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THE IMPORTANCE OF THE SYSTEM OF ELECTRICAL COMMUNICATION ESTABLISHED ON THE COAST FOR LIFE-SAVING PURPOSES.

IN 1889 Mr. ROBERT BAYLY, of Torr Grove, Plymouth, a member of the Local Committee of the Port of Plymouth Branch of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, published, with the sanction of the Plymouth Chamber of Commerce, of which he was also a member, a pamphlet (issued by White Stevens, "Parade" Printing Works, Plymouth), to which was attached plans showing the absence of telegraphic and telephonic communication around the coast of the United Kingdom as compared with other countries. The plans showed portions of our coast, viz., Portland Bill, round the Land's End to Ilfracombe, also the Tyne to the Humber, and in juxtaposition was shown the west coast of Jutland. Comparing the plans, it was seen that on our seaboard we were well provided with life-boat, coast-guard, and rocket stations but that our telegraph and telephone lines, except in a few cases, did not reach the coast; whereas in Denmark they were brought up to, and put into direct communication with, the lighthouses and the life-boat and rocket stations, to enable them to communicate with each other and with the country at large. The Chambers of Commerce of the United Kingdom at two spring meetings in London

unanimously passed resolutions calling upon the Government to undertake a scheme of coast communication; but it was not until the subject had been taken up by the ROYAL NATIONAL LIFE-BOAT INSTITUTION that the assent of Parliament was ultimately secured.

The Port of Plymouth Branch of the Institution prepared a memorial to the Committee of Management, which was forwarded to the various other branches, and in February, 1890, Admiral H. D. HICKLEY, Chairman of the Plymouth Branch, attended at the offices of the Institution in London to present the memorial, which was supported by 183 other branches, asking that the Institution should endeavour to induce the Government to establish a system of telegraphic and telephonic communication between coast-guard stations, shore lighthouses and life-boat stations. At the March meeting of the Committee of Management of the same year a special sub-committee was appointed to inquire into and report on the whole subject. On the 12th March, 1891, the report of the sub-committee was presented and it was resolved that communications be addressed to the Board of Trade, Admiralty, Post Office,

and the Committee of Lloyd's, asking their co-operation. The Chairman of the Institution, Sir EDWARD BIRKBECK, Bart., M.P., undertook to endeavour to secure a night for bringing the matter as soon as possible before the House of Commons; but "owing to the press of public business" no opportunity was afforded until April 1892, when at last Sir Edward Birkbeck was able to move his resolution. It was to the effect that it was desirable with the view of decreasing the loss of life from shipwrecks on the coast that the Government should provide either telephonic or telegraphic communication between all the coastguard and signal stations, and that on such parts of the coast where there were no coastguard stations the post offices nearest the Life-boat stations should be connected, so as to be in a position to give the Life-boat authorities the earliest possible information at all times, day and night; and, further, that a Royal Commission be appointed to consider the desirability or otherwise of electrically connecting the rock lighthouses, light-vessels, &c., with the shore. The resolution was agreed to without a division.

Such is a brief history of the manner in which this most important measure was obtained. The work was instantly begun by the Post Office, the most important parts of the coast, as recommended by the officers of the Institution, being first taken in hand, and very soon there obtained a state of affairs totally different from that to which Mr. Bayly had so ably drawn attention, and now, the communication scheme, so far as the land wires are concerned, is approaching completion. Great difficulty has been experienced in connecting the light-vessels, and although several are now in electrical communication with the shore, it is probable that until a perfect system of electrical communication, without the necessity of carrying the cable on board the light-vessel, is available, no very great strides will be made in this direction.

A system of coast communication being

established, the object of this article is to point out the very great importance of making the fullest possible use of it for life-saving purposes. The two great organisations in this country for saving life from shipwreck on our coasts are, as is well known, under the Board of Trade and the ROYAL NATIONAL LIFE-BOAT INSTITUTION; the former are responsible for the working of the rocket apparatus, which, with few exceptions, are placed entirely in the hands of her Majesty's coastguard, whose duty it also is to watch the coast and give the earliest possible information to those in charge of both organisations should there be any reason to think the services of either or both are required. In most instances, the electric instruments are placed under the charge of the coastguard, and since their establishment, the Admiralty have issued the following instructions:—

COPY OF STANDING ORDER, No. 130, ISSUED TO
HER MAJESTY'S COAST GUARD.

1. When a telephonic or telegraphic message is received at a Coast Guard Station, reporting a vessel in distress and that help is needed, the Coast Guard man receiving the message will, with a view to prevent subsequent doubt as to the terms of the message, at once enter it on the prescribed form (the ordinary telegraph form to be obtained at all Postal Telegraph Offices), and cause it to be conveyed immediately to one of the Coxswains or other Life-boat authority of the nearest Life-boat. The responsibility of launching or not launching the Life-boat will rest entirely with the Life-boat authorities and not with the Coast Guard.
2. If a telephonic or telegraphic message be received reporting that the neighbouring Life-boat has been launched, and that the nearest Life-boat is, or is not required, he will, in the same way, at once transfer the message to the Life-boat authorities connected with the Life-boat nearest to the Coast Guard Station.
3. Should the nearest Life-boat be launched on service and the Life-boat authorities request that the launch be reported to the Life-boat Station or Stations on either side, the message must be at once transmitted as desired, whether the object be to prevent another, or other boats, launching or otherwise.
4. In the event of a Coast Guard Officer or man observing a vessel in distress (including

vessels ashore), or signals of distress, or hearing guns denoting a vessel in distress, he will at once take the necessary steps to inform the Life-boat authorities connected with the windward Life-boat, either by telephone or telegraph, as the case may be, unless he should consider the circumstances require the launch of another Life-boat or other Life-boats, in which case he will advise the authorities of such Life-boat or Life-boats accordingly.

The Life-boat Institution has framed the following rules, which are published in their "Green Book of Regulations," viz., General Regulations, page 2, paragraph 11:—

Electrical Communication.

11. Wherever telephonic or telegraphic communication has been established for life-saving purposes every possible use is to be made of this means of communication for acquainting neighbouring Stations with the nature of the casualty and the action being taken by the Life-boat.

Instructions for Honorary Secretaries, page 5, paragraph 2:—

Telephonic and Telegraphic Communication.

2. On all occasions of the Life-boat's Crew being assembled for service and of the boat being launched for service, or from any circumstances being unable to launch when called for, the Honorary Secretary will be most careful to provide that every advantage is taken of the telephonic or telegraphic system which has been established for life-saving purposes either in connection with the Coast Guard, Post Office, Lighthouses or Light-vessels, either for the purpose of obtaining information from neighbouring Stations or giving information to such Stations and with the view of preventing the Life-boat or neighbouring Life-boats being unnecessarily launched.

Instructions for Coxswains, page 11, paragraph 22:—

Telephonic or Telegraphic Communication.

22. He is to be careful to avail himself of the telephonic or telegraphic communication, as arranged by the Honorary Secretary, with the Station Officer of Coast Guard or Postmaster for the purpose of obtaining information from neighbouring Stations or giving information to such Stations with a view of preventing the Life-boat or neighbouring Life-boats being unnecessarily launched.

A perusal of these instructions shows that their aims are directed (1st) to ensure

that the Life-boat station in the most favourable position for launching shall receive the earliest possible information, (2nd) that full advantage be taken to avoid unnecessary launches, and (3rd) that all available use be made of the electrical communication, so that each station may be made acquainted with the action being taken by its neighbours.

In most new things connected with Life-boat work, the full advantages are not at first seen, prejudices have to be overcome and local interests considered, and it cannot be said that the system of coast communication for life-saving purposes is an exception, for hitherto its working has left much to be desired. In some instances the actual arrangements for communicating by day and night have not been thoroughly understood and in many others have not been made proper use of.

It rarely happens that neighbouring Life-boat stations are in precisely similar conditions for launching at the same instant. One station may have a better beach from which to put off, or the configuration of the land may give it a little shelter, or the tide may be more favourable for one than at the other. When information of a vessel in distress is received at a Life-boat station, all these points must be considered, and even if it is decided to launch, full particulars should be sent to the adjoining stations, so that they may be on the alert in case of failure. If the casualty takes place on any part of the coast in the vicinity of a harbour where there may be a tug and a Life-boat or a steam Life-boat, all available information should be sent to them, even if it has to be passed through several Life-boat stations en route, for it must always be borne in mind that there are occasions when it is an impossibility for a Life-boat in an exposed position to get to sea, and many in which the aid of steam will ensure a neighbouring Life-boat reaching the distressed vessel sooner than a pulling or sailing Life-boat, although the latter may be nearer the casualty. Again, the various types of boats in the neighbourhood must be considered in

relation to the description of work required and information conveyed accordingly.

It is hardly to be expected that unnecessary launches can be altogether avoided. The spirit of emulation between neighbouring stations is too strong to justify the supposition that when the position of the wrecked vessel is such that there is no apparent advantage for one station over the other, one will wait to see if the other is going to launch, and it would be a great pity if friendly rivalry did not exist; but, by a judicious use of the electrical communication, there is no doubt that many unnecessary launches—and there are a great many—might be prevented. Especially is this to be looked for on the parts of the coast adjacent to outlying sand-banks, where light-vessels are stationed provided with codes of signals for indicating the position of the ship requiring help. The telephone can be used to consult with the adjoining stations to verify the exact signal being made, and in most cases accurate information can be obtained before the life-boat is ready to be launched, especially if it be night.

The prevention of unnecessary launches is of course of much less importance than the primary object of the coast communication scheme in its relation to Life-boat work; and it is more for the purpose of expediting the despatch of the Life-boat and to keep neighbouring stations in touch with each other, by affording them full information of what is being done when a wreck occurs, that local organisations should pay special attention. The coast-guard have repeatedly shown their willingness to assist in every way; and if there have been occasional failures to make the best use of the electrical communications provided, the cause has always been traceable to ignorance of the exact instructions under which the coast-guard and the local Life-boat organisations have to work. These regulations cannot be too widely circulated, and it is for that reason they have been printed *in extenso* in this article, with a hope that any readers of this journal connected with local branches may put themselves in possession of this most necessary and important information, and use the best means in their power to ensure their being thoroughly and efficiently carried out.

HURRAH FOR THE LIFE-BOAT MEN! *

I.

DARK and wild, at the midnight hour,
A ship near the rock-bound shore;
A signal seen from the village-green—
Seen many a time before!
The boatman leaves his wife and child
To rouse his comrades true—
From cot so warm, to fight the storm,
And save a shipwreck'd crew!

Chorus:

Then, Hurrah for the gallant Life-boat men!
Who ride the mountain-waves,
And fight with death at ev'ry breath
To save from wat'ry graves
The lives of those in anguish dread,
Far, far from kith and kin.
"A friend in need is a friend indeed!"
Then, Hurrah for the Life-boat men!

* Music by Chevalier Mocatta, published by the Portland Music Publishing Company, 74, Great Portland Street, W., and dedicated to the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

II.

The waves roll on, 'mid hailstone storm,
And all is dark ahead,
Save just a speck of the dismal wreck,
With those so near the dead!
Faintly they hear the distant cries,
Hush'd by the thunder's roar;
On land afar the beacon bright
To guide them back to shore!

