

# THE LIFE-BOAT.

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## THE STEAM LIFE-BOAT "QUEEN."

In the *Life-boat Journal* for November, 1890, will be found a full description of the first steam Life-boat, *Duke of Northumberland*, which boat has been continuously "in commission," so to speak, since that year, first at Harwich, next at Holyhead, and then at New Brighton. She has now been relieved at New Brighton by the *Queen*, and has been re-stationed at Holyhead. In the February 1894 number of the journal there is an account of the second steam Life-boat, the *City of Glasgow*, which has been stationed at Harwich. A reference to these articles will show in what way these two boats differed. The principle of propulsion was the same in each—namely, by turbine—but the engines and boilers were different, those of the first boat being of Messrs. Thornycroft's design, and the second boat of Messrs. Penn's, the chief difference in the propulsion being that, whereas the former was driven by one turbine placed nearly horizontally, in the latter the boat had two turbines placed vertically. The hulls of both were built by Messrs. R. & H. Green. A steam Life-boat similar to the *City of Glasgow* was built by Messrs. Green at the same time, which boat is now in Australia, and in 1895 Messrs. Thornycroft constructed for the South Holland Life-boat Society another, the machinery

of which was precisely similar to that on board the *Duke of Northumberland*, but the boat herself was rather larger. A short description of this boat is to be found in the journal for November 1895, and in *Engineering*, 4th Oct. and 11th Oct., 1891, and 24th Dec., 1897. So far as is known to the ROYAL NATIONAL LIFE-BOAT INSTITUTION, the above four were the only existing steam Life-boats until the *Queen* was launched on the 12th June, 1897. The object of these preliminary remarks is chiefly to give those who have followed the course of steam Life-boat building the necessary information where to find descriptions of the *Queen's* forerunners, for it will be impossible to enter into a minute comparison of the boats in this article.

Before deciding on the exact type of boat the *Queen* was to be, the matter was not only thrashed out well by the Committee and officers of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, but the committee of the Port of Liverpool Branch were frequently consulted, and Mr. G. L. WATSON, the Institution's naval architect, submitted his designs to them before the boat was ordered. The great expense of upkeep of a steam Life-boat was always before the authorities, and many schemes were discussed to try to reduce this; it was hoped that by the use of oil fuel the permanent staff

might be reduced from four to at most three. The annual upkeep of a steam Life-boat is approximately 800*l*. The engineers' staff consists of chief engineer, assistant engineer, and two firemen—a large staff; but it must be remembered that the circumstances are special, and that the Institution must have entire control of the men. An engineer or fireman capable of attending to the somewhat complicated machinery and water-tube boiler is not to be picked up at five minutes' notice, like a first-class boatman on Deal beach.

The great feature in the *Queen*, then, is the introduction of a method of using liquid fuel, which will be referred to later on in this article.

The boat was designed by Mr. G. L. WATSON, and the dimensions are as follows:—

	Ft.	In.
Length over all . . . . .	55	—
Length on load water-line . . . . .	53	—
Breadth, moulded . . . . .	13	6
Breadth over sponsons . . . . .	15	—
Breadth, extreme, over belting . . . . .	16	—
Depth, moulded . . . . .	5	6

(5 ft. longer than the *Duke of Northumberland* and 1 ft. 6 in. more beam (moulded), and 2 ft. longer than the *City of Glasgow*, but the same beam.)

Her draught of water when ready for service is 2 ft. 9 in. forward, 3 ft. 4½ in. amidships, and 3 ft. 1½ in. aft, the greatest draught being amidships on account of the form of scoop or intake to admit the water to the turbine. Her displacement, when fully equipped and ready for service, is about 31 tons. Messrs. Thornycroft & Co., of Chiswick, constructed the boat entirely. The hull is built of steel, and is divided into numerous water-tight compartments, and there is a turtle back at the fore and after ends of the boat. The internal arrangements pretty generally follow those of the *Duke of Northumberland* and *City of Glasgow*.

There is a large cockpit aft, with a steel deck above the water-line, and relieving valves fitted into the deck, as in other Life-boats, so as to allow any water

which may be shipped to run out. Aft the cockpit are two water-tight compartments, and before the cockpit is the engine-room, which is separated by a water-tight bulkhead from the boiler-room, and before the boiler-room the boat is divided into four water-tight compartments. All heavy weights are kept out of the ends of the boat.

A steam capstan is fitted forward, and the cable, which is 2¼-inch steel wire, is kept on a reel in the cockpit. The coal bunkers and oil (fuel) tanks are on each side of the boiler- and engine-rooms, and the latter are so fitted that if oil should prove unsuccessful they can easily be converted into coal bunkers. The bunkers can take 3½ tons of coal, and the oil tanks will hold 2 tons of oil. The boat is fitted with one mast for setting a standing lug and jib.

The mode of propulsion is similar to that of the *Duke of Northumberland*—that is to say, the engines drive a centrifugal pump or turbine placed almost horizontally. The principle has been so often described that it is unnecessary to do so again, except to say that the engines are always kept running in one direction, and that the movements of the boat are entirely controlled by a man in the cockpit, who, by moving two handles working sluice valves, can so direct the jets of water as to propel the boat ahead or astern, or if he wishes to turn quickly he can utilise the jets in the same manner as twin screws are used, by directing one ahead and the other astern. Should he wish to stop, the engines need not be touched; all that is required is to adjust the valves so that the water delivered by the turbine is directed equally ahead and astern.

The engines are compound, having one high- and one low-pressure cylinder, with surface condenser; the turbine is 2 ft. 6 in. diameter. The diameters of the cylinders are: high pressure, 8½ inches; low pressure, 14½ inches; with a length of stroke of 12 inches.

The boiler is of Messrs. Thornycroft's well-known water-tube pattern, which is

found not to prime even in so lively a boat as a steam Life-boat. Steam is supplied at 145 lbs. pressure, and can be raised in from twenty to twenty-five minutes from cold water; but, of course, in bad and threatening weather the water is kept warm, and the boat can leave her moorings under fifteen minutes.

Very exhaustive speed trials took place both on the Thames and on the Mersey. With combined oil and coal 9 knots was obtained on the Mersey, the I.H.P. being 222·2, and the engines running 400 revolutions, and with coal only, 8·85 knots was the result of the official double run over the Long Reach Mile. Indicated H.P., 206·5; revolutions, 403.

To return to the arrangements for using oil fuel. After various systems had been considered, it was decided to adopt that employed on the Great Eastern Railway, the invention of Mr. James Holden, their locomotive superintendent. In this system steam is raised by an ordinary coal fire, the oil is then sprayed into the furnace by means of steam jets, and it is found that very little coal is necessary to keep steam. The oil used is of a very high flashing point, about 280° Fahr.; that employed during the trials of the *Queen* was called "Astatki," and was supplied to the Great Eastern Railway by a Russian Company.

In applying Mr. Holden's system to the *Queen*, several difficulties presented themselves. In the first place steam jets could not be used, for they waste so much steam that it would have been impossible to have carried sufficient fresh water to make up the deficiency. Consequently it was necessary to use an air-compressing engine and spray the oil into the furnace under air-pressure. This entailed extra weight being put in the boat, and as the air-compressing engine was run off the main engine it also meant that a certain amount of power was diverted from driving the boat. The shape of a locomotive furnace lends itself to the use of oil, and there is no trouble

as to draught. The contrary is the case as regards a marine furnace, and that of the *Queen* had to be specially prepared by building a brick arch and wall at the back of it, with a recess in the wall. The oil jets were placed so that they impinged on this wall, and the arch had the effect of distributing the heat, which was found to concentrate itself at certain points too much before the arch was built. The best position for the jets proved to be just inside the furnace at the foot of the furnace doors, and it was found necessary to protect them with masks to prevent their being melted. Before the boiler was placed in the boat, a series of experiments took place at Messrs. Thornycroft's works, which soon demonstrated that the idea of using oil only must be abandoned, so, as at present constituted, coal can be used alone, or oil and coal combined. At first, considerable difficulty was encountered in getting proper combustion, but by degrees this was overcome.

On the 25th August the boat had a "consumption trial," both for coal only and for coal and oil combined. Each trial lasted two hours, and the result may be seen by a glance at the following tables.

*Coal only.*

Mean I.H.P. developed during trial	148
Mean revolutions per minute	362
	lbs.
Mean steam pressure	138
Total coal consumed	878

Giving a fuel consumption of 2·96 lbs. per I.H.P. per hour.

*Coal and Oil combined.*

Mean I.H.P. developed during trial	176·6
Mean revolutions per minute	377·3
	lbs.
Mean steam pressure	130·7
Total coal consumed	353·0
Total oil consumed	487·4
Total fuel	840·4

Giving a fuel consumption of 2·37 lbs. per I.H.P. per hour.

With regard to this latter trial Mr. Holden's representative, Mr. Bell, who attended at the request of the Institution,

in his report remarks: "On the run down the river (whilst the trial was taking place) the pressure of air available was only 30 lbs. per square inch, as the extra duty put on the engines when that pressure was increased considerably reduced the revolutions per minute. With such a low pressure the oil fuel was not well atomised and sprayed, and the combustion was not nearly so perfect as it would have been with higher pressure. The firemen had had but limited experience before taking this long run at full speed, and no doubt considerable improvement in the comparative consumption of fuel will be noticed after a regular fireman has had sufficient time to get accustomed to the oil apparatus," and concludes by saying: "With everything in working order I doubt if the consumption of oil will be anything like as heavy as it appears to have been on the experimental run."

The Chief Inspectors of the French and German Life-boat Institutions, both of whom have always shown a keen interest in the development of steam Life-boats, were on board during the trials on the 25th August.

It was arranged to finish the consumption of fuel trials after the boat arrived at her station, New Brighton; so when she was ready she left London on the 8th October under the charge of Mr. Basil Hall, inspector of the Irish district, who navigated her round to the Mersey by way of the East Coast of England to Grangemouth, then through the Forth and Clyde Canal to Bowling, and from thence down the West Coast to her destination. Mr. Hall wrote a most interesting report on the passage, but want of space precludes any extensive reference to it. The boat was sometimes running continuously for twenty-four hours. Coal was used, except for a short time between Grimsby and Berwick, when it was necessary to push on, and oil was tried, not very successfully, for some hours. No very heavy weather was experienced, but the boat appears to have behaved well, and the engines gave no serious trouble, which, considering the

severe strain of so long a passage, and the fact of their being new to the engineers, was highly satisfactory.

