

THE LIFE-BOAT.

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THE EXPERIMENTAL MOTOR LIFE-BOATS.

IN July, 1905, as will be seen by reference to the LIFE-BOAT JOURNAL for November, 1905, page 551, it was decided that three Life-boats should be installed with petrol motors, viz., Walton-on-the-Naze, Norfolk and Suffolk type, 43 ft. by 12 ft. 6 in. with a 4-cylinder "Blake" of 40 B.H.P., 550 revolutions, diameter of cylinder $5\frac{1}{4}$ in., length of stroke $6\frac{1}{4}$ in., and approximate weight 16 cwt.

Newhaven self-righting type, 37 ft. by 9 ft. 3 in., with a 4-cylinder Thornycroft, 24 B.H.P., 1,000 revolutions, $4\frac{1}{4}$ diameter of cylinder, 5 in. stroke, and approximate weight 8 cwt.; and the late Ramsgate Life-boat self-righting type, 42 ft. by 11 ft., with a 4-cylinder "Tylor" (originally called "Briton"), 30 B.H.P., 900 revolutions, diameter of cylinder 5 in., length of stroke 5 in., approximate weight 8 cwt.

At the time when these were ordered the ROYAL NATIONAL LIFE-BOAT INSTITUTION had only one Life-boat fitted with a motor, namely, the boat described in the *Life-boat Journal* issued in August, 1904, page 247. This boat, stationed at Tyne-mouth, has practically always been under the direct supervision of highly skilled engineers, and continues to be well reported on. As will be remembered, she is equipped with a 2-cylinder 2-stroke petrol engine of 10 H.P., and as the boat herself, compared with those chosen for the new motors, is of small displacement, it consequently was a much bigger under-

taking that confronted the Institution. Very great care had to be exercised in the installations, and much time occupied in putting the boats through exhaustive trials.

It was hardly to be expected that difficulties or failures would not be experienced, and anyone thinking that as soon as the machinery was installed and the boats launched the only thing necessary would be to turn a handle and all would go merrily, was doomed to disappointment. There is no good in trying to blink the fact, that the first experiences in introducing comparatively powerful 4-stroke petrol engines into the Life-boat service have been fraught with many difficulties and disappointments.

Newhaven.—Now to trace the career of the Newhaven Life-boat. The engine for this boat was ordered of Messrs. Thornycroft on 5th July, 1905. At the same time the structural alterations to prepare the boat for the installation were begun at the Thames Ironworks, and it was not until the 9th October, 1905, that the engines were sufficiently advanced to begin placing them in the boat, which on that day was sent to Messrs. Thornycroft's works at Chiswick for the purpose of having the installation carried out there. However, it was not until the 12th January, 1906, that the boat was sent back to the Thames Ironworks under her own motor power. Prior to this, trouble

had already been experienced with the carburettor, necessitating a change of pattern. From January to June the time was occupied in making necessary alterations to fittings, making the motor casing water-tight and renewing the propeller shaft, which was found to be deeply scored.

On the 7th June the boat was taken down to Long Reach (on the Thames) for her speed trials. Shortly after leaving Blackwall Pier it was found that the circulating cold-water service for the cylinder jackets had become choked; to clear the obstruction from the pipes it was necessary to stop the engine, and the boat was shortly afterwards taken in tow by one of the other motor Life-boats; in an hour and a quarter the repairs were completed and the engine again started. Three double runs were made over the measured mile, which gave a mean speed of 7·238 knots, and afterwards one more double run gave 7·46 knots. The water was smooth, the run down being made against a strong flood and fresh head wind, the reverse conditions being the case in the run up.

On the 13th June the Life-boat was put through her self-righting tests, which were of the same nature as those described in the account of the experimental motor Life-boat in this journal, August, 1904, page 249. So far as the engine was concerned these were quite satisfactory, the engine stopping when the boat was hove over to about 60 degrees and being easily started when she regained her upright condition. The self-righting power of the boat, owing to the new disposition of weights, was not satisfactory, and alterations had to be made to make it so; therefore when these were completed she was tried again on the 11th October and with satisfactory results.

On the 12th October a progressive trial was made to ascertain the consumption of petrol. No arrangements having been fitted for measuring the amount of petrol used, it was decided to

fill the tank full at stated intervals by means of a vessel which had a capacity of 0·8 of a pint when full. This somewhat crude method was the best that could be adopted with the appliances at hand. Three double runs were made.

	Revolu- tion.	Mean speed.	Consumption of petrol in pints per hour.
1st double run	920	7·231	15·627
2nd „	760	6·715	22·8 (?)
3rd „	640	6·001	9·576

The amount measured in the second run was evidently inaccurate, and may be discarded, but the results of 1 and 3 appear to be fairly correct.

The engines ran satisfactorily at full power and down to 640 revolutions, but below that they would not run properly, which was not satisfactory, this speed being rather too fast to manœuvre safely with in close quarters or going alongside a vessel.

On the 26th October the Newhaven and Walton-on-the-Naze Life-boats left Blackwall for Harwich, where it was intended to carry out the sea-trials. It was decided to put into Sheerness for the night. On the way down the river the motor in the Newhaven boat ran well, the only defect being the excessive heating of the silencer which is placed under the thwart immediately forward of the engine casing. This silencer got so hot that the matting in which the life-belts were stowed was found to be scorched in places where it came in contact with it. The next day the boats proceeded to Harwich, the Newhaven boat making as much as 8·72 knots over the measured mile under sail and motor, and Harwich was reached without incident.

On the 30th October the first sea-trial took place in a moderate gale, wind south, and sea fairly heavy, and against this wind and sea the first 7 miles was accomplished in 1 hour 40 minutes. After this, without any warning, the machinery stopped dead and the engineers on board were suffering so much from sea-sickness that they were

incapacitated from getting at the trouble. In these circumstances there was nothing to be done but to sail back to Harwich. The boat was again taken out the next day for a four hours' run. The wind and sea had gone down, and the motor worked well, but consumed far too much lubricating oil. A further trial was made on the following day (1st November), with satisfactory results. These preliminary trials showed (1) that the silencer was not satisfactory; (2) that the arrangements for lubricating the crank-case, gear-box, thrust, and circulating pump were in too exposed a position, rendering it impossible to replenish the lubricating oil, &c., in a heavy sea with the boat knocking about and sea breaking into her; (3) that there were far too many attachments to the portable hood of the engine casing, making it a matter of great difficulty to remove it.

Further trials were run until the 8th of November, when unfortunately more difficulties began, the sparking and also the air-supply giving trouble; after about four hours' work the sparking was put right and the engine was run for about an hour but did not work satisfactorily. A fitter was sent from the makers (Messrs. Thornycroft) and the air-trouble being got over the boat was taken out with the fitter on board; the clutch and reversing gear now began to go wrong and had to be taken out, when it was found to be much worn. Considering the very short time the engine had been running this was most unsatisfactory. These defects took over three weeks to remedy, and the sea-trials were resumed on the 19th December, when the boat was again taken out with unsatisfactory results. Again, on the 14th and 15th of February, 1907, the Life-boat was taken to sea, but on each occasion gave trouble, particularly on the latter date, when the motor practically ceased to work. The mechanic failed to discover the defect, and the boat was hauled up at

Harwich and her engine taken out. The defects being made good, the engine was re-installed, but so much difficulty was experienced that it was not until 24th April that the sea-trials could be resumed. The boat was consequently taken out on that day and the three following days, the result being only partially successful. The full number of revolutions could not be obtained. Trouble was again experienced with the reversing gear; the silencer got too hot, and a hole was burnt in the deck adjacent to the flange through which the exhaust-pipe passes. The sea-trials were stopped, and it was decided to send the Life-boat to London for repair and renovation previous to sending her to her station. A new silencer was fitted of a pattern which had proved very satisfactory in the Walton-on-the-Naze Life-boat, which has a "Blake" engine. At the time of writing, this Life-boat has not yet been despatched to her station, and until she is at her station and away from extraneous control, it is not possible to give an opinion of any value as to her capabilities.

Walton-on-the-Naze.—The engine of this Life-boat was ordered of Mr. Blake on the 3rd August, 1905, and the boat was brought up to London from her station on the 15th, where the alterations to her to prepare her for the motor were at once taken in hand at the Thames Ironworks. The engine was delayed considerably by the crank-shaft casing and gear-casing proving defective and having to be replaced; so it was not until January, 1906, that much progress was made, and May had arrived before the installation was complete. The speed trials were run on the 7th June, and three double runs were made over the measured mile at Long Reach, giving a speed of 6.952 knots. On the way back from these trials the motor stopped constantly owing to water getting into the carburettor. On the 22nd June a satisfactory four hours'

run took place, and on the 2nd August the boat was ready to send to her station. This boat not being a self-righting Life-boat a considerable amount of time was gained by her not requiring self-righting trials. It was decided not to send her to her station until the Newhaven boat was ready for her sea-trials. The trial for ascertaining the consumption of petrol was held on the 12th October. Three double runs were made.

	Revolutions.	Mean Speed.	Consumption of petrol in pints per hour.
1st double run.	720 to 676	6.624	20.4
2nd „	560	5.891	13.26
3rd „	420	4.698	7.737

The running of the boat was all that could be desired. On 26th October, as already stated, this boat left Blackwall with the Newhaven Life-boat, *en route* for her station (near Harwich) to take part in the sea-trials. On the way down the river to Sheerness the clutch gave considerable trouble, and the last few miles it was necessary to take the boat in tow. The next day, after the defect had been put right, a start was made for Walton-on-the-Naze and opportunity taken for timing the boat on the Maplin measured mile, when with sail and motor she was found to be making 9.2 knots. A little difficulty was experienced in the supply of petrol to the carburettor, otherwise Walton was reached without incident.

The following days were given up to the sea-trials, when considerable trouble was given by the reversing gear and the petrol feed; the propeller also was not giving good results. On the 7th November the boat was consequently put off service so that these defects might be attended to. The repairs were completed and a coarser pitch screw provided by the 20th November, when the boat was sent to her station. On the 19th December, the trials being resumed, a capital run was made from 8.30 a.m. to 6.10 p.m. without

once stopping the engines; the only reason for stopping at 6.10 was want of petrol. Another excellent trial took place the following day in a strong N.E. wind and moderate sea, the boat acquitting herself well both under motor power alone and under motor and sail, the only defect being that there was not quite sufficient fall for the gravity feed.

With the new and coarser propeller 624 revolutions were maintained instead of 720 as before. No difficulty was experienced in throttling down to as low as 200 revolutions.

On the 19th, 20th, and 21st February, 1907, further trials took place. The general conclusions arrived at concerning this Life-boat (*Walton-on-the-Naze*) were that the motor had been well installed and worked well, but would do better if the feed of the petrol were improved, the petrol tanks being barely high enough. It was consequently arranged to fit a twenty-gallon tank in a higher position; this will not only improve the gravity feed but will give the boat four hours' additional radius of action. This Life-boat has already had short periods at her station and so far as present experience goes gives much satisfaction to her coxswain and crew.

Reserve No. 2.—The third Life-boat chosen for experimental purposes was the self-righting Life-boat which had been stationed at Ramsgate until 1904, when her place was taken by a new boat. This boat is now known in the service as Reserve No. 2. On the 10th July, 1905, the Committee decided to fit her with a motor, and on the 19th the engine was ordered of Messrs. Tylor, and the preparation of the boat taken in hand at the Thames Ironworks. The work on this engine progressed very slowly, and it was not until the middle of June, 1906, that the engine was installed and the boat launched. A trial was made on the 22nd June, but proved unsatisfactory; the carburettor had to be replaced by one of a different pattern, the reversing gear also failing to act. This proved

very troublesome and took some time to overcome.

On the 2nd August the self-righting trials were carried out with satisfactory results, except that a rather alarming incident occurred. After the boat had righted and when the starting handle was being manipulated to re-start the engine a violent explosion took place in the engine casing, and the hatches, which luckily had been unscrewed, were blown open. The explosion was due to the petrol running out of the carburettor when the boat was bottom up, and a spark from the electric terminals, which had not been properly insulated, fired the vapour. Luckily no one was hurt.

On the 7th September the speed trials were carried out at Long Reach, four double runs giving a mean speed of 7.207 knots, and the engines working well at 860 revolutions. After 3 hours the thrust began to heat. On the 25th September the engine was taken out and sent to Messrs. Tylor's works to examine the crank-bearings.

On the 16th October a 2-hours' run was begun, but after 1½ hour the bilge pump failed to act, and a large escape of lubricating oil came from the reversing gear. Another pump and different reversing gear was therefore substituted, and on the 12th December the installation was again completed, and the Life-boat taken out for her consumption of petrol trials, but the results were not very satisfactory. Shortly after the completion of these trials, the motor worked very irregularly, and, on examination, it was found that the bolt-nuts of the magneto-shaft coupling had slacked back. This was adjusted, but again there was trouble with the magneto, the screwed end of the shaft having sheered off at the neck. This necessitated the boat being towed back to Blackwall. The defects were made good, and on the 17th January, 1907, further trials took place, which proved of a satisfactory character, as the following table will show:—

	Revolutions.	Mean speed.	Consumption of petrol in pints per hour.
1st double run	854	6.724	18.5
2nd „	858	6.797	18.5
3rd „	562	5.845	10.0
4th „	684	6.168	13.5

On the 22nd January the Life-boat was despatched to Harwich, but broke down almost immediately and had to return to Blackwall, when it was found the fly-wheel bearing had heated, and that considerable friction was going on. This trouble was eventually got over, and the Life-boat again started for Harwich on the 12th February. After putting into Sheerness, Harwich was reached on the 13th, and the rest of the week was spent in sea-trials, which were satisfactory. These trials were continued on the 19th, 20th, and 21st, with highly satisfactory results, and the Life-boat was consequently sent back to Blackwall, doing the passage of 73 miles in 9 hours.

On the 19th April the boat was sent to Harwich for temporary duty, but on the passage the crank-shaft bearing fired through defective lubrication; this has been made good, and the boat is now ready for service. It has been decided to send her to the River Tees for temporary and experimental service in September.

Such is a brief account of the careers of the experimental Life-boats. It must be understood that only the serious defects and troubles have been alluded to, for, in addition to what has been mentioned, the ordinary irritating little troubles well known to owners of motor-boats and motor-cars have been experienced in a more or less degree in each of the Life-boats. Until the boats have had some years' work at their stations it will be difficult to gauge the exact degree of success which has been attained; at any rate so hopeful does the outlook seem that the Committee of Management have felt justified in ordering four more motors for Life-boats which have been specially built for them, instead of, as in the case of the three experimental boats, simply adapting existing boats.