Chorus:

Then, Hurrah for the gallant, etc.

III.

At length they reach the helpless wreck,
With ev'ry danger braved!
A mother and her babe, on deck,
Among the first are saved.
And one by one they leave the ship—
The vessel found'ring fast.
"All saved!" is heard on ev'ry hand—
The gallant captain last!

Chorus:

Then, Hurrah for the gallant, etc.

JOHN TREESTON.

PROPERTY SALVAGE SERVICES RENDERED BY LIFE-BOAT CREWS.

OUR readers will remember that one of the principal charges made against the management of the ROYAL NATIONAL LIFE-BOAT INSTITUTION—all of which charges were last year so exhaustively inquired into by the Select Committee of the House of Commons and pronounced by them in their Report to be “unfounded,” “preposterous,” “groundless” and “untrue”—was that the Life-boat crews were permitted not only to use the Life-boats for Property Salvage Services, but that they were allowed to make their own terms with the masters and owners of the vessels saved, with the result that in some cases their action practically resolved itself into piracy. During the Parliamentary Inquiry those who advanced such base charges against the gallant Life-boat crews, being unable to prove or verify either their assertions or the cases they advanced in support of them, wisely availed themselves of the permission magnanimously accorded them to withdraw them; but, notwithstanding this permission, the Parliamentary Committee, when treating the matter, reported: “Your Committee are emphatically of opinion that the attacks made upon the Institution in respect of property salvage have been unfounded as they certainly have been mischievous.” In a subsequent paragraph they recommended “that the Institution should only allow their crews to use the Institution boats on condition of the crews agreeing to such terms as to remuneration, and arbitration in case of dispute, as the Institution may prescribe;” and they added, “these terms your Committee think the Institution should settle in consultation with the Committee of Lloyd’s and the Board of Trade.” This recommendation of the Select Committee was the only recommendation of importance, and the Committee of Management of the Institution, having at once adopted the two other, and only other, minor recommendations of the Parliamentary Com-

mittee, forthwith approached the Board of Trade with a view to the holding of the proposed Conference. In due course the Board of Trade called together the Conference at which the Committee of Management of the Institution, the Committee of Lloyd’s and the Board of Trade were represented. Sir FRANCIS JEUNE, the President of the Admiralty Division of the High Court of Justice, attended each meeting of the Conference, at the request of the Board of Trade, to advise and assist with his most valuable experience with respect to property salvage claims. At the meetings of the Conference the whole question was most thoroughly and fully considered and threshed out, and the result of their deliberations was communicated to the ROYAL NATIONAL LIFE-BOAT INSTITUTION by the Secretary of the Board of Trade in the following important letter:

BOARD OF TRADE, S.W.

4th March, 1898.

SIR,—I am directed by the Board of Trade to advert to the Conferences held at the offices of the Board of Trade on the 15th December, 1897, and the 24th February, 1898, respecting the recommendation of the Select Committee of the House of Commons of last Session that the Royal National Life-boat Institution should only allow their crews to use the Institution boats on condition of the crews agreeing to such terms as to remuneration and arbitration in case of dispute as the Institution might prescribe, such terms to be settled by the Institution in consultation with the committee of Lloyd’s and the Board of Trade.

The conferences were summoned in consequence of the concluding words of the above recommendation, and were attended by Sir Edward Birkbeck and Admiral Cave on behalf of the Life-boat Institution, and Mr. Byas and Colonel Hozier on behalf of the Committee of Lloyd’s.

Sir Francis Jeune, the President of the Admiralty Division of the High Court of Justice, was good enough to accept an invitation to him to be present and to give the Conference the assistance of his valuable experience with respect to salvage claims.

It was urged by the representatives of Lloyd’s that needless expense is caused by

disputed cases being taken into Court, added to which underwriters have sometimes difficulty in obtaining their costs in the case of unfounded claims. It was contended that proceedings under Lloyd's salvage form were much more economical and expeditious, the matter often being settled by an arbitrator without legal assistance, and without sworn evidence.

On the other hand, it was pointed out by the representatives of the Life-boat Institution, that they had no power under their Charter to make themselves in any way responsible for the salvage of property, and that they had no power to compel the crews to adopt Lloyd's system.

They might indeed make it a condition of their consent to allow the user of their boats that Lloyd's system should be adopted, but such a condition would be in their opinion difficult to enforce, and opposed to the wishes of the majority of their crews.

As a result of the first conference, the representatives of Lloyd's were good enough to undertake to furnish evidence in support of their contention that arbitration had proved to be cheaper than the procedure laid down by Sections 547 to 556 of the Merchant Shipping Act, 1894.

On the other hand, the representatives of the Royal National Life-boat Institution were good enough to undertake to consult their crews with reference to the suggestion that arbitration should be substituted for the procedure above mentioned.

The Board of Trade received from Lloyd's a schedule with regard to arbitration, and from the Royal National Life-boat Institution a digest of the replies of their crews, copies of each of which documents are, for convenience, appended hereto.

The Board, having carefully considered the whole position, are of opinion—

(1) That the Legislature has deliberately and carefully laid down the procedure in disputed cases of salvage, which is both comprehensive and elastic; and that grave cause should be shown before an attempt is made to oust the discretion given by Parliament to the parties concerned.

(2) That even if the Royal Life-boat Institution considered it desirable to do so, they would find it impossible to force upon their crews the adoption of the system desired by Lloyd's.

(3) That, more than this, even supposing the crews could be induced as a rule to propose arbitration, there would be no means of compelling owners or masters of vessels, and owners of cargoes concerned, to adopt it.

(4) That there is no evidence to show that arbitration, if conducted in a method which the Board of Trade could support, would be

cheaper than the procedure provided by the Act. While the services of County Court Judges and the expenses of the Courts in which they sit are not directly charged upon the parties, in arbitration the fees for the arbitrator and the hire of the places in which he sits would be so charged, while other expenses would be equal.

(5) That the number of instances in which disputes as to salvage coming before the courts between owners and members of Life-boat crews is very small. In nearly all the cases others besides the Life-boat crews are concerned in the salvage.

Consequently, any rule or regulation as regards the method of determining salvage questions applicable to Life-boat crews only would have no general effect.

In these circumstances, the Board of Trade, with every desire to give effect to the views of the Select Committee, have come to the conclusion that it would not be proper for them to make any suggestion to the Royal National Life-boat Institution.

I am, etc.,

(Signed) COURTENAY BOYLE,
Secretary.

THE SECRETARY,
ROYAL NATIONAL LIFE-BOAT INSTITUTION.

The final paragraph of this letter contains the verdict of the Conference, and indicates clearly and definitely that the regulations which have from the beginning been prescribed by the Committee of Management of the Institution with reference to property salvage services rendered by their Life-boat crews are not only fully justified, but are, indeed, having regard to the law of the land, the only just and proper regulations which, in the circumstances, could have been framed. The finding of this important Conference on this subject is most gratifying, and has given the greatest satisfaction not only to the Committee of Management, but to the friends of the Institution generally. As has been already pointed out, the question of the Institution's regulations as regards Property Salvage Services was the only matter on which the Parliamentary Committee seemed to have any doubt, and even in this it has now been conclusively shown that the Institution has acted discreetly and wisely.

THE LIFE-BOAT SATURDAY FUND.

THE "season" of the Life-boat Saturday Collections throughout the country opened this year under very favourable auspices, and the Committees, greatly encouraged by the excellent certificate recently given to the movement by the Select Committee of the House of Commons, entered upon their self-denying labours with renewed enthusiasm and devotion. Reports received from all parts show that good progress is being made, and there is every reason to believe that the results obtained will be satisfactory. Such collections as have already been gathered in, including that of a portion of the London Life-boat Saturday Fund, show a marked increase in the amounts of money raised, and it does not require the prescience of a prophet to venture the surmise that the hopes of the Central Committee, that they may be able at the close of the year to hand over to the Committee of Management of the LIFE-BOAT INSTITUTION a

sum very considerably in excess of last year's collection, will be fully realized. Everybody recognises the fact that the cause is a noble one, the object excellent and the need indispensable. It only remains therefore for the workers—more particularly those connected with the Ladies' Auxiliaries—to bring the Fund under the direct notice of the public to secure a generous response to their appeal. It is very gratifying to find that before the first half of the current year had expired, arrangements had been made for holding Life-boat Saturday Demonstrations or for making special collections, in many more cities and towns than had been similarly enlisted during *the whole* of the preceding year. This fact alone speaks well for the popularity of the movement, and should serve as an encouragement and an impetus to everybody connected with the work.

THE NORWEGIAN LIFE-BOAT SOCIETY.

(From the *Yorkshire Post*, 15th June, 1898.)

IN a dock of the Exhibition grounds at the Fisheries Exhibition at Bergen—it is held in the Nygaard Park, which runs down to a river—there are four Life-boats. They are not to be known for Life-boats at a glance, being shaped and rigged in the manner of small pilot-boats. Eight others like them, and two steam-yachts, make up the fleet of the Norwegian National Life-boat Society. Craft of the English pattern would not be practicable. In all Norway there is but one strand from which a land-housed boat could be launched. The cliffs are universal, and go down sheer into the sea; nor is it in the fiords that a Life-boat service is wanted, but out with the fishing fleets, on seas which are peculiarly treacherous and wild. Still, there is something to learn from the management of this Norwegian Society. Like our own Life-boat Institution, it is mainly sup-

ported by subscriptions; and while accepting a small State subsidy of 555*l.* a year (10,000 kroner), it stands out against Governmental control, and has refused a larger grant. Apart from this, it has an annual income of about 2,000*l.*, and it keeps a reserve fund of rather more than double that amount. These resources are not large enough for the needs of the case, but they are steadily growing. They are growing under a system of collection which is quite admirable. Norway is divided for the purpose into twelve districts, with a committee and collectors for each; and the aim of this organisation is to procure, not donations in the first place, but a subscription year by year from every head of a household. Subscribers of one kroner and upwards become members of the society. In this country, if such a system were applied with any intention

of enlisting a large part of the population, the difficulty would be to make people realise their indebtedness to the mercantile marine, though that indebtedness is real and great. In Norway, which has an immense coast-line, much of the population must be actually engaged in fishing, and is itself a mercantile marine. But an English working-man can as well afford to give away sixpence as the Norske fisker can spare a penny.

The equipment of these Life-boats is worth describing. Each has a little oil tank in the forward saloon, with pipes running through to the stem. This is found very useful, and called a wave-queller. The life-belts are stuffed, not

with cork, but with reindeer hair, which is preferred as less likely to stun a man if the belt, when thrown, should strike him; and a belt of ordinary size will support 12½ kilogrammes. In every boat there is a rocket-gun, which can be instantly mounted on a bollard. A folding raft of reindeer-hair lies in little room upon the deck; and for this, on certain services in winter, an ice-raft and runners may be substituted. Finally the captain's medicine-chest has a small stock of first-aid appliances; but they are not so good as those of the St. John Ambulance Association. The cost of such a boat, small enough to be manned by a crew of four, is from 670*l.* to 780*l.*

ADDITIONAL STATIONS AND NEW LIFE-BOATS.