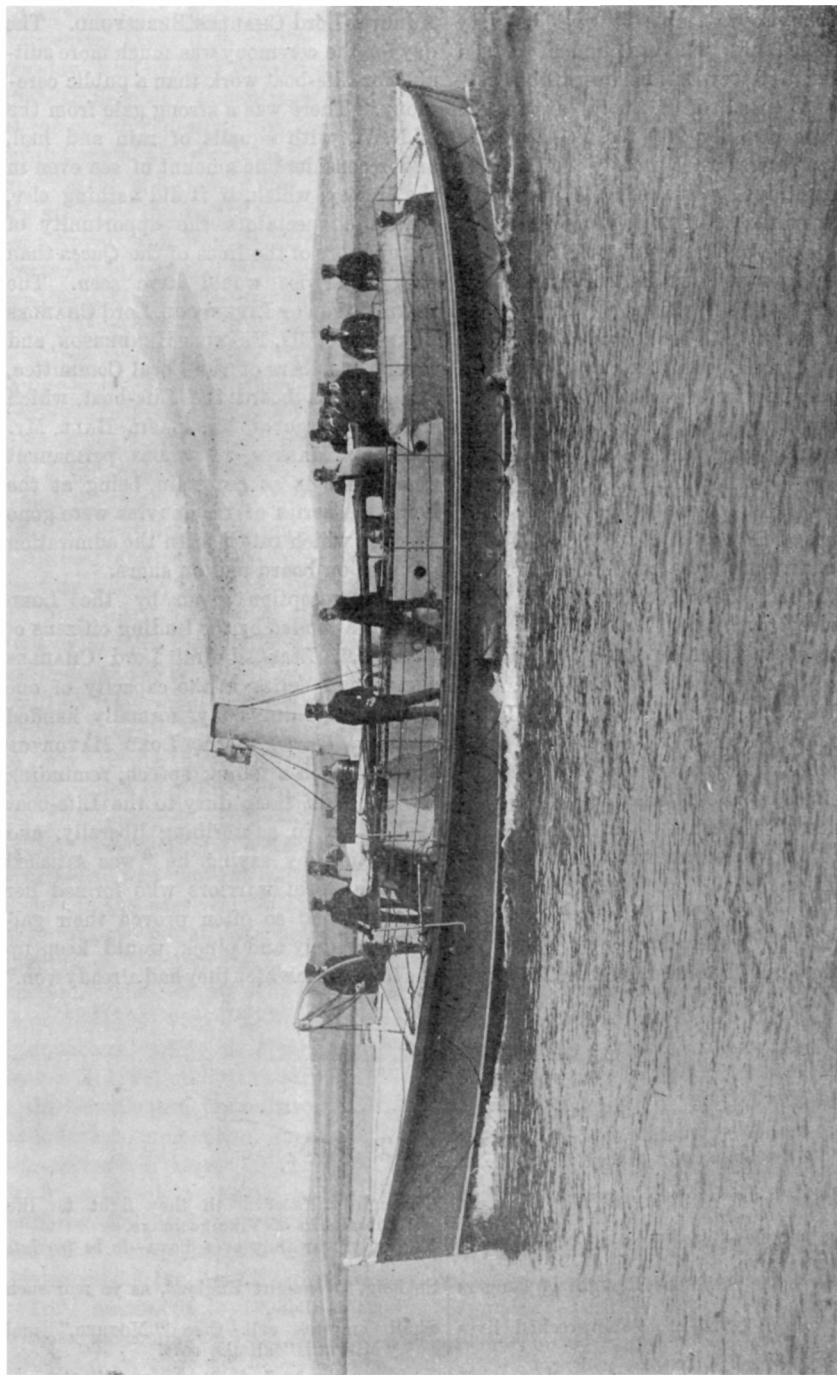
Shortly after the *Queen* arrived at New Brighton her trials were resumed under the superintendence of Mr. W. B. Cuming, the consulting engineer to the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and below will be found a table of the mean results.

TABLE OF MEAN RESULTS OF FOUR TRIALS, TWO WITH COAL, AND TWO WITH COAL AND OIL COMBINED.

	Natural Draught.	Full Power.	Full Power.
Fuel . . .	{ Welsh coal }	{ Welsh coal }	{ Combined coal and oil. }
Hours running	4	4	4
Revolutions .	318	375	385·7
Air pressure .	$\frac{1}{2}$ inch	$1\frac{1}{8}$ in.	$1\frac{1}{2}$ inch.
Steam pressure	147	145	145
Vacuum . . .	27	26	26
Maximum temperature engine-room	92°	95°	90°
Maximum temperature boiler-room*	120°	104°	106°
Indicated H.P.	107·6	{ 177 (203 max.) }	{ 189·3 (222 max.) }
Speed . . .	8 knots	8·7 knots	{ 9 knots (400 revs.) }
Coal consumed	980 lbs.	1792 lbs.	672 lbs. }
Oil consumed.	—	—	1152 lbs. }
			1824 lbs.

\* Thermometer in hottest part of compartment.

With regard to the results obtained from liquid fuel, Mr. Cuming remarks: "It is too early yet to express an opinion. So far, the men are not in favour of it, although they admit there is more labour required in burning coal alone . . . there is little or no economy in its favour as against coal alone. It may, however, recommend itself in spite of this when tried in heavy weather and when the boat is being tossed about in a heavy sea."



THE STEAM LIFE-BOAT "QUEEN"  
OF THE ROYAL NATIONAL LIFE-BOAT INSTITUTION, STATIONED AT NEW BRIGHTON.

75.8.97

The experience of this winter will be looked forward to with interest.

In the above table it will be very noticeable that, whereas under natural draught, 318 revolutions were obtained, giving a speed of 8 knots, at an expenditure of only 980 lbs. of coal; to get the extra knot nearly double the amount of fuel was used! At any rate, the experiment of using liquid fuel is a valuable one, and its results will be eagerly watched by many outside the interests of the Life-boat Institution.

The steam Life-boat *Queen* cost, irrespective of the Consulting Naval Architect, engineer, and surveyor's charges, 4850*l.*, to which must be added some extras, which will bring the cost up, in round numbers, to 5000*l.* Of this sum 1022*l.* 14*s.* 3*d.* was raised in Liverpool by the Port of Liverpool Branch, and 1000*l.* was contributed by the Mersey Dock and Harbour Board, according to their agreement with the Institution. The remainder was met by the appropriation of two legacies amounting to 1474*l.* 17*s.*, and from the general funds of the Institution.

The boat was named the *Queen* by the Committee of Management, with the concurrence of the Port of Liverpool Local Committee, in commemoration of the completion of the sixtieth year of Her Majesty's reign, Her Majesty being the patron of the Institution.

On the 8th of December last the Life-boat

was officially handed over to the custody of the Port of Liverpool Branch by Rear-Admiral Lord CHARLES BERESFORD. The day for the ceremony was much more suitable for Life-boat work than a public ceremony. There was a strong gale from the W.N.W., with squalls of rain and hail, and a considerable amount of sea even in the Mersey, which, if it did nothing else, gave the spectators the opportunity of seeing more of the lines of the *Queen* than they otherwise would have seen. The LORD MAYOR OF LIVERPOOL, Lord CHARLES BERESFORD, Mr. FRANCIS HENDERSON, and several members of the Local Committee, embarked on board the Life-boat, which was in charge of Mr. BASIL HALL, Mr. WILLIAM MARTIN, in whose permanent charge she is as coxswain, being at the helm. A series of manœuvres were gone through which called forth the admiration of those on board and on shore.

At a reception given by the LORD MAYOR, attended by the leading citizens of Liverpool, Rear-Admiral Lord CHARLES BERESFORD, acting in the capacity of one of the governing body, formally handed over the *Queen* to the LORD MAYOR OF LIVERPOOL in a telling speech, reminding the public of their duty to the Life-boat Institution in subscribing liberally, and concluding by saying he "was satisfied that the storm warriors who formed her crew and had so often proved their gallantry, energy and pluck, would keep up the high name which they had already won."

### OUR LIFE-BOAT MEN.

SEA-TITANS bold, with hearts that know not  
fear,  
Though wild waves leap and clam'rous  
billows rave,  
No care have they, nor thought of dangers  
near,  
When going forth, poor shipwrecked lives  
to save.

Through gulfs of death they fight for life  
these heirs of Vikings brave,  
The only fear they ever have—to be too late  
to save,  
So long, O sea-girt England, as ye rear such  
sons as these,  
Shall empires call thee "MOTHER," and  
"MISTRESS" all the seas.

J. C. BURLEIGH, Hastings.

## THE LIFE-BOAT SATURDAY FUND.

THE Central Committee of the Life-boat Saturday Fund and the District and Local Life-boat Saturday Committees throughout the country deserve the hearty congratulations of all friends to the Life-boat cause for the pluck and "staying power" they exhibited during the past remarkable year. Notwithstanding the calumnies and disgraceful misrepresentations which had been heaped upon them, Jubilee celebrations everywhere, and the trying ordeal of a long and searching Parliamentary inquiry—out of which their movement, as everybody knows, emerged with such *éclat*. They held courageously on their way, fighting against the obstacles which seemed to meet them in all directions with persistent determination and enthusiastic zeal, and we are sanguine that the new year of effort they have entered upon will fully justify the prediction we ventured to make in the number of the *Life-boat Journal* issued last November, that it will be "more successful than any of its predecessors." The Central Committee are now issuing their Second Annual Report, which is full of hopeful anticipation and encouragement for Life-boat Saturday workers, and we are agreeably surprised to find that the falling off in the receipts in the past year is by no means so serious as might reasonably, in the exceptional circumstances, have been expected. The receipts of the movement, which in 1895 were 16,837*l.*, when the headquarters were in Manchester, increased in 1896, under the able direction of the New Central Committee with their headquarters in London, to 21,918*l.*, a large increase of nearly 30 per cent., this highly satisfactory result more than justifying the necessary transfer of the head office from the provinces to the "Metropolis of the World." The receipts in 1897 amounted to 13,815*l.*, but the decrease, as compared with the previous

year, is fully accounted for by the very unusual circumstances to which we have previously alluded. The Central Committee have certainly been most successful in their earnest efforts to reduce the percentage on the takings, of the working expenses, for we find that while in 1895, when the headquarters were in Manchester and when there was no Central Committee, it cost 6,046*l.* to obtain 16,837*l.*, the Central Committee in London succeeded in 1896, their first year of work, in netting 21,918*l.*, with a reduced expenditure of 5,712*l.*, and that in 1897, when it might have been supposed that the greater difficulty in obtaining money would have necessitated an increased outlay in working expenses, the outgoings did not exceed 4,499*l.* It is satisfactory to note, moreover, that Life-boat Saturday collections were made for the first time during the past year in no less than 17 towns, and that such collections were made in all in 82 of the principal cities and towns of the United Kingdom.

The London Life-boat Saturday Committee state in their Second Annual Report, recently issued, that the difficulties they experienced in 1897 were identical with those met with by the Central Committee: that Londoners seemed to have spent all their spare money on special Jubilee collections or in the joyous and useful celebrations of the "record year." After analysing the accounts, we are sorry to find that the amount of money collected by the Ladies' Auxiliary in London in 1897 was considerably behind the sum it collected in 1896. We trust, however, that the ladies, who always take a keen interest in "poor Jack," will not be discouraged, but that they will renew their efforts with increased enthusiasm, and secure in the new year's campaign a much greater measure of success.

## PENSIONS, ETC., FOR DESERVING COXSWAINS, BOWMEN AND SIGNALMEN OF LONG SERVICE.

WITH the view to still further recognising long, faithful and good service in the Life-boat cause, the Committee of Management of the ROYAL NATIONAL LIFE-BOAT INSTITUTION introduced on the 1st January last a pension and gratuity scheme, under which Coxswains, Bowmen and Signalmen, when retired on account of old age, accident, ill-health, or abolition of post, will receive special allowances as a reward for their good services. The Committee believe that by the adoption of this course, which has given the greatest satisfaction amongst the men all round the coast, their effort to obtain the best men for the work will be materially assisted, and that it will act as an incentive and inducement to the men to do their utmost to discharge their duties satisfactorily and well. The amounts granted, whether in pensions or gratuities, are necessarily based on the salaries and other moneys the men receive from the Institution in recognition of their services to the cause, and it must be borne in mind that none of those who will benefit by the scheme are dependent for their living on the Institution, but that they earn their livelihood as fishermen, pilots, boatmen, &c. The Institution merely pays them for their time and labour actually spent and given in the service. This work does not occupy much of their time, the necessary result being that the salaries paid are small.

The Institution has for many years given compensation to any who may have been injured whilst employed in the service, and this much-appreciated system will still be continued concurrently with the granting of pensions and gratuities to deserving Coxswains, Bowmen and Signalmen under the conditions prescribed in the scheme which we append.

### ROYAL NATIONAL LIFE-BOAT INSTITUTION.

*Retiring Allowances to be Granted on and from 1st January, 1898, to Coxswains, Bowmen and Signalmen of Good Behaviour, and subject to Due and Satisfactory Discharge of Duty.*

#### 1. COXSWAIN SUPERINTENDENTS.

**PENSIONS.**—Retired on account of *old age, ill-health, accident, or abolition of post*, after ten years' and upwards service as Coxswain Superintendents: 10s. for each year as Coxswain Superintendent, and 5s. for each year as Second Coxswain, but the total amount of pension not to exceed 12l. per annum.

**COMMUTATION OF PENSION.**—2l. for every year's service as Coxswain Superintendent, and 1l. for each year's service as Second Coxswain.