LIFE-BOAT SATURDAY FUND.

IF one can judge by the energy and "push" which have during the last few months been exercised by our Life-boat Saturday Fund friends up and down the country, excellent financial results should be achieved. The summer is naturally the high season of the movement, because it works principally out of doors and is therefore dependent in no small degree on good weather. The best and grandest life-saving work of the ROYAL NATIONAL LIFE-BOAT INSTITUTION is no doubt done during the winter months, when the "winds whistle and the tempests roar," but most of the money raised by the Life-boat Saturday Fund is secured when the public are enjoying "summer breezes" and are perhaps in a more genial state of mind. All said and done, however, it is abundantly clear that the financial support given to the oldest Life-boat Service in the world, which has been instrumental in saving so many thousands of lives from a watery grave, is far too small

when the wealth of the country is considered and how much the whole population is dependent on the safety of the sea-going community. It behoves everybody to give a helping hand to such a national and important object, and we would express the earnest hope that no opportunity will be lost by the readers of the LIFE-BOAT JOURNAL to encourage by every possible means in their power those who sacrifice their time and in some instances even their health to promote the efficiency of the Life-boat Service. We appeal to all, but more especially to Britain's women, to look to it that this Service of which our country professes to be so proud is not starved for lack of means, and that the necessary funds are raised to enable the Committee of Management to carry on as heretofore the great work entrusted to them thoroughly, efficiently, and well. The Life-boat Saturday Fund exists for this purpose. Give the Fund therefore a helping hand.

THE LIFE-BOAT.

WHAT is that sound that cracks the air, that rip in the quivering night?
 What is that flash in the scurrying clouds, that shiver of living light?
 What is that clatter of hurrying feet, and why do the women run
 Unkempt, bareheaded, and white of face? 'Tis the roar of the minute gun.

Thrice o'er the rearing billow-crests, and thrice through the flying scud
 Has echoed that call from the men who drown out there in the hungry flood;
 Thrice, and again—when with rumble and creak and many a warning shout
 From the open doors of the station-house they are dragging the Life-boat out.

Nobly the steaming horses strain, and the spark from the shingle flies,
 As each of the sixteen steel-clad hoofs for a surer lodgment tries;
 And half of a hundred set-jawed men haul on to the straining trace,
 For the Vikings' children are running with Death in a grim and daring race.

Over the shingle, across the sands, to the edge of the cauldron tide,
 And then with a cheer the Life-boatmen are off on their midnight ride;
 Their steeds are the Lord's white horses, all plunging unbridled, wild,
 And the wife on the wet sand prays for her man, and the man for his toddling child.

The billows they break in a seething froth where the lamps of the watchers glow,
 And the salt spray lashes their anxious cheeks as they watch the Life-boat go;
 They peer through the howling waste of night, and they start as the sea-birds scream,
 With their white wings fighting the roaring blast like the creatures of a dream.

This is the rede of the Life-boatmen, the men who have fought their fight—
 Fought with the sea as their fathers fought, in the swirl of the angry might;
 Saving by might of the bending oar from its ravenous foam-flecked lips
 The lives of the men who for daily bread go down to the sea in ships.

W. B.

THE SOUTH HOLLAND LIFE-BOAT SOCIETY.

EVERY reader of the LIFE-BOAT JOURNAL will remember how the whole civilized world was appalled at the sad news of the wreck of the s.s. *Berlin* at the mouth of the Hook of Holland on the 21st February, 1907, when so many precious lives were lost; and, furthermore, how everybody was filled with admiration at the splendid bravery of the crews of the Life-boats of the South Holland Life-boat Society in their gallant efforts, crowned in a measure with success, to rescue some of the drowning passengers and crew. Rewards and recognitions were awarded by our King and his Government, and the Committee of Management of the ROYAL NATIONAL LIFE-BOAT INSTITUTION at a special meeting promptly called together sent the following appreciative resolution to the President and Chairman of the South Holland Life-boat Society:—

“That the Committee of Management of the ROYAL NATIONAL LIFE-BOAT INSTITUTION desires to place on record its admiration of the gallant and splendid bravery of the crews of the Life-boats belonging to the South Holland Life-boat Society, in their repeated efforts, under the most dangerous circumstances—crowned at last with success—to save life on board the wreck of the s.s. *Berlin*, at the mouth of the entrance to the Hook of Holland, and that a copy of this resolution be sent to the President and Chairman of the South Holland Life-boat Society.”

Our readers will, we feel sure, be interested by the following details connected with the history and organization

of the South Holland Life-boat Society, which may be considered as a sort of child of our Institution, inasmuch as from the beginning the Committee have sought advice and information from our headquarters.

The Society was established as a Voluntary Association, like our own Institution, in 1884, but whilst it is supported by voluntary contributions it receives each year a subsidy from the Dutch Government. The working of the Society is however not in any way controlled by the Government, but is managed by a Committee as in our own case. At the close of 1906 the Dutch Life-boat Society possessed twelve Life-boats, one of which is a Steam Life-boat built in England some years ago on the lines of the LIFE-BOAT INSTITUTION'S *Duke of Northumberland* stationed at Holyhead. Of the remaining eleven Life-boats eight are self-righting and three are non-self-righting. The crews are volunteers as with us, and they receive, speaking generally, payments and allowances according to the work they do. When the crews succeed in rescuing life by means of the Life-boats a special rate of pay is granted and a smaller scale of pay is allowed if no life is saved. In this particular the practice differs entirely from that in our own service where the payment is the same for launches on service, whether they result in the saving of life or not. The crews are also allowed to salvage property as well as life in certain given circumstances. The income of the South Holland Society from all sources in 1906 was £3,010.



ADDITIONAL STATIONS AND NEW LIFE-BOATS.

SKATERAW, HADDINGTONSHIRE.—The ROYAL NATIONAL LIFE-BOAT INSTITUTION has formed a new Life-boat Station at Skateraw, in order to strengthen the Life-boat Service on the coast of Haddingtonshire. This was found to be necessary by the Committee of Management owing to the difficulty of removing the Dunbar Life-boat overland when called out to the assistance of vessels stranded on the reefs which abound on this dangerous coast. The new Life-boat is of the Liverpool type, 35 ft. long by 10 ft. wide, rows 12 oars double-banked, is provided with masts and sails, and is fitted with two water-ballast tanks and two drop keels; she is named the *Sarah Kay*, as desired by the late Mr. EDWIN KAY, of Southsea, who bequeathed a legacy to the Institution for the purpose. A new and commodious boat-house, designed by the Engineer and Architect of the Institution, has been constructed for the boat on the most suitable site, and the building is provided with a watch-room for the use of the Life-boat crew.

On Saturday, the 13th April, several hundred people congregated in the vicinity of the boat-house as the hour of the naming ceremony approached. The company was representative of the district, and included Provost Smith, the Magistrates and Town Councillors of Dunbar; Lady Wingate, wife of the Sirdar of Egypt; the coxswains of the Eyemouth, Berwick and North Berwick Life-boats, and Miss Lawson, a generous friend of the Dunbar Life-boat men, who had kindly consented to perform the ceremony. The proceedings began with a religious service held in the open air, conducted by the Rev. T. W. G. Sutherland, Innerwick. The hymn, "Lead us, Heavenly Father," was sung, after which Mr. Sutherland read passages from Psalms cvii. and xciii., and from the 6th chapter of St. Mark and the 21st chapter of Revelations. The Rev. W. Borland, Dunbar, then led in prayer, and the service was brought to a close with the hymn, "Eternal Father, strong to save," and the pronouncing of the benediction by Mr. Sutherland.

The door of the Life-boat house was then formally opened by Miss LAWSON.

For this purpose she was presented with a silver key, the ring of which was in the form of a miniature lifebuoy. The boat was run out on her carriage, and boarded by Dr. Anderson, Vice-Chairman of the Local Committee, accompanied by Lieutenant Basil Hall, R.N., District Inspector of the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

Lieutenant HALL said he had the honour of representing the ROYAL NATIONAL LIFE-BOAT INSTITUTION on that occasion, and briefly alluded to the circumstances which led to the boat being placed at Skateraw. It was the universal custom of the Institution to allow the men who manned the boat to choose their own type of boat, and in accordance with that practice a deputation from Dunbar, along with Mr. Bertram, visited other places, and the present boat was chosen. To the care of Dr. Anderson and the members of the Local Committee he handed over the boat on behalf of the Institution. He knew full well he could not place her in better hands, and he had nothing further to do but to wish Godspeed to her and her gallant crew. (Applause.)

Dr. ANDERSON said that in the absence of their honoured President, the Earl of Haddington, owing to business in London, and of their worthy Chairman of Committee, ex-Provost Brand, who to the general regret was unable to be present owing to a severe chill, the duty devolved upon him of receiving the Life-boat in the name of the Local Committee. He did so with gratitude and the hope that the boat might long fulfil its noble mission.

Preparations having been made for the launch, Miss LAWSON then named the Life-boat the *Sarah Kay*. Skilfully handled, the boat in a few minutes was beating out of the bay seaward, making a very pretty picture as she sped before the wind.

The invited company then entered the Life-boat house, where a cake and wine banquet was held. Apologies for absence were intimated from the Earl of Haddington, the Dowager Duchess of Roxburghe, Sir Basil and Lady Hall, Lady Evelyn Innes Ker, ex-Provost Brand, etc.

The CHAIRMAN gave the loyal toasts.

Mr. HARRY HOPE proposed "Success to the New Life-boat." There had been a Life-boat at Dunbar since the year 1860, and that, he understood, was the fourth Life-boat which they had had in the district during that time. In those 47 years their Life-boats had been the means of saving something like one hundred lives. He thought they could not consider that great record without being very thankful to the ROYAL NATIONAL LIFE-BOAT INSTITUTION for having sent such a boat to that part of the coast, and to those who had helped to keep up and prosper the great object of the Institution.

The CHAIRMAN, on behalf of the Dunbar Branch of the Institution and the crew, thanked all for their good wishes for the success of the boat.

The Rev. W. BORLAND, chaplain of the Branch, proposed the health of Miss Lawson. If he were to mention the number of her kind benefactions he should detain them a good deal longer than he intended to do, because she had been for a long time interested in all fresh developments in the district, and no one had been more interested in that development which had come to a successful issue that day. They could not forget there, under that beautiful roof, the kindness of Lady Hall last autumn in connection with the sale of work she had held on behalf of that place. (Cheers.) Mr. Borland then further referred to the many kind acts of Miss Lawson towards the Life-boat crew, and the toast was very heartily pledged.

Miss LAWSON said it had been a great pleasure to her to come there and perform that interesting ceremony. She sincerely thanked them for their kind wishes. The Life-boat crew, they all knew, were brave men. They had saved many lives, and she knew they had always been very willing. She again thanked them for their kind wishes.

Lieutenant BASIL HALL, in proposing the health of the local officials, paid a high compliment to the services of Mr. Bertram, Hon. Secretary of the Branch. For many years Mr. Bertram had worked hard on behalf of the Dunbar branch. (Applause.) He believed the Local Committee would agree with him,

and not think he was disparaging their labours on behalf of the branch, when he said it was mainly due to Mr. Bertram that the Dunbar Branch had been brought to its present state of efficiency—if not the first, almost the first in point of efficiency of the Life-boat stations in Scotland. (Applause.)

Mr. W. BERTRAM suitably responded, and said he would continue to do his best to carry on the work. (Applause.)

After other toasts had been proposed, the exceedingly interesting and successful proceedings terminated.

CULLERCOATS, NORTHUMBERLAND.—

The Life-boat on this Station has been replaced by one of modern self-righting type, measuring 37 ft. by 8 ft. 6 in., rowing 12 oars double-banked and fitted with masts and sails, also with two water-ballast tanks. The new Life-boat has been, like her predecessor, presented to the Institution by the Co-operative Union and perpetuates the name *Co-operator No. 1*. There was an enormous gathering of spectators to witness the presentation and launch of the new Life-boat at Cullercoats Haven on Saturday the 27th April. Cullercoats was *en fete* for the occasion, and the weather was exceedingly favourable, except that a cold breeze was blowing from the sea. Members of the local branch of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, the Life-boat crew in their picturesque uniforms, and representative members of the co-operative movement, were formed into processional order in front of the Cullercoats branch of the North Shields Co-operative Society, and marched to the Haven, preceded by the Percy Main N.E.R. Workmen's Silver Band, under the leadership of Mr. J. B. Mustard.

Arrived at the Haven, an open-air meeting was held outside the Life-boat house. Around the temporary platform, and clustering on the sea banks, was a vast assembly of ladies and gentlemen, all more or less interested in the proceedings.

Mr. JOHN DAVISON, Chairman of the Northern Sectional Board of the Co-operative Union, officiated as Chairman, and, in the course of his opening remarks, said they were there to perform

a noble work and were desirous that everyone should partake of the spirit that was requisite in order to make it a success, not only that day but in the days that were to come. He was glad to tell them that when it was intimated to the Northern Board that the Life-boat *Co-operator No. 1*, given twenty-three years ago, was becoming unfit for duty, they determined at once that she should be replaced by a new one, and so determined were they that they decided to approach Congress on the subject, and when there was a dread that Congress might refuse their appeal, they said: "Then, if Congress refuses our appeal, we, the Northern Sectional Board, have no fear but that our people will respond to an appeal of that kind, and the Section will replace the old Life-boat." (Applause.) He was glad to say that in less than two years the great movement to which so many of them belonged had responded so heartily that they were in a position not only to place one Life-boat, but two Life-boats upon our shores. They were about to witness the launch of the first one, and in a short while they expected to witness the launch of the other.

After some further remarks, Mr. Davison called upon Mrs. H. R. Bailey, of Whitley Bay, to open the boat-house door.

This having been done, the new boat was brought out upon its carriage amid great cheering, and the Rev. H. J. Blount Fry, vicar of St. George, Cullercoats, conducted a service for the blessing of the boat. The choir of St. George's, in surplices, sang the well known hymn, "Eternal Father, strong to save." †

Mr. J. C. GRAY, J.P., General Secretary of the Co-operative Union, Manchester, then formally presented the boat to the ROYAL NATIONAL LIFE-BOAT INSTITUTION. He was pleased and thankful that Mrs. Bailey, who performed the ceremony twenty-three years ago, was yet with them, and able to perform it on that occasion. They ought not to forget that the idea of a co-operative life-boat first began with the Northern Section, and was first conceived by Mr. H. R. Bailey. Proceeding, he said that last year co-operators granted £49,000 out of their funds to charitable objects, and it was only right,

he thought, that some portion should be given to the noble Life-boat Institution. In conclusion, he expressed the pleasure it afforded him to be the medium of the Co-operative Union in presenting the boat to the ROYAL NATIONAL LIFE-BOAT INSTITUTION. (Cheers.)

