to the tug's crew of six hands.

Also 4*l.* to four men for saving three persons from the fishing boat *Alma*, which filled and sank in a north-east gale when making for Stromness Harbour, on the 19th October.

Also 1*l.* 10*s.* to three men for saving, at moderate risk to themselves, two men from a small fishing boat, which was being blown out to sea in a moderate off-shore gale and heavy sea, near the North Foreland, on the 28th October.

THURSDAY, 13th December, 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 Chief Inspector of Life-boats and the Inspector of the Eastern District on their visits to Harwich in connection with the trials of experimental motor Life-boats.

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

Northern District.—Anstruther, Crail, Montrose (two boats), Broughty Ferry, St. Andrew's, Newbiggin, Cullercoats, Tynemouth, Blyth, Boulmer, Hauxley, and Cambois.

Eastern District.—Whitburn, Sunderland North Dock, Sunderland South Outlet, Sunderland, Hendon Beach, Saltburn, and Redcar.

Southern District.—Brighton, Clacton-on-Sea, and Southend-on-Sea.

Western District.—Barmouth, Aberdovey, Aberystwith, St. David's, Criccieth, Abersoch, Porthdinllaen, Cardigan, Pwllheli, Fishguard (two boats), and New Quay (Card.).

Irish District.—Port Erin, Castletown, Douglas, Clogher Head, Drogheda, Wicklow and Kingstown (two boats).

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

	£	s.	d.
Co-operative Union, Limited, on account of the cost of the Co-operator No. 1 Life-boat for Cullercoats	800	-	-
Independent Order of Oddfellows (M.U.) (annual subscription)	50	-	-
Donation	5	8	-

Collected on board the S.S. <i>Caledonia</i> , per Capt. W. BAXTER	50	-	-
Collected in Hadnall Church, Salop, per the Rev. B. C. MORTIMER, M.A.	9	18	1
Fishguard and Rosslare Railway and Harbour Company, towards cost of new Life-boat house at Fishguard No. 2 Station	30	-	-
—To be severally thanked.			

Also the receipt of the following legacies:—

	£	s.	d.
The late Miss A. W. C. HALL, of Bournemouth, for a <i>William and Laura</i> Life-boat and her endowment (on account)	7,000	-	-
The late Mrs. MARY ANDREW, of Dunoon	1,500	-	-
The late Miss F. P. WORREY, of Stamford Hill	450	-	-
The late Mr. JOHN EYTON WILLIAMS, of Chester (on account)	187	10	-
The late Mr. HUGH CAMERON, of Hunter's Quay	100	-	-
The late Mr. WILLIAM GEAKE, of St. Columb, Cornwall	100	-	-
The late Mr. J. K. COLEMAN, of Stoke Newington (per Southwold Branch)	12	12	-
The late Mr. FELIX STROUTS, of Herne Bay (additional)	1	10	5

Reported the transmission to her station of the Atherfield new Life-boat.

Paid 4,429*l.* for sundry charges in connection with various Life-boat Establishments.

Voted 608*l.* 16*s.* 1*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Brixham	Ketch <i>Tyrant</i> , of Guernsey. Landed 4. Afterwards assisted to save vessel.	17
Dungeness No. 2	Barque <i>Schiller</i> , of Bremen	4
Fishguard No. 2	Schooner <i>Equity</i> , of Aberystwith	4
	Ketch <i>Irish Lilly</i> , of Fleetwood	4
	Ketch <i>Daisy</i> , of Douglas	4
	Schooner <i>Mary Barrett</i> , of Plymouth	4
	Schooner <i>William Jones</i> , of Carnarvon	4
	Schooner <i>Miss Hughes</i> , of Aberystwith	4
Fleetwood	Steam Trawler <i>Belmont</i> , of Fleetwood	32
Gorleston No. 1	S.S. <i>Genbert</i> , of Odessa (also saved a dog).	16
Gorleston No. 2	A small motor boat. Saved boat and	4
Grimsby	Barque <i>Marie Becker</i> , of Hamburg. Landed 2.	-

Life-boat.	Vessel.	Lives saved.
Hastings . .	Schooner <i>Fruit Girl</i> , of Falmouth	5
Holyhead . .	Schooner <i>Millom Castle</i> , (Steam) of Barrow. Landed 3.	
Holy Island No 1	Ketch <i>Fairy</i> , of Montrose. Assisted to save vessel.	
Maryport . .	S.S. <i>Grayfield</i> , of London	21
New Quay (Cardigan)	Schooner <i>Two Brothers</i> , of Portmadoc. Assisted to save vessel and	4
	Ketch <i>Leander</i> , of Carnarvon	3
Newquay (Cornwall)	Fishing boat <i>P. W. 201</i> , of Newquay, saved boat and	3
Porthdinllaen .	Ketch <i>Telephone</i> , of Portmadoc	2
Rosslare Harbour	Schooner <i>Young Hudson</i> , of Goole	3
Whitby No. 1 .	S.S. <i>Isle of Iona</i> , of Newcastle	11
Whitby No. 2 .	S.S. <i>Isle of Iona</i> , of Newcastle	6
Withernsea .	Schooner <i>Urda</i> , of Christiansand	5
Worthing . .	A small boat of Worthing	1