**GRATUITIES.**—Retired on account of *old age, ill-health, accident, or abolition of post*, after five years' service as Coxswain Superintendent, but with less than ten years of such service, 1l. 10s. for each year, and 15s. for each year of service as Second Coxswain.

The salary of a Coxswain Superintendent is usually 8l. per annum, irrespective of tank and other allowances.

#### 2. SECOND COXSWAINS.

**PENSIONS.**—Retired on account of *old age, ill-health, accident, or abolition of post*, after ten years' and upwards service as Second Coxswain: 5s. for each year, but total amount of pension not to exceed 6l. per annum.

**COMMUTATION OF PENSION.**—1l. for every year's service as Second Coxswain.



**GRATUITIES.**—Retired on account of *old age, ill-health, accident, or abolition of post*, after five years' service as Second Coxswain, but with less than ten years' service, 15s. for each year.

The salary of a Second Coxswain is usually 2l. per annum, irrespective of tank and other allowances.

### 3. BOWMEN.

**PENSIONS.**—Retired on account of *old age, ill-health, accident, or abolition of post*, after ten years and upwards of service as Bowman, 2s. 6d. for each year, but total not to exceed 3l. per annum. *Bowmen with less than ten years' service as Bowmen to receive nothing on retirement.*

**COMMUTATION OF PENSION.**—10s. for every year's service as Bowman.

The salary of a Bowman is 1l. 10s. per annum, irrespective of exercise and service allowances.

### 4. SIGNALMEN.

**PENSIONS.**—Retired on account of *old age, ill-health, accident, or abolition of post*, after ten years and upwards of service as Signalman, provided he is not

already receiving a pension as a retired Coxswain Superintendent or Second Coxswain, 2s. for each year, but total not to exceed 2l. 10s. *Signalmen with less than ten years' service as Signalmen to receive nothing on retirement.*

**COMMUTATION OF PENSION.**—8s. for every year's service as Signalman.

The salary of a Signalman is 1l. per annum, irrespective of other allowances.

Pensions to be paid annually in advance.

All pensions and gratuities to be paid through the Local Honorary Secretary.

Should the pensioner have removed to an address at which there is no Local Branch of the Institution, payment to be made from the Institution direct.

By order of the Committee,

CHARLES DIBDIN,

Secretary.

ROYAL NATIONAL LIFE-BOAT INSTITUTION,  
14, JOHN STREET, ADELPHI,  
LONDON, W.C.

11th November, 1897.

## CIVIL SERVICE LIFE-BOAT FUND.

At the Thirty-first Annual Meeting of the Committee of this Fund, held on the 19th January, and presided over by Mr. CHARLES G. TURNER, C.B., Controller-General of Inland Revenue, Mr. CHARLES DIBDIN, the Honorary Secretary, reported that the fund continued to be as popular as ever with the Members of all Branches of Her Majesty's Civil Service, and that the committee had been able during the year 1897 to pay to the ROYAL NATIONAL LIFE-BOAT INSTITUTION, the sum of £429 1s. 5d. to meet the payment of all expenses connected with the maintenance

of the seven Life-boat stations, for the building and endowment of the boats, for which the fund had already paid; in addition to £223 3s. to recoup the Institution the money paid during the year in rewarding the crews of the Civil Service boats for launching for service. The Civil Service Life-boats have up to the present time been instrumental in saving 257 lives and several vessels, besides aiding numerous other vessels and crews in distress. The Marquis of SALISBURY and Mr. ARTHUR J. BALFOUR, M.P., have recently become Vice-Patrons of the Fund.

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

**Cloughy, Co. Down.**—The Coastguard watchman having reported a steamer on the North Rock on the 7th April, 1897, the Life-boat *Faith* was launched at 5.30 A.M., and proceeding to the vessel found her to be the s.s. *Rannoch*, of and from Glasgow, in ballast, for Cardiff, where she was to load for the West Coast of Africa. The coxswain agreed to remain by the ship until high water, the master hoping she would float then. In this, however, he was disappointed, and he requested the Life-boat men to stay until low water, fearing that when the tide went down the vessel would capsize. When the water left her she heeled over a little, and her crew got into the Life-boat; but as she showed no signs of going over altogether, the captain decided to stay by her. He persuaded the mates, engineers, and some of the crew, eight in all, to go back; but the other fifteen men were landed in the Life-boat. Before leaving, the Life-boat men made arrangements with the captain as to the nature of the signals he should show if he needed assistance during the night. Fortunately, however, he had no occasion to make use of them.

**Porthcawl.**—The coxswain of the Life-boat *Speedwell* was informed by the pilot on watch, on the 7th April, that a vessel was running for the shore in a sinking condition. At 6.20 A.M. the Life-boat was launched, and proceeded, in a moderate N.N.W. wind and a rough sea, to the vessel, which had then stranded in Black Rock Bay, about three-quarters of a mile from Porthcawl. She proved to be the schooner *James and Agnes*, of Lancaster. Her crew of three men had left in the ship's boat and landed at Porthcawl, and the master and mate, who had remained on board, got into the Life-boat, and were brought safely ashore. The vessel had struck on the Scarweather Sands during the previous night, and had been badly strained.

**North Deal, Kingsdowne, Broadstairs and Ramsgate.**—On the 8th April, the s.s. *Langdon*, of London, bound from

Blyth for Dartmouth, with a cargo of coal, stranded on the North Goodwin Sands, in a dangerous position, during a dense fog, at about 4 A.M. Her bows were high on the sands, her stern being afloat in deep water. When she was seen by the light-vessels they fired signal guns, and in reply thereto the Life-boats *Mary Somerville*, of Deal, *Charles Hargrave*, of Kingsdowne, No. 3 Reserve, stationed at Broadstairs, and *Bradford*, of Ramsgate, proceeded to the sands. Assistance was rendered by the Life-boat men and other boatmen in laying out a kedge anchor, and jettisoning part of the cargo, and with the help of steam-tugs the vessel was towed off the sands and resumed her voyage.

**Kingsdowne.**—The coxswain of the Life-boat, while on the beach, on the morning of the 9th April, saw a schooner run on the South Sand Head of the Goodwin Sands. He at once summoned the crew of the Life-boat *Charles Hargrave*, and at 6.15 the boat was on her way to the vessel, which was the *Excel*, of Bideford, laden with slate from Portmadoc for West Hartlepool. The Life-boat men laid out the bower anchor with 75 fathoms of cable, and when the tide flowed she was hove off the sand and was taken to Ramsgate, where she arrived at 3.30 in the afternoon.

**Broadstairs.**—The reserve Life-boat temporarily placed at this station was launched at 9 P.M. on the 12th May, in a heavy rolling sea and a N.N.E. wind, and proceeded to the assistance of a vessel which had burnt flares off the North Foreland. On reaching her she was found to be the ketch *Firefly*, of and from London, for Plymouth, laden with patent manure. Her main-mast had been carried away by a squall and was hanging alongside with all the gear attached. The mast, in falling, had ripped open the deck, and the vessel, being heavily laden, was in danger of foundering. Some of the Life-boat men boarded her and cleared away the wreckage, a shore-boat which arrived alongside was despatched to

Ramsgate for a steam-tug, and, on the arrival of the latter, at about 2.15 A.M., the ketch was taken in tow and was safely berthed in the harbour at about 4 o'clock, the Life-boat accompanying her, and afterwards regaining her station at 8.30 A.M.

RAMSGATE.—At 3.45 P.M. on 29th November, in answer to signals from the *North Goodwin Light-vessel*, the Life-boat *Bradford* was towed out of the harbour by the steam-tug *Aid*. A strong N.W. gale was blowing at the time, accompanied by a heavy sea. The vessel in need of assistance was found to be the ship *Kommander Svend Foyrn*, of Sandefjord, bound from Dalhousie, N.B., for London, with a cargo of deals. She had lost her fore and main top-masts, jib-boom and mizen-mast, and was riding with two anchors down. The Life-boat approached her on one side and the tug on the other, and men were put on board to render assistance. The tug's wire hawser was passed on board and an attempt was made to tow her off, but the rope parted. A second attempt was made with the same result. A third rope was then made fast, and the vessel, which by that time had driven down towards the South Foreland, was towed round the South Sand Head, through the Gull and Edinburgh channels, towards the Thames, and on reaching Gravesend was safely moored to a buoy. The steam pump was kept working all the time, as the ship was leaking badly. Fifteen of her crew had left her and were landed by a steamer at Dover, eight others remaining on board. The Life-boat men were upwards of thirty hours at sea, and anxiety was felt concerning their safety. They arrived back at Ramsgate at 10 P.M. on November 30th, the tug returning on the following day.

ARBROATH.—At about 7 P.M. on the 13th April, while a strong gale was blowing from S.E., the fishing-boat *Royal Arch*, of Arbroath, was seen attempting to make the harbour. A very heavy sea was running, the tide was low and she was apparently in danger of either foundering or running on the rocks. The Life-boat *William Soutar* was therefore launched, proceeded to the bar and stood by the boat until she safely entered the harbour.

HOLYHEAD.—On the 8th May news was brought by a steamer that a three-masted schooner was wrecked on the Skerries. The Life-boat *Thomas Fielden* was manned at 9 A.M., was towed by the steamer to the scene of the disaster, and on arrival found the vessel had just floated off the rocks bottom up. The Life-boat men volunteered to try to make fast a hawser to the schooner, in order to enable the steamer to tow her to Holyhead. After much labour, the greater part of which was done actually under water, it was made fast, but after towing for a few minutes, the strain was so great that the hawser parted. A steam-tug then came up and the hawser was passed on board her by the Life-boat with difficulty. The tug proceeded for Holyhead and finally put the vessel ashore on the beach. The Life-boat picked up the schooner's crew from their own boat and put them on board the first-mentioned steamer, which took them to Holyhead. The vessel was the *Annie Crosfield*, of Barrow, bound from Cork for Garston and laden with pit timber.

CLOVELLY.—On the 11th May the Coastguard patrol reported at 1 A.M. that a vessel was showing signals of distress off the pier. He had hailed her, and her crew had stated that their boat had been washed away and they were anxious to be landed. The wind was blowing a moderate gale from N.N.E., the sea was rough, and as the vessel was drifting and in danger of going on the rocks, the Life-boat *Elinor Roget* was launched and brought ashore the crew consisting of two men. The vessel, which was the smack *Emily*, of Appledore, fortunately kept afloat, and during the day her crew returned to her and took her into the harbour.

CAISTER.—On the 4th June a dense fog prevailed. It lifted at times, and in one of the intervals the look-out man observed a large steamer in close proximity to the Scroby Sand, and signal-guns were fired from the Coogle and St. Nicholas Light-vessels. At 2 P.M. the Life-boat *Beauchamp* was launched and found the s.s. *Laleham*, of Newcastle, bound for Reval with salt, aground on the middle Scroby Sand. The captain declined assistance, hoping the vessel

would float at high water, and the Life-boat remained at hand, the coxswain having explained to the master the position in which his vessel was placed. Meanwhile the mate went ashore to obtain instructions. During the night the steamer drove a considerable distance along the sands until she struck, heeled over and remained fast. The captain then engaged the services of the Life-boat men and steam-tugs to get the vessel off, if possible, and a number of men having been brought off to her by Lloyd's Agent for the purpose of jettisoning the cargo, and the anchors having been laid out under the direction of the Life-boat men, she was ultimately got afloat and taken into Yarmouth Roads after striking the N.W. spit of the Cross Sand in consequence of the fouling of the anchors and tow-ropes. During the whole of the time there was a dense fog, and there is no doubt that the Caister men, with their local knowledge of the sands, saved the vessel from total loss. The Life-boat regained her station at noon on Sunday the 6th June, her crew being thoroughly exhausted.

MOELFRE, ANGLESEY.—The ketch *William Shepherd*, of Beaumaris, in ballast from Belfast for Carnarvon, anchored in Moelfre Roads in a strong gale from E. on the 8th June. At about 10 p.m. she parted one of her cables, and signalled for assistance. The Life-boat *Star of Hope* proceeded to her assistance, and brought safely ashore her crew of two men. She was dragging her remaining anchor, and was in danger of drifting on the rocks.