Lieutenant BASIL HALL, R.N., District Inspector of Life-boats, on behalf of the Institution, acknowledged the *handsome and generous gift*. Their Union had been very generous to the Institution, as was shown by the Life-boats that had been built, and were now being built, for various parts of the coast. When the old *Co-operator No. 1* was condemned, the question arose as to what kind of boat should take her place, and the Institution consulted with the crew of the old Life-boat as to what type of boat they preferred to have. It offered to allow a deputation to visit other parts of the coast, and inspect the various kinds in use; but the Cullercoats crew were so well pleased with their old boat that they did not want to see any other, and asked the Institution to build a boat as like as possible to their old friend. The Institution had acceded to that request. With regard to size, type and shape, the new boat was very similar to the old one. The difference was more in the way of making her easier to launch than anything else. On a flat beach like that it was very necessary to have a boat of light draft, and considering that a great deal of the service was rendered to the fishing cobsles, it was important that prompt action and quick launching should be provided for. Like her predecessor, she was built with a double skin of mahogany, which was the strongest way a boat could be built. She was unsinkable, self-baling, self-righting, and possessed all the modern attributes that science could place in a Life-boat. Most important of all, she had the same crew of stout hearts and gallant men who manned the old Life-boat, and had proved their worth and mettle on many an occasion. (Cheers.) Lieutenant Hall then begged Mr. Leeson to accept the boat as representing the Cullercoats Branch of the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

Mr. R. J. LEESON, Hon. Secretary of the Cullercoats Life-boat Committee, in accepting the custody of the boat, said they would look upon it as a sacred trust which would never be betrayed. They would never forget the noble services rendered through a long course of years by the magnificent old boat, *Co-operator No. 1*. (Applause.)

Mrs. BAILEY then named the boat *Co-operator No. 1*, and the boat was then launched amid ringing cheers, and was rowed out and manœuvred off the harbour.

ATHERFIELD, ISLE OF WIGHT.—The Life-boat stationed by the Institution some years since at Atherfield has been replaced by a new one named the *Gem*, the cost of which has been generously presented to the Institution by Mrs. Gilbert W. Moss, of Aigburth, Liverpool. The new boat is of the self-righting type, 35 ft. long by 8 ft. 6 in. wide, and possesses all the improvements of this class of Life-boat. She is fitted with masts and sails, two water-ballast tanks and a drop keel, and pulls 10 oars double-banked. Fortunately Mrs. Moss, who happened to be at Ventnor, was able to perform the naming ceremony herself on the afternoon of the 30th April.

The Life-boat station was gaily dressed with flags, and ready for launching at the top of the slipway was the smart-looking new Life-boat, the cynosure of all eyes, manned by her brave crew dressed with life-belts as if ready for wreck service. Near the Life-boat was erected a temporary platform, from which the speeches preliminary to the naming ceremony were made. In the regretted unavoidable absence of Sir Charles Seely, Bart., the devoted President of the Isle of Wight Life-boat Board, Major Seely, D.S.O., M.P., made a special journey from London to preside at the ceremony, and apart from the gallant Major's active association with actual Life-boat service in the Island, and from his association with the Committee of Management of the ROYAL NATIONAL LIFE-BOAT INSTITUTION in London, there was a special appropriateness in the presence of the Member of Parliament for one of the divisions of the city in which Mrs. Gilbert W. Moss, the donor of the new boat,

resides. Mrs. Moss was accompanied by her daughter, Miss Moss, and by her grandson, Mr. Geoffrey Moss (Grenadier Guards), and they occupied seats on the platform with Major Seely and others, including the Lady Adela Cochrane, Lady Sophia Heaviside, Mrs. Aubrey H. Wykeham, the Rev. G. E. Jeans (vicar of Shorwell and Chairman of the Local Life-boat Committee), the Rev. C. W. Heald (rector of Chale), and other members of the Local Committee, with Mr. H. C. Mills, the excellent Hon. Secretary. Others present included the Revs. E. W. Silver (Hon. Secretary of the Brighstone Committee) and R. Leslie Morris (Hon. Secretary of the Brook Committee), Colonel Bonham, Dr. Jolliffe, Messrs. Charles Dabell, C.C., H. Garle, H. Way, J. Lake, R.N. (chief officer of the Coastguard), and A. Draper (members of the Local Committee), Mr. Aubrey H. Wykeham, Mr. Keppel H. Foote (District Inspector of Life-boats), Captain and Mrs. W. B. Judd, Mr. J. G. Pinnock (hon. treasurer of the I.W. Life-boat Board), Mr. Frank King (hon. auditor of the Board), Mr. E. L. Holland, Mr. and Mrs. W. Dabell, Mrs. C. Dabell, Miss Garle, Mr. M. Russell, Miss Wells, and a large general attendance of inhabitants of the district and neighbouring stations.

Major SEELY said it was his privilege to come there on behalf of his father, the President of the Isle of Wight Life-boat Board, to preside at the ceremony of naming and launching the new Atherfield Life-boat. Might he first say that his father requested him to express his deep regret that he was unable, owing to absence in the North of England, to be there in person. His father asked him to convey his warmest good wishes for the success of that ceremony and for the brave Atherfield Life-boatmen, and his earnest hope that they might always be successful in their noble mission of saving life. (Cheers.) That new boat, upon which they looked with so much pleasure, was the gift of Mrs. Gilbert W. Moss, who with her daughter and grandson had kindly graced those proceedings with her presence, and all of those interested in Island Life-boat work, especially at Atherfield and neighbourhood, felt very

grateful to the generous lady who had given them such a fine new boat as the *Gem*. (Cheers.) It would be impossible for the LIFE-BOAT INSTITUTION to continue its work were it not for the generosity of persons such as Mrs. Moss, who so kindly gave Life-boats and contributions for the maintenance of their work; but the most welcome gift of all and most expensive was a Life-boat. (Cheers.)

Mrs. GILBERT W. MOSS, who was very enthusiastically received, said: "Major Seely, ladies and gentlemen, I thank you very much for your very kind words. It is a great happiness to me to be here to-day and to present this Life-boat to the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and thus see the accomplishment of a long-cherished wish. I trust that this Life-boat, with her gallant crew—who, I am very pleased are so satisfied with her, and of whose courage and heroism I have heard much—will, with the blessing of God, be the means of saving many, many lives. You may be sure I shall ever take the deepest interest in her and in her brave crew, and, let me add, I am so pleased she is stationed at Atherfield. I again thank you most warmly." (Cheers.)

Mr. KEPPEL FOOTE (Inspector of the District), on behalf of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, said he had the honour to tender the most grateful and cordial thanks of the Institution to Mrs. Gilbert W. Moss for that most magnificent boat which she had presented to the Institution. Mrs. Moss would be glad to know that there was no place in the United Kingdom where more interest was taken in Life-boat work than was taken in the Isle of Wight. Her Royal Highness Princess Henry of Battenberg, the Governor of the Island, was patron of the Isle of Wight Life-boat Board, and as evidencing how much interest Her Royal Highness graciously took in the Life-boat cause he might mention that the last time he had the honour of presiding at a ceremony such as that in the Island—at Bembridge—the Royal Governor performed the ceremony of naming the new Life-boat, calling her after the name of their late revered and beloved Sovereign, Queen Victoria.

(Cheers.) On behalf of the Institution he gratefully accepted that splendid new Life-boat, and he begged to formally hand it over to the keeping of the Chairman and the Hon. Secretary of the Atherfield Life-boat Committee—he felt he could not hand it over to any more capable, devoted, and enthusiastic in Life-boat work. (Cheers.)

The Rev. G. E. JEANS, as Chairman of the Local Committee, said he had the honour and pleasure to accept that boat from the Institution as the generous gift of Mrs. Moss, and they felt sure that the new boat would prove as valued a possession as the former boat had done in life-saving work. (Cheers.)

A short form of service followed for the benediction of the new Life-boat, the Rev. C. W. Heald reading the opening sentences, and the Rev. G. E. Jeans the prayers. The surpliced choirs of Chale and Shorwell led the responses and the impressive singing of the hymn, "Eternal Father, strong to save."

Mrs. Moss, conducted by Major Seely, then proceeded to a table draped with the Union Jack near the bow of the Life-boat, and said: "I have great pleasure in naming this Life-boat the *Gem*. My best wishes go with her, with the crew who man her, and with all whom she may save." As the generous donor of the boat concluded her speech, she deftly released the suspended bottle of wine, which was immediately broken against the bow of the vessel, and the naming ceremony was thus successfully performed.

Lusty cheers, led by Major Seely, followed for Mrs. Moss, the new Life-boat, and her crew, and when these had subsided

Miss Moss stepped to the front and made the following felicitous acknowledgment on behalf of her mother: "Major Seely, ladies and gentlemen,—My mother has asked me to thank you most warmly on her behalf for the very kind way in which you have proposed the vote of thanks to her and also for the great courtesy and consideration which she has met with from all. I, too, give my best wishes, and those of my sister—who to our deep disappointment is prevented by illness from being here—to the gallant crew of the *Gem*."

There are many heroic professions in life, but that of the crew of a Life-boat stands second to none in valour, and it is delightful to think that the *Gem* is manned by men of dauntless courage and self-sacrifice. May the *Gem* be indeed a 'gem of purest ray serene,' shining through storm and darkness and bringing many to the haven where they would be." (Cheers.)

Coxswain WHITE then stood up among the brave members of his crew, and amid more cheers thanked Mrs. Moss, on behalf of his comrades and himself, for her splendid gift.

After a very successful launch of the boat the proceedings terminated.

Through the generosity of Mrs. Moss the members of the crew and the helpers were entertained at a substantial dinner in the evening at the Crown Hotel, Shorwell, the Rev. G. E. Jeans presiding.

FILEY, YORKSHIRE. — This Life-boat Station has been provided by the Institution with a new boat of the self-righting type, 35 ft. long by 8 ft. 3 in., wide and rowing ten oars double-banked. She is supplied with masts and sails, and is fitted with two water-ballast tanks and one drop keel. The new boat is named *Hollon the Third*, her cost having been defrayed from the bequest of the late Mr. R. W. Hollon, of York, who also presented the two Life-boats previously stationed at Filey to the Institution. On the 4th May the new Life-boat was inaugurated in the presence of some thousands of spectators. The crew, fully equipped, took their seats in the boat, making room for Mr. C. G. Wheelhouse, the Chairman of the Filey Life-boat Committee, Miss Wheelhouse, both hard workers for the Life-boat cause, and Commander Holmes, R.N., representing the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

All being ready for the launch, Mr. Wheelhouse introduced to the assemblage Commander Holmes, who, in a happy little speech, said how glad they all were to see hundreds of Yorkshire fire brigade men in their midst, and expressed the hope that they would all develop interest in the Life-boat movement. The care of the Filey Life-boat Station was taken over by the ROYAL

NATIONAL LIFE-BOAT INSTITUTION in 1852. There was then at Filey an old Life-boat provided by a local association. For the great work done since then by Mr. Hollon, Filey and the Institution were very grateful. The most experienced boatmen of Filey had been consulted before the boat they were launching was built, and the craft might fairly be said to be the boat of their choice. He trusted that she would answer all expectations, and that she would help to save many lives. He had great pleasure in handing over the new boat to the good people who composed the Filey Life-boat Committee and in wishing the vessel and her crew long and most useful service. Mr. Wheelhouse, on behalf of the Local Committee and the people of Filey, accepted the boat, and promised that crews of carefully selected men should always be ready to man her at a minute's notice.

The Rev. A. W. DIBB, having invoked the Divine blessing upon the boat and her crew, the hymn, "Eternal Father, strong to save," was sung by the assembly, led by the band and the Parish Church Choir. Miss Wheelhouse, smashing a bottle of wine over the prow of the boat, named her "Hollon the Third." The boat was then launched, a rocket was fired, the vast concourse cheered itself hoarse, and the band playing "God Save the King," the proceedings terminated.

HAYLE, CORNWALL; NEWBIGGIN, NORTHUMBERLAND; STAITHES, YORKSHIRE; and YOUGHAL, Co. CORK. — The Life-boats placed by the Institution on these stations have recently been replaced by new boats, which are all of the most modern self-righting type. The Hayle, Staithes and Youghal Life-boats were provided from the legacies bequeathed to the Institution by the late Mrs. Rodd, of Tunbridge Wells; Mr. James Gowland of Harston, Cambridge; and Mr. John Alexander Hay, of Cheltenham. These boats are named respectively, in accordance with the wishes of the donors, *Admiral Rodd*, *James Gowland*, and *Marianne L. Hay*. The Newbiggin Life-boat is the gift of the late Mrs. Lewis-Hill, of Grosvenor Square, and is named, as desired by her, the *Ada Lewis*.

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

MONTROSE, FORFARSHIRE.—On the evening of the 1st January one of the fishermen reported that a vessel was showing a light, evidently in close proximity to the Annat Bank. The Life-boatmen were at once assembled and the No. 1 Life-boat *Sarah Jane Turner* was launched at 11.15 P.M. When proceeding across the Bank to reach the vessel, the Life-boat was driven ashore by the force of the wind and sea. The No. 2 Life-boat *Mary Atherstone* was thereupon transported by many willing helpers to a position on the beach opposite to the wreck, no easy task, snow lying thickly on the ground. A good launch was effected at half an hour after midnight and the Life-boat made for the wreck with all speed. An attempt was made to effect communication, but it failed, and in the prevailing gale the boat was carried to leeward of the vessel. After a severe struggle the boat was pulled up to her and the four men on board were successfully rescued and landed in safety about 1 A.M. on the 2nd January. The vessel was the ketch *Harriet*, of Guernsey.

ALDEBURGH, SUFFOLK.—A telephone message, stating that a vessel was ashore near Thorpness, was received at 7.50 A.M. on the 7th January, and the No. 2 Life-boat *Edward G. Dresden* was immediately despatched to her assistance. There was a moderate W.N.W. breeze blowing, with thick haze but moderate sea. On arrival at the vessel, which was the s.s. *Citrine*, of Glasgow, bound from Hamburg to Liverpool with a general cargo, the master stated that he did not require assistance. As the master of the steamer was very ill, a shore-boat, which had also put off to the steamer, returned ashore at the suggestion of the Life-boat Coxswain, and obtained a doctor, the Life-boat in the meantime standing by the steamer, which at 2.15 in the afternoon floated on the tide and was able to continue her voyage. The Life-boat then returned to her station, arriving at 3.30 P.M.