The Margate No. 1 Life-boat saved the barque *Shamrock*, of Dover, and 3; New Romney Life-boat landed 21 from the barque *Schiller*, of Bremen; Clacton-on-Sea Life-boat saved the barque *Falcon*, of London, her crew of 3 and a dog; Ramsgate Life-boat assisted to save the S.S. *Ingram*, of London, and her crew of 17; and Southend-on-Sea Life-boat assisted to save the brigantine *Claremont*, of Dublin, and her crew of 7.

Also voted 878l. 16s. 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: Aranmore, Bembridge, Broadstairs, Caister Nos. 1 and 2, Campbelltown, Cloughy, Dover, Dunbar, Eastbourne No. 2, Eyemouth, Gorleston Nos. 1 and 2, Hilbre Island, Hoylake, Kessingland No. 2, Llandudno, Llanddwyn, Lowestoft No. 2, New Romney, North Deal, Palling No. 2, Peterhead, Point of Ayr, Poole, Porthdinllaen, Sidmouth, Southend-on-Sea, Teignmouth, Tenby, Weymouth, Whitby No. 2, and Winchelsea.

The Ramsgate Life-boat was also launched.

Also voted 6l. 5s. to a man injured in the Life-boat service at Gorleston.

Voted the silver second service clasp, together with a certificate of service and a monetary reward to Mr. JAMES THOMAS, Coxswain Superintendent of the Fishguard Life-boats, on his resigning the post.

Voted the thanks of the Institution, in-

scribed on vellum, and the sum of 2l. each to Messrs. P. S. DOHERTY, P. O. DOHERTY, M. O. DOHERTY, J. S. DOHERTY, J. DOHERTY, JOHN HOUTON, T. McLAUGHLIN, H. M. COLGAN, and J. M. McKEENEY for gallantly putting off in a boat, and at great personal risk rescuing two of the crew of six hands of the fishing-boat *Terrible*, of Portasantly, which foundered off Glengad Head, in a whole N.E. gale and very heavy sea, on the 7th November.

A similar vote and 2l. was also presented to Mr. WILLIAM FARREN, one of the endangered men, for gallantly supporting one of his comrades on the above occasion, and thereby saving his life. The sum of 7s. 6d. was also awarded to the man who saw the accident and reported it.

Voted the thanks of the Institution, inscribed on vellum, to Messrs. G. and E. LEY for gallantly saving two persons from the herring-boat *Lilly*, which foundered off Ilfracombe in a moderate N.W. gale and heavy sea, on the 4th December. The salvors were in a similar-sized boat to the *Lilly*, and incurred great risk in effecting the rescue.

Voted 6l. to four men for saving, at considerable risk to themselves, nine persons from the steam fishing-boat *Petunia*, of Grimsby, which stranded about eight miles south of Withernsea, in a rough sea, on the 11th November. The salvors' boat was damaged, and an additional sum of 2l. was allowed to cover the cost of the repairs.

Ordered a letter of thanks to be sent to the Honorary Secretary of the Hayling Island Branch, and 1l. 17s. 6d. to six men, for their services in rescuing four persons, whose boat had stranded on the Woolsener Sands, on the 2nd December.

Voted 1l. 2s. 6d. to nine men for their promptness in rescuing two men, whose boat, the *Sea Swallow*, was run down and sunk by a steamer, in a dense fog, about 9 p.m. on the 5th November, off Dublin.

Also 2l. to four men for saving four persons from the sloop *Primus*, of Bergen, which stranded near Brighton Grange in a leaking condition, in a strong N.E. breeze and moderate sea, on the 10th November.

Also 5s. to a man for rescuing a boy whose boat was being driven out to sea off Portrush, in a strong ebb tide on the 2nd September.

Also 15s. to three men for putting off in a small boat, on the morning of the 16th November, and saving four men who had gone off the previous day to the flat *Flatfish* off Rhos pier, and in the prevailing gale had lost their punt and were unable to regain safety.

Also 1l. 2s. 6d. to three men for saving, at moderate risk, a man who was being blown out to sea off Deal, in half a W.S.W. gale and rough sea about 1 a.m. on the 22nd November.

Also 1l. 10s. to four men for saving four men from the Ketch *Hull*, of London, which stranded on the Knock Sands, near Southend-on-Sea, and became a total wreck on the 16th November.