ALDEBURGH.—At 1.45 p.m. on the 8th June a message by telephone was received stating that a large steamer was aground on the Shipwash Sand. She was at that time in no danger, had no signals flying, and as the tide was flowing it was decided to wait and see whether she would float. An hour later, however, the wind and sea were rising fast, and as there was no sign of the vessel moving, the Life-boat *Aldeburgh* was launched and proceeded to her. She was the s.s. *Tekoa*, of Plymouth, in ballast from London for Middlesbrough. On inquiring of the captain whether he required assistance, he told the Life-boat men that he did not need help at present, but as the wind and sea were

increasing and the weather was very threatening the Life-boat remained near, one of her crew being placed on board the ship. During the night the weather was so bad and the water was so shallow that it was impossible for the Life-boat to get alongside the steamer; but at about 4 a.m. she was hauled within hailing distance, and the captain expressed a desire that she should remain at hand. Afterwards he asked the Life-boat men to go to the Shipwash Light-vessel and telephone for London tugs, but just as they were about to start the steamer began to move, and eventually floated. The Life-boat man who was on board advised the captain as to his course to clear the sands, and when the ship was well out of danger the man was taken back into the boat, which returned to the shore, taking a message to be telegraphed to the owners of the vessel, she being able to resume her voyage.

PEEL, ISLE OF MAN.—While a tremendous gale of wind was blowing from N.W. on the morning of the 16th June the Life-boat *Mayhew Medwin* was launched to the assistance of three fishing vessels which were attempting to return to the harbour. The boats were unable to carry much sail, and drifted ashore. One of them became a total wreck, and the others were seriously damaged. The Life-boat rendered slight assistance, the crews of the vessels being saved by the rocket apparatus.

PORHDINLLAEN.—The schooner *Miss Hughes*, of and from Carnarvon, laden with slate for London, showed signals of distress, as she was dragging her anchors and drifting towards the rocks at Nevin Point, in a moderate gale from N.W. and a rough sea on the 16th June. The crew of the Life-boat *George Moore*, put off to her assistance at 9 a.m., and having been engaged by the master to render assistance they placed two men on board, and the vessel was taken to a safe position.

GROOMSPORT, Co. DOWN.—On the 16th June, while a strong gale was blowing from N.N.W., accompanied by a very heavy sea, a message by telephone was received from Bangor stating that assistance was needed by distressed vessels. The Life-boat *George Pooley* was taken on her

transporting carriage by road to Bangor and found two vessels were in need of assistance. One of them, the schooner *Hollyhow*, of and for Galway, bound for Barrow, timber laden, was lying about a hundred yards from the Clifton rocks, her two anchors having dragged, and the other, the smack *Harp*, of Arklow, laden with coal, had also dragged her anchors, and was about half a mile from the shore, in Bangor Bay. The Life-boat was, by means of skids, launched off the pier into the harbour. She proceeded first to the *Harp*, pulling to windward through a heavy sea. Having anchored, she veered down on the vessel, passed a line on board, and rescued the crew of four men. She then again pulled to windward, again anchored, and veered down to the *Hollyhow*, from which eight persons were saved; they were the master, his wife and three young children, and the crew of three men. Having taken them on board, the Life-boat once more got up her anchor and made for Ballyholm Bay, where the twelve rescued people were landed safely in a creek. The boat was moored while her crew rested, and afterwards sailed back to her station. The launch and the rescues were well and skilfully managed, and in recognition of their good services an additional reward was granted to the crew of the Life-boat.

RAMSEY, ISLE OF MAN.—At 9.20 A.M. on the 16th June a telegram was received from the Point of Ayr stating that a schooner, with all sails blown away, was driving before the gale in the direction of Ramsey Bay. A strong N.W. gale was blowing, the sea was heavy and the weather thick. The Life-boat was promptly launched with the view of assisting the vessel, which was the *Phæbe*, of Peel, but she managed to get some head sail on and reached the harbour. Another schooner, the *Maid of Irvine*, of Belfast, bound from Annalong for Workington, which was lying two miles N.E. of the harbour, signalled for assistance, and the Life-boat on proceeding to her found she was riding heavily, had lost one anchor, and was leaking badly. The crew of three men, who were utterly exhausted, were taken into the Life-boat, which safely landed them and immediately proceeded to the schooner *Furness Abbey*, of and from Glenarm, bound for Barrow,

laden with iron ore. She had lost all her sails, her spars were broken, and being in a perfectly helpless condition, about two miles S.E. of the harbour, in dangerous proximity to the rocks at Manghold Head, she showed signals of distress. Her crew of three men, who were also thoroughly exhausted, were taken into the Life-boat and safely landed. The vessel was leaking badly, and there was every probability that she would founder.

ABERDOVEY.—The brig *Möringen*, of Drammen, Norway, timber laden, stranded in a strong N.N.W. gale and a very heavy sea on the 16th June and became a total wreck. On receipt of news of the casualty, the Life-boat *Thomas Nicolls Stratford* was promptly launched, and having anchored near the vessel, attempted to reach her, but the wind and tide carried the boat three times past her. The men had a hard pull and on each occasion renewed their gallant exertions to effect communication with the ship. At last their efforts were successful, they were able to get a line attached to the jib-boom and by this means rescued the crew of six men. In recognition of their services on this occasion an extra reward was granted to the crew of the Life-boat.

FLEETWOOD.—On the 16th June the Life-boat *Maude Pickup* was launched at 8 A.M. in response to signals of distress and proceeded in tow of the harbour steam-tug *Brock*, through a tremendous sea, in the direction of the Sunderland Bank, in Morecambe Bay, where the barque *Svalen*, of Tvedestrand, had stranded, being unable to ride out the W.S.W. gale, of hurricane force, which had suddenly sprung up. Fortunately the greater part of her crew had gone ashore on the previous day and only three men were left on board. These men were taken into the Life-boat with much difficulty, and she then proceeded to the aid of two other wrecked vessels. One of them was the barque *Louisa*, of and from Drammen, laden with boards for Glasson Dock. She had stranded on the Pilling Sands, on the south side of Lune Channel, and became a total wreck. Her crew of nine men and a pilot were rescued by the Life-boat. The other vessel, which had stranded and sunk on the same sands, was the s.s. *Zillah*, of Liverpool, which

had been unable to steam against the gale. She was laden with limestone from Llanddulas bound for Fleetwood. Her crew were in an extremely perilous position; two of them were clinging to the rigging of the fore-mast and three others were holding on to the top of the funnel, the waves continually dashing over them. Happily the Life-boat men were able to rescue these men also, and then made for home where, at 2.30 P.M., thousands of spectators welcomed her and the eighteen rescued men with outbursts of cheering. In recognition of the skilful manner in which the Life-boat, which behaved splendidly, was handled, a binocular glass was awarded by the Institution to Mr. DAVID LEADBETTER, the coxswain, and additional payment was made to him and the crew of the boat. Bronze medals, given by a Birmingham gentleman, were also presented to each of the men at a public meeting convened for the purpose.

PORT PATRICK.—On the afternoon of the 19th June two fishing-boats proceeded to the North fishing ground. One of them was fully manned, but the other had been hired by two visitors, and her crew consisted of a man and a boy. Towards evening a moderate gale sprung up from S.E. and there was a rough sea; the weather also was thick and heavy rain was falling, and as the boat would have a strong tide against her it was feared that she would be driven out into the Channel. At 6 o'clock the Life-boat *Civil Service* No. 3 was launched, and the surmise that the boat would be unable to return unaided proved correct, for she was found to have taken shelter at Brandypore Bay, where one of the visitors had landed. The boat and her three occupants were taken safely into Port Patrick harbour by the Life-boat, whose crew had a stiff and tedious pull home, the men being drenched by the continuous rain.

On Sunday, the 5th December, at 7.10 A.M. the Life-boat *Civil Service* No. 3 was launched, a mounted messenger having arrived with intelligence that a vessel was showing signals of distress in Larbrax Bay, six miles N. of Port Patrick. On reaching the Bay a large Austrian steamer, the *Bathori*, of Fiume, with a general cargo from Fiume for Glasgow, was found stranded, having run ashore

in the night during foggy weather. The Life-boat remained by the vessel, and on the following morning tugs, which had been summoned from Glasgow by telegraph, arrived. The wind, however, which had been a moderate breeze, had by that time increased to a strong gale from W., with squalls, the sea had increased, and it became imperative that the men should leave the vessel. Nineteen of them therefore got into the Life-boat, which put them on board a steam-tug, and the captain and five other officers were taken in the Life-boat to Port Patrick. The boat was engaged from 7.10 A.M. on the Sunday morning until 1 o'clock on the afternoon of the following day in rendering this service, her crew being exposed to wet and stormy weather during part of the time.

BLACKPOOL.—The old battleship *Foudroyant*, at one time Lord Nelson's flagship, which had been towed round the coast for the purpose of exhibition, while at anchor off Blackpool on the 16th June was overtaken by a sudden gale. At about 3 A.M. the wind rose with great velocity from the S.W., and in a short time a terrific storm was raging. It was hoped that the cables of the *Foudroyant* would bear the strain, but between 4 and 5 o'clock she dragged her anchors and commenced to drive inshore. At 9 o'clock she hoisted a signal of distress, and shortly afterwards she grounded about six hundred yards from high-water mark. The wind then veered towards N.W., increasing in fury, and soon after 11 o'clock the vessel's main-mast and fore-mast went by the board. The terrific seas dashing against and over the sea-walls rendered it impossible to launch the Life-boat then, and there was no alternative but to wait until the turn of the tide, which was due at about 1 o'clock. The Life-boat *Samuel Fletcher*, of Manchester, was as soon as practicable launched, was rowed in splendid style to the vessel, and by 2.30 was again ashore with twenty-eight men whom she had rescued from the ship. An extra reward was granted to the crew of the Life-boat in recognition of the good service they rendered on this occasion. The historical old vessel afterwards became a complete wreck.

CRICCIETH.—At about 1 p.m. on the 18th June, the schooner *Catherine Henry*,

of Aberystwyth, while going from Abersoch to Portmadoc, was overtaken by a strong N.W. to N.N.W. gale and a very rough sea, and was in a very dangerous position near Harlech, on the south side of Portmadoc bar. She showed signals of distress, and the Life-boat *Caroline* proceeded to her assistance and rescued her crew, consisting of three men, from a very perilous situation, as the vessel was riding to one anchor, on a lee shore, and the heavy seas were breaking over her.

**SALTBURN-BY-THE-SEA, YORKSHIRE.** — On the 29th November, this coast was visited by the most severe gale experienced for many years past. The wind had been gradually increasing from the previous day; until at 3 A.M. it was blowing a perfect hurricane, continuing for some time. At daylight it blew a full gale from N.N.W., accompanied by snow storms and a very heavy sea. Shortly after noon it was reported that the hull of a vessel had been sighted. A good look-out was kept, and when the showers of rain, hail and sleet cleared a little the wreck was observed about two miles from the shore. The crew of the Life-boat were thereupon summoned, and the boat was soon ready for launching, but as the wreck was drifting rapidly ashore it was decided to wait until it came nearer. At 1.45 P.M. a splendid launch was effected, and the Life-boat, in charge of the assistant coxswain, proceeded towards the wreck, encountering some very heavy seas, which repeatedly swept over her; at last an unusually heavy sea struck her, turning her broadside-on, in fact nearly capsizing her, and washing overboard three men, including the bowman, who was standing, grapple in hand, ready to effect communication with the wreck. They all, however, happily succeeded in regaining the boat. Such was the force of this sea that the remainder of the crew were thrown down, the oars were unshipped and three of them broken, and the boat was carried some distance out of her course. The lost ground was soon recovered, a line was passed to the wreck, and the four men on board were rescued. The vessel was the schooner *Loch Aish*, bound for Sunderland. The crew had been compelled to cut away her masts on account of her ballast having shifted.