CADGWITH, CORNWALL.—During a very dense fog on the afternoon of the 7th January sound signals were heard not far from the shore, and although the weather was fine, there being only a slight ground swell, it was considered advisable to launch the Life-boat. The s.s. *Highland Fling*, of London, was found about fifty yards from the shore with her forepart on a sunken rock and her stern being afloat. Her crew were in the act of getting their belongings together preparatory to leaving her.

It appeared that the steamer had put into Falmouth for repair and had left with a cargo of cement, bound for Cardiff, but within two hours had stranded off Cadgwith. The master requested the Life-boat to stand by him whilst efforts were made to get the steamer off, but in spite of all attempts this was found impossible. At 10.30 P.M., it then being high water, it was decided to give up work, and the majority of the crew having proceeded to the attendant tugs, the Life-boat returned ashore.

Salvage operations were without loss of time commenced by a salvage company and continued for some time but without success, and at length finding that it was not possible to float the steamer they decided to cut her into two parts and tow the stern portion, if successful, into Falmouth. This was accordingly done on the 26th January, and to ensure the safety of the men on board, the captain of the salvage company asked that the Life-boat might accompany the wreck whilst being towed into port. The boat was therefore launched at 2.15 P.M. that day and rendered the desired service.

PETERHEAD, ABERDEENSHIRE.—About 11.30 P.M. on the 18th January, the Coxswain of the Life-boat was informed by the Coastguard that a telephone message had been received reporting a vessel ashore at Scotston Head. The crew were at once summoned and the Life-boat *George Pickard* was launched. She proceeded to the vessel, which proved to be the steam trawler

Strathbeg, of Aberdeen, bound from the fishing grounds to Aberdeen. An offer was made to take the crew off, but they declined as efforts were being made to float the trawler. The Life-boat then stood by the vessel until they got her clear, and her services being no longer required, she made for Peterhead. The weather was very cold and thick with a strong S.S.W. breeze and rough sea.

SCARBOROUGH, YORKSHIRE.—A gale from S.S.E. sprang up with exceptional suddenness shortly before 5 A.M. on the 22nd January. Several of the local fishing boats were off fishing, and three were taken into safety by the Life-boat *Queensbury*. The Coxswain was aroused by a fisherman at 5 A.M. He immediately obtained a crew and launched the boat. About a mile to the eastward he found the coble *Maggie* half full of water, and her crew of three men quite exhausted. With difficulty they were transferred to the Life-boat, and the coble being taken in tow they returned to harbour. A second trip was made, and the coble *Rosabel* and her crew were saved. The boat now put to sea again, and finding the coble *Rescue* in difficulties the crew of three men were taken into the Life-boat and the coble towed into harbour. This was a very meritorious service, skilfully performed; any error of judgment would have caused damage to the Life-boat and possibly loss of life.

CULLERCOATS, NORTHUMBERLAND.—Three of the cobbles were overtaken by the E.S.E. gale which suddenly sprang up on the 22nd January, and as it was evident, owing to the heavy sea running, that their return to harbour would be very dangerous, the Life-boat *Co-operator* No. 1 was launched at 7.15 A.M. to assist them. The first boat to come in was the *Perfection*, and fortunately she got into safety, the Life-boat standing by as she crossed the bar. The Life-boat then returned to sea and having rescued the crew of four men of the coble *Gloriana*, towed her into harbour. During the rescue the Life-boat had a narrow escape. The coble was struck by a heavy sea, which lifted her on to

the stern of the Life-boat and smashed the rudder head. Happily the men escaped without injury and the coble slid off and was saved. The third boat assisted was the *Maggie Storey*. She was driven out of her course and was in danger of being cast on the rocks. The Life-boat men succeeded in reaching her and taking off the crew of four hands. An attempt was then made to tow the coble into harbour, but when crossing the bar a heavy sea broke over the coble, filled her, and before she could be cut away, nearly dragged the Life-boat on to the rocks. From a very dangerous position the boat was skilfully manœuvred into safety, but the coble was lost.

MONTROSE, FORFARSHIRE.—About 6 A.M. on the 22nd January the wind suddenly veered to S.E., and increased to a gale, causing the sea to rise rapidly, so much so, that some of the fishing fleet which had gone off to the fishing grounds the previous evening were unable to return. Shortly after 7 A.M. the No. 1 Life-boat, *Sarah Jane Turner*, was launched and proceeded to the bar, where she stood by the boats until all were in safety. Some very narrowly escaped disaster, but happily no life was lost.

WHITBY, YORKSHIRE.—The No. 2 Life-boat, *John Fielden*, was launched at 8 A.M. on the 22nd January, in an E.S.E. gale and heavy sea, to the assistance of the fishing-boats *Margaret* and *Jane and Priscilla*, of Filey, and rescued the crews of eight men. The boats came into the roads being unable to make the harbour on account of the heavy sea on the bar. They remained under sail for a considerable time with the Life-boat in attendance, but when the tide turned it was necessary to abandon them. The boats were anchored with a view to their riding out the gale if possible, and the crews were taken into the Life-boat, which landed them about noon.

STAITHES, YORKSHIRE.—As the return of the local cobbles from the fishing-grounds on the 22nd January was attended with considerable risk, due to

the strong E.S.E. gale which had suddenly arisen, the Life-boat was launched at 7.30 A.M. to assist them. The sea on the bar was very rough, and as each boat crossed it the Life-boat was ready to save the crew should disaster overtake the craft. By noon all the boats were in safety and the Life-boat returned ashore and was placed at moorings.

HOLY ISLAND, NORTHUMBERLAND.—Seven of the fishing-boats belonging to Holy Island were at sea fishing on the 22nd January when the S.E. wind increased to a gale, and the sea became very heavy. At 8.30 A.M. the Life-boat *Grace Darling* was launched, manned by a scratch crew, most of the regular crew being in the fishing-boats. She stood by the boats as they crossed the bar, and although several had very narrow escapes all managed to regain safety. The women of the village gave valuable help in assisting to launch the Life-boat.

SALTBURN, YORKSHIRE.—Six of the cobs belonging to Staithes were endangered on the 22nd January when off Saltdurn by a sudden gale, and at about 10 o'clock in the morning the Life-boat *Mary Batger* was launched. She remained afloat for about three hours until all were in safety, she then returned to Saltdurn and was rehoused.

TOTLAND BAY, ISLE OF WIGHT.—The ketch *Effort*, of Southampton, stranded on the Shingle Bank during a N.E. gale, on the 22nd January, and the heavy seas made a clean breach over her. At 5.30 P.M. the Life-boat *Robert Fleming* was launched and proceeded to the assistance of the five persons on board. On nearing the bank the Coxswain anchored the boat and veered down as near as possible to the wreck, a line was thrown to the men, and by this means they were hauled into the Life-boat. It was intensely cold and the rescued men suffered greatly from the exposure, a boy being almost in a state of collapse when landed.

WINCHELSEA, SUSSEX.—At 8.30 P.M., on the 22nd January, the Coastguard at Rye Harbour reported that a vessel in the bay was making distress signals.

Without delay the Life-boat *John William Dudley* was launched and proceeded to the craft, which proved to be the ketch *Lord Tennyson*, of London. It was found that in the prevailing E. by S. gale her sails had blown away, that the steering gear had broken and that the sea was breaking over her. With great difficulty the three men on board were rescued, together with their dog, the crew being in a very exhausted state from the severe cold. The sea being too heavy for the Life-boat to attempt to return to Winchelsea, the Coxswain made for Hastings, where the rescued men were handed over to the Shipwrecked Mariners Society. It was then past 11 P.M., the Life-boat was therefore made secure for the night and her crew provided with food and lodging. The next morning the weather was too severe to admit of the Life-boat being taken back to her station, the crew therefore went home and returned for the boat when the weather moderated. The cold was so great at the time of this service that the wet clothes of the men who launched the Life-boat were frozen upon them when returning home.

HARTLEPOOL, DURHAM.—On the night of the 22nd January the s.s. *Pernambuco*, of Liverpool, with a cargo of coal from Hartlepool to Portsmouth, struck heavily on the Spit Rock, Hartlepool, as she was proceeding to sea. She got off, but as she was found to be making water rapidly was put about, and on making for the harbour she again struck the Spit Rock. Two tugs went out to her, but failed to move her, giving up the attempt at 11.30 P.M. Ten minutes later the vessel made signals of distress and at 12.15 on the morning of the 23rd January the No. 3 Life-boat, *Horatio Brand*, was launched to assist her. The Life-boat proceeded alongside, and in response to the request of several of the crew to be landed, nine men were taken into the Life-boat, which conveyed them ashore. The Life-boat then returned to the steamer and stood by her throughout the night. At 9 o'clock she assisted the tugs in another attempt to get the vessel off, but without success. Shortly after noon, as the tide was falling, both tugs and Life-boat re-

turned to harbour. During the afternoon the Life-boat again put off to the vessel and took out a large number of men, who, together with the Life-boatmen, jettisoned a quantity of the cargo, and at 10.30 P.M. the steamer was successfully floated and taken into safety.

CAISTER, NORFOLK.—At 9 P.M. on the 24th January a vessel was observed on the Barber Sands. The crew of the No. 1 Life-boat, *Covent Garden*, were mustered, and in very cold snowy weather the boat was launched. The wind was moderate, but the sea was heavy on the sands. On reaching the vessel the master declined any assistance. The Life-boat remained near at hand in case it should become necessary to rescue the crew. At 4 A.M., on the rising tide, the vessel floated, and the crew being no longer in any danger the Life-boat returned ashore. The vessel was the trawler *Successor*, of Lowestoft, bound to the fishing grounds at the time of the accident.

WALTON-ON-THE-NAZE, ESSEX. — On the 26th January at 7.35 A.M. the Gunfleet Light-house commenced to fire guns signifying that a vessel was on the sands, and within ten minutes the Life-boat *James Stevens No. 14* was on her way to help those on board. The Life-boat had recently been fitted with a motor engine, and which on this occasion was used for the first time to perform a service. With the exception of a little water getting into the clutch it was reported to have worked satisfactorily. On reaching the vessel, the schooner *Demaris*, of Goole, bound from London to Hull, the master asked the Coxswain to stand by the vessel, and about 10.30 A.M. she was successfully floated on the flowing tide. No further assistance being required the Life-boat left for Walton, arriving shortly after noon.

RUNSWICK, YORKSHIRE. — During a strong westerly gale and rough sea on the 28th January two cobsles were observed in the bay, one cobsle towing the other. As the weather was very bad the Life-boat *Cape of Good Hope*

was launched and proceeded to the disabled cobsle, which had broken her rudder, and rendered valuable assistance in towing her ashore.

FLAMBOROUGH, YORKSHIRE. — The barquentine *Latona*, of Portsmouth, whilst bound from Portsmouth to Sunderland on the 30th January, stranded on the Smithic Sand. A whole gale was blowing from the north with a heavy sea running, and the weather was very cold with snow. It was 9.30 P.M. when the vessel stranded, and signals of distress were at once made. In response, the No. 2 Life-boat, *Matthew Middlewood*, was launched and made for the vessel. She was found in a very dangerous position, her anchors having dragged. The crew of eight men were rescued and the vessel left with her anchors down. Next morning it was seen that the vessel had not broken up, and at the request of the captain the Life-boat was launched at 8 A.M. to try and save her. Both the crew and the Life-boatmen went aboard and tried to get the anchors, but the windlass broke. The anchors were therefore slipped and eventually the vessel was floated and taken to Bridlington Harbour.

SOUTHWOLD, SUFFOLK. — During a strong northerly gale on the 30th January, the s.s. *Cedric*, of Landskrona, brought up in Southwold Bay, and next morning signalled that she wanted a doctor, or a boat to land a man who had met with an accident. There being too much sea on the beach, and the weather being too bad to launch a shore boat, the Life-boat *Rescue* was launched and took a doctor to the steamer. On getting alongside, it was found that the man—a Russian Finn—who had crushed his hand very badly, was injured too severely to be treated on board. He was therefore brought ashore in the Life-boat and taken to the hospital.

SEATON CAREW and HARTLEPOOL, DURHAM.—A terrible disaster, involving the loss of several lives, mostly Lascars, took place on the 31st January at the mouth of the River Tees. The s.s. *Clavering*, of London, a large vessel of upwards of 3,300 tons, left Middlesboro'

at 4.15 A.M., bound for Japan with a general cargo, and shortly after 6 A.M. as she approached the sea she encountered the full force of the fierce northerly gale, and when near the North Gare breakwater she stranded. In a short time she was being swept from stem to stern by heavy seas. On the information reaching Seaton Carew, the Life-boat *Charles Ingleby* was transported to a suitable launching place, and after two attempts reached the steamer. Fifteen of the crew were taken aboard the Life-boat and landed without loss of time. The Life-boat immediately started again to reach the vessel, but the tide by this time had begun to flow, and in spite of all their efforts the boat could not get alongside. The crew about this time became exhausted, and the boat was therefore taken up the river and shortly after noon moored in a convenient position to make another attempt to reach the imperilled men on the ebb tide. At about 2 P.M. several pilots came over from West Hartlepool and expressed their readiness to make an attempt to go to the assistance of the men on the wreck. At 3.30 they left in tow of a tug which took them as far as practicable, but it was absolutely impossible for them to do anything against the wind and sea, and after every effort they were reluctantly obliged to return.

About this time a boat put off from the *Clavering*, but before she could proceed far she was swamped. Some of the men who had been in her were picked up by tugs, two men being drowned. In the meanwhile news of the disaster had reached Hartlepool, and at 2 P.M. it was decided to send the Hartlepool No. 1 Life-boat *Ilminster* to render what assistance they could. By many helpers the boat was dragged on her carriage to the main road where six horses belonging to the Corporation were attached.

Seaton Carew was reached about 5.30 P.M., where after a consultation it was decided to wait until the tide commenced to ebb before further efforts were made. Between 9 and 10 P.M. both the *Charles Ingleby* and the *Ilminster* left for the ill-fated vessel. For three hours the crew persisted in their struggle to reach the wreck. Twice

they got within speaking distance, only to be washed back. The Hartlepool boat then burnt a white light to ascertain if anyone was still alive on the vessel, as the seas were washing completely over her. Shouts were heard and a desperate effort was made, but to reach those on board was beyond the power of the Life-boat men. Once more the work of rescue had to be abandoned and the boats returned to moorings shortly before 2 A.M.

