

# THE LIFE-BOAT.

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Royal National Life-Boat Institution.

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## THE INSTITUTION MOURNS.

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A GREAT loss has, within the last few weeks, fallen on the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and the Life-boat Cause has been deprived of a strong supporter and constant friend by the death of ALGERNON GEORGE PERCY, Sixth Duke of NORTHUMBERLAND, K.G., which occurred at Alwick Castle on the 2nd January last, after a somewhat short illness. The Duke, who at his death was in his eighty-ninth year, had held the important office of President of the Institution for the long period of thirty-three years; but his interest in the cause dated back as far as 1858, when, as Lord Lovaine, he first became a regular supporter of the work. Up to the last the Duke was greatly interested in the reports which he received from time to time relative to the Institution and he evinced much concern when anything happened which he thought might in any way retard its progress or hinder its development. All friends of the Institution will deplore the loss which it has sustained by the death of its venerable and venerated President. The remains of the deceased nobleman are interred in the family vault in Westminster Abbey.

THE STEAM LIFE-BOATS FOR GRIMSBY AND PADSTOW:  
A NEW DEPARTURE.

It is just a year (vide *Life-boat Journal*, February, 1898) since a description was given in these pages of the steam Life-boat *Queen*, which was sent to her station at New Brighton in October, 1897. After the launch of that boat and before the steamers required for Grimsby and Padstow were ordered, the whole subject of the application of steam to Life-boat work was thoroughly reviewed and discussed by the Committee of Management and the Officers of the ROYAL NATIONAL LIFE-BOAT INSTITUTION with a special bearing on the method of propulsion in use or to be employed in the future, whether taking it all in all the Institution was justified in still adhering to the "turbine," or, in view of the development of the protected screw propeller as used in the Nile and Niger gunboats, this latter method should be adopted. The screw propeller gained the day and the two boats were ordered of Messrs. J. SAMUEL WHITE & Co., Ltd., of East Cowes.

The boats are practically identical, the only difference being that it was found desirable to slightly alter the position of the coal bunkers in the second boat (Padstow) so as to bring the weight a little further aft, and also step the mast abaft the funnels to prevent the lug sail being burned.

On p. 273 will be found sketches of the Life-boats, showing profile, deck plan and midship section, in which the principal dimensions are given, and on p. 274, a reproduction of a photograph of the Grimsby boat, *James Stevens No. 3*, on her full-speed trial.

Now to compare the two methods of propulsion:—On referring to the *Life-boat Journal* published on the 1st November, 1890, in which was a description of

the first steam Life-boat *Duke of Northumberland*, the principal reasons for adopting the turbine will be found, and they were practically as follows:—

(1) That the position of the "turbine" or "centrifugal pump" in the chamber very nearly in the midship section of the boat would render it much less liable to be damaged from taking the ground, or from wreckage, or to be fouled by ropes, &c., than the screw propeller.

(2) That in a heavy sea owing to its position and design the engines driving it would not "race."

(3) That the boat could be manœuvred entirely without reference to the engine room by means of handles in the cock-pit controlling the water discharges on either side of the boat, and in addition to this, that in case of the steering gear being disabled the boat could be kept under control by this means.

With regard to the first reason given, experience has not entirely borne out the hope that the turbine would have a perfect immunity from damage or fouling, for there have been instances, though only a few, of the inlet passage being fouled by becoming choked with seaweed, and the pump injured by having stones, gravel and sand drawn into it. Also on one occasion one of the steam Life-boats was temporarily disabled by a rope being drawn through the inlet and wound round the spindle of the pump, bringing the engines to a standstill. The "turbine" cannot be cleared without putting the vessel into dock or on a "grid," which is a distinct drawback.

With regard to reason No. 2, the turbine has proved everything that could be desired, and also as regards reason No. 3.

Before drawings and specifications of the new boats were made out these three points were all carefully discussed; and in addition the serious trouble which had been experienced by the corrosion of the inlet and outlet pipes of the *Duke of Northumberland* and *City of Glasgow* was considered, and also the extra power required to propel a boat fitted with a turbine as compared with that required to propel a precisely similar boat with a screw. What was thought desirable was to be able to fit a screw in such a position that *point 1* would be better carried out

14th January, 1898, and the first one, viz., *James Stevens No. 3*, for Grimsby, was ready in September last, when a series of exhaustive trials took place in the Solent, the results of which amply justified the Institution in coming to the decision of adopting the screw propeller.

The steam Life-boats *Queen* and the *James Stevens No. 3* are, as the following table shows, almost identical in displacement, and as better results have been attained in the *Queen* than in the other two turbine steam Life-boats *Duke of Northumberland* and *City of Glasgow*, it is

Particulars.	Maximum Full Speed.		Ordinary working Full Speed.	
	<i>Queen.</i>	<i>James Stevens No. 3.</i>	<i>Queen.</i>	<i>James Stevens No. 3.</i>
Dimensions . . . . .	55 ft. × 15 ft.	56 ft. 6 ins. × 14 ft.	—	—
Load displacement . . . . .	31·87 tons.	31·75 tons	—	—
Mean draught . . . . .	2 ft. 11¼ ins. X	3 ft. 5½ ins.*	—	—
Mean Indicated H.P. . . . .	198	179·927	107·6	97
Steam-pressure . . . . .	143 lbs.	150 lbs.	—	—
Vacuum . . . . .	23·8 ins.	23·65 ins.	—	—
Air-pressure in stoke hold . . . . .	1·55 ins.	1·14 ins.	—	—
Mean revolutions . . . . .	398·6	423·2	368	352
Mean speed . . . . .	8·832	9·59	8	8·5
Consumption of coal per hour . . . . .	—	—	3cwt. 3qrs. 18lbs.	2cwt. 1qr. 23lbs.