Also 1l. 10s. to two men for saving two persons, who were overtaken by stormy weather after having proceeded from Maryport to the wreck of the S.S. *Grayfield*, on Robin Rigg Bank, on the 24th November.

Services of the Life-boats of the Institution during 1906.



1906.			Lives saved.
Jan. 2.	10.40 a.m.	S.S. <i>Granada</i> , of Liverpool. Formby Life-boat stood by vessel.	
„ 3.	10.30 a.m.	Steam trawler <i>Sea King</i> , of Hull. Scarborough Life-boat rendered assistance.	
„ 4.	8. 0 a.m.	Salvage boat <i>Margaret Dodd</i> , of Spittal. Berwick-on-Tweed Life-boat saved	15
„ 4.	8.15 p.m.	S.S. <i>Inger</i> , of Aalborg. Whitburn Life-boat rescued	19
„ 5.	8.30 p.m.	S.S. <i>Harriet</i> , of Middlesboro'. Caister No. 1 Life-boat assisted to save vessel.	
„ 6.	10. 0 a.m.	Cobles <i>Northern Star</i> and <i>Lord Londesborough</i> , of Bridlington. Bridlington Quay Life-boat stood by cobles.	
„ 6.	10. 0 a.m.	Three fishing cobles, of Filey. Filey Life-boat stood by cobles.	
„ 6.	11. 5 a.m.	Barge <i>Gothic</i> , of London. Sheringham Life-boat rescued	3
„ 7.	6.15 a.m.	Ditto ditto ditto assisted to save vessel.	
„ 6.	2.15 p.m.	S.S. <i>Tethys</i> , of Sydney, N.S.W. Hayle Life-boat rendered assistance.	
„ 9.	10.45 a.m.	Twelve fishing boats, of Johnshaven. Johnshaven Life-boat stood by boats.	
„ 9.	11.40 a.m.	Fishing boats, of Gourdon. Gourdon Life-boat stood by boats.	
„ 11.	7.35 p.m.	Ketch <i>Eily</i> , of Gloucester. Tenby Life-boat saved	4
		Ketch <i>Excellent</i> , of Wexford. Tenby Life-boat landed 4.	
„ 12.	Noon.	Three men on a beacon. St. Helier Life-boat rescued	3
„ 17.	9. 0 a.m.	A fishing coble, of Cullercoats. Cullercoats Life-boat rescued (Also saved boat.)	2
„ 18.	12.30 p.m.	Schooner <i>Harvest Home</i> , of Preston. Padstow No. 1 Life-boat stood by vessel.	
		Trawler <i>Hadassah</i> , of Brixham. Padstow No. 1 Life-boat stood by vessel.	
„ 18.	1.35 p.m.	Two fishing boats, of Port Erin. Port St. Mary Life-boat stood by boats.	
„ 18.	7.45 p.m.	Schooner <i>Ann Warren</i> , of Gloucester. Margate No. 2 Life-boat saved	4
„ 18.	9. 0 p.m.	Schooner <i>Amy</i> , of Plymouth. Broadstairs Life-boat saved vessel and	5
„ 19.	10.30 a.m.	S.S. <i>Longnewton</i> , of Sunderland. Seaham Life-boat saved	20
„ 21.	4.30 p.m.	Schooner <i>Proba</i> , of Dartmouth. Abersoch Life-boat landed 2.	
„ 23.	7.30 p.m.	Yawl <i>Gannett</i> , of Wexford. Wexford Life-boat landed 4.	
„ 24.	7.30 p.m.	Steam Pilot boat, <i>Leonard Spear</i> , of Liverpool. Moelfre Life-boat stood by vessel.	
„ 24.	8.10 p.m.	Schooner <i>Ellie Park</i> , of Barrow. Campbeltown Life-boat saved vessel and	4
„ 27.	11.15 a.m.	Ketch <i>Christine</i> , of Milford. Wexford Life-boat saved vessel.	
„ 27.	10. 0 p.m.	Schooner <i>Aeron Belle</i> . Wexford Life-boat saved	7
		Ketch <i>Ketch</i> , of Ayr. Wexford Life-boat saved	5