NEWHAVEN, SUSSEX.—The Life-boat placed on this station twenty years since by the Institution has recently been replaced by a new self-righting boat, 37 ft. long, 9 ft. 3 in. wide, and rowing twelve oars, double banked; she is provided with two sliding keels and two water-ballast tanks. Like the boat she superseded, she is named the *Michael Henry*, the cost of both boats having been raised by Jewish scholars in memory of a well-known Jewish gentleman who devoted his untiring activity and great mental endowments to the promotion of the interests and happiness of Jewish children, the two Life-boat funds, raised for a common object, thus constituting a link between two generations, the continuity of the movement having been secured by the presence on the committee formed in 1897 of many who, as Jewish scholars, took part in the original movement of 1873. In raising the more recent fund the opportunity was seized, as it was the Diamond Jubilee Year of her Majesty the Queen, to afford the Jewish boys and girls amongst her loyal subjects an opportunity of presenting the new Life-boat as a token of their homage and gratitude. In a few months the sum of £714 16*s.* 1*d.* was collected, with the cordial aid of many willing helpers, this satisfactory result being mainly due to the devoted labours of the Honorary Secretaries, Messrs. J. LEON and H. M. HARRIS, to the large

collection of Mr. ALFRED HENRY, and to the success of a garden fête organised by Miss FLORENCE LEON in the grounds of "The Holm," Avenue Road, kindly lent for the occasion by Mr. and Mrs. HERBERT BENTWICH.

On the afternoon of Sunday, the 28th November, 1897, a public meeting was held at the West Hampstead Town Hall for the purpose of handing over to Mr. CHARLES DIBDIN, the Secretary of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, the net proceeds of the fund. The Hon. WALTER ROTHSCHILD, President of the Fund, who occupied the chair on that occasion, read the following letter which the Committee addressed to the Queen, and Her Majesty's reply:—

TO THE QUEEN'S MOST EXCELLENT MAJESTY.

MADAM,—I have the honour to inform you that the Jewish scholars of the United Kingdom, anxious to evidence their love and loyalty, instituted a Jewish Scholars' Life-boat Fund as a thank-offering for the attainment by your Majesty of the sixtieth year of your beneficent reign. The sum of £700 has been collected, mainly from Jewish children, and the Fund has been enabled to replace the *Michael Henry* Life-boat at Newhaven.

Trusting that it will afford your Majesty some gratification to be informed that among your subjects none are too young to appreciate your worth, and none more loyal than those who are proud to call themselves English Jews,

I have the honour to be, Madam,

Your Majesty's most humble servant,

JOSEPH LEON

(Hon. Sec. Jewish Scholars' Life-boat Fund).

REPLY.

PRIVY PURSE OFFICE, BUCKINGHAM PALACE,
16th November, 1897.

The Private Secretary presents his compliments to Mr. Joseph Leon, and in acknowledging the receipt of his letter of the 14th, is commanded to express the gratification with which the Queen has learnt of the re-establishment of a Life-boat at Newhaven by

the recent Jubilee Victorian Exhibition at Earl's Court, by which means it had been made known to all the world how Jewish children had done honour to the Queen. He also pointed out that the crew could not fail to feel pride and confidence in their fine new boat.

The inauguration of the new Life-boat



means of a fund instituted by the Jewish scholars of the United Kingdom in commemoration of Her Majesty's Diamond Jubilee.

Mr. CHARLES DIBDIN, who was cordially greeted by the meeting, expressed the grateful thanks of his Committee to the contributors, and mentioned that the boat had been shown as the latest and most perfect type of a self-righting Life-boat at

at its station took place on the 9th March last.

A deputation from the Jewish Scholars' Life-boat Fund Committee, on arriving at Newhaven Harbour Station, was met by members of the Local Committee, who escorted them to the Life-boat House. A procession, headed by the band of the 1st Sussex Royal Engineer Volunteers,

by kind permission of the commanding officer Captain GATES, and comprising the Urban District Council, the Coast-guard, the officers and crews of the steamers in port, the fire brigades, the several friendly societies of the town, and the Life-boat crews, etc., proceeded through the town, and on arriving at the Life-boat House, the boat was formally presented by the Hon. WALTER ROTHSCHILD to the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and its representative, Mr. KEPPEL H. FOOTE, District Inspector of Life-boats, afterwards transferred it to the charge of the Newhaven Local Committee, whose Chairman, Mr. W. H. MASSEY, accepted it on their behalf. The inaugural religious ceremony was performed by the Rev. H. GOLLANCZ, M.A., and the boat was named by Mrs. HEBBERT BENTWICH. The crew of the Life-boat were entertained at supper in the evening by Mr. F. S. SHENSTONE, a member of the Local Committee.

NEW BRIGHTON, NEAR LIVERPOOL.— Full particulars of the new steam life-boat *Queen* placed on this station will be found in No. 187 of the *Life-boat Journal* for February, 1898, pages 1-6.

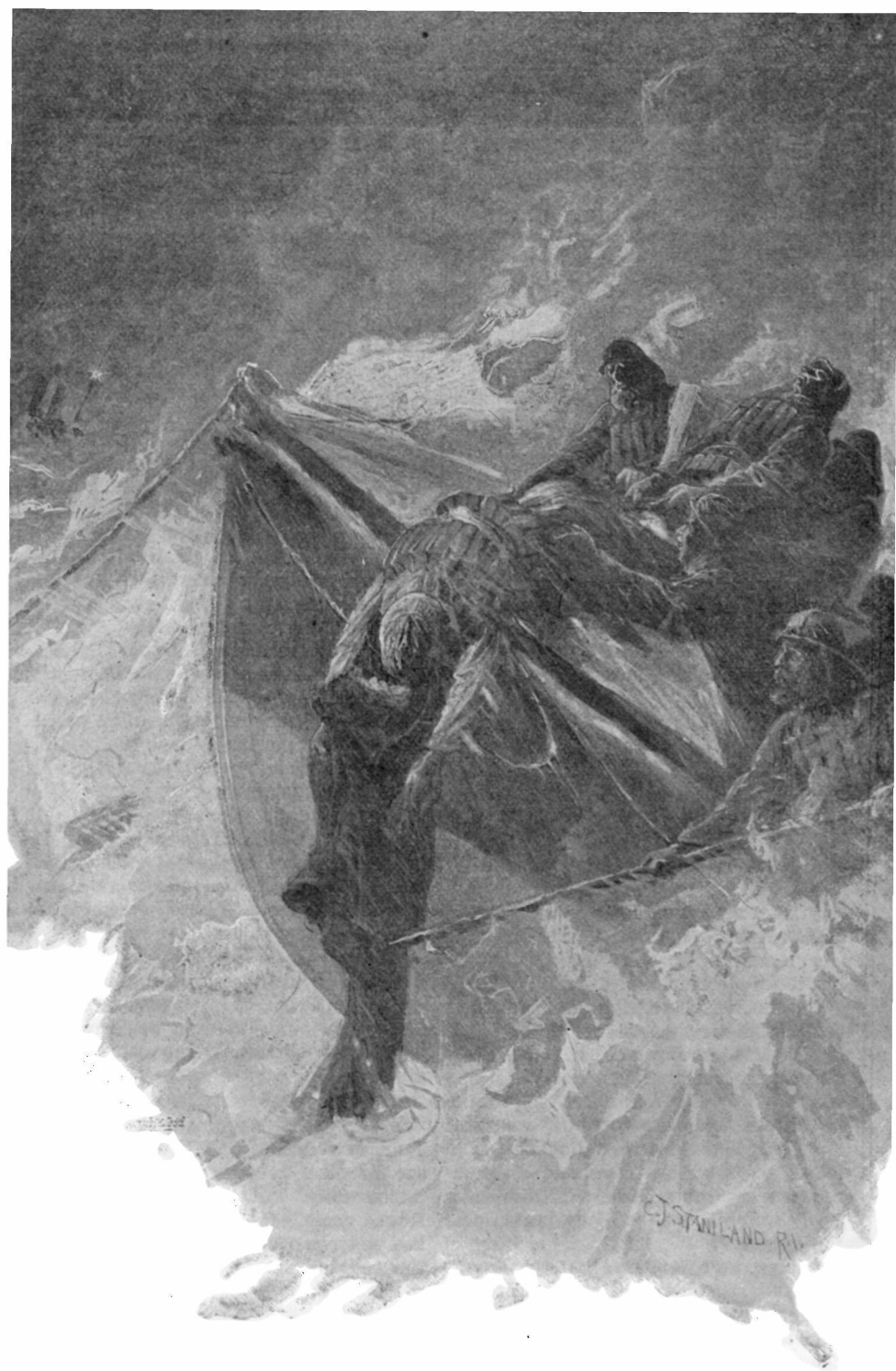
CADGWITH, CORNWALL; PLYMOUTH;
SALTBURN - BY - THE - SEA, YORKSHIRE;

CAMPBELTOWN AND IRVINE, SCOTLAND.— The Life-boats on these stations have recently been replaced by new self-righting boats of the latest type. The first-named boat was provided from a legacy received by the Institution from the late Mr. JAMES MOON, of Birmingham, for a Life-boat to be named the *Minnie Moon*. The Plymouth boat is named the *Eliza Avins*; its cost was defrayed from a legacy bequeathed to the Institution by the late Mr. John Avins, of Moseley, supplemented by a further contribution from the testator's widow, after whom this boat is named. The new Life-boat for Saltburn is named the *Mary Batger*, in accordance with the wishes of the late Mrs. MARY SCALES, of Armley, Leeds, whose bequest to the Institution was utilised on behalf of this Life-boat Station. The cost of the Campbeltown new boat was met from a portion of a legacy bequeathed to the Institution by the late Mr. JAMES STEVENS, of Birmingham, and the boat is named the *James Stevens No. 2*. The legacy bequeathed to the Institution by the late Mr. GEORGE PYKE NICHOLLS, of Southgate, Middlesex, to enable it to place a Life-boat on the coast to be named the *Jane Anne* in memory of his late mother, was appropriated to the provision of the new boat for Irvine.

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

PALLING, NORFOLK. — On the 6th January, 1898, the coxswain of the Life-boat *Hearts of Oak* was informed that flares had been shown in the direction of the Middle Happisburgh Sand. The crew of the Life-boat were at once summoned, the boat was launched at 1.50 A.M., and on reaching the spot found the brig *Prince Consort*, of Faversham, bound for Cowes from the Tyne, with a cargo of coal, ashore and leaking badly. The master engaged the services of the Life-boat men to get the vessel afloat, and after working at the pumps for some time they succeeded in getting her off and took her into Yarmouth harbour at 6 P.M. A moderate W.S.W. breeze was blowing at the time these services were rendered, and there was a rough sea. The brig had a crew of eight men.