**MARGATE.**—At 8.30 A.M. on the 29th November, a message was received at Margate from the Coastguard at Epple Bay, stating that a barge was ashore half a mile east of that place; at the same time the Coastguard at Birchington reported a barge, with colours upside down, anchored off that station. The Life-boat *Quiver* No. 1 was taken by road, on her transporting carriage, to Westgate Bay, where she was with difficulty launched, the heavy seas catching her and throwing her across the carriage. Sailing through the heavy surf, the boat worked towards a vessel which was seen to have a flag of distress flying, passing on her way a barge but finding nobody on board. On reaching the vessel, which proved to be the ketch *Flower of Essex*, of Harwich, she was found to be nearly under water, and it was only with very great difficulty that the boat was enabled to get alongside and rescue the crew of three men and two dogs. Then, working to windward, the Life-boat went to another ketch, the *Enterprize*, also belonging to Harwich, and rescued her crew of three men. This vessel was riding so heavily that she dipped her bowsprit under her chain cable, pulling the bowsprit and top-mast out of her just as the Life-boat left with her crew. Again working to windward in the teeth of the gale she managed to reach the *Lord Beresford*, also ketch rigged, of London, from which four men were rescued, nearly an hour being occupied in effecting the rescue, the boat being twice carried away from the vessel, over which the seas were sweeping fore and aft. One more vessel was signalling, and the Life-boat worked up to her, the sea being then as heavy as any of the crew had ever seen it, and rescued the crew of four men and a dog from the ketch *Eustace*, of Rochester, after which the Life-boat made for home with all speed. On reaching the harbour so much wreckage was encountered, together with sunken boats, that great difficulty was experienced in getting to land, the fore air-box was stove in by a piece of timber, and the rudder was unshipped by another large piece, but eventually the shore was reached and all safely landed.

## SUMMARY OF THE MEETINGS OF THE COMMITTEE.

THURSDAY, 14th October, 1897.

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

Read and confirmed the minutes of the previous meeting.

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

Read the report of the Deputy Chief Inspector of Life-boats on his recent visits to the Irvine and Workington Stations.

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

Northern District—Campbeltown, Kildonan, Ardrossan, Eyemouth, Berwick-on-Tweed, Holy Island (two boats), Workington, Dornoch, Ackergill, Wick, Thurso, Huna, Stromness, and Longhope.

Eastern District—Gorleston (three boats), Lowestoft (two boats), Kessingland (three boats), Pakefield, Southwold (two boats), Harwich (two boats), Aldeburgh, Thorpeness, Dunwich, Clacton-on-Sea and Walton-on-Naze.

Southern District—Newhaven, Poole, St. Helier's, St. Peter's Port and Swanage.

Western District—Appledore, Morthoe, Watchet, Burnham, Penmon, Rhoscolyn, Llanddwyn, Porth Rhuffydd, Holyhead (two boats), Rhosneigr, Moelfre, Bull Bay, Cemaes, Cemlyn, Llanddwyn and Rhyl (two boats).

Irish District—Kingstown, Lytham, Fleetwood, Blackpool, St. Anne's (two boats), Barrow, Portrush, Culdaff, Greencastle, Aranmore, Carrickfergus and Groomsport.

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

	£	s.	d.
Mrs. WHATELY . . . . .	20	-	-
Moiety of Offertories and Donations collected on board the <i>Norse King</i> during its recent cruise to the Baltic, per CONNOP F. S. PEROWNE, Esq. . . . .	11	1	3
Collected on board the steamer <i>Bembridge</i> by a dog belonging to Mr. W. BUTLER, Steward. . . . .	2	10	-

*To be severally thanked.*

Also the receipt of the following legacies:—

	£	s.	d.
The late EDWARD COOPER, Esq., of Roland Gardens, W. . . . .	1,000	-	-
The late Colonel J. R. CAMPBELL, of Charing . . . . .	450	-	-
The late Mrs. E. H. GIBSON, of Torquay . . . . .	100	-	-
The late Commander G. L. W. ADAIR, R.N., of Bryanstone Square, W. . . . .	38	-	-

	£	s.	d.
The late Miss E. F. ADAIR, of Wimbledon . . . . .	7	-	-
The late W. J. EDWARDS, Esq., of Islington (share of residue) . . . . .	-	11	5

The Committee specially recognised the long and valuable services rendered by Mr. PATRICK CAREY, Mr. MICHAEL BRADY and Mr. J. WALL as coxswains of the Skerries, Wexford and Carnsore Life-boats, which offices they had just resigned.

Reported the transmission to its station at New Brighton of the new steam Life-boat *Queen* (*vide* p. 1 for a full description of this boat).

Also the transmission to their stations of the Kessingland No. 2 and Sutton new Life-boats.

Decided that a new steam Life-boat be built and placed at Grimsby as early as practicable.

Also that the Wexford No. 2 and Carnsore Life-boat stations be discontinued.

Paid 7,796*l.* for sundry charges on various Life-boat establishments.

Voted 88*l.* 9*s.* 6*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.
Crail . . . . .	Schooner <i>Gret</i> , of Stavanger. Rendered assistance.
Cresswell . . . . .	Schooner <i>Julie Alide</i> , of Riga. Stood by vessel.
St. Agnes (Scilly Islands) . . . . .	S.S. <i>Starlight</i> , of West Hartlepool. Stood by vessel.
Whitby No. 2 . . . . .	Fishing cobles. Stood by boats.

Also 164*l.* 2*s.* 3*d.* to pay the expenses of assembling the crews, watching, or taking out the following Life-boats with the view of assisting the crews of vessels in distress:—

Brightstone Grange, Caister No. 2, Dungeness No. 1, Gorleston No. 1, Llanddwyn, Longhope, Padstow, Palling No. 2, Walmer, and Winterton No. 2.

The Ramsgate Life-boat was also taken out, but her services were not ultimately needed.

Voted 10*s.* to a man for rescuing two men from a boat which had been capsized by a squall in Glandore harbour, co. Cork, on the 6th August.

The sum of 2*l.* 10*s.* was also awarded to the salvor, as compensation for damage to his boat and gear lost in rendering the service.

Also 1*l.* 2*s.* 6*d.* to three Deal pilots for rescuing two men who were drifting out to sea in a boat off Broadstairs, in a strong N.E. breeze and a rough sea, on the 12th September.

Also 1*l.* to two pilots for rescuing two men whose boat had been capsized by a squall in Poole harbour on the 17th September.

Also 15*s.* to a fisherman and a boy for rescuing a man whose boat had capsized and sunk off Southwold, Suffolk, in a strong N.E. breeze and a rough sea, on the 10th September.

Also 10*s.* to a man who rescued the crew of four men from a Coastguard boat which had been capsized off Sidmouth in a strong wind and a moderate sea, on the 3rd September.



THURSDAY, 11th November, 1897.

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 visits to Appledore, New Quay (Cornwall), Penzance, Llandudno, Hoylake, New Brighton and Rhos (Colwyn Bay).

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

Northern District—Stornoway, Peterhead, Port Erroll and Nairn.

Eastern District—Southend, Grimsby, Hornsea, Withernsea, Bridlington, Barmston, Uppang, Whitby (two boats), Staithes and Runswick.

Southern District—Byde, Atherfield, Brightstone Grange, Brooke, Totland Bay, Looe, Mevagissey, Polkerris and Fowey, Falmouth, Porthleven, Polpear, Church Cove, Mullion, Porthoustock and Cadgwith.

Western District—Llandulas, Point of Ayr (two boats), Port Isaac, Weston-super-Mare, Watchet and Bude.

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

	£	s.	d.
Messrs. BARNATO BROTHERS, on behalf of the late Mr. B. I. BARNATO	500	-	-
Mrs. AVINS, to supplement her late husband's bequest for the Plymouth new Life-boat, the <i>Eliza Avins</i>	300	-	-
Mrs. SARAH LUSCOMBE	25	-	-
To be severally thanked.			

Also the receipt of the following legacies:—

	£	s.	d.
The late Mrs. A. E. CRESWELL, of Egham, to provide a Life-boat, to be named the <i>Richard Creswell</i>	540	-	-
The late Mrs. CLUGSTEN, of Port Erin	5	-	-

Voted the thanks of the Committee to Captain W. S. MASTERS, of the passenger steamer *Premier*, of Weymouth, in recognition of his valuable services during the last six years in collecting contributions on board that vessel for the Weymouth Branch of the Institution.

The Committee also specially recognised the good services rendered by Mr. PATRICK KEHOE and Mr. NICHOLAS COUSINS during the long period in which they had acted respectively as Coxswain and Second Coxswain of the Kilmore Life-boat.

Reported that the Hoylake Life-boat had just been returned to its station after having been extensively altered and improved.

Read letter from the Imperial Institute, of the 23rd October, expressing the special thanks of H.R.H. the President of the Executive Council to the Institution for its valuable

co-operation in connection with the Yachting and Fisheries Exhibition held recently at the Imperial Institute.

The Committee decided, in order to still further recognise long, faithful and good services rendered to the Life-boat cause, to introduce on the 1st January, 1898, a pension and gratuity scheme for the benefit of Life-boat coxswains, bowmen and signalmen of good behaviour, and subject to the due and satisfactory discharge of duty, who are compelled to retire on account of old age, accident, ill-health or abolition of post (*vide* page 8 for full particulars of scheme).

Paid 6,900*l.* for sundry charges on various Life-boat establishments.

Voted 80*l.* 12*s.* to pay the expense of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Hoylake . . .	Flat <i>Liverpool</i> , of Liverpool. Assisted to save vessel.	
Port Logan . .	Barque <i>Sea</i> , of Egersund	14
Winterton No. 1	Brigantine <i>Hannah</i> , of Great Yarmouth . . .	4

The Harwich steam Life-boat assisted to save the stranded barque *Triton*, of Roatock.

Voted also 22*l.* 1*s.* to defray the cost of launches or assemblies of crews of the following Life-boats with the view of assisting the crews of vessels in distress:—Barrow, Broadstairs, Caister No. 2, Carrickfergus, Gorleston No. 1, Newcastle (co. Down), North Berwick, Palling No. 2, Queenstown, Stornoway, Walton-on-the-Naze, and Winterton No. 1.

Resolved that a letter of thanks and the sum of 10*s.* be presented to Captain John Rayer, of the steam-tug *Salvor*, of Cardiff, and 10*s.* to each of the crew of that vessel, for promptly casting off a ship which they, in company with another tug, had in tow, and proceeding to the assistance of the ketch *Cruiser*, of Barnstaple, which had been run down by a steamer off Hangman Hill, Devonshire, on the night of the 27th October. They succeeded in rescuing two of the vessel's crew of three men, the other having been drowned before help could reach him.

THURSDAY, 9th December, 1897.

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

Read and confirmed the minutes of the previous meeting.

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

Also read and confirmed the minutes of the last meeting of the Central Committee of the Life-boat Saturday Fund.

Read the report of the Chief Inspector of Life-boats on his recent visits to South Shields, Sunderland and Holy Island.

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

Northern District—Newburgh, Fraserburgh, Whitelink Bay, St. Andrews, Lossiemouth,

Buckie, Banff, Stonehaven, Gourdon, Johnshaven and Montrose (two boats).

Eastern District—Robin Hood's Bay, Scarborough, Filey, Flamborough (two boats), Mablethorpe, Skegness, Chapel, Donna Nook, Sutton, Wells and Blakeney.

Southern District—Brixham, Torquay, Hope Cove, Salcombe, Yealm River, Plymouth, Teignmouth, Exmouth and Sidmouth.

Western District—Padstow, St. Agnes, St. Mary's, Hayle, Penzance, St. Ives and Sennen Cove.

Irish District—Ramsey, Hoylake, Hilbre Island, Southport (two boats), Formby and New Brighton (two boats).