				Lives saved.
1906.				
Jan. 29.	8.10 a.m.	S.S. <i>Newburn</i> , of Newcastle.	Palling No. 2 Life-boat	Assisted to save vessel and 27
" 30.	8.15 a.m.		Winterton No. 2 Life-boat	
" 30.	10.30 a.m.		Palling No. 1 Life-boat	
" 30.	3.20 p.m.		Gorleston (Steam) Life-boat assisted to save vessel.	
" 31.	11.30 p.m.		Caister No. 1 Life-boat stood by vessel.	
Feb. 1.	3.55 p.m.		Cromer Life-boat stood by vessel.	
" 2.	2. 0 p.m.	Four cobles, of Flamboro'.	Flamboro' No. 1 Life-boat stood by cobles.	
" 3.	10.45 a.m.	Fishing yawl, <i>BK 80</i> , of Eyemouth.	Berwick-on-Tweed Life-boat stood by vessel.	
" 3.	3.15 p.m.	Berwick-on-Tweed Life-boat.	Holy Island No. 1 Life-boat assisted Life-boat.	
" 6.	4.30 a.m.	S.S. <i>Fabo</i> , of Genoa.	Cloughey Life-boat rescued	24
" 6.	5. 0 p.m.	Schooner <i>St. Abbs</i> , of Campbeltown.	Irvine Life-boat saved	3
" 8.	11. 0 a.m.	Barge <i>Mabel</i> , of Portsmouth.	Hayling Life-boat saved	2
" 8.	2.45 p.m.	Coble <i>Annie</i> , of Redcar.	Redcar Life-boat stood by coble.	
" 9.	2.30 a.m.	Fishing skiff <i>Fairy Queen</i> , of Campbeltown.	Campbeltown Life-boat saved boat and	6
" 9.	4.30 a.m.	S.S. <i>Peruviana</i> , of West Hartlepool.	Clovelly Life-boat stood by vessel.	
" 10.	Noon.	Ketch <i>Notre Dame de France</i> .	Mumbles Life-boat assisted to save vessel and	5
" 10.	12.30 p.m.	Billy Boy <i>Annie</i> , of Grimsby.	Gorleston No. 2 Life-boat saved vessel and	3
" 10.	12.45 p.m.	Yacht <i>Isidora</i> , of Dublin.	Clacton-on-Sea Life-boat saved yacht.	
" 10.	10.30 p.m.	Schooner <i>Pandora</i> , of Fraserburgh.	Thurso Life-boat rescued	4
" 13.	12.20 p.m.	Ketch <i>N.D. de Lourdes</i> , of Gravelines.	Margate No. 1 Life-boat stood by vessel.	
" 16.	2.55 a.m.	S.S. <i>Ravensraig</i> , of Kirkcaldy.	Eyemouth Life-boat stood by vessel.	
" 16.	8. 0 a.m.	S.S. <i>Fulmar</i> , of Milford.	Wexford Life-boat saved	7
" 16.	10.30 p.m.	S.S. <i>Abril</i> , of Bilbao.	Clovelly Life-boat landed 4.	
" 18.	6.15 a.m.	S.S. <i>Ellington</i> , of Newcastle.	Bembridge Life-boat stood by vessel.	
" 19.	10. 0 a.m.	Four-masted barque <i>Inverness-shire</i> , of Glasgow.	Totland Bay Life-boat stood by vessel.	
" 19.	5.25 p.m.	Schooner <i>Fiducia</i> , of Harburg.	Yarmouth Life-boat assisted to save vessel and	5
" 20.	2.15 a.m.	Schooner <i>Old Hunter</i> , of Barrow.	Fleetwood Life-boat saved	4
" 20.	4.40 a.m.	Schooner <i>Maggie Kelso</i> , of Dalbeattie.	Fleetwood Life-boat saved	3
" 20.	7.30 a.m.	Ditto ditto ditto	assisted to save vessel.	
" 20.	6.15 a.m.	Ketch <i>Lily</i> , of Harwich.	Palling No. 1 Life-boat saved	4
		(Also 2 dogs and a cat.)		
" 22.	2.15 p.m.	Schooner <i>St. Pierre</i> , of Nantes.	Loce Life-boat saved	6
" 23.	7. 0 a.m.	S.S. <i>Themis</i> , of Genoa.	Cloughey Life-boat landed 18.	
" 23.	10.45 a.m.	Ditto ditto ditto	landed 1.	
" 23.	12.40 p.m.	Schooner <i>Renner</i> , of Arbroath.	Clacton-on-Sea Life-boat saved	5
		(Also a dog.)		
" 23.	7.30 p.m.	Schooner <i>Janie</i> , of Padstow.	Margate No. 1 Life-boat stood by vessel.	
" 23.	11.18 p.m.	S.S. <i>Sarah Blanche</i> , of Douglas.	Castletown Life-boat rendered assistance.	
" 25.	3.30 a.m.	Steam trawler <i>Pearl</i> , of Grimsby.	Filey Life-boat stood by vessel.	
" 25.	6.50 a.m.	Barque <i>Marthe Rouz</i> , of Havre.	Newbiggin Life-boat stood by vessel.	
" 25.	1. 0 p.m.	Ditto ditto ditto	assisted to save vessel.	
" 26.	7. 0 a.m.	Schooner <i>Ban Righ</i> , of Wick.	Peterhead Life-boat stood by vessel.	
" 28.	4. 0 p.m.	Fishing-boat <i>Aliped</i> , of Girvan.	Girvan Life-boat stood by boat.	
Mar. 3.	12.30 p.m.	Fishing coble <i>Royal</i> , of Newbiggin.	Newbiggin Life-boat stood by boat.	
" 4.	11.30 a.m.	Ketch <i>Eliza Jane</i> , of Beaumaris.	Bull Bay Life-boat stood by vessel.	
" 7.	11.20 a.m.	Smack <i>Rosebud</i> , of Dublin.	Drogheda Life-boat stood by vessel.	
" 7.	2. 0 p.m.	Brigantine <i>Lady Constance</i> , of West Hartlepool.	Caister No. 1 Life-boat stood by vessel.	
" 7.	7.30 p.m.	Steam trawler <i>Annie Walker</i> , of Dundee.	Montrose No. 2 Life-boat rescued	8