Undaunted by the difficulties of their task the brave Life-boatmen, whose courage and endurance was deserving of the highest praise, waited till daylight, and at 8 A.M. both Life-boats again left for the wreck. Fortunately the weather had moderated slightly and this time their exertions were crowned with success. Twenty-four men still survived their terrible ordeal, but all were thoroughly exhausted from cold and exposure. From the time the steamer struck until rescued they had been repeatedly drenched by the breaking seas and exposed to the bitter wind accompanied by a keen frost. With all despatch the unfortunate men were transferred to the Life-boats and conveyed into safety, everything possible being done for their comfort. It was then ascertained that several of the Lascar crew, who were but scantily clad, had succumbed and had been washed off the wreck. The work of the Life-boats was completed about 1 P.M., and during the afternoon the Hartlepool Life-boat was taken back to her station.

During these long and trying services the Honorary Secretaries at both Seaton Carew and Hartlepool were indefatigable, doing all that was possible, and the Committee of Management at their next meeting following specially thanked them for their exertions. The Silver Medal of the Institution was conferred upon SHEPHERD SOTHERAN, Coxswain Superintendent of the Hartlepool Life-boat, and the Second Service clasp on JOHN FRANKLIN, Coxswain Superintendent of the Seaton Carew boat, the latter already holding the Silver Medal, in recognition of their gallant conduct and repeated efforts on this occasion.

ILFRACOMBE, DEVONSHIRE.—At about

1 A.M. on the 1st February, the Coast-guard called the Coxswain of the Life-boat *Co-operator No. 2* and reported that a vessel was making signals of distress near the Bull Point. The Life-boat was at once launched, and proceeded to the place indicated, where they found the ketch *Ringdove*, of Bristol, aground. The Life-boat men at once set to work to save the ketch, and in this they fortunately succeeded. The ketch and her crew of four hands were taken safely to Ilfracombe. The weather during this service was moderate.

CRESSWELL, NORTHUMBERLAND.—On the 8th February, about 2 A.M., the ship *Hemanos*, of Lillesand, bound to Leith with a cargo of guano, was reported ashore about two miles to the northward of Cresswell and firing signals of distress. The weather was thick and the southerly wind blowing freshly. The crew of the Life-boat *Ellen and Eliza* were at once summoned and the boat launched. On arrival the crew gave valuable assistance in running out kedge anchors, and eventually the vessel was refloated and able to proceed to Leith in tow of a tug.

MARGATE, KENT.—During a dense fog on the 10th February, with a moderate S.S.W. breeze and a moderate sea, a large four-masted steamer—the *Coronel*, of Krägero—ran on to the Longnose Rock. The crew of the No. 2 Life-boat, *Civil Service No. 1*, were called, and with all despatch the Life-boat proceeded to the steamer. The Life-boatmen boarded her, and the captain at once engaged them to save his vessel if possible. As the tide was on the steamer's broadside, anchors were run out to prevent her going further on to the rocks, and in the evening, when the tide made, the Life-boat men, with the assistance of a tug, succeeded in refloating the steamer, which proceeded on her voyage to Barry Dock.

KESSINGLAND, SUFFOLK.—Flares were observed by the Coastguard watchman at 3.30 A.M. on the 11th February, from a vessel apparently ashore on the West Barnard Sands. There was a strong S.S.W. wind blowing, and a heavy sea was running, while the weather was bitterly

cold. Instructions were given for the No. 2 Life-boat, *St. Paul*, to be launched, which was done very smartly. The vessel proved to be the smack *Herald*, of Ramsgate. She was leaking very badly and her crew of three hands were waiting to be taken off. They were transferred to the Life-boat and the Coxswain decided, on account of the weather, to make for Lowestoft, where he landed them. A tug was then engaged to take the Life-boat home, but on the way she again visited the scene of the wreck to see if it would be possible, with the assistance of the tug, to save the smack. On arrival however it was found that the vessel was totally submerged and beginning to break up. The boat therefore made for home, Kessingland being reached during the morning.

CROMER AND PALLING, NORFOLK.—At about 4.30 P.M. on the 11th February the Cromer Life-boat, *Louisa Heartwell*, and the Palling No. 2 Life-boat, *Hearts of Oak*, went off to the Haisbro' Sands in response to a message from the light vessel that a steamer was ashore. The sea was rather choppy and the weather foggy, with a fresh W.N.W. breeze. Both boats were promptly launched, and the Cromer boat reached the vessel about 7 P.M., the Palling boat arriving about an hour later. The vessel proved to be the steamer *Aibara*, of London, bound from the Tyne to Piræus, with a cargo of coal. The Life-boats lay alongside until midnight, when it was considered advisable to rescue the crew. There were twenty-four men on board, and they were equally divided between the two Life-boats, which at the request of the master remained in the vicinity of the vessel until daylight, in case it should be possible to get her off the sand. At about 7 o'clock in the morning it was seen that the steamer was a total wreck; the Life-boats therefore left for home, arriving in a blinding snowstorm. This was an excellent and very useful service, and the Life-boatmen had a very trying time, being exposed to the extreme cold for upwards of sixteen hours.

POLKERRIS, CORNWALL.—When the

brigantine *Adelaide*, of Fowey, with a cargo of coal for Par, was anchored in Par Bay on the night of the 12th February a S.S.W. gale sprang up. The vessel dragged her anchors, losing one and finally bringing up in shallow water, close to rocks, near the entrance to Par Harbour. In the early morning at low water she took the ground and commenced to bump heavily. Signals were made, and in response the Life-boat *James William and Caroline Courtney* was launched at 2.30 A.M. As the vessel floating with the rising tide the crew of six men would not leave her, but the Captain asked the Life-boat Coxswain to stand by him, which they did. Later the weather moderated, and at 5 A.M., when nearly high water, the Life-boat signalled for further assistance, and a tug came from Fowey. About 7 A.M. she took the vessel in tow, but as she was leaking badly the Coxswain put four Life-boatmen on board, and they assisted to take her to Fowey, where she was safely docked.

MOELFRE, ANGLESEY.—At about 3 A.M. on the 12th February, signals of distress were observed from a vessel on the rocks to the S.W. of Moelfre, and without loss of time, the Life-boat *Star of Hope* was launched to the assistance of the men on board. On reaching her, the three men were rescued, and very shortly afterwards the mast went by the board, and she became a total wreck. The vessel, which was the smack *Dinas*, had been purchased only three days previously by a Moelfre man.

MARGATE, KENT.—The Life-boat *Civil Service No. 1* was launched at about 4 A.M. on the 13th February in a N.N.W. gale and heavy sea in answer to signals of distress from a vessel on the Walpole Rock. The schooner *Perseverance*, of Fowey, was found ashore in the breakers and her crew of five hands were anxious to leave her, they were therefore taken into the Life-boat and landed at 6.30 A.M. At 8 A.M., there being a tug in the roads, the Captain asked if there was any chance of saving the schooner, and as the Life-boat men considered it might be possible on the flowing tide with the assistance of a

tug, the Life-boat was again launched, taking the vessel's crew with them. The tug, at their request, undertook the task and she and the Life-boat again made for the schooner. On reaching her it was found that the sea was making a clean breach over her, but the Life-boat having obtained communication, a tow rope was secured to the tug, and by their united efforts the *Perseverance* was eventually saved.

FISHGUARD, PEMBROKESHIRE.—At 1.45 P.M. on the 13th February signals of distress were observed from the cutter *Eca*, of Liverpool, at anchor in a dangerous part of Fishguard Bay: she was dragging her anchors and the three men on board feared she might run ashore. It was low water at the time and the Life-boat was unable to proceed then, but as soon as it was possible she was launched and made for the cutter. At the request of the master he and his two men were taken into the Life-boat and landed. There was a strong northerly wind and the sea was moderately rough at the time. Fortunately the vessel's anchor held, after dragging a considerable way, and the cutter was saved.

GORLESTON, SUFFOLK.—The Coxswain of the No. 1 Life-boat was rung up on the telephone by the Coastguard at 8.55 P.M. on the 13th February and informed that the St. Nicholas Light-vessel was firing signals for a vessel in distress to the north-westward. He launched the Life-boat *Mark Lane* and a tug took her in tow. The vessel was easily seen by her flares, and the Life-boat was enabled to follow her in a stern chase as the wind and tide were rapidly driving her towards the Corton Sands. Fortunately the Life-boat reached her in time to put eight men on board, who succeeded in getting the tug's wire hawser fixed as the breakers were just astern of the vessel and from this perilous position at the neck of the sands she was saved. Subsequently she was taken into harbour by the tug and safely berthed. The vessel proved to be the ketch *Swin*, of Blythe, and it was entirely due to the work of the Life-boatmen that she was saved, as her

crew of four men were completely exhausted when the boat reached the ketch.

CAISTER, NORFOLK.—About 3 o'clock in the afternoon on the 15th February, whilst the Life-boatmen were attending the funeral of the celebrated Life-boat veteran, James Haylett, the author of the famous phrase, "Caister men never turn back," the Life-boat bell was rung, and as soon as they could with respect the crew hurried to the shed to again take up their life-saving duty.

The trawler, *Francis Roberts*, of Lowestoft, a perfectly new craft, had stranded on the Barber Sands with all her sails set. The weather was thick and cold and there was a strong S.S.W. breeze with a considerable amount of sea. The No. 1 Life-boat *Covent Garden* was launched and proceeded to the trawler. After ineffectual attempts to get his vessel off the master engaged the Life-boat men to assist him, and they, having laid out an anchor, succeeded, after two hours' work, in getting the vessel clear. The trawler was then taken to Lowestoft, three of the Life-boat crew accompanying her.

HOLYHEAD, ANGLESEY.—The steam Life-boat *Duke of Northumberland* rescued four hands from the schooner *Miss Evans*, of Aberystwith, during a strong W.N.W. gale and very heavy sea on the 19th February. The vessel was in the outer roads when her anchor commenced to drag. The master therefore made signals of distress, and the Life-boat proceeded to her and brought the crew into safety.

Next day, as the schooner was still at anchor, an attempt was made by the crew to rejoin her; but although the steam Life-boat took them out the weather had not moderated sufficiently for them to remain, they therefore returned ashore.

RAMSEY, ISLE OF MAN.—At 2.15 in the afternoon on Wednesday the 20th February, distress signals were hoisted on a schooner in the bay, which was riding heavily and dragging her anchors. There was a N.N.W. gale blowing at the time and a rough sea. The Life-

boat *Mary Isabella* was promptly launched, proceeded to the vessel and rescued the crew of four hands, who were in an exhausted condition, having had no sleep since the previous Monday. The vessel, which was the schooner *Isabella*, of Barrow, was left with her anchors down to ride out the gale if possible.

MOELFRE, ANGLESEY.—During a whole N.W. gale and heavy sea on the 20th February, the schooner *J. T. S.*, of Barrow, got into difficulties whilst at anchor in the Roads, and at 4 P.M. made signals of distress. The Life-boat *Star of Hope* was promptly launched, and was quickly alongside. Owing to the very heavy sea some difficulty was experienced in rescuing the five hands on board, but they were eventually transferred safely to the Life-boat, which then returned ashore. The dog belonging to the vessel was also saved.

ST. ANNE'S, LANCASHIRE.—On the 20th February a large schooner was observed making for Liverpool, and she came to anchor about five miles off St. Anne's. As there was a strong gale blowing from the north-west and a very heavy sea running, a look out was kept by the Life-boat men throughout the night. Next morning the vessel had drifted, her sails had blown away, and she appeared to be dragging her anchors, the No. 1 Life-boat *Nora Royds* was therefore taken on her carriage along the sands to the north for about a mile and a half and launched. Good progress was made and the Life-boat was quickly alongside the schooner, which proved to be the *Rebecca and Mary*, of Beaumaris, bound from Plymouth to Liverpool with a cargo of china clay. At the request of the master the Life-boat stood by the vessel for about four hours, when a tug took her in tow for Liverpool.

GORLESTON, SUFFOLK.—The steamer *Vala*, of Grangemouth, whilst bound from Valencia to Hull with a cargo of oranges, was weather-bound off Gorleston on the 21st February. Being short of provisions they sent off a boat containing five men to procure some, but in the strong northerly gale prevailing and the

tide the boat was unable to make the harbour and was carried towards the Corton Sands. This being reported by the Coastguard to the Coxswain, the No. 1 Life-boat *Mark Lane* was promptly launched, and in tow of tug proceeded after the boat, which they overhauled near the sand. As the steamer's crew were quite exhausted and the boat was half full of water they were transferred to the Life-boat, which returned to harbour as soon as possible and landed them. Later in the day, when the men had recovered, a tug took them out and with some difficulty put them on board their vessel. There was a heavy snow-storm at the time.

WALMER, KENT.—During a dense fog on the 3rd March a boat came ashore at Walmer and reported that a large steamer was stranded on the Goodwin Sands. The crew of the Life-boat *Civil Service No. 4* was at once assembled and the boat launched at 4.30 P.M. For hours the boat searched the sand, but it was not until 11 o'clock that night they succeeded in finding her. The steamer was the *FitzClarence*, of Glasgow, a vessel of upwards of 2,000 tons register, and was bound to Dover with a cargo from South America. The services of the Life-boat men were employed to salve the vessel, and having refloated her they took her in safety to Dover with the assistance of tugs.