A telephone message was received from Bacton reporting a barge with signals of distress flying, on the 27th March. A whole gale was blowing from N.E. by E., the sea was very heavy and the weather very cold, with squalls of hail. The crew of the Life-boat *Good Hope* were summoned, the Life-boat was launched at 11.50 P.M. at Waxham, whither she had been taken by road on her transporting carriage. Several of the helpers were swept away from the boat and carriage by the heavy seas, and the launch altogether was a very difficult one. The Chief Officer of Coastguard passed two rocket lines which were fast to the vessel to the Life-boat men, and by means of these the Boat was got within a length and a half of the wreck, but a high bank lying between the ship and the boat prevented the latter



from getting alongside. Some of the crew got out of the boat and succeeded in throwing the heaving cane and line on board the ship, with a veering line attached, and the bowman of the Life-boat boarded the vessel. With the help of those on shore four men were landed but four others were helpless from long exposure. The coxswain of the Life-boat, with assistance, then got on board, hauled in the whip of the rocket apparatus and by means of this the men were safely landed, the last man reaching the shore at 2 A.M.

CAISTER, NORFOLK.—Signals having been fired by the Cackle Light-vessel on the 16th January, the Life-boat *Beauchamp* was launched at 7.15 P.M. A light breeze was then blowing from S.S.W., the sea was moderate and the weather thick. Having crossed the Barber Sand the Life-boat steered for the Cackle, when flares were seen in a W. direction, shown by two vessels in collision, one lying across the bows of the other. As a strong ebb tide was running, the Life-boat dropped her anchor and veered down to the vessels, which proved to be the schooner *Thomas* of Lowestoft, laden with coal, and the ketch *Bluejacket* of Blakeney, light. Some of the Life-boat men boarded them, and after about an hour's work succeeded in getting them clear of each other. The ketch was towed to Yarmouth harbour by the tug *Meteor*, the Life-boat being towed astern. The Life-boat subsequently returned to the other vessel and remained by her until 11 P.M., when she was able to sail for Lowestoft, several of the Life-boat men remaining on board to assist as she was leaking considerably.

On the morning of the 25th February signals of distress were seen in the direction of the Mid Scroby Sand. A heavy sea was running at the time, and a strong wind was blowing from the N. The Life-boat *Beauchamp* was launched at about 3 o'clock, and on arriving at the sand found the schooner *Hermann*, of Boekzetelerfehn, bound from Harburg for Poole with oil-cake, had just beaten over the sand and was sinking; her crew of five men were in their boat, which was half full of water and attached to the vessel by about fifty fathoms of rope. The men were taken into the Life-boat, the vessel shortly afterwards foundering

in deep water. The Life-boat was towed back to Caister by a steam-tug and the shipwrecked men were conveyed to the Sailors' Home at Great Yarmouth.

APPLEDORE, NORTH DEVON.—Signals of distress having been observed, the Life-boat *Jane Hannah MacDonald* was launched at 8.20 P.M. on the 20th January in a moderate S.W. wind, a heavy sea, and thick weather. The schooner *J. M. J.*, of Bideford, was found stranded on Santon Sands, but the master refused to leave her. The Life-boat remained by the vessel about half an hour, and then returned to the shore, arriving at 11 o'clock, and the coxswain reported the matter to two members of the Local Committee. It was decided that the Boat should return to the vessel and render such service as was possible. On her way out the Life-boat met the ship's boat containing the master and crew. The captain and one hand got into the Life-boat and returned to the vessel, the sea being too heavy for their own boat to approach her. When the vessel floated, these two men and some of the Life-boat men boarded her and got her anchors up. Two anchors were laid out by the Life-boat to help to haul her into deep water, the Life-boat men assisted at the pumps, as she was leaking, and the vessel was taken into safety.

RUNSWICK.—The Life-boat *Cape of Good Hope* was launched at 2.30 A.M. on the 29th January, while a moderate gale was blowing from N.N.W., accompanied by a rough sea, in response to signals of distress shown by the brig *John Pitcairn*, of London, which, while on a voyage from Seaham to Poole, had stranded at Kettle-ness Point. The Life-boat was successful in rescuing the vessel's crew consisting of nine men.

STAITHES, YORKSHIRE.—On the 29th January a gale from N.N.W. sprung up, accompanied by a rough sea, and the cobbles which had gone out fishing returned home. One of the boats, however, had not come in, and as it was evident she would encounter considerable danger in landing, the Life-boat *John Stott* was launched at 8.30 A.M., and stood by the coble while she crossed the bar.

On the 4th March the Life-boat was

launched at 10.30 A.M., and was out until 1 P.M., standing by the fishing fleet, as the boats arrived, in a strong breeze, a heavy sea and showers of snow.

GIRVAN.—On the 1st February a very heavy sea was running outside the bar, and as the gale was freshening, the crew of the Life-boat were summoned, two of the fishing-boats, the *Sophia* and the *Bonny Loch Ryan*, not having returned from the fishing-grounds. The boats being seen approaching the harbour, the Life-boat *Sir Home Popham* was launched at 7.15 P.M., went outside the harbour, and stood by them while they crossed the bar, on which a very dangerous sea was breaking.

CAMPBELTOWN.—On the 1st February the wind, which had been blowing strongly all day from W., increased to a strong gale towards the evening, at times blowing with hurricane force. At about 9 P.M. the coxswain of the Life-boat reported that a fishing skiff, the *Lydia*, with four men on board, had lost her sails in trying to enter the bay, and as none of the gear was good, and they had no provisions on board, they were in a helpless and dangerous position. The crew of the Life-boat *Mary Adelaide Harrison* were summoned, the boat was launched, and proceeding in search of the skiff, found her outside the island of Davaar. The violence of the wind rendered it utterly impossible for the Life-boat to return, so that she was compelled to lay exposed to the storm at the back of the island during the night. The men were wet through, and all the provisions they had consisted of three two-pound loaves for the thirteen Life-boat men and the skiff's crew of four men. In the morning the Honorary Secretaries, Mr. JAMES DONALDSON and the Rev. C. T. WAKEHAM, tried to obtain the services of a steamer, but were unable to do so until the afternoon, and then the Life-boat was towed home, reaching the pier at 3.30 P.M.

SWANSEA.—The ketch *Crowpill*, of and from Bridgwater, bound for Britonferry, in ballast, stranded on Britonferry bar in a heavy N.W. gale and a very heavy sea, on the 2nd February. The Life-boat *Wolverhampton* was launched at 3.10 P.M., and with considerable difficulty succeeded in rescuing the vessel's crew of four men.

Before the arrival of the Life-boat, two ineffectual attempts to rescue the men were made by Neath steam-tugs. The service, which was very well performed, was witnessed by a large concourse of the inhabitants of Neath and Britonferry.

WEXFORD.—The yawl *Gannet*, of Wexford, showed signals of distress, having grounded close to the stones of the north embankment in a strong gale from W. to W.N.W., with heavy squalls and a moderate sea, on the 3rd February. At 1.45 P.M. the Life-boat *Andrew Pickard* proceeded to her assistance and succeeded in getting her into deep water, when she hoisted sail and made for Wexford. It was then found that a tug which had grounded in trying to get close to the fishing-boat was lying across the Life-boat's cable. With some difficulty, however, it was got clear, and the Boat regained her station at 6 P.M.

WALTON-ON-THE-NAZE.—A message having been received by telephone from the Gunfleet light-house on the 7th February, the crew of the Life-boat *Honourable Artillery Company* were summoned, and at 3.45 A.M. the boat was launched. She proceeded through a rough sea in the direction of the S.W. part of the Gunfleet Sand, but found it impossible to cross owing to a lack of water; she therefore had to run down five miles, succeeded in getting across, and was picked up by a passing steamer which towed her opposite the stranded vessel. She was the ketch *Autumn*, of Hull, bound from Sunderland for Shadwell, with patent fuel, and had a crew of four men. The Life-boat men were engaged by the captain to get the vessel afloat, and they succeeded in doing so and proceeded towards Harwich. A strong wind and tide were encountered and on reaching the West Rocks H.M. torpedo-destroyer *Desperate* kindly offered assistance; her offer was gratefully accepted, and she towed the vessel, which was leaking, and the Life-boat to Harwich.

WINTERTON.—The Wold Light-vessel fired rockets and guns on the morning of the 7th February, in response to which the Life-boat *Margaret* put off at 4.25, went to the Middle Hasborough Sand, and searched the sand, but could not find

any vessel. She then spoke the steam-tug *Gleaner*, which towed her to the Light-ship, and on arriving there it was ascertained that a shipwrecked crew were on board. The four men were taken into the Life-boat and safely landed. They stated that the Life-boat had passed them, but having no light, they were unable to attract attention. The tug then towed the Life-boat to Winterton, which was reached at 8.25 A.M. The wrecked vessel was the ketch *Robin Hood*, of Plymouth, bound from Fowey for Dundee with china clay.

STONEHAVEN, KINCARDINESHIRE.—The sea rose very suddenly, the waves dashing over the piers, on the 21st February, while some of the fishing-boats were at sea. At 11.30 A.M. the Life-boat *Alexander Black* was launched, and made for the boats *Silver Eagle* and *Vine*. As it was quite impossible for them to enter the harbour, the Life-boat stood by them for about three hours, when their crews resolved to cast their anchors and come ashore in the Life-boat. Each boat had a crew of five men. In crossing the bar the Life-boat was struck by two or three mountainous seas, but being splendidly handled, was brought into calm water in fine style amid the cheers of a large crowd of people.

ST. ANDREW'S, FIFESHIRE.—Two fishing-boats returning from fishing in the bay on the 21st February were placed in a perilous position by a strong N. gale which sprung up, accompanied by a rough sea. One boat was driven on the beach, and the other, which was a mile from the harbour, showed signals of distress. At 3.20 P.M. the Life-boat *Louisa* was launched, proceeded to the boat, and found her leaky and in danger of foundering. Her crew of three men were rescued by the Life-boat, and their boat was left riding at anchor.

WHITBY.—On the 21st February, at about 5.30 P.M., while a gale was blowing from N.W., with a rough sea, thick weather and snow, four fishing-cobles which had put into the bay on the previous evening were returning to the harbour. It was seen that they would encounter great danger in crossing the bar, and therefore the Life-boat *Robert and Mary Ellis* was

launched and rowed to the bar to accompany the boats over. The first one succeeded in getting across in a comparatively smooth sea. On the second attempting to do so, she was caught by a tremendous sea, and for some few seconds it was feared she was doomed; but with the prompt assistance of the Life-boat men and men on the East Pier, she was eventually got into safety. One of the crew was washed overboard, but fortunately retained hold of the boat. The harbour master then hailed the Life-boat, and instructed the coxswain to warn the men in the other two boats not to attempt to enter the harbour, but to anchor their boats and come ashore in the Life-boat. This they did, but unfortunately the boats parted from their anchors in the night, drove on the rocks, and became total wrecks. The boat which the Life-boat men assisted to save was the *R. W. Jackson*, with a crew of three men. The other two boats were the *Tranquil* and *Martha Dryden*, the former having a crew of three men, and the other boat had two men on board.

HOYLAKE, CHESHIRE.—At 6.50 P.M. on the 21st February the Life-boat *Coard William Squarey* was launched in a nasty sea, with a moderate N.N.E. breeze, and stood by the s.s. *Le Blanc*, which had stranded near the Bell Buoy. At high water the vessel was got off the bank with the help of the Life-boat men.