1906.			Lives saved.
Mar. 11.	1. 0 a.m.	Schooner <i>Barbara</i> , of Wick. Thurso Life-boat rescued	4
"	11. 5.15 p.m.	Schooner <i>Catherine and Margaret</i> , of Portmadoc. Porthdinllaen Life-boat saved	4
		(Also a dog.)	
"	11. 7.30 p.m.	S.S. <i>Wild Rose</i> , of London. Porthdinllaen Life-boat assisted to save vessel and	8
"	13. 7.30 a.m.	Fishing-boat <i>T. R. 47</i> , of Trouville. Newhaven Life-boat stood by boat.	
"	14. 8. 0 a.m.	S.S. <i>Copeland</i> , of Glasgow. Selsey Life-boat stood by vessel.	
"	14. 9. 5 a.m.	Ketch <i>President Garfield</i> , of Bideford. Bude Life-boat saved . . .	3
"	14. 8.15 p.m.	Coble <i>Sunbeam</i> , of Newbiggin. Newbiggin Life-boat attended coble.	
"	18. 8.45 a.m.	Schooner <i>Laura Williamson</i> , of Boston. Eastbourne No. 2 Life-boat assisted to save vessel.	
"	18. 4. 0 p.m.	Yawl <i>Puffin</i> , of Wexford. Wexford Life-boat saved	6
"	19. 9.45 p.m.	Ketch <i>Selina Jane</i> , of Bristol. Padstow No. 1 Life-boat saved vessel and	3
"	22. 4.35 a.m.	Barge <i>Tollesbury</i> , of Ramsgate. Margate No. 1 Life-boat saved barge and	4
"	26. 10.10 a.m.	Brig <i>Arendal</i> , of Tonsburg. Sunderland N. Dock Life-boat saved . .	8
"	26. Noon.	Ditto ditto ditto assisted to save vessel.	
"	31. 4.38 p.m.	Dandy <i>Susie</i> , of Yarmouth. Yarmouth Life-boat stood by vessel.	
Apr. 3.	7.50 p.m.	Steam trawler <i>Robina</i> , of Aberdeen. Broughty Ferry Life-boat stood by vessel.	
"	4. 12.30 p.m.	Eight cobles of Newbiggin. Newbiggin Life-boat attended cobles.	
"	14. Midnight.	Coble <i>Lizzie</i> , of Scarboro'. Scarboro' Life-boat remained in attendance.	
"	26-27. 1.15 p.m.	S.S. <i>Lugano</i> , of Hamburg. Hastings Life-boat rendered assistance.	
"	30. 8. 0 p.m.	A fishing coble of Staithes. Staithes Life-boat stood by coble.	
May 6.	3.45 a.m.	Schooner <i>Antelope</i> , of Wexford. Kilmore Life-boat landed 5.	
"	6. 10. 0 a.m.	Steam trawler <i>Annie Melling</i> , of Preston. Rosslare Harbour Life-boat assisted to save vessel.	
"	14. 12.35 p.m.	Coble <i>William and Tom</i> , of Whitby. Whitby No. 1 Life-boat landed 3.	
"	16. 8.20 a.m.	Coble <i>Jane and Mary</i> , of Whitby. Whitby No. 1 Life-boat rescued . .	3
"	18. 12.20 p.m.	Trawler <i>Louise</i> , of Pwllheli. Aberdovey Life-boat saved boat and .	2
"	18. 12.20 p.m.	Brigantine <i>Arsene</i> , of Vannes. Gorleston No. 1 Life-boat stood by vessel.	
"	19. 8.15 a.m.	Two fishing boats. North Sunderland Life-boat stood by boats.	
"	20. 8. 0 p.m.	Cutter yacht <i>Themis</i> , of London. Lowestoft No. 1 Life-boat assisted to save vessel and	4
"	24. 6.30 a.m.	Six cobles of Cullercoats. Cullercoats Life-boat remained in attendance.	
"	24. 7.30 a.m.	Coble <i>Friendship</i> , of Scarborough. Scarborough Life-boat saved coble and	2
"	26. 10.45 p.m.	A schooner of Harburg. Margate No. 1 Life-boat stood by vessel.	
June 4.	10.35 a.m.	Four cobles of Staithes. Staithes Life-boat stood by cobles.	
"	13. 9. 0 a.m.	Smack <i>Margaret and Ann</i> , of Cardigan. Fishguard No. 2 Life-boat assisted to save vessel and	3
"	25. 5. 0 p.m.	Fishing-boat <i>Aboukir</i> , of Margate. Broadstairs Life-boat saved boat and	3
"	28. 11. 0 p.m.	Six cobles of Runswick and Staithes. Runswick Life-boat stood by cobles.	
"	28. 11.25 p.m.	Two cobles of Whitby. Whitby No. 1 Life-boat stood by cobles.	
"	29. 1.30 p.m.	Ketch <i>Plover</i> , of Padstow. Margate No. 2 Life-boat saved	4
July 7.	4.35 p.m.	S.S. <i>Lydie</i> , of London. Gorleston No. 3 (Steam) Life-boat stood by vessel.	
"	20. 5.45 p.m.	Yawl <i>Sea Belle</i> , of London. Broadstairs Life-boat saved boat and (Also a dog.)	1
"	22. 2.33 a.m.	S.S. <i>Windsor Castle</i> , of North Shields. Gorleston No. 1 Life-boat rendered assistance.	
Aug. 1-2.	9.30 p.m.	Ship <i>Socoa</i> , of Bayonne. Cadgwith Life-boat saved	25
"	3. 6. 0 p.m.	Fishing-boat <i>Klondyke</i> , of Port Patrick. Port Patrick Life-boat stood by boat.	
"	4. 12.30 p.m.	Smack <i>Gladys</i> , of Lowestoft. Caister No. 2 Life-boat stood by boat.	
"	8. 9.55 p.m.	Ketch trawler No. 89, of Liverpool. Formby Life-boat stood by vessel.	