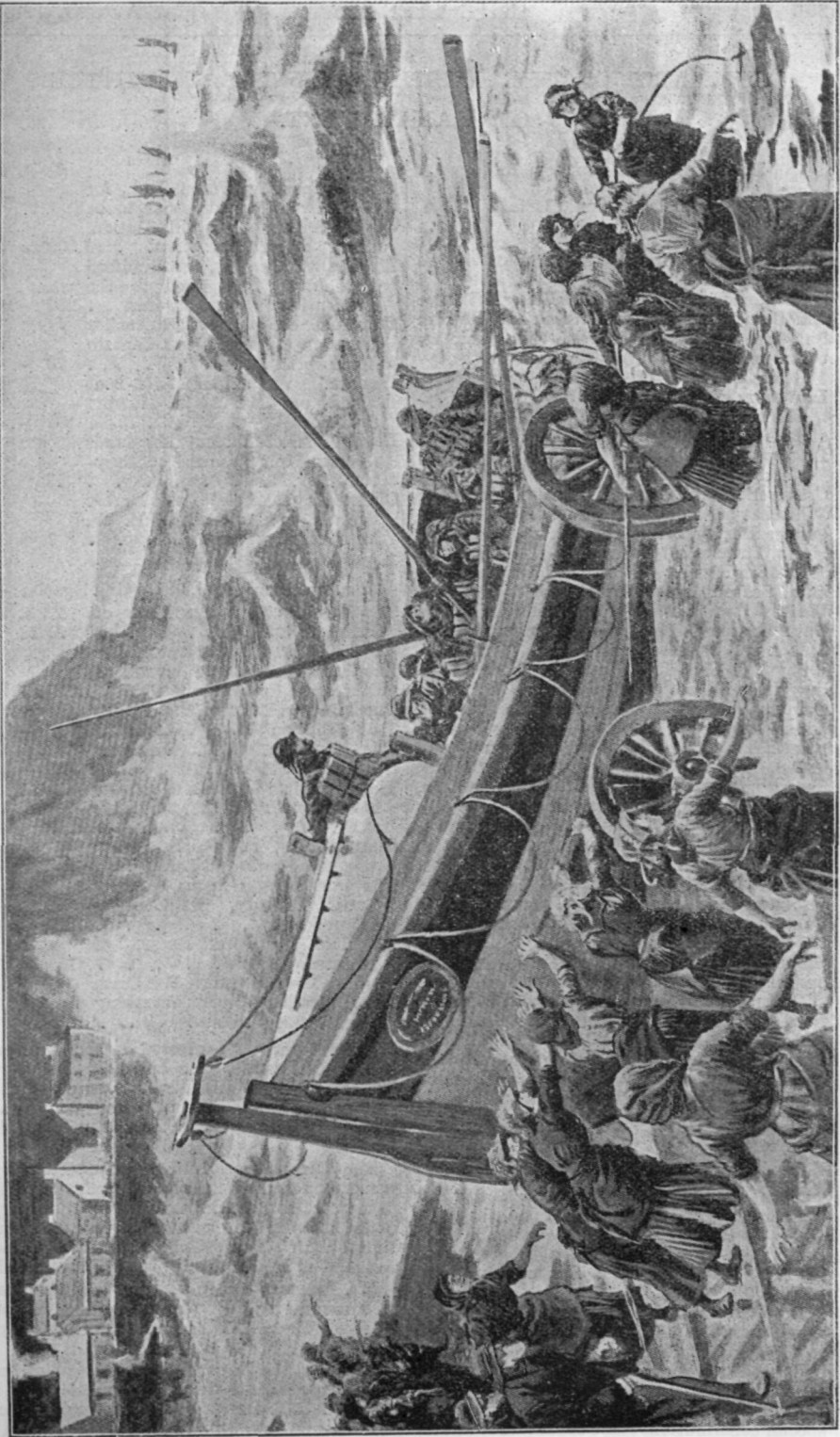
MARGATE, KENT.—At 10 P.M. on the 3rd March the Coastguard received a telephone message from the Kentish Knock Light-vessel stating that a vessel was making distress signals on the Kentish Knock Sands. Within a quarter of an hour the No. 1 Life-boat *Eliza Harriet* was launched and on her journey—a distance of nearly twenty miles. At daylight they saw a large steamer and made for her; the Life-boatmen were at once engaged to try and salve her. They started to jettison the cargo of iron ore, and after working until 2 P.M. succeeded in getting her afloat. They then returned to Margate, arriving at

8.30 P.M. The steamer was the *Kingford*, of Newcastle-on-Tyne, and was bound from Malaga to West Hartlepool. She carried a crew of twenty-two hands.

GORLESTON, SUFFOLK.—The steamer *Bluff*, of Durban, bound from Grimsby to South Africa, where she was intended for the fishing trade, stranded on the Cross Ridge, in hazy weather, on the 5th March, and at 5.50 the No. 1 Life-boat *Mark Lane* was launched to her assistance. On getting alongside, the master stated that he intended to try and get his vessel off at high water, and requested the Life-boat to stand by him in the meantime. With the assistance of two tugs, the vessel was refloated an hour before high water, and the services of the Life-boat being no longer wanted she returned ashore.

DUNGENESS, KENT.—The Coxswain of the Life-boat observed signals of distress from a vessel at 8.45 P.M. on the 7th March during a south-westerly gale. He at once assembled the crew and launched the No. 2 Life-boat *Thomas Simcox*. On arrival he found the barquentine *Roma*, of Pernau, ashore on the Newcombe Bar and making water. The master requested the Life-boat to stand by him until his vessel was refloated, and she accordingly did so. The crew then assisted to take the vessel into the roadstead, and no further help being required the boat returned ashore, arriving at 5 A.M.

PORTHDINLLAEN, CARNARVONSHIRE.—The smack *Prosperity*, of Carnarvon, whilst bound in ballast from Aberayron to Carnarvon, was lying at anchor in Porthdinllaen Bay on the 16th March, when the westerly wind increased to a whole gale. She rode heavily and at about 8.30 P.M. one of her cables parted. The Coxswain of the Life-boat *Barbara Fleming* observed what had happened and at once launched the boat and rescued the two men on board together with their dog. Fortunately the vessel's second anchor held and the following morning the weather moderated.



SUMMARY OF THE MEETINGS OF THE COMMITTEE OF MANAGEMENT.

THURSDAY, 10th January, 1907.

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 Chief Inspector of Life-boats on his recent visit to Harwich.

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

Northern District.—North Sunderland, Cresswell, Holy Island (two boats), Maryport, Whitehaven, Peterhead, Port Erroll, Newburgh, Berwick-on-Tweed, Wick, Ackergill, Huna, Thurso and Nairn.

Eastern District.—Runswick, Staithes, Seaham, Seaton Carew, Hartlepool (two boats), Whitby (two boats), Uppang, Robin Hood's Bay, Grimsby, Mablethorpe, Donna Nook, Sutton and Skegness.

Southern District.—Swanage, Poole, Hayling Island, Bembridge, Southsea, Brixham, Torquay, Hope Cove, Salcombe, Teignmouth and Sidmouth.

Irish District.—Blackpool, St. Anne's (two boats), Lytham, Fleetwood, Piel, Southport, Skerries, Howth, Poolbeg, Cahore, Courtown, Arklow, Wexford and Kilmore.

Reported the receipt of a contribution of 17,685*l.* 10*s.* 5*d.* from the Central Committee of the Life-boat Saturday Fund as the nett proceeds of Life-boat Saturday, 1906, and resolved that the grateful thanks of the Committee of Management be conveyed to the Central Committee of the Life-boat Saturday Fund for their continued valuable and highly appreciated services.

Reported also the receipt of 1,329*l.* 10*s.* 5*d.* from the Civil Service Life-Boat Fund, per Mr. Harry Fincham, I.S.O., Honorary Secretary, to recoup the Institution all the expenses incurred in 1906 in maintaining the seven stations at which the seven Life-boats presented and endowed by the fund are placed, including 50*l.* to augment the endowment fund of the boat *Civil Service No. 3*; 500*l.* to strengthen the endowment fund of the boat *Civil Service No. 4*, and 48*l.* 17*s.* 2*d.* towards the endowment fund of the boat *Civil Service No. 5*. The total sum thus contributed to the Institution by gentlemen in His Majesty's Civil Service has been 35,054*l.* 18*s.* 11*d.*

Resolved that the very cordial thanks of the Committee of Management be tendered to the Honorary Secretary, to his Committee and to the subscribers to the Fund for their continued most valuable support.

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

	<i>£</i>	<i>s.</i>	<i>d.</i>
The Co-operative Union, Ltd., for the new Life-boat about to be built for the Ackergill Station, the <i>Co-operator No. 3</i>	1,000	-	-
Mr. JOSEPH CRAVEN, per Bradford Branch, to be applied to the Institution's capital account	250	-	-
Collected on board the Anchor Line s.s. <i>Columbia</i> , per Captain Wadsworth	70	-	-
Licensed Victuallers' Life-boat Fund, per Mr. A. L. ANNETT (additional)	50	-	-
Loyal Order of Ancient Shepherds (Ashton Unity) annual subscription	25	-	-
Christmas Offertory at Darley Church, per the Rev. R. W. WHITTINGTON, M.A.	3	-	-

—To be severally thanked.

Also the receipt of the following legacies:—

	<i>£</i>	<i>s.</i>	<i>d.</i>
The late Mrs. ISABELLA MEIN, of Edinburgh	2,570	12	3
(£5,000 previously received.)			
The late Mrs. MIRIAM NEWTON, of Harrogate (on account)	1,050	-	-
The late Mr. THOMAS THOMPSON, of Winlaton	1,000	-	-
The late Mr. VYELL EDWARD WALKER, of Southgate	1,000	-	-
The late Mr. WILLIAM DAVISON BARNETT, of Peckham Road, S.E.	500	-	-
The late Mr. THOMAS K. SWANWICK, of Sambrook, Salop	450	-	-
The late Miss BETHEA-HOLDEN SLOAN, of Ayr, per Glasgow Branch	300	-	-
The late Dr. JOHN BROWN, of Hammersmith	183	9	3
The late Miss CLARINDA HALETT, of Worthing, per Worthing Branch	45	-	-

Deep regret was expressed at the death of Mr. JOHN DAVIES, who had been Honorary Secretary of the Llanddulas Branch of the Institution for seventeen years, and it was decided to send a letter of condolence to his widow.

The Committee of Management specially recognised the valuable services of Mr. WILLIAM M. PRESTON as Honorary Secretary of the Penmon Life-boat Station of the Institution for thirty-four years, which office he had resigned as he was leaving the neighbourhood.

Mr. PRESTON had in addition held the post of Treasurer and Honorary Secretary of the Anglesey Branch of the Institution for thirty-three years.

Reported the transmission to their stations of the Hayle and Newbiggin new Life-boats.

Paid 2,753*l.* for sundry charges in connection with various Life-boat establishments.

Voted 526*l.* 10*s.* 6*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives Saved.
Aldeburgh No. 1.	Schooner <i>Rescue</i> , of London. Rendered assistance.	
	Schooner <i>Jubilee</i> , of Harwich. Rendered assistance.	
	Schooner <i>Cornucopia</i> , of Faversham. Assisted to save vessel.	
Aldeburgh No. 2.	S.S. <i>Citrine</i> , of Glasgow. Stood by vessel.	
Broadstairs . .	Barque <i>Regia</i> , of Arrendal. Landed 5 from E. Goodwin Light-vessel.	
Cloughey . . .	S.S. <i>Hazeldene</i> , of Newcastle	20
Dungeness No. 2	Schooner <i>Ringleader</i> , of Penzance, assisted to save	5
Filey	S.S. <i>Helcia</i> , of Grimsby. Stood by vessel.	
	S.S. <i>Seward</i> , of Newcastle. Stood by boat belonging to steamer.	
Harwich	Barque <i>Earlsfield</i> , of Dundee. Stood by vessel.	
(Steam)		
Llandudno . . .	Schooner <i>Lorne</i> , of Aberystwith	2
	(Also saved a dog.)	
Margate No. 1 . .	Barquentine <i>Girl of the Period</i> , of Faversham	7
	(Also saved a dog.)	
Margate No. 2 . .	Smack <i>William and Emma</i> , of Faversham. Saved vessel and	3
Montrose Nos. 1 and 2.	Ketch <i>Harriet</i> , of Guernsey	4
North Berwick . .	Smack <i>Resolution</i> , of Newhaven	2
	Afterwards assisted to save vessel.	
Redcar	S.S. <i>Awa Maru</i> , of Tokio	29
St. Ives	Barquentine <i>Try Again</i> , of Padstow. Landed 5.	
Sutton	Barquentine <i>Bonden</i> , of Grimstad. Rendered assistance.	

The *Fiamborough No. 2 Life-boat* assisted to save the ketch *Britannia*, of Scarborough; the Kingsdowne Life-boat assisted to save S.S. *Ormley*, of Belfast; the Ramsgate Life-boat landed 7 persons belonging to the barque *Regia*, of Arrendal; and the Seaton Carew Life-boat rendered assistance to the S.S. *Aurrera*, of Bilbao.

Also voted 726*l.* 11*s.* to pay the expenses of the following Life-boat launches, &c., with the view of assisting persons on vessels in distress:—Bembridge, Brixham, Broadstairs, Broughty Ferry, Donna Nook, Dungeness No. 2, Fleetwood, Gorleston Nos. 1 and 3 (Steam),

Harwich (Steam), Kingsdowne, Littlehampton, Minehead, Palling No. 2, Rhoscolyn, Kuns-
wick, Ryde, St. Andrew's, Saltburn, Scar-
borough, Seaton Carew, Selsey, Southsea,
Uppgang and Walmer.

Voted, with an expression of deep sympathy, 200*l.* towards the fund being raised locally for the dependent relatives of the two Life-boatmen who lost their lives on the occasion of the capsizing of the Ryde Life-boat on the 1st January.

Voted 6*l.* to a man injured in the Life boat service at Llanddwyn.

Voted the thanks of the Institution inscribed on vellum and framed, and 1*l.* 10*s.* each to five men, one of whom was the Coxswain of the Poole Life-boat, for rescuing at great personal risk one of two men whose boat was capsized on Christchurch Ledges, in a heavy ground sea on the 18th December, 1906.

Voted 1*l.* 10*s.* to three men belonging to the brigantine *George Carson*, for saving in the ship's boat two of three persons whose boat was capsized off Deal in a moderate W.S.W. gale and rough sea on 16th November. Also 1*l.* 2*s.* 6*d.* to three other men who put off from the shore and landed the rescued men, the ship's boat being unable to do so.

Also 3*l.* 15*s.* to five men for rescuing, at considerable risk, three men whose boat was damaged by a steamer, and sunk off Dover in a moderate W.S.W. gale and heavy sea, on the 12th December.

Also 3*l.* 10*s.* to seven men for putting off in a haddock-boat, and at some risk saving one of three persons from a smaller boat, which broached to and was swamped on the bar at Helmsdale, Sutherlandshire, on the 13th December. Two of the men were unfortunately drowned before help reached them.

THURSDAY, 14th February, 1907.

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 Chief Inspector of Life-boats on his recent visit to the Penzance Life-boat Station.

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

Northern District.—Buckhaven, Dunbar, North Berwick, Anstruther, Crail, Whitehaven, Maryport, Cambouls, Blyth and Crosswell.

Eastern District.—Lowestoft (two boats), Kessingland (two boats), Yarmouth, Caister (two boats), Gorleston (three boats), Hasborough, Palling (two boats), Pakefield, and Winterton (two boats).

Southern District.—Margate (two boats).