MONTROSE.—The morning of the 25th February was comparatively fine, with a moderate breeze blowing from S.S.W., and the fishing-boats went to sea. At about 10 o'clock the wind veered to S.S.E. and commenced to blow very strongly, and a heavy sea began to rise. Some of the boats returned and their crews reported that the weather was very bad outside and urged that the Life-boat should be sent to the bar, as there were still about twenty-five boats to come in, and some of them, being small, would run great risk. The coxswain of the Life-boat telephoned to the lighthouse-keeper at Scurdyness as to the state of the bar, and having received a reply that the sea was becoming worse and that he considered it necessary that the Life-boat should go out, the *Robert Henderson* put off at 11 o'clock, proceeded to the bar, and remained there until 4 P.M., when the last boat got safely in.

Many of the boats had narrow escapes through the heavy seas striking them, and one boat very nearly stranded on the Annat Bank, the tack of her foresail having given way in taking the bar. The Life-boat at once proceeded towards her, but her crew got sail again upon her and succeeded in entering the harbour.

FORMBY.—On the morning of the 22nd February the coxswain of the Life-boat received a message by cable stating that a vessel was aground on the Great Burbo Bank. The crew of the Life-boat *John and Henrietta* were at once summoned, and at 9.25 the boat was launched. A strong breeze was blowing from the N.N.E., the sea was rough, and the weather very cold. On reaching the vessel, which proved to be the sloop *Beehive*, bound from Castletown for Liverpool, laden with turnips, it was found that she had drifted off the sand, but was leaking badly. The Life-boat accompanied her about four miles, when the master stating that he required no further assistance, she therefore returned to her station, arriving at 2 P.M.

NEW BRIGHTON.—The coast-guard on duty having reported a signal of distress in the Crosby Channel at 10 P.M. on the 25th February, the steam Life-boat *Queen* proceeded in the direction indicated and found the schooner *Robert and Elizabeth*, of Lancaster, stranded on Crosby Beach. A moderate gale was blowing from W.N.W., and there was a very heavy sea which was washing over the vessel fore and aft. The crew of four men, who were in an exhausted condition, were taken into the Life-boat and landed at New Brighton shortly after midnight.

PENZANCE.—On the 25th February the schooner *Mary James* of Penzance was being taken into the floating dock when the W. gale caused her to part her warp, and being light she immediately drifted out of the harbour and towards the Cresser reef about four hundred fathoms distant. The Life-boat *Elizabeth and Blanche* was launched at 7.25 P.M., and reached the vessel just as she had brought up to two anchors about fifty fathoms from the reef. The crew of ten men decided to leave her, and were landed by the Life-boat at 8.15. About two hours later the wind shifted

towards the N. and decreased in force, and the schooner was then taken back to the harbour.

On the 25th March the Life-boat was launched at 8.40 P.M., and proceeded to the assistance of the brigantine *Henry Harvey*, of Hayle, bound from Runcorn for Lelant with coal, which while endeavouring to make the harbour at Penzance in a strong N.E. gale and a heavy sea, missed stays. An anchor was at once let go, but the cable parted and she struck near the Battery Rocks, where she became a total wreck. She burnt flares for help, and the Life-boat rescued her crew of five men and a woman who was on board, returning safely ashore with them at 10 P.M.

SCARBOROUGH.—Signals of distress were shown on the 2nd March by the schooner *Speculation*, of and from Kragerö for Anstruther, with ice. The Life-boat *Queensbury* was launched at 6.45 P.M., and proceeded to the vessel, which had lost some of her sails and was without provisions. The master stated that what he required was a tug, and the Life-boat remained at the entrance of the harbour, in readiness to render help if wanted, until a tug arrived.

SHERINGHAM.—The Life-boat *William Bennett* was launched at 3 P.M. on the 7th March and proceeded to the aid of the fishing-boats, which had been overtaken by a moderate gale from E.N.E. and a heavy sea. All the boats got safely in with one exception, and in this instance her crew of two men were taken into the Life-boat, and their boat was washed ashore in the evening.

WELLS, NORFOLK.—A fishing-smack being observed with signals of distress flying, while a strong gale was blowing from N.N.E., accompanied by a very heavy sea, on the 23rd March, the crew of the Life-boat *Baltic* were summoned, and at 5 P.M. the Boat was on her way to the vessel. She was the *F. T. B.*, of Boston, and as it was feared she would founder, her crew of four men left her, got into the Life-boat, and were brought safely to land at 8 o'clock.

FISHGUARD, SOUTH WALES.—On the morning of the 24th March, a whole gale

blew from the N.E. with heavy squalls of sleet, and the sea was very heavy. At 9.55 signals of distress were shown by a vessel at anchor in the bay, and the crew of the Life-boat *Appin* were thereupon summoned. Three other vessels subsequently showed signals for assistance. At 10.5 the Life-boat was launched and proceeded first to the ketch *Progress*, of Aberystwyth, bound from Aberdovey for Dover, with a cargo of slates; then to the ketch *John and Ann* of Aberystwyth bound from Newport, Mon., for Goodwick, coal laden; afterwards, to the smack *Martha Jane* of Aberystwyth coal laden, from Cardiff for Aberayron; and finally, to the ketch *Dolphin* of and from Bideford which had discharged her cargo of gravel at Goodwick. From each of these four vessels the master and crew of two men were rescued by the Life-boat, which then ran for the beach at Goodwick, where all were safely landed. The *Dolphin* and *Martha Jane* afterwards parted their cables and drove on to the beach; the *John and Ann* parted her cables about an hour after her crew had been taken off, sunk in deep water, and became a total wreck; and the *Progress* rode heavily at her anchors, apparently waterlogged, and eventually sunk.

KIRKCUDBRIGHT.—The schooner *Mary Jane*, of Barrow, which had left Maryport for Port William with a cargo of coal on the 22nd March, entered the river on the 23rd March at 2.30 A.M., and lay in Ross roads awaiting suitable weather to enable her to proceed to Port William. On the following morning the wind blew from N.E. and increased to a gale. The vessel's anchor dragged, her tiller broke, and she commenced to leak. A message was despatched by telephone from Ross Island to the coxswain of the Life-boat, and in response the Life-boat *Hugh and Ann* was launched at 12.40 P.M., proceeded to the vessel, rescued her crew, consisting of two men, and landed them at Brighthouse Bay.

SOUTHEND (ESSEX).—A telegram having been received from Lloyd's Station at the pierhead stating that a schooner was ashore on the Nore Sand with signals of distress flying, while a strong gale was blowing from N.N.E., accompanied by a very rough sea and snow, on the 24th March, the

Life-boat *Theodore and Herbert* was launched at 5 P.M., and found the stranded vessel was the *Hugh Miller* of Inverness, laden with salt, from Middlesborough for London. She had driven over the Nore Sand on to the Grain Spit, and had lost her rudder. The Life-boat remained by her until the following morning at the master's request, but as there was no prospect of getting her off, the crew of six men got into the Life-boat, which then made for Sheerness, arriving there at 11 A.M. At 12 o'clock the schooner rolled over on her beam ends and became a total wreck. In consequence of the severity of the gale, the Life-boat had to remain at Sheerness until 6 o'clock on the following morning, when she was able to leave, arriving at Southend pier-head at 9 o'clock.

ALDEBURGH and HARWICH.—In response to a message received by telephone, the Life-boat *Aldeburgh* was launched at 5.30 A.M. in a whole gale from N.E. and a terrific sea, with very heavy rain and snow squalls, and saved the crew of three men from the ketch *Ludovicus*, of and from West Hartlepool, bound for Orford with coal. The Life-boat then made for Harwich and landed the rescued men. To return to her station would have entailed a dead beat to windward against a very heavy gale, and as, moreover, there was too much sea on the shoals to allow of a landing at Aldeburgh, it was decided to remain at Harwich until the gale moderated. At 5.30 on the following afternoon the Life-boatmen were sitting at tea when the signal gun was heard, a message by telephone having been received reporting a vessel on the Maplin Sands. The crew at once manned the Life-boat, proceeded to the sands, and found the s.s. *Pampa*, of and from Hamburg for San Francisco, with a general cargo and twenty-four persons on board. The *Aldeburgh* Life-boat reached her at 7.45 P.M., and shortly afterwards the Institution's Harwich steam Life-boat *City of Glasgow* and the private Life-boat *True to the Core*, of Walton-on-the-Naze, arrived. The Life-boatmen assisted to jettison the cargo in order to lighten the vessel, and with the help of two tugs she was got off the sand at 3.30 on the morning of the 28th, and proceeded to Gravesend, some of the Life-boatmen accompanying her. The *Aldeburgh* then started for home and

just after daylight observed a vessel apparently ashore. The Swin Middle light-vessel was spoken, and those on board having stated that they thought the vessel was stranded, and that they were about to fire guns for a Life-boat, the *Aldeburgh* proceeded to her and found she was the barque *Magdimeta*, of Risör, laden with ice from Christiania for London. She was lying on the Heape Sands, her

back was broken and she was full of water. Her crew of ten men were saved by the Life-boat, which then resumed her journey to Aldeburgh, falling in with the s.s. *Moness*, of Hartlepool, which very kindly gave her a tow, and arriving at her station at 1.45 P.M. The Aldeburgh Life-boatmen were thus engaged on service more than a hundred hours, and contributed to the saving of thirty-seven lives.

SUMMARY OF THE MEETINGS OF THE COMMITTEE.

THURSDAY, 13th January, 1898.

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 the Palling, Gorleston, Caister and Sunderland (South Outlet) Stations.

Also the report of the Deputy Chief Inspector of Life-boats on his visits to the Barrow, Castle-town and Port St. Mary Stations.

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

Northern District—Dunbar, North Berwick, Arbroath, Broughty Ferry, Maryport, Whitehaven, Kirkcudbright, Balcary, Port Logan, Port Patrick, Girvan, Ayr, Troon and Ardrossan.

Eastern District—Gorleston (four boats), Brancaster, Hunstanton, Ramsgate, Margate, Pakefield, Kessingland (two boats), Bridlington, Palling (two boats) and Hasborough.

Southern District—Eastbourne, Brighton, Worthing, Shoreham, Southsea, Selsey, Hayling and Littlehampton.

Western District—New Quay (Cornwall), Porthcawl, Penarth, Morthoe, Ilfracombe, Appledore (two boats), Clovelly and Point of Ayr.

Irish District—Tramore, Dunmore East, Fethard, Dungarvan, Youghal, Ballycotton, Queenstown (two boats), Courtmacsherry, Fenit, Port St. Mary, Port Erin, Ramsey, Peel, Castletown, Douglas, Cloughy, Ballywalter, Tyrella and Newcastle (Dundrum).

Reported the receipt of a contribution of 9,230*l.* 16*s.* 11*d.* from the Central Committee of the Life-boat Saturday Fund, making, with two amounts received direct by the Institution, a total of 9,316*l.* 12*s.* 8*d.* as the nett proceeds of "Life-boat Saturday, 1897."

Decided that the best thanks of the Committee be conveyed to the Central Committee of the Life-boat Saturday Fund for their continued valuable exertions.