1906.			Lives saved.
Aug. 12.	9.45 p.m.	Training Brig <i>James J. Bibby</i> , of Liverpool. New Brighton Life-boat rendered assistance.	
"	12. 10. 0 p.m.	Training Brig <i>James J. Bibby</i> , of Liverpool. Formby Life-boat stood by vessel.	
"	21. 1.15 a.m.	Steam trawler <i>Grassholm</i> , of South Shields. St. Mary's, Scilly, Life-boat assisted to save vessel.	
"	25. 7.30 a.m.	Yacht <i>Wild Rose</i> , of Burnham. Clacton-on-Sea Boarding-boat saved boat and	4
"	25. 12.50 p.m.	Ketch <i>Ellen</i> , of Faversham. Great Yarmouth Life-boat assisted to save vessel and	7
"	27. 4.30 p.m.	Dandy <i>Consolation</i> , of Lowestoft. Gorleston No. 2 Life-boat stood by vessel.	
Sept. 5.	5. 0 p.m.	A small boat of Helens Bay. Carrickfergus Life-boat saved boat and	1
"	17. 4.15 a.m.	Barge <i>Servic</i> , of London. Palling No. 1 Life-boat saved	3
"	17-18. 8. 0 a.m.	Schooner <i>Zuma</i> , of Wisbech. Cromer Life-boat assisted to save vessel and	9
"	17. 8. 5 a.m.	Barge <i>Toots</i> , of London. Broadstairs Life-boat saved	3
"	18. 6. 0 a.m.	Barque <i>Anna Precht</i> , of Mariehamn. Caister No. 2 Life-boat saved	6
"	21. 9. 0 p.m.	Schooner <i>De Tvende Brodre</i> , of Marstal. Eyemouth Life-boat stood by vessel.	
Oct. 1.	10. 8 a.m.	Barque <i>Agat</i> , of Christiania. Campbeltown Life-boat rendered assistance.	
"	1. 6. 0 p.m.	Ketch <i>Shepherd</i> , of Shirehampton. Lynmouth Life-boat saved	2
"	17. 2.45 p.m.	Fishing-vessel <i>Nazzurullah</i> , of St. Monance. Caister No. 2 Life-boat stood by vessel.	
"	20. 11. 6 p.m.	S.S. <i>Olans Olsson</i> , of Stockholm. Dover Life-boat stood by vessel and landed 7.	
"	21. 10.40 a.m.	Smack <i>Anne</i> , of Beaumaris. Cardigan Life-boat saved	2
"	21. 4.15 p.m.	Schooner <i>Archimedes</i> , of Lowestoft. Cambois Life-boat assisted to save vessel.	
"	22. 1.45 a.m.	S.S. <i>Abbot</i> , of Newry. Irvine Life-boat stood by vessel.	
"	22. 3.22 a.m.	Drifter <i>Lizzie Cameron</i> , of Methil. Gorleston No. 1 Life-boat assisted to save vessel and	9
"	26. 11. 0 a.m.	Lugger <i>Granny Cornal</i> , of Buckie. Buckie Life-boat stood by vessel.	
"	26. 6.49 p.m.	Schooner <i>Tamar Queen</i> , of Cork. Holyhead (Steam) Life-boat landed 4.	
Nov. 4-5.	4.15 p.m.	Barque <i>Schiller</i> , of Bremen. Dungeness No. 2 Life-boat saved (Also a dog)	17
"	5-6. 2. 0 a.m.	Barque <i>Schiller</i> , of Bremen. New Romney Life-boat landed 21.	
"	5. 9. 0 a.m.	Schooner <i>Fruit Girl</i> , of Falmouth. Hastings Life-boat saved	5
"	8. 6.10 p.m.	Schooner <i>Equity</i> , of Aberystwith. Fishguard No. 2 Life-boat saved	4
		Ketch <i>Irish Lilly</i> , of Fleetwood. Ditto ditto	4
		Ketch <i>Daisy</i> , of Douglas. Ditto ditto	4
"	9. 6. 0 a.m.	Schooner <i>Young Hudson</i> , of Goole. Rosslare Harbour Life-boat saved	3
"	9. 8.15 a.m.	Barque <i>Marie Becker</i> , of Hamburg. Grimsby Life-boat landed 2.	
"	9. 6.45 p.m.	Schooner <i>Urda</i> , of Christiansand. Withernsea Life-boat saved	5
"	10. 11.45 a.m.	A small pleasure-boat of Worthing. Worthing Life-boat saved	1
"	16. 1.45 a.m.	Barge <i>Shamrock</i> , of Dover. Margate No. 2 Life-boat saved vessel and	3
"	16. 9.10 a.m.	S.S. <i>Genbert</i> , of Odessa. Gorleston No. 1 Life-boat rescued (Also a dog)	16
"	18. 1.35 p.m.	A small motor boat. Gorleston No. 2 Life-boat saved boat and	4
"	19. 11. 0 a.m.	Schooner <i>Two Brothers</i> , of Portmadoc. New Quay (Cardigan) Life-boat assisted to save vessel and	4
"	19. 7. 0 p.m.	Ketch <i>Leander</i> , of Carnarvon. New Quay (Cardigan) Life-boat rescued	3
"	19. 1. 0 p.m.	Steam trawler <i>Belmont</i> , of Fleetwood. Fleetwood Life-boat saved	32
"	19. 7.30 p.m.	Ketch <i>Telephone</i> , of Portmadoc. Porthdinllaen Life-boat rescued	2
"	20-21. 9.40 p.m.	Fishing-boat P.W. 201, of Newquay. Newquay (Cornwall) Life-boat saved boat and	3
"	21-22. 9.30 p.m.	S.S. <i>Grayfield</i> , of London. Maryport Life-boat rescued	21
"	30. 7.20 a.m.	Brigantine <i>Claremont</i> , of Dublin. Southend-on-Sea Life-boat assisted to save vessel and	7