Western District.—Littlehaven, Angle, Tenby, Ferryside, Burry Port, Weston-super-Mare, Llandudno, Point of Ayr, Rhyl, Penmon,

Bull Bay, Rhoscolyn, Llandudno and Burnham.

Irish District.—Queenstown, Fenit, Courtmacsherry, Ballycotton, Youghal, Dunmore East, Fethard and Helvic Head.

Deep regret was expressed at the death of the Right Hon. Lord Viscount GOSCHEN, who had been a member of the Committee of Management of the Institution since 1864, and Mr. FRANK H. CHAMBERS, Honorary Secretary of the Port of Liverpool Branch.

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

	£	s.	d.
His Majesty the KING (annual subscription)	21	—	—
"E. E." for a Life-boat to be named the <i>Anne Frances</i>	1,200	—	—
Civil Service Life-boat Fund, further towards endowment of Life-boat <i>Civil Service</i> No. 5, per Mr. Harry Fincham, I.S.O., Hon. Sec.	221	2	10
Contributions from St. Michael's, Paddington, per the Rev. G. F. Prescott, M.A.	9	8	6

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late Mr. JOHN NICHOLAS, of Ramsgate	2,000	—	—
The late Mr. Charles Turner, of 59 Strand (on account)	971	18	6
The late Miss ANNE WINSLOWE CLARKE HALL, of Bournemouth, further for a <i>William and Laura</i> Life-boat and endowment (total, 7,571l. 18s 7d.)	571	18	7
The late Mr. SAMUEL LEWIS, of Cork Street, W., for the benefit of the widows and orphans of men who may lose their lives in the Life-boat service, or of persons injured while engaged in such service (on account)	200	—	—
The late Mr. WILLIAM HENRY BROWN, of Thornbury, Gloucestershire	100	—	—
The late Mr. SHARPE OITLEY, of Snaith, Yorkshire	90	—	—
The late Mrs. MARY LOVEDAY, of Scarborough	25	—	—
The late Miss MARIA ONSLOW, of Fay Gate	20	—	—
The late Mr. JOHN LOVEDAY, of Scarborough (interest)	—	11	3

Voted the best thanks of the Committee of Management to the Rev. Canon Moore, M.A., and the Rev. W. S. Kerr, B.D., in recognition of their long and valuable services as Honorary Secretaries of the Alnmouth and Ballywalter branches of the Institution, which offices they had just resigned.

Paid 5,004l. for sundry charges in connection with various Life-boat Establishments.

Voted 680l. 9s. 6d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Aberdovey	S.S. <i>Cameo</i> , of Glasgow. Stood by vessel.	

Life-boat.	Vessel.	Lives saved.
Cadgwith	S.S. <i>Highland Fling</i> , of London. Stood by vessel.	
Caister No. 1	Trawler <i>Successor</i> , of Lowestoft. Stood by vessel.	
Cullercoats	Coble <i>Perfection</i> , of Cullercoats. Stood by coble.	
	Coble <i>Gloriana</i> , of Cullercoats. Saved coble and	4
	Coble <i>Maggie Storey</i> , of Cullercoats	4
Flamboro' No. 2	Barquentine <i>Latona</i> , of Portsmouth	8
	Afterwards assisted to save vessel.	
Hartlepool No. 1	S.S. <i>Clavering</i> , of London	13
Hartlepool No. 3	S.S. <i>Pernambuco</i> , of Liverpool. Landed 9. Afterwards assisted to save vessel.	
Holy Island No. 1	Fishing boats of Holy Island. Attended boats.	
Montrose No. 1	Five fishing boats, of Montrose. Attended boats.	
Peterhead	S.S. <i>Strathbeg</i> , of Aberdeen. Stood by vessel.	
Runswick	A coble of Staithes. Rendered assistance.	
Saltburn	Six cobbles of Staithes. Rendered assistance.	
Scarborough	Coble <i>Maggie</i> , of Scarborough. Saved coble and	3
	Coble <i>Rosabel</i> , of Scarborough. Saved coble and	3
	Coble <i>Rescue</i> , of Scarborough. Saved coble and	3
Seaton Carew	S.S. <i>Clavering</i> , of London	26
Southwold No. 2	S.S. <i>Cedric</i> , of Land-skrona. Landed an injured man.	
Staithes	Nine cobbles of Staithes. Stood by cobbles.	
Totland Bay	Ketch <i>Effort</i> , of Southampton	5
Walton-on-Naze	Schooner <i>Demaris</i> , of Goole. Stood by vessel.	
Whitby No. 2	Fishing-boat <i>Margaret</i> , of Filey	4
	Fishing-boat <i>Jane and Priscilla</i> , of Filey	4
Winchelsea	Ketch <i>Lord Tennyson</i> , of London	3

(Also saved a dog.)
The Cresswell Life-boat assisted to save the ship *Hermanos* of Lillesand, and the *Hiracombe* Life-boat assisted to save the Ketch *Ringdove* of Bristol and her crew of 4.

Also voted 310l. 5s. 6d. to pay the expenses of the following Life-boat launches, &c., with the view of assisting persons on vessels in dis-

dress:—Arbroath, Bridlington Quay, Caister No. 1, Dunbar, Gorleston Nos. 1 and 2, Lowestoft No. 2, Nairn, Palling No. 2, Port Erroll, Ryde and Walmer.

The Ramsgate Life-boat was also launched on service.

Voted the Silver Medal of the Institution to Mr. SHEPHERD SOTHERAN, Coxswain Superintendent of the Hartlepool No. 1 Life-boat, and the silver second service clasp to Mr. JOHN FRANKLIN, Coxswain Superintendent of the Seaton Carew Life-boat in recognition of their gallant services on the 30th January and 1st February, resulting in thirty-nine lives being saved from the s.s. *Clavering*, of London, totally wrecked at the mouth of the River Tees.

Also sent letters of thanks to the Honorary Secretaries at Seaton Carew and Hartlepool for their very valuable services on the above occasion.

Voted 4l. to men injured in the Life-boat service at Margate and Rhoscolyn.

Also 11l. to nine men for saving seven persons, the crew of the fishing-boat *Stately* of Stornoway, wrecked at Lochboisdale in a whole N.E. by E. gale and rough sea, on the 5th December, 1906.

The salvors incurred great risk and their boat was damaged. Voted a further sum of 3l. 4s. to defray the cost of the repairs.

Also 1l. 17s. 6d. to five men for rescuing six of the crew of nine persons of the steam drifter *Bessie*, of Wick, which stranded in moderate weather off Wick on the night of the 9th January.

Also 5l. 5s. to seven Whinnyfold fishermen for saving the crew of ten men of the steam trawler *Star of the Isles*, of Aberdeen, which stranded on the Cruden Scours, in a strong S.S.W. breeze and moderate sea, on the 18th January.

WEDNESDAY, 27th February, 1907.

(SPECIAL MEETING.)

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

It was unanimously resolved "That the Committee of Management of the ROYAL NATIONAL LIFE-BOAT INSTITUTION desires to place on record its admiration of the gallant and splendid bravery of the crews of the Life-boats belonging to the South Holland Life-boat Society, in their repeated efforts, under the most dangerous circumstances—crowned at last with success—to save life on board the wreck of the s.s. *Berlin*, at the mouth of the entrance to the Hook of Holland, and that a copy of this resolution be sent to the President and Chairman of the South Holland Life-boat Society."

Further, "That the Committee of Management of the ROYAL NATIONAL LIFE-BOAT INSTITUTION tenders to Captain MARTEIN SPERLING and his brave comrades their thanks and admiration for their splendid and successful efforts to save life on board the wreck of the s.s. *Berlin* at the mouth of the entrance to the Hook of Holland."

THURSDAY, 14th March, 1907.

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

Read and confirmed the minutes of the meeting held on the 14th February last, and of the special meeting held on the 27th February last.

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

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

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

Also the reports of the Deputy-Chief Inspector of Life-boats on his visits to the Maryport, Workington, Whitehaven, Cemaes and Holyhead Life-boat Stations.

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

Northern District.—North Sunderland, Newbiggin, Cullercoats, Tynemouth, Boulmer, Hauxley, Alnmouth, Berwick-on-Tweed, Holy Island (two boats) and Eyemouth.

Eastern District.—Southwold (two boats), Brancaster, Wells and Blakeney.

Southern District.—Selsey, Southsea, Littlehampton and Worthing.

Western District.—Barry Dock, Penzance, Hayle, Lynmouth, Ilfracombe, Clovelly, Appledore (two boats), Bude, Port Isaac, Padstow (two boats and a tug), Polkerris and Mevagissey.

Irish District.—Tramore, Newcastle (co. Down), St. Anne's (two boats), Groomsport, Aranmore, Culdaff, Greencastle, Portrush, Cloughey, Killough and Carrickfergus.

Deep regret was expressed at the decease of Admiral Sir RICHARD E. TRACEY, K.C.B., who had been a member of the Committee of Management of the Institution for five years and Lieut.-Col. J. H. PELLY FRY, who had been honorary secretary of the Ferryside and Carmarthen Bay Branch of the Institution for twelve years, and it was decided to send letters of sympathy to their families.

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

	£	s.	d.
Executors of the late Mr. ALFRED BEIT, of Park Lane, W.	150	-	-
Miss C. HUTCHINSON (additional)	10J	-	-
In memory of the late Mrs. ROSETTA HALLENSTEIN, from her children, HAROLD, FLORENCE and EDGAR HALLENSTEIN, per Mr. ERNEST M. HALLENSTEIN	25	-	-
Proceeds of concert and dance at Angle, by detachments of R.G.A. and R.E. assisted by the Coast-guard	3	10	-
Offertory in Royal Dockyard Chapel, Devonport, per the Rev. G. H. MARWOOD, M.A.	2	-	10

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late Mr. CHARLES CARR ASHLEY, of Mentone to provide and maintain five Life-boats, &c. (on account)	10,000	--	--
The late Mrs. SARAH CODE, of Marazion, for Penzance Branch	500	--	--
The late Miss CHARLOTTE ANDERSON, of Newburgh	450	--	--
The late Mr. SAMUEL LEWIS, of Cork Street, W. (additional)	400	--	--
The late Mr. W. J. CARVER, of Oxford Square, W.	300	--	--
The late Mrs. EMMA FOLLETT CAMPBELL, of Weston-super-Mare (balance)	271	4	2
The late Mrs. E. M. JONES, of Hawarden	100	--	--
The late Mrs. MARY R., of Meersbrook, Sheffield	50	--	--
The late Mrs. MARY LOVEDAY, of Scarborough (additional)	15	--	--
The late Miss H. M. COLEKIN, of Bury St. Edmunds	10	--	--
The late Mr. T. K. SWANWICK, of Sambrook, Salop (additional)	3	15	11

The Committee of Management conferred the Institution's Decoration for special services other than the personal saving of life on Mr. W. J. BURDON, Lieut.-Col. T. H. CORNISH and Captain GEORGE USBORNE, R.N., in recognition of their zealous and very valuable services for upwards of twenty years as honorary secretaries of the Teignmouth, Penzance and Sennen Cove and Cork and Queenstown Branches of the Institution respectively.

The Committee of Management also specially recognised the good services, extending over many years, of the following Honorary Secretaries of Branches of the Institution:—Mr. W. H. Armitage, J. P. Huddersfield, Mr. William F. Collinson, Hornsea; Lieut.-Col. Harold Finn, J.P., Dungeness; Rear-Admiral John J. G. Hanmer, Bury St. Edmunds; Mr. John L. McNaughton, Buckie; Captain Malcolm McNeile, R.N., Lewes; Mr. Jonathan Norbury (Norbury Life-boat Fund); Mr. E. O. S. Wardell, Tramore; Mr. Norman F. Wilson, Kendal, and Mr. F. Womersley, Manchester.

Read letter from Mr. Charles Moens, President and Chairman of the South Holland Life-boat Society, of the 5th March, expressing the heartfelt thanks of himself and his Committee to the Committee of Management for their much esteemed resolution in connection with the wreck of the s.s. *Berlin*. The contents of the resolution would be communicated to the crews of the Life-boats in question. Mr. Moens added that their Society was proud of being guided by the measures taken and the designs adopted by the ROYAL NATIONAL LIFE-BOAT INSTITUTION. Theirs was the only continental Life-boat service which had added a steam Life-boat to their fleet, and they were again following

the Institution's lead in contracting for a motor to be placed in one of their sailing Life-boats.

— Paid 3,233*l.* for sundry charges in connection with various Life-boat Establishments. Voted 459*l.* 14*s.* 6*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Cromer	S.S. <i>Albara</i> , of London	12
Dungeness No. 2	Barquentine <i>Roma</i> , of Pernau. Assisted to save vessel.	
Fishguard No. 2	Cutter <i>Eva</i> , of Liverpool. Landed 3.	
Gorleston No. 1	Boat of S.S. <i>Vala</i> , of Grangemouth	5
	S.S. <i>Bluff</i> , of Durban. Stood by vessel.	
Holyhead	Schooner <i>Miss Evans</i> , (Steam) of Aberystwith	4
Kessingland No. 2	Smack <i>Herald</i> , of Ramsgate	3
Margate No. 2	Schooner <i>Perseverance</i> , of Fowey	5
	Afterwards assisted to save vessel.	
Moelfre.	Smack <i>Dinas</i>	2
	Schooner <i>J. T. S.</i> , of Barrow	5
	(Also saved a dog.)	
Palling No. 1	Schooner <i>Vixen</i> , of Fowey	6
Palling No. 2	S.S. <i>Albara</i> , of London	12
Polkerris	Brigantine <i>Adelaide</i> , of Fowey. Stood by and assisted to save vessel.	
Ramsey	Schooner <i>Isabella</i> , of Barrow	4
St. Anne's No.1	Schooner <i>Rebecca and Mary</i> , of Beaumaris. Stood by vessel.	

The Caister No. 1 Life-boat saved the Smack *Francis Roberts*, of Lowestoft, and 5 lives; the Gorleston No. 1 Life-boat saved the ketch *Swin*, of Blyth, and 4; the Margate No. 1 Life-boat assisted to save the s.s. *Kingford*, of Newcastle; the Margate No. 2 Life-boat assisted to save the s.s. *Coronel*, of Kragero, and Walmer Life-boat assisted to save the s.s. *FitzClarence*, of Glasgow.