Also the receipt from the Civil Service Life-boat Fund, per CHARLES DIEDIN, Esq., Honorary Secretary, of a further contribution of 652*l.* 4*s.* 5*d.* to recoup the Institution all the expenses incurred in 1897 in maintaining the seven stations at which the seven Life-boats, presented and endowed by the fund, are placed. The total sum thus contributed to the Institution by gentlemen in Her Majesty's Civil Service has been 21,284*l.* 10*s.* 7*d.*

Decided that the best thanks of the Committee be tendered to the subscribers to the fund for their continued very liberal support.

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

	£	s.	d.
New Brompton Co-operative Women's Guild, proceeds of bazaar and concert in aid of the three Co-operative Life-boats, per Mrs. A. READ.	91	17	4
Scottish Co-operative Wholesale Society (Limited)	57	-	-
Licensed Victuallers' Life-boat Fund, in aid of support of <i>Licensed Victualler</i> Life-boat, per A. L. ANNETT, Esq.	50	-	-
"Mrs. LAURA SELINA CLARK Maintenance Fund"	50	-	-
Mrs. A. HICKMAN MORGAN	50	-	-
Collected by the Hon. Lady BEAUCHAMP in aid of support of <i>Beauchamp</i> Life-boat at Caister	20	-	-
R. A. LUBBOCK, Esq.	20	-	-
Contents of Contribution-box, per R. W. MAY, Esq., Billingsgate	10	14	-
—To be severally and cordially thanked.			

Also the receipt of the following legacies:—

	£	s.	d.
The late Mrs. MARY ANN WHITE, of Guilford Street, W.C. (balance)	861	16	11
The late THOMAS HALL, Esq., of Gray's Inn	160	-	-
The late WILLOUGHBY CRAMPTON, Esq., of Grantham	50	-	-
The late Miss E. F. ADAIR, of Wimbledon (balance)	3	5	1

Voted the thanks of the Institution to C. H. DUNHILL, Esq., M.D., and to the Rev. J. T. COOKE, M.A., in recognition of their long and

valuable services as Honorary Secretaries of the York and Walton-on-the-Naze Branches of the Institution, which offices they had just resigned.

Reported that the public launch of the new Steam Life-boat *Queen* had taken place at Liverpool on the 8th December. The Parent Institution was represented on the occasion by Rear-Admiral The Rt. Hon. Lord CHARLES W. DE LA PUER BEBERSFORD, C.B., a member of the Committee of Management, and the whole proceedings passed off in a very satisfactory manner.

Also that the Steam Life-boat *Duke of Northumberland* had been transferred from the New Brighton Station to the Holyhead Station.

Also that new Life-boats had been forwarded to the Newhaven and Saltburn Stations, and that the Point of Ayr and St. Anne's No. 2 Life-boats had been extensively altered and improved.

Decided that the Barrow Life-boat Station be abolished and a new one found at Roe Island; the new Station to be under the management of the Barrow Committee.

Paid 4,106*l.* for sundry charges on various Life-boat establishments.

Voted 351*l.* 1*s.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Ballywalter . . .	S.S. <i>Marmion</i> , of Glasgow. Stood by vessel.	
Boulmer . . .	Brigantine <i>Sylphidine</i> . Remained by vessel.	
Filey . . .	Twenty - nine fishing-cobles. Stood by boats.	
Gorleston No. 2	Smack <i>Follow</i> , of Great Yarmouth . . .	6
Hauxley . . .	S.S. <i>East Neuk</i> , of Kirkcaldy. Landed 9 persons.	9
Holyhead No. 1	S.S. <i>Radyr</i> , of Cardiff. Rendered assistance.	
Lynmouth . . .	S.S. <i>Amie</i> , of London. Landed 12 persons.	
Mevagissey . . .	Fishing-boat <i>Cirene</i> . . .	3
" . . .	Fishing-boat <i>Silent</i> . Rendered assistance.	
Montrose No. 1	S.S. <i>Gael</i> , of Glasgow . . .	3
Newbiggin . . .	Fishing-cobles. Stood by boats.	
New Brighton (Steam Life-boat)	Cutter <i>Rock Light</i> , of Liverpool. Saved vessel.	
Ramsey . . .	Schooner <i>Glynaeron</i> , of Beaumaris. Landed 3 persons.	
Rhosneigr . . .	Schooner <i>Ann Jane</i> , of Portmadoc . . .	6
Southport No. 2	Steam flat <i>Canada</i> . . .	4
Walmer . . .	Steamer <i>Storm King</i> , of London. Stood by vessel.	
Wexford . . .	Yawl <i>Brothers</i> , of Wexford. Rend. assistance.	

The Gorleston Steam Life-boat and the Kingsdowne, Ramsgate and St. Agnes Life-boats respectively rendered the following services:—Barge *Lord Nelson*, of London, rendered assistance; brig *Agenora*, of Guernsey, saved vessel and 8 lives; fishing-boat *E. and*

I. G., of Ramsgate, saved vessel and 3; iron barge "100," assisted to save vessel.

Voted also 567*l.* 11*s.* 3*d.* to pay the expenses of assembling the crews, watching, or taking out the following Life-boats with a view of assisting the crew of vessels in distress: Appledore Nos. 1 and 2, Ayr, Bridlington, Cullercoats, Donna Nook, Dover, Dungarvan, Formby, Guernsey, Holyhead (Steam Life-boat), Hope Cove, Kildonan, Kingsdowne, Margate, New Romney, Padstow, Plymouth, Porthdinllaen, Queenstown No. 2, Rye, Salcombe, Stornoway, Troon, Walmer, Walton-on-the-Naze, Weymouth, Winchelsea, Worthing and Yealm River.

Also 50*l.* to the widow of an elderly man who was accidentally knocked down and killed while witnessing the proceedings of the Bridlington Life-boat on the occasion of her being taken out with the view of launching to a vessel in distress.

Also 8*l.* 1*s.* to persons injured while engaged in the Life-boat service at Gorleston, Kingsdowne, Newbiggin and Penmon.

The Committee decided to present their thanks to Mr. W. JONES, Honorary Secretary of the Rhosneigr Branch for the valuable help he rendered on the occasion of the launch of the Life-boat for service on the 27th December last. Additional payments were granted to the Life-boat men.

Voted 2*l.* each to the four survivors of the crew of the Margate beachmen's private surf boat *Friend of all Nations*, which was capsized, with the loss of nine of her crew, while on her way to a distressed vessel on the 2nd December last.

Also 5*l.* to twenty men for rendering help to four of the crew of the *Martha Ellen*, of Goole, which stranded at Blakeney, Norfolk, in a whole gale from N.W. and a very heavy sea on the 29th November. The sum of 15*s.* was also granted to the owner of a boat which was damaged on the occasion.

Also 4*l.* 15*s.* to the master and crew of the lugger *Love Lane*, of Wexford, for endeavouring to rescue those on board the *Margaret*, of Beaumaris, which they had observed stranded on the Blackwater Bank, on the 3rd December. Finding they were unable to effect communication with the wreck, they attracted the attention of those on shore, and a coastguard boat put off and rescued the shipwrecked men.

Also 3*l.* 15*s.* to six men for rescuing four men from a boat belonging to the s.s. *Heligoland*, of Hamburg, which was unable to regain the vessel, in Carmarthen Bay, in a fresh S. gale and a very heavy sea on the 14th December. The men were greatly exhausted, and the boat was half full of water and had lost her mast.

Also 3*l.* to six men for rendering assistance to four of the crew of the Norwegian barque *Fram*, who had taken to one of their boats, the vessel having stranded near Auchmithie, Forfarshire, on the 26th December.

Also 2*l.* 12*s.* 6*d.* to five men for rescuing one of three men from a fishing-boat, which had been capsized off Isle Martin, Cromarty, in a strong N.N.W. breeze, a rough sea and thick weather, on the 17th September.

Also 2*l.* to two men for wading into the surf and rescuing one of the crew of the brig *Pen-*

nine, of Newhaven, which had stranded at Palling, Norfolk, in a whole gale from N.N.W. and a very heavy sea on the 29th November.

Also 1*l.* 10*s.* to three fishermen of Filey, Yorkshire, for rescuing nine men from the boat of the stranded s.s. *Centaur*, of Grimsby, in a strong S. gale and a rough sea, on the 13th December.

Also 1*l.* to two men for rescuing a man whose boat had struck on a rock, and sunk between the Mewstone and the mainland in a strong N.E. breeze and a heavy sea, on the 1st November.

THURSDAY, 10th February, 1898.

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

Read and confirmed the Minutes of the previous meeting.

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

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

Read the report of the Chief Inspector of Life-boats on his recent visits to the Penarth Station and Barry Dock.

Also the report of the Deputy Chief Inspector of Life-boats on his visit to the Eastbourne Station.

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

Northern District—Eyemouth, Berwick-on-Tweed, Alnmouth, Hauxley, North Sunderland, Newbiggin, Cresswell and Blyth (two boats).

Eastern District—Cromer, Sheringham, Brancaster, Skegness, Saltburn and Redcar.

Western District—Point of Ayr, Holyhead, Lymouth, Burry Port, Rhoscolyn, Ferryside and Tenby.

Irish District—Wicklow, Fethard and Arklow.

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

	£	s.	d.
Proceeds of Entertainment, per Lady JANE LINDSAY	64	-	-
Collected on board the R.M.S. <i>Oravia</i> , per Mr. J. W. McAFEE	13	13	-
Worshipful Company of Armourers and Brasiers (additional)	10	10	-
Collected on board the S.Y. <i>Midnight Sun</i> during her Christmas cruise, per CONNOP F. S. PEROWNE, Esq.	7	3	6
Offertory in Adderley Parish Church, Market Drayton, per the Rev. ATHELSTAN CORBET, M.A.	6	8	6
—To be severally thanked.			

Also the receipt of the following legacies:—

	£	s.	d.
The late THOMAS CAMAC, Esq., of Chard, Somerset	500	-	-

	£	s.	d.
The late J. W. SHERRY, Esq., of Exeter	500	-	-
The late Mrs. SARAH MEADOWS, of Hereford (balance).	250	-	-
The late Miss EMMA HAYCOCK, of Clifton	50	-	-

Voted the thanks of the Institution to Captain the Hon. F. G. CROFTON, R.N., GERARD B. ELKINGTON, Esq., J.P., WILLIAM STOATE, Esq., and the Rev. W. A. GREEN, M.A., in recognition of their long and valuable services as Honorary Secretaries respectively of the Kingstown, Burry Port, Burnham and Winterton Branches of the Institution, which offices they had just resigned.

Paid 3,45*l.* for sundry charges on various Life-boat Establishments.

Voted 220*l.* 1*s.* 6*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Caister No. 2	Schooner <i>Thomas</i> , of Lowestoft, and ketch <i>Blue Jacket</i> , of Blakey. Rend. assistance.	
Campbeltown	Skiff <i>Lydia</i> , of Campbeltown	4
Girvan	Fishing-boats <i>Sophia</i> and <i>Bonny Loch Ryan</i> , of Girvan. Stood by boats.	
Runswick	Brig <i>John Pitcairn</i> , of London	9
Staithes	A fishing-coble. Stood by boat.	
Swansea	Ketch <i>Crowpill</i> , of Bridgewater	4
Wexford No. 1	Yawl <i>Gannet</i> , of Wexford. Rend. assistance.	
Winterton No. 2	Ketch <i>Robin Hood</i> , of Plymouth. Landed 4 from the Wold light-vessel.	