1906.			Lives saved.
Dec. 1.	11. 0 a.m.	Spritsail barge <i>Falcon</i> , of Maldon. Clacton-on-Sea Life-boat saved (Also a dog.) (Afterwards saved barge.)	3
"	1-2. 6. 5 p.m.	S.S. <i>Ingram</i> , of London. Ramsgate Life-boat assisted to save vessel and	17
"	5. 6.15 p.m.	Schooner <i>Millom Castle</i> , of Barrow. Holyhead (Steam) Life-boat landed	3
"	6. 2.30 a.m.	Ketch <i>Tyrant</i> , of Guernsey. Brixham Life-boat landed	4
"	6. 12.30 p.m.	Ketch <i>Fairy</i> , of Montrose. Holy Island No. 1 Life-boat assisted to save vessel.	
"	7. 5.45 a.m.	S.S. <i>Isle of Iona</i> , of Newcastle. Whitby Nos. 1 and 2 Life-boats rescued .	17
"	9. 4.15 p.m.	Schooner <i>Mary Barrett</i> , of Plymouth. Fishguard No. 2 Life-boat rescued	4
		Schooner <i>William Jones</i> , of Carnarvon. Ditto ditto	4
		Schooner <i>Miss Hughes</i> , of Aberystwith. Ditto ditto	4
"	12. 12.30 p.m.	Barquentine <i>Try Again</i> , of Padstow. St. Ives Life-boat landed 5.	
"	12. 2.45 p.m.	Smack <i>William and Emma</i> , of Faversham. Margate No. 2 Life-boat saved vessel and	3
"	12. 3.26 p.m.	Schooner <i>Lorne</i> , of Aberystwith. Llandudno Life-boat rescued (Also a dog.)	2
"	12. 9. 0 p.m.	Ketch <i>Britannia</i> , of Scarborough. Flamborough No. 2 Life-boat assisted to save vessel.	
"	15. 10.20 a.m.	Barquentine <i>Bonden</i> , of Grimstad. Sutton Life-boat rendered assistance.	
"	16. 10. 0 a.m.	Steam trawler <i>Helcia</i> , of Grimsby. Filey Life-boat stood by vessel.	
"	25. 2.19 p.m.	Barque <i>Earlshall</i> , of Dundee. Harwich steam Life-boat stood by vessel.	
"	26. 6. 5 a.m.	S.S. <i>Hazeldene</i> , of Newcastle. Cloughy Life-boat saved	20
"	26. 6.30 a.m.	Schooner <i>Ringleader</i> , of Penzance. Dungeness No. 2 Life-boat assisted to save	5
"	26. 8.30 a.m.	Barquentine <i>Girl of the Period</i> , of Faversham. Margate No. 1 Life-boat saved (Also a dog.)	7
"	26. 9.40 a.m.	Barque <i>Regia</i> , of Arendal. Broadstairs Life-boat landed	5
"	26. 10.20 a.m.	Barque <i>Regia</i> , of Arendal. Ramsgate Life-boat landed	7
"	26. 12.30 p.m.	Schooner <i>Rescue</i> , of London. } Aldeburgh No. 1 Life-boat rendered Schooner <i>Jubilee</i> , of Harwich. } assistance.	
		Schooner <i>Cornucopia</i> , of Faversham. Aldeburgh No. 1 Life-boat assisted to save vessel.	
"	26-28. 4.45 p.m.	S.S. <i>Ornley</i> , of Belfast. Kingsdowne Life-boat assisted to save vessel.	
"	27. 6.30 a.m.	S.S. <i>Aurrera</i> , of Bilbao. Seaton Carew Life-boat rendered assistance.	
"	27. 9.10 a.m.	Smack <i>Resolution</i> , of Newhaven (Scotland). North Berwick Life-boat rescued Afterwards assisted to save vessel.	2
"	28. 8.15 p.m.	S.S. <i>Awa Maru</i> , of Tokio. Redcar Life boat saved	29
"	29. 10. 0 a.m.	Boat of S.S. <i>Steward</i> , of Newcastle. Filey Life-boat stood by boat.	
"	31. 10. 0 p.m.	S.S. <i>Cameo</i> , of Glasgow. Aberdovey Life-boat stood by vessel.	

