

ABERSOCH, CARNARVONSHIRE. — The Life-boat *Oldham* was launched on service at 11 P.M. on the 16th March in answer to signals of distress made by the schooner *Two Brothers*, of Carnarvon. There was a whole S.S.W. gale blowing and a very heavy sea, and on arrival at the vessel it was found that she had parted one of her chains and was in danger of drifting ashore. The four men on board were rescued and landed at Penrhyndu Point. During the night the wind veered to the west and the schooner rode out the gale. At 7 A.M. the crew were able to return on board and took the schooner into Pwllheli Harbour to await the arrival of new cable and anchor. The vessel was bound for Cork at the time with a cargo of slates.

CLOUGHEY, CO. DOWN. — About 10 P.M. on the 16th March the wind veered to the west and increased to a gale, and half an hour later the Coastguard reported that a ketch, which was at anchor in the bay, was making signals of distress. The crew of the Life-boat *John* were immediately summoned and the boat was launched. On reaching the ketch the master stated that he was afraid of his cables parting and his vessel going on to the rocks. The crew of three hands were therefore taken into the Life-boat which then made for her station. On nearing the beach the surf was too heavy for them to land, and the Life-boat lay off until 2.30 in the morning, when the tide having ebbed, they were able to come ashore. The ketch was the *Witch of Wave*, of Belfast, trading between that port and Portaferry. When the crew were landed the vessel was still riding to her anchors.

THE LIZARD, CADGWITH, COVERACK, and PORTHLEVEN, CORNWALL. — A disaster of such magnitude as seldom occurs on the coast of the United Kingdom took place off Cornwall on the night of the 17th March. Thanks to the prompt action of the Life-boats in the neighbourhood and the splendid discipline maintained on board it was happily unattended by loss of life.

In a dense fog at 10.30 P.M. the

S.S. *Suevic*, of Liverpool, ran on to the Maenheere Reef off the Lizard. The vessel, a White Star liner of upwards of 12,000 tons, was on her way home from Australia with five hundred and twenty-four persons on board and carried a general cargo. There was a strong S.W. wind and a heavy sea at the time. The signals of distress were speedily responded to by the Life-boats at the Lizard and Cadgwith *Admiral Sir George Back* and *Minnie Moon*, and further aid was summoned by telephone from Coverack, Porthleven and Mullion. Two of the ship's boats were lowered and promptly filled with women and children, but fortunately the two Life-boats arrived before they had proceeded far from the steamer, as they were in great danger owing to the officers in charge having no knowledge of the rocks all around them. The Lizard Life-boat took one in tow to Polpear, where, putting a Life-boat man on board, they slipped the boat close to the beach and returned to the wreck. The other boat was picked up by the Cadgwith Life-boat, and the Honorary Secretary of that branch of the Institution, the Rev. H. Vyvyan, being on board, he jumped into the ship's boat, and, slipping the tow rope in order to allow the Life-boat to return to the vessel, successfully piloted the boat ashore through the rocky and dangerous channel. He then attempted to return to the steamer in the boat but the ship's sailors were not strong enough and the boat was thrown upon the rocks and stove in. Happily no life was lost but the boat could not be floated. The Honorary Secretary then awaited the return of the Lizard Life-boat with another load of passengers, when he again proceeded to the wreck, where he assisted generally and superintended taking the passengers on board.

In the meantime the other Life-boats, *Constance Mélanie* and *John Francis White*, from Coverack and Porthleven, had arrived upon the scene, and the work of rescue was continued throughout the night. Between 3 and 4 o'clock in the morning the weather was at its worst, but neither this nor the intense darkness hindered the Life-boat men's hazardous task, and by noon

the next day everyone was in safety. Of the passengers one hundred and sixty were women and children, sixty of the latter being infants under three years of age, and the whole of this number were saved without accident.

Two seamen, named GEORGE ANDERSON and WILLIAM WILLIAMS, specially distinguished themselves. They carried the children down the rope-ladders, and when the Life-boats, which were surging up and down, rose on the waves, dropped them into the arms of the Life-boat men, who tended them until the mothers were lowered over the side and, steadied by the men, were also skilfully dropped into the boats.

The indomitable pluck and perseverance displayed by all during the service was much appreciated. Owing to the skilful handling of the boats no loss of life occurred, but when the work was over the battered condition of boats' wales and their damaged hulls were speaking testimony of the task which had been so meritoriously carried out.

The lives credited to the respective Life-boats are as follows:—

Cadgwith	227
Lizard	167
Coverack	44
Porthleven	18

The remainder, 68 in number, were conveyed in the ship's boats to tugs which were in attendance.

In addition to the monetary rewards granted to the crews and helpers amounting to upwards of 400*l.*, the Committee of Management granted the silver medal of the Institution to the Rev. H. VYVYAN, the Honorary Secretary at Cadgwith, in recognition of his gallant and arduous services. A similar honour was bestowed on E. RUTTER, Coxswain Superintendent of the Cadgwith Life-boat, W. H. MITCHELL, Coxswain Superintendent and EDWIN MITCHELL, Assistant Coxswain of the Lizard Life-boat, and special pecuniary awards were given to the crews of Coverack and Porthleven Life-boats.

To the two seamen who took such a meritorious part in the rescue the silver medal was also granted, together with a monetary reward of ten pounds.

HOPE COVE, SOUTH DEVON.—At about 2.15 A.M. on the 18th March, the Elder Dempster steamer *Jebba*, of London, from Sierra Leone, with passengers, mails, and general cargo, went ashore near Bolt Tail. When the vessel stranded she ran on to the rocks close under the cliffs, and remained fast. The Life-boat *Alexandra* was launched, and on arriving at the steamer found she was lying broadside to the shore with her outside rail under water and a heavy sea breaking over her. At each end of the steamer were rocks, making it impossible for the Life-boat to get on the land side of her, and to take off the passengers and crew, who numbered 155, it would have been necessary to haul them by ropes through the sea. By the time the Life-boat reached the steamer, the rocket apparatus had got communication from the cliff, and was working. By this means, and ropes from the shore, all on board were, with the able assistance of the local fishermen, happily saved, the Life-boat in the meantime standing by in case her services should be wanted. The rescue operations were skilfully carried out, and shortly after all had been saved the ship filled with water.

ARBROATH, FORFARSHIRE.—The steam trawler *Philorth*, of Dundee, left Dundee Harbour at 1.30 A.M. on the 18th March, bound for the fishing grounds, and at 3.45 she was seen from Arbroath Harbour to run on to the rocks about one mile to the eastward, and make signals of distress. Information was at once sent to the Coxswain of the Life-boat *James Stevens No. 12*, and at 4.5 A.M. the boat was launched. She proceeded under sails and oars towards the trawler, which was found in a very dangerous position on the rocks. A tug also proceeded to the trawler, but was unable to get close enough to get a line fast. The Life-boat offered to convey a line to the tug, but this assistance was declined by the Master. The offer to land the crew was also declined, but the cook of the vessel was at his own request taken into the Life-boat and conveyed to Arbroath. The S.S.W. wind was light at the time of this service, and the sea moderate.