The Appledore No. 1 Life-boat saved the schooner *J. M. J.*, of Bideford; the Pulling No. 2 Life-boat assisted to save the brig *Prince Consort*, of Faversham, and 8 lives; and the Walton-on-the-Naze Life-boat assisted to save the ketch *Autumn*, of Hull, with 4 persons on board.

Voted also 327*l.* 6*s.* 2*d.* for launches, watching, or assemblies of crews, of the following Life-boats with the view of assisting those on board vessels in distress:—Abersoch, Angle, Appledore Nos. 1 and 2, Aranmore, Broadstairs, Caister No. 2, Dungarvan, Fleetwood, Gorleston No. 1, Greencastle, Guernsey, Hythe, New Quay (Cornwall), New Romney, Padstow, Palling No. 2, Pwllheli, Rhoscolyn and Winterton.

Also 10*l.* to Winterton beachmen, whose yawl was damaged by the gale and high tide, while the men were engaged on service with the Life-boat, on the 29th November.

The Committee decided to tender their best thanks to Mr. JAMES DONALDSON and the Rev. C. T. WAKEHAM, Honorary Secretaries of the Campbeltown Branch, for their valuable services on the occasion of the rescue of a fishing-boat's crew by the Life-boat on the 1st Feb.

Voted 4*l.* 15*s.* to six men for putting off in a yawl and rescuing the master of the schooner

Hilda, of Bridgwater, which had stranded and sunk close under the cliff at Duncannon Fort, Ireland, in a strong S.S.W. gale, a high sea, and thick weather on the 27th December. The crew of the vessel had landed in their own boat to obtain assistance, but were unable to return to their vessel.

Also 12. 15s. to seven men for putting off in a boat with the view of rescuing two men on board the *Margaret*, of Beaumaris, stranded on the Blackwater Bank, Ireland, in a S.W. wind and a moderate sea on the 3rd December. The two men were rescued by a coastguard boat.

THURSDAY, 10th March, 1898.

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

Read and confirmed the Minutes of the previous meeting.

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

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

Northern District—Cullercoats, Tynemouth (two boats), Boulmer, Alnmouth, Holy Island (two boats) and Troon.

Eastern District—Winterton (two boats), Caister (two boats), Harwich (two boats), New Romney, Dungeness (two boats), Folkestone, Hythe, Dover, Kingsdowne, Walmer and North Deal.

Southern District—Hastings, Winchelsea, Rye, Eastbourne, Lyme Regis, Weymouth, Poole, Swanage, St. Peter's, St. Helier's, Atherfield, Brightstone Grange, Brooke, Totland Bay and Ryde.

Western District—Angle, Littlehaven, St. Davids, Fishguard (two boats), Cardigan, New Quay, Burham, Pwllheli, Abersoch, Porthdinllaen, Criccieth, Barmouth, Aberdovey, Aberystwyth and Llanaelhaearn.

Irish District—Poolbeg, Howth, Skerries, Balbriggan, Drogheda (two boats), Kingstown (two boats) and Southport (two boats).

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

	£	s.	d.
Anonymous	1817	5	7
Mrs. BERREY, for rewards to crews for saving life, in memory of her late husband, Mr. GEORGE ALEXANDER BERREY	1000	—	—
"T. G. Y."	100	—	—
Trustees of the late W. THORNGATE, Esq. (annual subscription)	80	—	—
Worshipful Company of Leather-sellers	21	—	—
From the Canteen Fund of H.M.S. <i>Thrush</i> , per Lieut. C. F. L. WATSON, R.N.	9	2	9
Moiety of Collection on board the S.Y. <i>Midnight Sun</i> during her recent cruise, per CONNOP F. S. PEROWNE, Esq.	8	10	9

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late Miss SARAH BODKIN, of Andover. "To be applied for the benefit of the Life-boat men"	1000	—	—
The late Mrs. HARRIET PARTRIDGE, of Tooting. "For the benefit of the Yarmouth Life-boat"	1000	—	—
The late Miss ELIZABETH HIBBERD, of Vauxhall.	100	—	—

Voted the thanks of the Institution to Mr. Alderman MARVIN, THOMAS PAXTON, Esq., and Mr. WILLIAM COCHRANE, in acknowledgment of their past valuable services as honorary secretaries, respectively, of the Ryde, Falkirk and Port Logan branches of the Institution, which offices they had just resigned.

The Committee also specially recognised the valuable services, extending over many years, of the following honorary secretaries of branches:—ROBERT BROWN, Esq., Boulmer; Mr. B. SIMONS, Sutton; the Rev. G. SPACKMAN, M.A., Hasborough; W. J. D. WHITAKER, Esq., Sidmouth; Captain G. BAILLIE, Stronness; Mr. P. HARNEY, Dunmore East; and Miss LUCY CARTER, Clevedon.

Paid 4,763l. for sundry charges on various Life-boat establishments.

Voted 229l. 16s. 6d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Caister No. 2	Schooner <i>Hermann</i> , of Boekzetelerfehn	5
Formby	Sloop <i>Beehive</i> . Stood by vessel.	
Hoylake	S.S. <i>Le Blanc</i> . Rendered assistance.	
Montrose No. 1	About 25 fishing-boats. Stood by boats.	
New Brighton (Steam Life-boat)	Schooner <i>Robert and Elizabeth</i> , of Lancaster	4
Penzance	Schooner <i>Mary James</i> , of Penzance. Landed 10 persons.	
St. Andrew's	A fishing-boat	3
Scarborough	Schooner <i>Speculation</i> , of Krageroe. Stood by vessel.	
Staithes	Fishing-cobles. Stood by boats.	
Stonehaven	Fishing-boats <i>Vine</i> and <i>Silver Eagle</i> , of Stonehaven	10
Whitby No. 1.	Three fishing-cobles. Saved 1 boat and	8

Also 429l. 9s. in payment for launches or assemblies of the crews of the following Life-boats with the view of assisting the crews of distressed vessels:—Arklow, Broadstairs, Caister No. 1, Deal, Dungarvan, Exmouth, Eyemouth, Formby, Gorleston No. 1, Holyhead (steam Life-boat), Hoylake, Palling No. 2, Queenstown No. 2, Walmer, Whitby No. 2, Winterton No. 2, and Workington.

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

Voted 8l. to three men injured while engaged in Life-boat service at Winterton and Deal.

Also 4l. 10s. to nine fishermen for rescuing four other fishermen who were unable to return to Cromarty, a fresh gale having sprung up, accompanied by a heavy sea, on the 12th February.

Also 3l. 15s. to five men for rescuing the crew of three men from the schooner *Grace Phillips*, of Carnarvon, which had stranded off Holyhead, in a W.N.W. gale, and a moderate sea, on the 25th February.

Also 3l. 7s. 6d. to nine men for saving the fishing boats *Mary* and *Ann Alexandrina*, of Montrose, and their crews of six men, which were in danger while returning to port in a strong S.S.W. gale and a very heavy sea, on the 12th February.

Also 2l. 5s. to six men for rescuing three other men from a boat which had been capsized by a heavy sea near the entrance to Portrush harbour, co. Antrim, on the 8th February.

Also 10s. to a man who rescued a boat, containing two men, which was helplessly drifting out to sea in Barnstaple Bay, in a fresh S.E. breeze and a moderate sea on the 13th January.

SATURDAY, 12th March, 1898.

The Annual General Meeting of the Governors and friends of the Royal National Life-boat Institution took place this day at St. Martin's Town Hall, Charing Cross Road, His Grace the DUKE OF LEEDS in the chair.

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

The meeting was also addressed by Colonel SAUNDERSON, M.P.; the Right Hon. Sir FRANCIS JEUNE, K.C.B. (President of the Admiralty Division of the High Court of Justice); Admiral the Right Hon. Sir JOHN C. DALRYMPLE HAY, Bart., K.C.B.; the Hon. Mr. Justice BRUCE; JAMES ROUND, Esq., M.P.; Sir EDWARD BIRKBECK, Bart., V.P., Chairman of the Institution; and Colonel FITZROY CLAYTON, V.P., Deputy-Chairman of the Institution.

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

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

THURSDAY, 7th April, 1898.

Colonel FITZROY CLAYTON, 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.

Sir EDWARD BIRKBECK, Bart., V.P., was

unanimously re-elected Chairman, and Colonel FITZROY CLAYTON, V.P., Deputy-Chairman of the Committee of Management of the Institution for the ensuing year.

The members of the Sub-Committees (Colonel FITZROY CLAYTON, V.P., Chairman) were also elected for the current year—also the delegates to the Central Committee of the Life-boat Saturday Fund.

Read the report of the Deputy-chief Inspector of Life-boats on his recent visits to the Eastbourne, Carrickfergus and Blackrock Stations.

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

Northern District—Dunbar, Crail, St. Andrews, Anstruther, Broughty Ferry, Johnshaven, Montrose (two boats), Gourdon, Arbroath, Stonehaven, Newburgh and Port Erroll.

Eastern District—Broadstairs, Hartlepool (three boats), West Hartlepool, Mablethorpe, Sutton, Grimsby, Sunderland (two boats) and Roker.

Southern District—Brixham, Torquay, Teignmouth, Sidmouth, Newhaven, Brighton and Littlehampton.

Western District—Swansea, Porthcawl, Penarth, Port Eynon, Weston-super-Mare, Watchet, Rhosneigr, Llanddwyn, Holyhead (two boats) and Porth Rhuffydd.

Irish District—New Brighton (two boats), Formby, Hoylake, Helbre Island, Fleetwood, Barrow, Lytham, St. Anne's (two boats), Blackpool, Giles Quay, Greenore, Portrush, Groomsport, Carrickfergus, Blackrock and Drogheda (two boats).

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

	£	s.	d.
Her Most Gracious Majesty THE QUEEN (annual subscription) . . .	50	-	-
R. A. B. PRESTON, Esq. (annual subscription in aid of Cornish Life-boats) . . .	50	-	-
Sir EDWARD D. SCOTT, Bart. . .	50	-	-
Mrs. ALEXANDER BLACK. . .	50	-	-

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
From the Executors of the late Mrs. E. A. BACK, of Putney, in memory of her late uncle, Mr. DAVID PROWETT . . .	450	-	-
The late Captain R. B. MACONOCHE, R.N., of Edinburgh . . .	10	-	-
The late Mrs. FELLOWES-GORDON, of Knockespool, Aberdeenshire. . .	9	-	-
The late Miss SCOTT, of Montrose . . .	5	-	-
The late Miss ELIZABETH HIBBERD, of Vauxhall (additional) . . .	4	-	-

Voted the thanks of the Committee to WILLIAM MORGAN, Esq., and E. A. GIBBON, Esq., in recognition of their long and valuable co-operation as Honorary Secretaries respectively of the Stechford and Carnsore Branches of the Institution, which offices they had just resigned.