Total lives saved by the Life-boats in 1906, in addition to 46 vessels and boats 595

Life-boats also landed 99 persons, some of whom had taken refuge on light vessels, while others were brought ashore in the Life-boats as a precautionary measure.

Rewards were also granted by the Institution in the same period for saving by means of Fishing and other Boats, etc. 177

Total for 1906 772

NOTICE.

The next number of the LIFE-BOAT JOURNAL, containing the Annual Report, &c., will be published on the 1st May.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patron—His Most Gracious Majesty the King.

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

Chairman—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 (1906) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £63,490 on its Life-boat Establishments.

GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING 1906.

	£	s.	d.
Number of Lives rescued by Life-boats, in addition to 46 Vessels and Boats saved by them and 99 persons landed from vessels in distress and lightships	595	...	...
Number of Lives saved by Shore-boats, &c.	177	...	...
Amount of Rewards granted during the Year . . . . .	...	8,392	11 5
Honorary Rewards:—Silver Medals and 1 Second Service Clasp			
Clasp	20	...	...
Binocular Glasses	11	...	...
Aneroid Barometers	6	...	...
Votes of Thanks on Vellum	44	...	...
Certificates of Service	10	...	...
Total	91	772	£8,392 11 5

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., 1906), is 46,211. The rewards and recognitions granted by the Institution in the same period comprise 99 Gold Medals and Clasps, 1,232 Silver Medals and Clasps, 63 Decorations, 381 Binocular Glasses, 15 Telescopes, 72 Aneroid Barometers, 1,820 Votes of Thanks, inscribed on vellum and framed, 184 Certificates of Service framed, and £265,905 in money.

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

Annual Subscriptions and Donations are earnestly solicited, and will be thankfully received by the Secretary, CHARLES DIBDIN, Esq., at the Institution, 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.—February, 1907.