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

	£	s.	d.
Jewish Scholars' Jubilee Life-boat Fund, to defray the cost of the Newhaven new Life-boat, the <i>Michael Henry</i>	700	-	-
Independent Order of Oddfellows (Manchester Unity) in aid of support of <i>Manchester Unity</i> Life-boat at Grimsby	60	18	6
" <i>Marie</i> "	40	-	-
Miss HILL, "as a very small contribution towards the money the Institution has lost through calumny"	15	-	-
Offertry in Padstow Church on Sunday, 7th November, per the Rev. E. F. NUGENT, M.A.	7	-	-

To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late Lady JANE DUNDAS	200	-	-
The late Miss MARGARET BARROW, of Edinburgh	100	-	-
The late Mr. R. J. FRYETT, of Worthing	10	-	-

Deep regret was expressed at the lamented death of Admiral Sir AUGUSTUS PHILLIMORE, K.C.B., who had been a member of the Committee of Management of the Institution for twenty years, and it was decided to send a letter of condolence to Lady PHILLIMORE.

Also at the death of Mr. WILLIAM AULD, who had for thirteen years rendered the Institution good service as Honorary Secretary of its Littlehampton Branch, and it was decided to send a letter of sympathy to his widow.

Voted the thanks of the Institution to Mr. THOMAS DREWRY and Mr. GEORGE PIGGOTT in acknowledgment of their long and valuable co-operation extending over many years as the Treasurer and Honorary Secretary respectively of the Fleetwood and Worthing Branches of the Institution.

Reported that the steam Life-boat *City of Glasgow* had been transferred from the Harwich Station to the Gorleston Station for temporary service.

Paid 7,174*l.* for sundry charges on various Life-boat establishments.

Voted 641*l.* 8*s.* 10*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Caister No. 2 . . . . .	Barge <i>Lord Wolseley</i> , of London. Landed one man from Cockle Light-vessel.	
Clacton . . . . .	Barque <i>Thyra</i> , of Frederickstadt . . . . .	10
Cromer . . . . .	Ketch <i>Hero</i> , of Goole . . . . .	4
Donna Nook . . . . .	Schooner <i>Pearson</i> , of London . . . . .	4
Fleetwood . . . . .	Ship <i>Larnica</i> , of Windsor, N.S. . . . .	20
Gorleston No.1 . . . . .	Schooner <i>Robert</i> , of Rye, and fishing-boat <i>Stella</i> . . . . .	14
Holyhead No.1 . . . . .	Barque <i>Alert</i> , of St. John, N.B. . . . .	10
Hoylake . . . . .	S.S. <i>Le Blanc</i> . Rendered assistance.	
Looe . . . . .	Ketch <i>Foundling</i> , of Brixham. Stood by vessel.	
Lowestoft No.2 . . . . .	Ketch <i>Despatch</i> , of Hull . . . . .	2
Margate . . . . .	Ketches <i>Flower of Essex</i> , <i>Enterprise</i> , <i>Lord Beresford</i> , and <i>Eustace</i> . . . . .	14
North Deal . . . . .	Barque <i>Thistle</i> , and other vessels. Stood by vessels.	
Pakefield . . . . .	Ketches <i>Magnet</i> and <i>Louise</i> . . . . .	16
Polpear . . . . .	S.S. <i>Londore</i> , of Liverpool . . . . .	10
Port Patrick . . . . .	S.S. <i>Bathori</i> , of Fiume . . . . .	25
Ramsey . . . . .	Schooner <i>Nelson</i> , of Belfast . . . . .	5
Saltburn . . . . .	Schooner <i>Loch Alsh</i> . . . . .	4
Winterton No.2 . . . . .	Brig <i>Artiere Giovanni</i> , of Fiume . . . . .	2

The Broadstairs, Gorleston No. 1, Lowestoft No. 2, Margate, Pakefield, and Ramsgate Life-boats respectively rendered the following services:—Brigantine *Fleetwing*, of Brixham, assisted to save vessel and seven lives; schooner *Lucinda*, of South Shields, assisted to save vessel and seven; schooner *Broughty Castle*, of Plymouth, assisted to save vessel and four; ship *Persian Empire*, of West Hartlepool, assisted to save vessel and twenty-four; schooner *Natalie*, of Tynemouth, assisted to save vessel and eight; and ship *Kommander Svend Foyn*, of Sandefjord, assisted to save vessel and eight.

Voted also 1,203*l.* 3*s.* to defray the expenses of assembling the crews or launching the following Life-boats, with the view of assisting the crews of distressed vessels:—Aldeburgh, Boulmer, Brancaster, Bridlington, Broadstairs, Cadgwith, Deal, Dungeness, Filey, Fishguard No. 2, Flamborough No. 2, Gorleston No. 1, Harwich No. 1, Hasborough, Hilbre Island, Hoylake, Hunstanton, Irvine, Kildonan, Littlehampton, Lowestoft, Margate, New Brighton (steam Life-boat), Padstow, Palling Nos. 1 and 2, Roker, Scarborough, Skegness, Southend (Essex), St. David's, Sunderland (South Pier and South Outlet), Walmer, Walton-on-the-Naze, White-link Bay and Winterton Nos. 1 and 2.

The Ramsgate Life-boat was also taken out, but her services were not eventually needed.

The Committee expressed their deep sympathy with the widows and other relatives of the nine men who unhappily lost their lives by the capsizing of the Margate beachmen's surf-boat *Friend of All Nations*, while on the way to the

assistance of the ship *Persian Empire*, of West Hartlepool, in a strong gale from N.N.E. and a very heavy sea, accompanied by rain and snow, at about half-past five o'clock on the morning of the 2nd December.

The sum of 1,000*l.* was granted in aid of the fund raised locally for the relief of the widows and dependents of the deceased men.

The sum of 150*l.* was granted towards the fund for the benefit of the Palling beachmen whose yawls were destroyed by the severe gale and high tides experienced on the 29th November. The greater number of the men were absent from the station at the time on duty with the Life-boat and were consequently unable to protect their property.

Voted 3*l.* to two men injured on occasions of service by the Deal and Palling No. 2 Life-boats.

Voted also 25*l.* 10*s.* to seventeen men for putting off in a large yawl from Wells, Norfolk, and rescuing a man from the cutter *Nancy*, of Grimsby, which had sunk in a N.E. gale on the 2nd December. The sum of 3*l.* 8*s.* 9*d.* was also awarded to fifteen men who were engaged in launching and hauling up the yawl on the occasion.

Also 8*l.* to eight men for putting off in a boat and rescuing three men from the boat *Star of Hope*, in a moderate N.N.W. gale and a heavy sea on the 3rd September.

Also 7*l.* 10*s.* to fifteen men for landing the crew of the barque *Ruby*, of Belfast, which had broken from her moorings alongside the pier at Rosslare, Ireland, on the 15th November.

Also 2*l.* 10*s.* to five Royal Artillerymen for putting off in a boat and endeavouring to rescue five comrades who were unable to return to the shore, having gone off in a boat to secure other boats which were adrift on the 29th November. The would-be rescuers were carried out to sea, and they and the occupants of the other boat were picked up by passing steamers.

Also 1*l.* 5*s.* to five men who put off in a boat and rescued two of the crew of the s.s. *Landore*, of Liverpool, which stranded on the Manhere rock, Lizard, in a moderate wind and sea, on the 23rd November.

Also 10*s.* to a man who waded into the water and by means of a line assisted the crew of the schooner *Percy*, of Woodbridge, to land; their vessel having stranded near Winterton in a gale and very heavy sea on the 29th November.

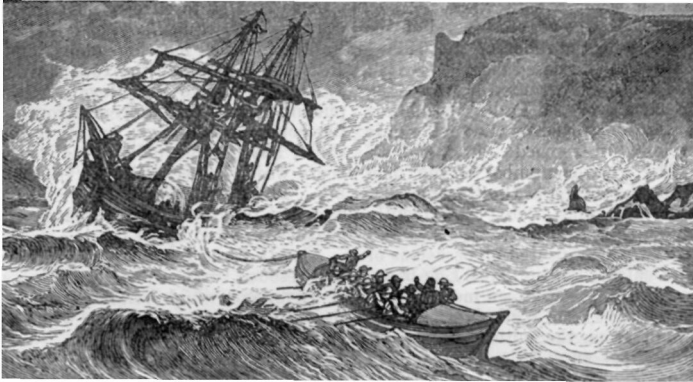
## THE LIFE-BOAT.

ONE night in Autumn, lately past,  
Remembered by a chilly blast,  
That swept o'er all the country wide,  
While sitting at the warm fireside,  
I mused on all the trials sore,  
Of Mariners around our shore;  
As day by day, the papers tell,  
Of sad disasters, known too well  
To those who live close by the sea,  
When they these wrecks so frequent see.  
As each recurring Autumn comes,  
'Tis sad to hear the total sums  
Of human lives lost on the sea,  
When by the fireside thus are we.  
What can we do, to help, to save  
These toilers on the angry wave?  
A National Institute have we,  
For saving life upon the sea,  
Who keep their Life-boats on the shore  
Wherever angry billows roar;  
And hardy crews to man each boat  
At times when they can scarcely float.  
But to provide these gallant crews,  
(Who from the hardest men they choose),  
With all the things that they may need,  
Requires some help from all: Indeed,  
The public's help is all they get,  
Which help has never failed them yet;  
And never shall its income fail,  
While living man can tell the tale  
Of deeds of heroism done  
Wherever they've the task begun,  
Of saving life, amid the storm,  
And tempests of the wildest form.  
In fancy now I see them go  
To render aid in case of woe.

As they the Life-boat eager launch.  
These men so brave, so true, and staunch,  
And each one works his very best,  
Nor ever from their labour rest  
Until their object is attained,  
And they at length the wreck have gained.  
See! how the crowd upon the shore,  
More eager now than e'er before,  
Do strain their eyes in face of storm;  
And when they see the Life-boat's form,  
Cheer after cheer goes o'er the wave,  
As they their fellow-creatures save.  
Slowly they come towards the shore,  
While still the surf doth loudly roar;  
Nearer, and yet more near, they come,  
Striving to bring the rescued home;  
Till, by the aid of gallant band,  
The boat is safely brought to land.  
The rescued, now upon the beach,  
With feelings all too deep for speech,  
In silence offer up a prayer  
And praise for their deliverance there.  
The hardy crew secure their boat,  
And with a humble thankful note,  
Congratulate each other now  
They're safe on shore, and kept their vow  
To rescue their poor fellow-men,  
Or perish with them; as just then  
God's mercy to them, they could see,  
Had helped them through that awful sea.  
For these brave men I plead again,  
And trust I shall not plead in vain;  
The Life-boat Institute support,  
And they will give a good report  
Of means, well spent; and thus to save  
Our toilers from a watery grave.