Voted 837*l.* 19*s.* 6*d.* to pay the expenses of assemblies of the crews or launches of the following Life-boats, with the view of assisting persons on vessels in distress:—Aldeburgh No. 2, Berwick-on-Tweed, Blackpool, Broadstairs, Caister No. 1, Clacton-on-Sea, Dunbar, Dungeness No. 1, Folkestone, Fraserburgh, Gorleston Nos. 1 and 3, Hasborough, Ilfracombe, Llanddwyn, Lytham, Newhaven, North Deal, Peterhead, Porthdinllaen, Selsey, Shoreham, Southend - on - Sea, Southport, Stromness, Walmer, Whitby No. 1, Winchelsea, Winterton No. 2, and Yarmouth.

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

Voted the thanks of the Institution, inscribed on vellum and framed, and 2*l.* to JOHN ANDERSON, and 2*l.* each to ten other men for saving 17 of the crew of the German barque *Nordwin*, which stranded at Skerries, Shetland Islands, on 16th December, 1906.

Also 3l. 3s. to the crew of seven men of the steam trawler *Dunrobin*, for saving the coble *Lily of the Valley* and her crew of three men, which was in distress off Scarborough in a strong E.S.E. gale, and very heavy sea, on the 22nd January.

Also 3l. to four men for putting off in a coble to save the crew of the ketch *Fairy*, of Montrose, which stranded at Holy Island in a whole N.W. gale and heavy sea, on the 17th February. Also 1l. 1s. to six men who assisted the coble when returning ashore.

SATURDAY, 16th March, 1907.

The Annual General Meeting of the Governors and friends of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, was held this day at the Royal United Service Institution, Whitehall. The MARQUIS OF LONDON-DERRY, K.G., in the Chair.

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

The meeting was also addressed by Mr. Justice Darling; the Earl of Hardwicke; the Earl of Erne, K.P.; Sir Ralph Knox, P.C., K.C.B.; the Hon. W. F. D. Smith, M.P.; Major J. E. B. Seely, D.S.O., M.P.; Sir Edward Birkbeck, Bart., Chairman of the Institution; and Colonel FitzRoy Clayton, Deputy-Chairman of the Institution.

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

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

THURSDAY, 11th April, 1907.

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

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

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

Read and confirmed the minutes of the previous meeting.

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

Read the report of the Deputy-Chief Inspector of Life-boats on his recent visits to Llanddwyn, Moelfre and Seaton Snook.

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

Northern District.—Maryport, Banff and Macduff, Buckie, Eyemouth, St. Andrew's, Craill and Anstruther.

Eastern District.—Hunstanton, Sheringham, Cromer, Aldeburgh (two boats), and Whitby (two boats).

Southern District.—Yealm River, Plymouth, Salcombe, Hope Cove, Brixham, Torquay, Lyme Regis, Sidmouth, Exmouth, Teignmouth, Weymouth, Jersey and Guernsey.

Western District.—New Quay (Cornwall), Looe, Sennen Cove, Penzance, St. Mary's, St. Agnes, St. Ives, Porthleven, Coverack, Porthoustock, the Lizard and Cadgwith.

Irish District.—Wicklow, Lytham, St. Anne's, Southport, Hilbre Island, Hoylake, Formby, New Brighton (two boats), Peel, Ramsey, Port Erin and Port St. Mary.

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

The MARQUIS OF LONDON-DERRY, K.G.	£	s.	d.
	25	-	-
Contributions to the local fund inaugurated by the Rev. J. A. B. COOKE, of Singapore, in admiration of the services of the Institution at the time of the Christmas storms in England, per Mr. M. JANION	15	18	9
Collected on board H.M.S. <i>Soudan</i> , per Capt. DE B. LOCKYER	12	6	2
Friendly Brothers of St. Patrick (London Knot), per Mr. E. NASH (additional)	10	10	-
St. Alban's, Holborn, Sunday Schools, Lent savings of children Readers of <i>The Christian</i> , per Messrs. MORGAN AND SCOTT (additional)	7	1	-
	2	17	-

—To be severally thanked.

Also the receipt of the following legacies:—

The late Mr. F. C. PICKERNELL, of Blackheath	1,000	-	-
The late Mrs. SARAH A. WEBB, of Lupus Street, S.W., for a "George Gordon Moir" Life-boat for the coast of Scotland	889	19	-
The late Miss ELIZABETH SPRINGATE, of Peckham, for the benefit and support of the Great Yarmouth Life-boat	270	-	-
The late Miss I. D. HARDYMAN, of Sunninghill, Berks	100	-	-
The late Miss JOHANNA DARDIER, of Kensington	100	-	-
The late Mrs. C. K. ECCLES, of Hull	25	-	-

Deep regret was expressed at the death of Mr. PIERCE CROSSIE, who had been Honorary Secretary of the Greencastle Branch of the Institution for twenty-five years, and it was decided to send a letter of sympathy to his family.

Voted the best thanks of the Institution to the Rev. Canon C. T. WAKEHAM, in recognition of his long and valuable services as Honorary Secretary of the Campbeltown and Southend Branch of the Institution, which office he had just resigned.

Reported the transmission to its station of the Skateraw new Life-boat.

Paid 4,638*l.* for sundry charges in connection with various Life-boat establishments.

Voted 745*l.* 19*s.* 3*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Abersoch . . .	Schooner <i>Two Brothers</i> , of Carnarvon . . .	4
Arbroath . . .	Steam trawler <i>Philorth</i> , of Dundee. Landed 1.	
Cadgwith . . .	S.S. <i>Suevic</i> , of Liverpool	227
Coverack . . .	S.S. <i>Suevic</i> , of Liverpool	44
Lizard . . .	S.S. <i>Suevic</i> , of Liverpool	167
Porthleven . . .	S.S. <i>Suevic</i> , of Liverpool	18
Clacton-on-Sea	Ketch <i>Sabine</i> , of Treguier. Stood by vessel.	
Cloughy . . .	Ketch <i>Witch of Wave</i> , of Belfast	3
Filey	Fishing cobbles of Filey. Stood by cobbles.	
Holyhead . . .	Brigantine <i>Fortuna</i> , of Glasgow	5
(Steam)	Ketch <i>Esmeralda</i> , of Milford	2
Hope Cove . . .	S.S. <i>Jebba</i> , of London. Stood by vessel.	
Howth	Smack <i>Prosperity</i> , of Carnarvon	3
	Afterwards assisted to save vessel.	
Montrose No. 2	Schooner <i>Marie</i> , of Kjöge. Stood by vessel.	
Newhaven . . .	S.S. <i>Newstead</i> , of Newcastle	23
Portrush . . .	S.S. <i>Loch Doon</i> , of Glasgow. Landed 4.	
Porthdinllaen .	Smack <i>Prosperity</i> , of Carnarvon	2
	(Also saved a dog.)	
Whitby No. 1 .	Coble <i>Robert and Mary</i> , of Whitby. Stood by coble.	
	Cobbles of Whitby. Attended cobbles.	
Winchelsea . .	S.S. <i>Swan</i> , of Sunderland. Stood by vessel.	

Also 290*l.* 0*s.* 6*d.* to pay the expenses of the following Life-boat launches or assemblies of crews, with the view of assisting persons on vessels in distress:—Aldeburgh No. 2, Broadstairs, Clacton-on-Sea, Gorleston No. 3, Green-castle, Hornsea, Kingstown No. 2, Margate No. 2, Mullion, New Brighton No. 2 (steam), Pakefield, Runswick, Salcombe, Shoreham and Tenby.

Voted the Silver Medal of the Institution to the Rev. H. VVYAN, Honorary Secretary of the Cadgwith Branch of the Institution, to Mr. EDWARD RUTTER, Coxswain Superintendent of the Cadgwith Life-boat, and to Mr. WILLIAM E. MITCHELL, Coxswain Superintendent of the Lizard Life-boat, for their gallant services in connection with the rescue of the crew and passengers of the White Star steamer *Suevic*, wrecked at the Lizard on the night of the 17th-18th March.

The Silver Medal and 5*l.* each were also awarded to GEORGE ANDERSON and WILLIAM

WILLIAMS, two seamen belonging to the *Suevic*, who specially distinguished themselves during the work of rescue.

Voted the thanks of the Institution, inscribed on vellum, to Mr. W. MURRAY and to Mr. JAMES AGNEW—the latter also being granted a pecuniary reward—for rushing into the surf, and, at considerable personal risk, saving one of five persons whose boat was capsized at Lendalbay, Ayrshire, in a strong N.N.W. gale and very heavy sea on the 18th March.

Ordered a letter of thanks to be sent to Captain BONIE, of the French ship *Ville de Mulhouse*, and voted the thanks of the Institution inscribed on vellum to JEAN LE BROZEC, second mate, and 3*l.* to two seamen for putting off in the ship's boat and saving one of two men, whose boat capsized in a squall in Queenstown Harbour, on the 2nd April. The second man was unfortunately drowned.

THURSDAY, 9th May, 1907.

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 Chief Inspector of Life-boats on his recent visit to Harwich.

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

Northern District.—Kirkcudbright, Balcary, Whithorn, Port Logan, Port Patrick, Ballantrae, Buckhaven, Ardrossan, Irvine, Girvan, Troon, Ayr, Skateraw, Dunbar, Gourdon, Johnshaven and Stonehaven.

Eastern District.—Saltburn, Lowestoft (two boats), Flamborough (two boats), Scarborough and Bridlington Quay.

Southern District.—Hastings, Newhaven, Winchelsea, Ramsgate, North Deal, Walmer, Kingsdowne and Broadstairs.

Western District.—Mullion, Falmouth, Minehead, Watchet, Port Eynon, The Mumbles, Ferryside and Barry Dock.

Irish District.—Douglas, Castletown, Clogher Head, Drogheda, Skerries, Howth, Greencastle, Blackrock, Giles Quay and Greenore.

Great regret was expressed at the death of General the Rt. Hon. LORD DE ROS, K.P., K.C.V.O., who had for a long period been a member of the Committee of Management of the Institution, and it was decided to send a letter conveying the deep sympathy of the Committee of Management to Lady de Ros.

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

	£	s.	d.
Co-operative Union, Limited, balance for Co-operator No. 1 Life-boat at Cullercoats (total 1,042 <i>l.</i> 12 <i>s.</i> 4 <i>d.</i>)	242	12	4

	£ s. d.	Life-boat.	Vessel.	Lives saved.
Leeds Industrial Co-operative Society, Limited (annual subscription)	25 - -	Newbiggin . .	Coble <i>Louisa</i> , of Newbiggin. Attended coble.	
Proceeds of sale of poems written by one of the passengers on the last trip of the S.S. <i>Zweena</i> , per Mr. W. A. QUAIT	3 - -	North Deal . .	Ship <i>Wilhelmine</i> , of Hamburg. Stood by vessel.	
Collected on board the S.S. <i>Barbara</i> , per Captain H. Voss	2 4 -	Staithe	Fishing cobbles of Staithe. Attended cobbles.	

—To be severally thanked.

Also the receipt of the following legacies:—

	£ s. d.
The late Miss CLAUDIA GRIFFITHS, of Dylaisfach, near Neath	900 - -
The late Mr. SAMUEL LEWIS, of Cork Street, W. (further account)	200 - -
The late Miss MCKIE, of Dumfries	100 - -
The late Mr. W. E. MATTHEISSEN, of Gray's Inn	100 - -
The late Miss CHARLOTTE BLOW, of Bray, co. Wicklow	90 - -
The late Mr. GEORGE R. JACKSON, of Hawarden, per Port of Liverpool Branch	50 - -
The late Mrs. F. E. THOMAS, of Nunney, Somerset (additional)	2 5 -

Voted the best thanks of the Committee of Management to the Rev. T. S. TREANOR, M.A. Mr. WILLIAM McDUGALL and the Rev. W. A. LEWIS, M.A., in recognition of their long and valuable co-operation as Honorary Secretaries, respectively, of the Goodwin Sands and Downs, Eyemouth and Lynmouth Branches of the Institution, which offices they had just resigned.

Reported the transmission to their stations of the Cullercoats, Filey and Staithe new Life-boats.

Paid 5,167*l.* for sundry charges in connection with various Life-boat Establishments.

Voted 139*l.* 15*s.* 3*d.* to pay the expenses of the following Life-boat services:—

Life boat.	Vessel.	Lives saved.
Berwick-on-Tweed	Yacht <i>Bittern</i> , of Berwick, and assisted to save yacht	3
Formby	Shrimper <i>Marjorie</i> , of Liverpool. Rendered assistance.	
Huna	Trawler <i>Ardgowan</i> , of Glasgow	10
Lowestoft No. 2	Schooner <i>Caledonia</i> , of Faversham	3

The Holyhead No. 2 Life-boat assisted to save the ketch *Marjorie*, of Milford; the Kessingland No. 1 Life-boat assisted to save the tug *Java*, of London; the Kingsdowne Life-boat assisted to save the ship *Lonsdale*, of Liverpool, and the Skegness Life-boat assisted to save the brig *Commerce*, of Tyne-mouth.

Voted 266*l.* 6*s.* 3*d.* to pay the expenses of assemblies of crews or launching the following Life-boats, &c., with the view of rendering assistance to persons on distressed vessels:—Broadstairs, Cadgwith, Coverack, Dover, Harwich (steam), Lizard, Llandudno, The Mumbles, Palling No. 2, Peel, Shoreham, Southend-on-Sea, Walmer, Walton-on-Naze, Wexford and Winterton No. 2.

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

Voted the Silver Medal to Mr. EDWIN MITCHELL, Assistant Coxswain of the Lizard Life-boat, and an additional pecuniary reward to the crews of the Coverack and Porthleven Life-boats for their excellent services in connection with the wreck of the White Star steamer *Suevic*.

Granted 2*l.* to a Life-boat man at Lynmouth and 2*l.* 10*s.* to the Coxswain of the Broadstairs Life-boat for injuries sustained in the service.

Voted 1*l.* 2*s.* 6*d.* to a pilot for saving two other pilots whose boat was capsized when attempting to board a schooner in the race just inside Strangford Lough, in a whole easterly gale and rough sea, on the 13th April.

Also 1*l.* 17*s.* 6*d.* to five men for putting off in a boat and saving two out of three persons whose boat capsized in a strong and squally N.N.W. breeze and rough sea, off Deal on the 23th April.

Also 10*s.* to a man for saving at slight risk to himself another man whose coble was capsized and sank, at the mouth of the River Tees, in very squally weather on the 8th March.

NOTICE.

The next number of the LIFE-BOAT JOURNAL will be published on the

1st November, 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 (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	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, 22, CHARING CROSS ROAD, London, W.C.; by the Bankers of the Institution, MESSRS. COURTTS AND Co., 440, Strand, London, W.C.; and by all the other Bankers in the United Kingdom.—August, 1907.