Reported the transmission to their stations of the Irvine and Plymouth new Life-boats.

Paid 4,937*l.* for sundry charges on various Life-boat Establishments.

Voted 517*l.* 14*s.* 9*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Aldeburgh . .	Ketch <i>Ludovicus</i> , of West Hartlepool	3
" . .	Barque <i>Magdimeta</i> , of Risør	10
Blyth Nos. 1 & 2 . .	S.S. <i>Dun</i> , of Copenhagen. Remained by vessel.	
Brixham	Boat going to cutter <i>Olive Leaf</i> , of Brixham. Stood by boat.	
Broadstairs . .	Barge <i>Anglo-Saxon</i> . Rendered assistance.	
Fishguard No. 2 . .	Schooner <i>Mary Lloyd</i> , of Carnarvon	7
" . .	Ketch <i>Elizabeth</i> , of Newport (Mon.). Landed 2.	
Flamborough } No. 2	Brigantine <i>Kathleen</i> , of Lowestoft. Landed 5 men.	
Hartlepool } Nos. 2 & 3 . .	Schooner <i>Dagmar</i> . Rendered assistance.	
Ditto	Barque <i>Mermaid</i> . Stood by vessel.	
Kircudbright . .	Schooner <i>Mary Jane</i> , of Barrow	2
Palling No. 1 . .	Barque <i>Hilda</i> , of Frederickstadt	8
Penzance	Brigantine <i>Henry Harvey</i> , of Hayle	6
Sheringham . . .	Fishing-boats. Stood by boats and saved.	2
Southend	Schooner <i>Hugh Miller</i> , of Inverness	6
Sunderland } (S. Outlet) . .	Schooner <i>Arion</i> , of Bremerhaven	8
Wells	Smack <i>F. T. B.</i> , of Boston	4
W. Hartlepool . .	Schooner <i>Johannes</i> , of Grossefehn	5
Withernsea . . .	Dandy <i>Fertile</i> , of Grimsby. Remained by vessel.	
Youghal	Ketch <i>Gipey</i> , of Youghal	3

The Ramsgate Life-boat assisted to save the smack *Ismene*, of Ramsgate, and three men, and the Aldeburgh and Harwich (steam) Life-boats assisted to save the ship *Pampa*, of Hamburg, and twenty-four persons on board.

Voted also £748 *l.* 1*s.*, to defray the cost of launches, watching, or assemblies of crews of the following Life-boats, with the view of assisting the crews of vessels in distress:—Bridlington, Brixham, Caister Nos. 1 and 2, Clacton, Donna Nook, Falmouth, Gorleston No. 1, Grimsby, Harwich (steam Life-boat), Hayle, Hoylake, Kingsdowne, Lowestoft No. 2, Margate, Palling No. 2, Salburn, Seaham, Seaton Carew, St. Ives, Sunderland South Pier, Sutton, Tynemouth No. 1, Walton-on-the-Naze, Whitelink Bay, Winterton Nos. 1 and 2, and Great Yarmouth.

The Ramsgate Life-boat was also taken out, but her aid was not required.

Voted 180*l.* compensation to the owners of four horses drowned in an attempt to launch the Margate Life-boat for service on the 24th March.

Also an aneroid barometer to Mr. THOMAS

JEPHOOTT, Honorary Secretary of the Margate Branch, in recognition of his good services on the occasion of the attempted launch of the Life-boat on 24th March, and of the valuable aid he has rendered on previous occasions in connection with Life-boat work.

Also 25*l.* in aid of the fund raised locally for the widow and family of a man who lost his life in an endeavour to assist the crew of the private Life-boat *Seagull*, of Bridlington, who were in considerable peril, the boat being dashed against the sea-wall and entirely destroyed when about to proceed to sea on service on the 25th March.

Also 20*l.* 18*s.* grants to, and medical expenses incurred by, five men injured at Lowestoft, Winterton, and Tynemouth.

Also 4*l.* to eight men who saved a fishing-boat and her crew of four men, which had been capsized at Knockadoon, co. Cork, in a moderate E.S.E. gale and a rough sea, on the 7th March.

Also 17*l.* 15*s.* to seven fishermen for services rendered on the occasion of the capsizing of the fishing yawl *Britannia*, of Dundee, near Kingsbarns, Fifeshire, in a strong S.W. gale and a rough sea on the 18th March.

THURSDAY, 12th May, 1898.

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

Read and confirmed the minutes of the previous meeting.

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

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

Also the report of the Deputy Chief Inspector of Life-boats on his visits to the following places:—Carrickfergus, Drogheda, Dublin, Poolbeg, Clogher Head, Skerries, Howth, Balbriggan, Rosslare Harbour, Kilmore, Wicklow, Rhoscolyn, Penmon and Point of Ayr.

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

Northern District—Whitelink Bay, Fraserburgh, Banff, Buckie, Lossiemouth, Nairn, Dornoch and Embo, Huna, Ackergill, Wick, Thurso, Longhope and Stromness.

Eastern District—Seaham, Whitburn, Seaton Carew, Margate, Lowestoft (two boats), Pakefield, Southwold (two boats), Aldeburgh, Flam-borough (two boats), Bridlington Quay, Clacton-on-Sea, Walton-on-Naze, Southend and Harwich (two boats).

Southern District—Brighton, Hayling Island, Selsey, Falmouth, Porthleven, Polpear, Church Cove and Cadgwith.

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

Irish District—Poolbeg, Skerries, Balbriggan, Howth, Kilmore, Rosslare Harbour, Wexford, Courtown, Cahore, Fethard, Tramore, Dunmore East and Dungarvan.

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

	£	s.	d.
"C. A. M."	80	—	—
On behalf of the competitors in the "Zulia" competition, per Mr. G. E. HOWARD	50	—	—
Collected on board the S.Y. <i>Midnight Sun</i> during her last cruise, per CONNOP F. S. PEROWNE, Esq.	9	—	7
Collected from the children of the St. Alban's, Holborn, Sunday School on the Sundays in Lent, per the Rev. E. F. RUSSELL, M.A.,	8	18	0

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late Miss MARGARET BROOKE, of Brookshill, Londonderry	914	10	—
The late SAMUEL CAMM, Esq., of Rotherham	500	—	—
The late THOMAS SIMPSON, Esq., of Manchester	364	17	2
The late SAMUEL BUCKLEY, Esq., of Old Trafford	200	—	—
The late THOMAS GOLBY, Esq., of Adderbury	100	—	—

Voted the thanks of the Committee to the Rev. GEORGE SPACKMAN, M.A., Mr. THOMAS JACKSON and Mr. T. J. MITCHELL, in recognition of their past valuable services as Honorary Secretaries, respectively, of the Hasborough, Broadstairs and Dartmouth Branches of the Institution, which offices they had just resigned.

Decided that the Barmston, Balbriggan, Drogheda No. 1 and Poolbeg Life-boat Stations be discontinued.

Also that a new Life-boat Station be established at Clogher Head, near Drogheda.

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

Paid 2688l. for sundry charges on various Life-boat Establishments.

Voted 291l. 17s. 1d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Cloughey	Barque <i>Beaconsfield</i> , of Drammen. Assisted some of crew to land, and saved	9
Cullercoats	Seventeen fishing-cobles. Stood by boats.	
Dover	Galliot <i>Norden</i> , of Hauge-sund. Rendered assistance.	
Filey	Two fishing-cobles. Rendered assistance.	
Fishguard No. 2	Schooner <i>Mary Lloyd</i> , of Carnarvon	7

Life-boat.	Vessel.	Lives saved.
Fishguard No. 2	Ketch <i>Elizabeth</i> , of Newport (Mon.). Landed 2.	
Fleetwood	Steam trawler <i>Diana</i> , of Grimsby. Rendered assistance.	
Hauxley	Coble <i>Guiding Star</i> , of Hauxley. Stood by boat.	
Hilbre Island	Boats <i>Emblem</i> , <i>Times</i> , and <i>Delembra</i> , of Parkgate. Saved boats and	8
Holyhead (Steam Life-boat)	{ S.S. <i>Dahomey</i> , of London. Landed 13 persons.	
Kilmore	Barque <i>Haweswater</i> , of Liverpool. Stood by vessel.	
Montrose No. 1	Fishing-boats and schooner <i>Gleaner</i> , of Montrose. Stood by vessels.	
Newbiggin	Fishing-cobles. Stood by boats.	
N. Sunderland	Coble <i>Beautiful Star</i> . Stood by boat.	
Peterhead	Fishing-boats. Stood by boats.	
"	Fishing-boat <i>Maggie M. Birnie</i> , of Peterhead. Stood by boat.	
Ramsey	Ketch <i>Newlands</i> , of Belfast. Landed 4.	
Rhyl No. 1	Yacht <i>Ripple</i> , of Liverpool. Stood by vessel.	
Scarborough	Fishing-cobles. Landed 32 men and assisted to save boats.	
Staithes	Fishing-cobles. Stood by boats.	
Whitby No. 2	Fishing-cobles. Stood by boats.	

The Cresswell Life-boat saved twenty-seven persons from the ss. *Strathcarron*, of Glasgow, and attempted to save the vessel, and the Holyhead steam Life-boat landed the mails, luggage, etc., from the ss. *Dahomey*, of London.

Voted 9l. 5s. to the crew who manned the Institution's boarding boat at New Brighton and stood by the smack *Frederica*, of Liverpool.

Also 217l. 5s. 9d. for assemblies of crews or launches with the view of rendering service by the following Life-boats:—Blakeney, Broadstairs, Caister No. 2, Cemaes, Cemlyn, Ferryside, Fethard, Fraserburgh, Holyhead (steam Life-boat), Montrose No. 1, Porth Rhuffydd, Tenby, West Hartlepool, Whitehaven, Whitelink Bay and Yealm River.

Also 15s. to two men for rescuing the crew of a boat capsized off Trefri Point in a rough sea on the 6th April.

Also 10s. to two men for saving two men from a capsized boat belonging to the yacht *Marie*, of Hoylake, in a smooth sea on the 20th April.

NOTICE.

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

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patron—Her Most Gracious Majesty the Queen.

Vice-Patrons—
 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 GOTA, 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 FITZROY CLAYTON, V.P.

Secretary—CHARLES DIBDIN, Esq., F.R.G.S.

Telegraphic Address :

"LIFE-BOAT
INSTITUTION,
LONDON."



Telephone :

No. 2964
("GERRARD
EXCHANGE.")

APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that during the past year (1897) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £60,447 on its 292 Life-boat Establishments.

GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING 1897.

		£.	s.	d.
Number of Lives rescued by Life-boats, in addition to				
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			
Total	45	659	£10,289	4 -

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 40,784. The rewards and recognitions granted by the Institution in the same period comprised 99 Gold Medals and Clasps, 1,165 Silver Medals and Clasps, 281 Binocular Glasses, 15 Telescopes, 18 Aneroid Barometers, 1,592 Votes of Thanks, inscribed on vellum and framed, 89 Certificates of Service framed, and £184,200 in money.

The Committee earnestly appeal to the British Public for Funds to enable them to maintain their 292 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 August, 1898.