R. WATSON.

*Services of the Life-boats of the Institution during 1897.*



			Lives saved.
1897.			
Jan. 6.	11. 0 a.m.	Schooner <i>Volunteer</i> , of Dublin. Penmon Life-boat saved . . . . .	4
„ 12.	7.10 p.m.	Ship <i>Brabloch</i> , of Glasgow. Bull Bay Life-boat remained by vessel.	
„ 16.	11. 0 a.m.	Brigantine <i>Patho</i> , of London. Clacton Life-boat remained by vessel.	
„ 19.	4.30 a.m.	Ship <i>Altair</i> , of Bremen. Donna Nook Life-boat stood by vessel.	
„ 22.	10. 0 a.m.	S.S. <i>Ardale</i> , of Dundee. Great Yarmouth Life-boat assisted to save vessel.	
„ 22.	10.15 a.m.	Twelve fishing-yawls. Arbroath Life-boat stood by boats.	
„ 23.	1.30 a.m.	Schooner <i>Bispham</i> , of Fleetwood. Abersoch Life-boat rescued . . . . .	5
„ 23.	7. 0 a.m.	Ketch <i>Isabella</i> , of Harwich. Winterton No. 1 Life-boat saved . . . . .	2
„ 23.	9.30 a.m.	Schooner <i>Sancho Panza</i> , of Faversham. Harwich Life-boat saved . . . . .	6
„ 23.	„	A smack's boat. Harwich Life-boat saved . . . . .	5
„ 23.	1.15 p.m.	Steam-launch <i>Zulu</i> , of Poole. Poole Life-boat landed 2.	
„ 25.	12.30 p.m.	Coble <i>Mary Ellen</i> . Cullercoats Life-boat landed crew and towed boat to harbour.	
„ 25.	12.30 p.m.	Brigantine <i>Prospect</i> , of Belfast. Port Logan Life-boat rescued . . . . .	4
„ 27.	9.45 a.m.	Twenty-seven fishing-boats. Montrose No. 1 Life-boat stood by boats.	
Feb. 2.	12.35 p.m.	S.S. <i>Imbros</i> , of Hull. Port Eynon Life-boat stood by vessel.	
„ 6.	3.45 a.m.	Barquentine <i>Ornen</i> , of Gothenburg. Walmer Life-boat rendered assistance.	
„ 7.	6.35 a.m.	Brigantine <i>Argo</i> , of Marstal. Gorleston No. 1 Life-boat rescued . . . . .	6
„ 8.	3.30 a.m.	Smack- <i>trawler John Smart</i> , of Shields. Newbiggin Life-boat rescued . . . . .	8
„ 9.	9.30 a.m.	S.S. <i>Angloman</i> , of Liverpool. Holyhead No. 1 Life-boat transferred 38 persons to a tug.	
„ 9.	9.50 a.m.	S.S. <i>Angloman</i> , of Liverpool. Cemlyn Life-boat stood by vessel.	
„ 9.	10. 0 a.m.	„ „ Cemaes Life-boat rendered assistance.	
„ 9.	10. 0 a.m.	„ „ Holyhead No. 2 Life-boat landed 31 persons.	
„ 9.	11. 0 a.m.	Barquentine <i>Höganäs</i> , of Höganäs. Kingsdowne Life-boat rendered assistance.	
„ 18.	1.58 p.m.	Steamer <i>Paris</i> , of Hull. Walton-on-the-Naze Life-boat stood by vessel.	
„ 20.	11.30 p.m.	Smack <i>Orion</i> , of Ramsey. Peel Life-boat rescued . . . . .	3
„ 20-21.		Ship <i>Alcester</i> , of Liverpool. Atherfield Life-boat rescued . . . . .	22
„ 21.	12.45 a.m.	Flat <i>Ann Grace</i> , of Liverpool. Point of Ayr Life-boat rescued . . . . .	2
„ 21-22.		S.S. <i>Varna</i> , of London. Caister No. 2 Life-boat remained by vessel.	
„ 22.		Flat <i>Ann Grace</i> , of Liverpool. Hoylake Life-boat saved vessel.	
„ 23.	2.45 a.m.	Smack <i>Mayfield</i> , of Grimsby. Donna Nook Life-boat stood by vessel.	
„ 24.	8.30 a.m.	Brig <i>Green Olive</i> , of Littlehampton. Walton-on-the-Naze Life-boat saved . . . . .	8
Mar. 2.	noon.	Yawl <i>Fairy Queen</i> , of Wexford. Wexford No. 1 Life-boat assisted to save vessel and . . . . .	4
„ 2.	7.45 p.m.	Ketch <i>John</i> , of Bideford. Appledore No. 2 Life-boat rescued . . . . .	3
„ 2.	11.30 p.m.	S.S. <i>Jacynth</i> , of Dundee. Sunderland South Pier Life-boat saved . . . . .	11
„ 2.	midnight.	Barge <i>Ada</i> , of London. Southend (Essex) Life-boat rendered assistance.	
„ 3.	2.35 a.m.	Smack <i>Rainbow</i> , of Lowestoft. Gorleston No. 1 Life-boat saved . . . . .	5
„ 3.	7. 0 a.m.	Ketch <i>Fox</i> , of Cowes. Southsea Life-boat rescued . . . . .	2

		Lives saved.
1897.		
Mar. 3.	10. 0 a.m. Norwegian barque <i>Nornen</i> . Burnham Life-boat landed 10.	
" 3.	10.50 a.m. Smack <i>Telephone</i> , of Padstow. Clovelly Life-boat saved vessel and .	3
" 3.	noon. Schooner <i>Nancy</i> , of Goole. Broadstairs Life-boat rescued . . . . .	4
" 3.	2. 0 p.m. Barge <i>Charles Little</i> , of Rochester. Southend ( <i>Essex</i> ) Life-boat rescued . . . . .	2
" 3.	4. 0 p.m. Schooner <i>Agricola</i> , of Cardiff. Fishguard No. 2 Life-boat rescued . .	4
" 4.	10.15 a.m. Barque <i>Lady Gladys</i> , of Tönsberg. Penzance Life-boat landed 17.	
" 4.	11.30 a.m. About 50 fishing-boats. Montrose No. 1 Life-boat stood by boats.	
" 4.	11.30 a.m. Fishing cobbles. Newbiggin Life-boat stood by boats.	
" 4.	11.45 a.m. Fishing-boats of Gourdon. Gourdon Life-boats stood by boats.	
" 4.	noon. Ten fishing-boats of Johnshaven. Johnshaven Life-boat stood by boats.	
" 10.	1.30 a.m. S.S. <i>Teza</i> , of Glasgow. Irvine Life-boat rescued . . . . .	8
" 12.	5.15 p.m. Cobles <i>Mary Alice</i> and <i>Tranquil</i> , of Whitby. Whitby No. 2 Life-boat assisted boats.	
" 13.	6.20 a.m. Brig <i>Vaaren</i> , of Tvedestrand. Cresswell Life-boat rescued . . . . .	4
" 13.	4. 0 p.m. Schooner <i>Jessie Rae</i> , of Belfast. Port Logan Life-boat saved vessel and . . . . .	3
" 17.	6. 0 a.m. Brig <i>Terra Nova</i> , of Tönsberg. Johnshaven Life-boat saved vessel.	
" 19.	7.45 a.m. Lugger <i>Faith</i> , of Lowestoft. Lowestoft No. 1 Life-boat saved vessel and . . . . .	2
" 19.	9. 0 a.m. Fishing-boats. Girvan Life-boat attended boats.	
" 21.	8.15 a.m. Schooner <i>Waterlily</i> , of Liverpool, and Barque <i>Concurrent</i> , of Christiania. Formby Life-boat stood by vessels.	
" 22.	6.15 a.m. Boats of s.s. <i>Editor</i> , of Liverpool. Holyhead No. 1 Life-boat landed 27.	
" 23.	4.30 p.m. Yawl <i>Arctic</i> , of Wexford. Wexford No. 1 Life-boat remained by vessel.	
" 26.	10.15 a.m. Thirty-five fishing-boats. Montrose No. 1 Life-boat stood by boats.	
" 26.	11.45 a.m. Fourteen fishing-boats. Gourdon Life-boat stood by boats.	
" 26.	11.55 a.m. Four fishing-boats. Johnshaven Life-boat stood by boats.	
" 26.	1. 9 p.m. Flat <i>Swift</i> . Hilbre Island Life-boat stood by vessel.	
" 28.	9.45 a.m. Schooner <i>Express</i> , of Wexford. Arklow Life-boat saved . . . . .	1
" 28.	7.40 p.m. Brigantine <i>Uto</i> , of Lillesand. Ramsey Life-boat landed 6.	
" 28.	9.30 p.m. Barque <i>Beech Holm</i> , of Sunderland. Ayr Life-boat rescued . . . . .	14
" 29.	1.55 p.m. Lugger <i>Emily</i> , of Gorleston. Gorleston No. 1 Life-boat saved vessel and . . . . .	2
Apr. 2.	3.55 a.m. Barque <i>Aberlemno</i> , of Swansea. Ilfracombe Life-boat assisted to save vessel.	
" 5.	8.20 p.m. Schooner <i>Maria McMillan</i> . Dungarvan Life-boat rescued . . . . .	4
" 6.	3. 0 p.m. A Coastguard punt. Swanage Life-boat rescued . . . . .	2
" 7.	5.30 a.m. S.S. <i>Rannoch</i> , of Glasgow. Cloughy Life-boat landed 15.	
" 7.	6.20 a.m. Schooner <i>James and Agnes</i> , of Lancaster. Porthcawl Life-boat rescued . . . . .	2
" 8.	5.35 a.m. S.S. <i>Langdon</i> , of London. North Deal Life-boat assisted to save vessel.	
" 8.	5.45 a.m. " " Kingsdowne " "	
" 8.	7. 0 a.m. " " Broadstairs " "	
" 8.	" " Ramsgate " "	
" 9.	6.15 a.m. Schooner <i>Excel</i> , of Bideford. Kingsdowne Life-boat assisted to save vessel and . . . . .	5
" 13.	2.45 p.m. Coble <i>Try Again</i> . Newbiggin Life-boat stood by vessel.	
" 13.	7. 5 p.m. Fishing-boat <i>Royal Arch</i> . Arbroath Life-boat stood by vessel.	
" 28.	8. 0 p.m. Brigantine <i>Watch</i> , of Hull. Caister No. 2 Life-boat remained by vessel.	
May 7.	7.30 a.m. Fishing-smack <i>Oiling On</i> , of Pargate. Point of Ayr Life-boat rendered assistance.	
" 7.	" Fishing-smack <i>Polly</i> , of Pargate. Point of Ayr Life-boat stood by vessel.	
" 8.	9. 0 a.m. Three-masted schooner <i>Annie Crosfield</i> , of Barrow. Holyhead No. 1 Life-boat assisted to save vessel.	
" 11.	1.15 a.m. Smack <i>Emily</i> , of Appledore. Clovelly Life-boat landed 2.	
" 12.	11. 0 a.m. Ketch <i>Acacia</i> , of London. Montrose No. 1 Life-boat saved . . . . .	7
" 12.	9. 0 p.m. Ketch <i>Firefly</i> , of London. Broadstairs Life-boat assisted to save vessel and . . . . .	4
June 3.	4.20 a.m. Schooner <i>Luna</i> . Cullercoats Life-boat rescued . . . . .	6
" 4-6.	S-S. <i>Laleham</i> , of Newcastle. Caister No. 2 Life-boat assisted to save vessel.	
" 7.	7.45 a.m. Ship <i>Micronesia</i> , of Liverpool. Walmer Life-boat rendered assistance.	
" 8.	2.45 p.m. S.S. <i>Teika</i> , of Plymouth. Aldeburgh Life-boat stood by vessel.	
" 8.	10.15 p.m. Ketch <i>William Shepherd</i> , of Beaumaris. Moelfre Life-boat saved . .	2
" 16.	7.15 a.m. Three Fishing Vessels. Peel Life-boat rendered slight assistance.	

				Lives Saved.
1897.				
June 16.	8. 0 a.m.	Barque <i>Soalen</i> , of Tvedestrand.	Fleetwood Life-boat rescued . . .	3
" 16.	"	Barque <i>Louisa</i> , of Drammen.	" "	10
" 16.	"	S.S. <i>Zillah</i> , of Liverpool.	" "	5
" 16.	9. 0 a.m.	Schooner <i>Miss Hughes</i> , of Carnarvon.	Porthdinllaen Life-boat assisted to save vessel and . . .	4
" 16.	9.30 a.m.	Schooner <i>Holly How</i> , of Galway.	Groomsport Life-boat rescued . . .	8
" 16.	"	Smack <i>Harp</i> , of Arklow.	" "	4
" 16.	9.42 a.m.	Schooner <i>Maid of Irvine</i> , of Belfast.	Ramsey Life-boat rescued . . .	3
" 16.	9.50 a.m.	Brig <i>Moringen</i> , of Drammen.	Aberdovey Life-boat rescued . . .	6
" 16.	11. 5 a.m.	Schooner <i>Furness Abbey</i> , of Glenarm.	Ramsey Life-boat rescued . . .	3
" 16.	1.45 p.m.	Lord Nelson's old flag-ship <i>Foudroyant</i> .	Blackpool Life-boat saved . . .	28
" 18.	1.15 p.m.	Sch. <i>Catherine Henry</i> , of Aberystwyth.	Criccieth Life-boat rescued . . .	3
" 19.	6. 0 p.m.	A fishing-boat.	Port Patrick Life-boat rendered assistance.	
Aug. 13.	1.10 p.m.	S.S. <i>Grimby</i> , of Cardiff.	Clovelly Life-boat rescued . . .	17
" 17.	1.30 p.m.	Cutter yacht <i>Lucinda</i> .	Ramsey Life-boat landed 2.	
" 24.	3.15 p.m.	Schooner <i>Why Not</i> , of Carnarvon.	Kingsdowne Life-boat remained by vessel.	
" 25.	2.20 a.m.	Three-masted schooner <i>Bristow</i> , of Hull.	Kingsdowne Life-boat remained by vessel.	
" 27.	1.30 a.m.	Smack <i>Young Joseph</i> , of Great Yarmouth.	Gorleston No. 3 Life-boat rescued . . .	5
" 31.	10.35 a.m.	Lugger <i>Boy George</i> .	Padstow Life-boat rendered assistance.	
Sept. 1.	7. 0 p.m.	Cutter <i>Retort</i> , of Lowestoft.	Great Yarmouth Life-boat assisted to save vessel and . . .	2
" 1.	11.15 p.m.	Smack <i>Samuel J. Dobson</i> , of Lowestoft.	Lowestoft No. 2 Life-boat assisted to save vessel and . . .	5
" 2.	9. 0 a.m.	Schooner <i>Dora</i> , of Chester.	Llandudno Life-boat saved vessel.	
" 20.	midnight.	Fishing-cobles.	Whitby No. 2 Life-boat stood by boats.	
" 26-27.		Schooner <i>Grei</i> , of Stavanger.	Crail Life-boat rendered assistance.	
" 29.	9.10 a.m.	S.S. <i>Starlight</i> , of West Hartlepool.	St. Agnes Life-boat stood by vessel.	
Oct. 5.	8.30 a.m.	Schooner <i>Julie Alide</i> , of Riga.	Cresswell Life-boat stood by vessel.	
" 14.	9.45 a.m.	Flat <i>Liverpool</i> , of Liverpool.	Hoylake Life-boat assisted to save vessel.	
" 17.	12.30 p.m.	Barque <i>Sea</i> , of Egersund.	Port Logan Life-boat rescued . . .	14
" 25.	2.45 a.m.	Barque <i>Triton</i> , of Rostock.	Harwich Steam Life-boat assisted to save vessel.	
Nov. 3.	1. 0 a.m.	Brig <i>Hannah</i> , of Great Yarmouth.	Winterton No. 1 Life-boat saved . . .	4
" 10-11.		Barque <i>Artiere Giovanni</i> , of Fiume	" " " " " " " " " " " "	2
" 23.	3. 0 p.m.	S.S. <i>Landore</i> , of Liverpool.	Polpear Life-boat rescued . . .	10
" 24.	8.55 p.m.	S.S. <i>Le Blanc</i> .	Hoylake Life-boat rendered assistance.	
" 28.	3.30 p.m.	Cutter <i>Rock Light</i> .	New Brighton Steam Life-boat saved vessel.	
" 28.	4.54 p.m.	Schooner <i>Nelson</i> , of Belfast.	Ramsey Life-boat rescued . . .	5
" 28.	6.30 p.m.	Barque <i>Alert</i> , of St. John, N.B.	Holyhead No. 1 Life-boat saved . . .	10
" 28.	11.45 p.m.	Barge <i>Lord Wolseley</i> , of London.	Caister No. 2 Life-boat landed 1 from Cockle Light Vessel.	
" 29.	1.30 a.m.	Ship <i>Larnica</i> , of Windsor, N.S.	Fleetwood Life-boat saved . . .	20
" 29.	1.45 a.m.	Schooner <i>Loch Alah</i> .	Saltburn Life-boat saved . . .	4
" 29.	9.45 a.m.	Ketch <i>Flower of Essex</i> , of Harwich.	Margate Life-boat saved . . .	3
" 29.	9.45 a.m.	Ketch <i>Enterprize</i> , of Harwich.	" " " " " " " " " "	3
" 29.	9.45 a.m.	Ketch <i>Lord Beresford</i> , of London.	" " " " " " " " " "	4
" 29.	9.45 a.m.	Ketch <i>Eustace</i> , of Rochester.	" " " " " " " " " "	4
" 29.	10. 0 a.m.	Schooner <i>Broughty Castle</i> , of Plymouth.	Lowestoft No. 2 Life-boat assisted to save vessel and . . .	4
" 29.	10.20 a.m.	Schooner <i>Robert</i> , of Rye, and fishing-boat <i>Stella</i> .	Gorleston No. 1 Life-boat saved . . .	14
" 29.	10.30 a.m.	Ketch <i>Magnet</i> , of Burnham.	Pakefield Life-boat saved . . .	11
" 29.	10.30 a.m.	Ketch <i>Louise</i> , of Swansea.	" " " " " " " " " "	5
" 29.	11.40 a.m.	Ketch <i>Despatch</i> , of Hull.	Lowestoft No. 2 Life-boat saved . . .	2
" 29.	11.45 a.m.	Barque <i>Thistle</i> and other vessels.	North Deal Life-boat stood by.	
" 29.	2.20 p.m.	Schooner <i>Pearson</i> , of London.	Donna Nook Life-boat saved . . .	4
" 29.	2.30 p.m.	Brigantine <i>Fleetwing</i> , of Brixham.	Broadstairs Life-boat assisted to save vessel and . . .	7
" 29.	3.45 p.m.	Ship <i>Kommander Svend Foyne</i> , of Sandefjord.	Ramsgate Life-boat assisted to save vessel and . . .	8
" 29.	—	Barge <i>Lord Nelson</i> , London.	Gorleston Steam Life-boat rend. assist.	
" 30.	7. 0 a.m.	Schooner <i>Natalie</i> , of Tynemouth.	Pakefield Life-boat assisted to save vessel and . . .	8
Dec. 2.	5.30 a.m.	Ship <i>Persian Empire</i> , of West Hartlepool.	Margate Life-boat assisted to save vessel and . . .	24
" 2.	7.40 a.m.	Schooner <i>Lucinda</i> , of South Shields.	Gorleston No. 1 Life-boat assisted to save vessel and . . .	7

		Lives saved.
1897.		
Dec. 2.	10.30 a.m. Barque <i>Thyra</i> , of Frederickstadt. Clacton Life-boat saved . . .	10
" 2.	10.30 p.m. Ketch <i>Foundling</i> , of Brixham. Looe Life-boat stood by vessel.	
" 3.	1.30 a.m. Ketch <i>Hero</i> , of Goole. Cromer Life-boat saved . . . . .	4
" 4.	11.15 p.m. S.S. <i>Gael</i> , of Glasgow. Montrose No. 1 Life-boat rescued. . . . .	3
" 5.	7.10 a.m. S.S. <i>Bathori</i> , of Fiume. Port Patrick Life-boat rescued . . . . .	25
" 5.	11. 0 a.m. S.S. <i>Banes</i> , of Bergen. Walton-on-Naze Life-boat stood by vessel.	
" 7.	1. 0 p.m. Yawl <i>Brothers</i> , of Wexford. Wexford Life-boat rendered assistance.	
" 8.	5.30 a.m. Brig <i>Agenora</i> , of Guernsey. Kingsdowne Life-boat saved vessel and	8
" 11.	3. 0 a.m. S.S. <i>Radyr</i> , of Cardiff. Holyhead No. 1 Life-boat rendered assistance.	
" 11.	12.15 p.m. Steam-flat <i>Canada</i> . Southport No. 2 Life-boat saved . . . . .	4
" 13.	10.30 a.m. Twenty-nine fishing cobs. Filey Life-boat stood by boats.	
" 13.	11. 0 a.m. Ten fishing cobs. Newbiggin Life-boat stood by boats.	
" 13.	5.45 p.m. S.S. <i>East Neuk</i> , of Kirkcaldy. Hauxley Life-boat landed 9.	
" 13.	8.25 p.m. Fishing-boat <i>Cirence</i> . Mevagissey Life-boat saved . . . . .	3
" 13.	8.25 p.m. Fishing-boat <i>Silent</i> . Mevagissey Life-boat rendered assistance.	
" 14.	8.55 p.m. Schooner <i>Glynaeron</i> , of Beaumaris. Ramsey Life-boat landed 3.	
" 16.	9.30 a.m. Brigantine <i>Sylphidine</i> . Boulmer Life-boat remained by vessel.	
" 19.	9.10 a.m. Smack <i>E. &amp; I. G.</i> , Ramsgate. Ramsgate Life-boat saved vessel and	3
" 19.	10. 0 a.m. S.S. <i>Amie</i> , of London. Lynmouth Life-boat landed 12.	
" 20.	3.30 a.m. Smack <i>Follow</i> , of Great Yarmouth. Gorleston No. 2 Life-boat saved	6
" 25.	10. 0 a.m. Iron Barge "100." St. Agnes' Life-boat assisted to save vessel.	
" 27.	3. 0 p.m. Schooner <i>Jane</i> , of Portmadoc. Rhosneigr Life-boat rescued. . . . .	6
" 28.	noon. Twenty-four fishing cobs. Newbiggin Life-boat stood by boats.	
" 30.	10.45 a.m. Steamer <i>Storm King</i> , of London. Walmer Life-boat stood by vessel.	
" 31.	10.15 p.m. S.S. <i>Marmion</i> , of Glasgow. Ballywalter Life-boat stood by vessel.	

Total lives saved by the Life-boats in 1897, in addition to 30 vessels. . . . . 534

Rewards were also granted by the Institution in the same period for saving by means of Fishing and other Boats, etc. . . . . 125

Total for 1897 . . . . . 659



STEAM LIFE-BOAT "DUKE OF NORTHUMBERLAND" (R.N.L.B.I.) NEARING A WRECK.

**NOTICE.**

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

Vol. XVI., price 15s. of THE LIFE-BOAT JOURNAL, is now ready and procurable at the Institution, or by order of any bookseller. The Title-page and Index of that Volume can also be obtained separately.

# ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

**Honour—Her Most Gracious Majesty the Queen.**

**Vice-Honour—**  
 HIS ROYAL HIGHNESS THE PRINCE OF WALES, K.G.  
 HER ROYAL HIGHNESS THE PRINCESS OF WALES.  
 H.R.H. THE DUKE OF SAXE-COBURG AND GOTHA, DUKE OF EDINBURGH, K.G.  
 CAPTAIN HIS ROYAL HIGHNESS THE DUKE OF YORK, R.N., K.G.

**President—His Grace the Duke of Northumberland, K.G.**

**Chairman—Sir Edward Birkbeck, Bart., V.P. Deputy-Chairman—Colonel Fitz-Roy Clayton, V.P.**

**Secretary—Charles Dibdin, Esq., F.R.G.S.**



## APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that during the past year (1897) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £60,447 on its 295 Life-boat Establishments.

GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING 1897.

Number of Lives rescued by Life-boats, in addition to		£.	s.	d.
30 Vessels saved by them . . . . .	534	...	...	...
Number of Lives saved by Shore-boats, &c. . . . .	125	...	...	...
Amount of Rewards granted during the Year . . . . .	...	10,289	4	-
Honorary Rewards:—Silver Medals . . . . .	7	...	...	...
Binocular Glasses . . . . .	9	...	...	...
Aneroid Barometers . . . . .	1	...	...	...
Votes of Thanks on Vellum . . . . .	19	...	...	...
Certificates of Service . . . . .	9	...	...	...
<b>Total . . . . .</b>	<b>45</b>	<b>659</b>	<b>£10,289</b>	<b>4 -</b>

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, is 40,274. The rewards and recognitions granted by the Institution in the same period comprised 99 Gold Medals and Clasps, 1,161 Silver Medals and Clasps, 275 Binocular Glasses, 15 Telescopes, 14 Aneroid Barometers, 1,577 Votes of Thanks, inscribed on vellum and framed, 72 Certificates of Service framed, and £179,835 in money.

The Committee earnestly appeal to the British Public for Funds to enable them to maintain their 295 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-boat men, 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, 14 JOHN STREET, ADELPHI, London; by the Bankers of the Institution, Messrs. COUTTS and Co., 59 Strand; and by all the other Bankers in the United Kingdom.—1st February, 1898.