\* The draught of the *James Stevens No. 3* is taken to the bottom of the bilge keels which come 5½ ins. below the actual body of the boat.

than with the turbine, and at the same time *point 2* would be equally as well attained, while a slight sacrifice of manœuvring efficiency, *point 3*, would be made, but this would probably not be felt in practice.

The result of the discussion was that it was decided to adopt the single screw propeller fitted into a cavity formed in the vessel's structure, under the cockpit, about half way between the after end of the engine room and the stern post (see profile and midship section, p. 273).

The two boats were ordered on the

most desirable to compare her with the *James Stevens No. 3*.

The above table shows the comparative efficiency of the two boats at maximum full speed and at ordinary working full speed. It was found on the trials that the power necessary to drive the *Queen* at a speed of 8½ knots per hour was 158 I.H.P., while the power required to obtain the same result from the *James Stevens No. 3* was 97 I.H.P. or 61 horse power less than that of the *Queen* = 62·9 per cent. of a saving in favour of the screw propeller. Also it will be seen by

reference to above table that the *Queen* burns 3 cwt. 3 qrs. 18 lbs. of coal per hour to obtain 8 knots, whereas the *James Stevens No. 3* only burns 2 cwt. 1 qr. 23 lbs. to obtain  $8\frac{1}{2}$  knots per hour.

The type of engine required for driving the screw propeller is much more compact, and weight for weight is not heavier when compared with the speed obtained. The engines of the *Queen* being almost horizontal, while those of the *James Stevens No. 3* are miniature vertical inverted compound surface condensing engines of a very strong design, made to stand full power driving in the worst weather.

On driving the vessel (*James Stevens No. 3*) against a head sea (point 2), it was found that there was not the least sign of the engines "racing"; this being due to the position of the propeller and to the cavity in which it is placed being air-tight; the propeller under these conditions keeps the cavity full of water owing to its action in expelling the air and forming a partial vacuum, thus drawing the water up and keeping the propeller immersed. Again, the screw propeller in its position in the cavity reduces the possibility of fouling to a minimum (point 1), and even in the event of anything of that sort occurring access to it is rendered very easy to clear the obstruction by an opening in the top of the cavity provided for that purpose. This hatch can be seen immediately above the screw in the profile and deck plan, page 273.

At the trials in the Solent and subsequently on her passage to Grimsby it was found that the *James Stevens No. 3* manœuvred very satisfactorily (point 3) both with rudder and engines, the latter working in response to an engine-room telegraph placed conveniently to the hand

of the coxswain. In the event of the rudder being damaged sweep oars have been provided, and it was found that at moderate speed the boat could be kept under control by their use.

So far for the comparison of the two methods of propulsion, and, judging from it, it would certainly appear that the Institution has been right in attempting a new departure.

A Wiers feed-pump has been fitted to the new steam Life-boats with satisfactory results. The patent water-tube boilers are those of Messrs. White and Foster, and can supply steam to sustain an average speed of  $8\frac{1}{2}$  knots on about  $\frac{1}{4}$  inch of air-pressure, and it should be borne in mind that the ordinary full-power driving of the *Queen* requires an average air-pressure of  $\frac{7}{8}$  in. to  $1\frac{1}{4}$  in., therefore the contrast in favour of the new boat's boiler is very marked.

The experiment made in burning oil fuel in the *Queen* has not come up to expectations, and consequently it has not been repeated in the new boats.

An evaporator (Webster's) is fitted, and on being tested it was found that it could yield at the rate of about 3 tons of good soft water in 24 hours: a very satisfactory result, as it obviates the necessity for taking the boat to a hydrant to fill up with water, for there is sometimes considerable difficulty in doing this, and the nearest watering-place is often at a distance from the moorings.

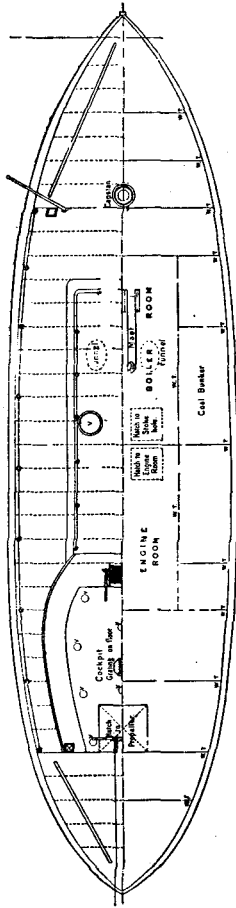
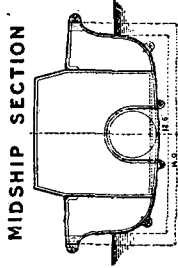
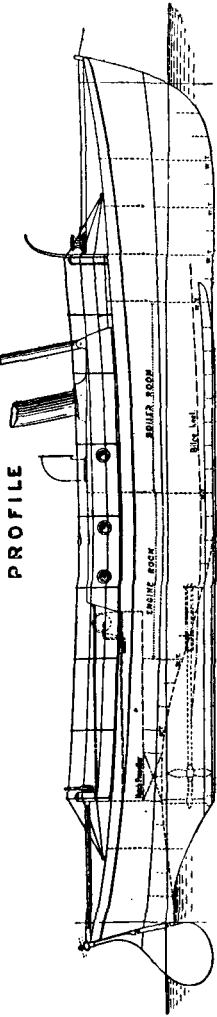
The following additional particulars of the new Steam Life-boats may also be of interest:—

*Size of Engines.*—H.P. cylinder 9 in. diameter, L.P. cylinder 16 in. diameter, stroke 9 in.

*Dimensions of Boiler.*—Grate area 15 sq. ft., heating surface 500 sq. ft.

*Working pressure.*—150 lbs.

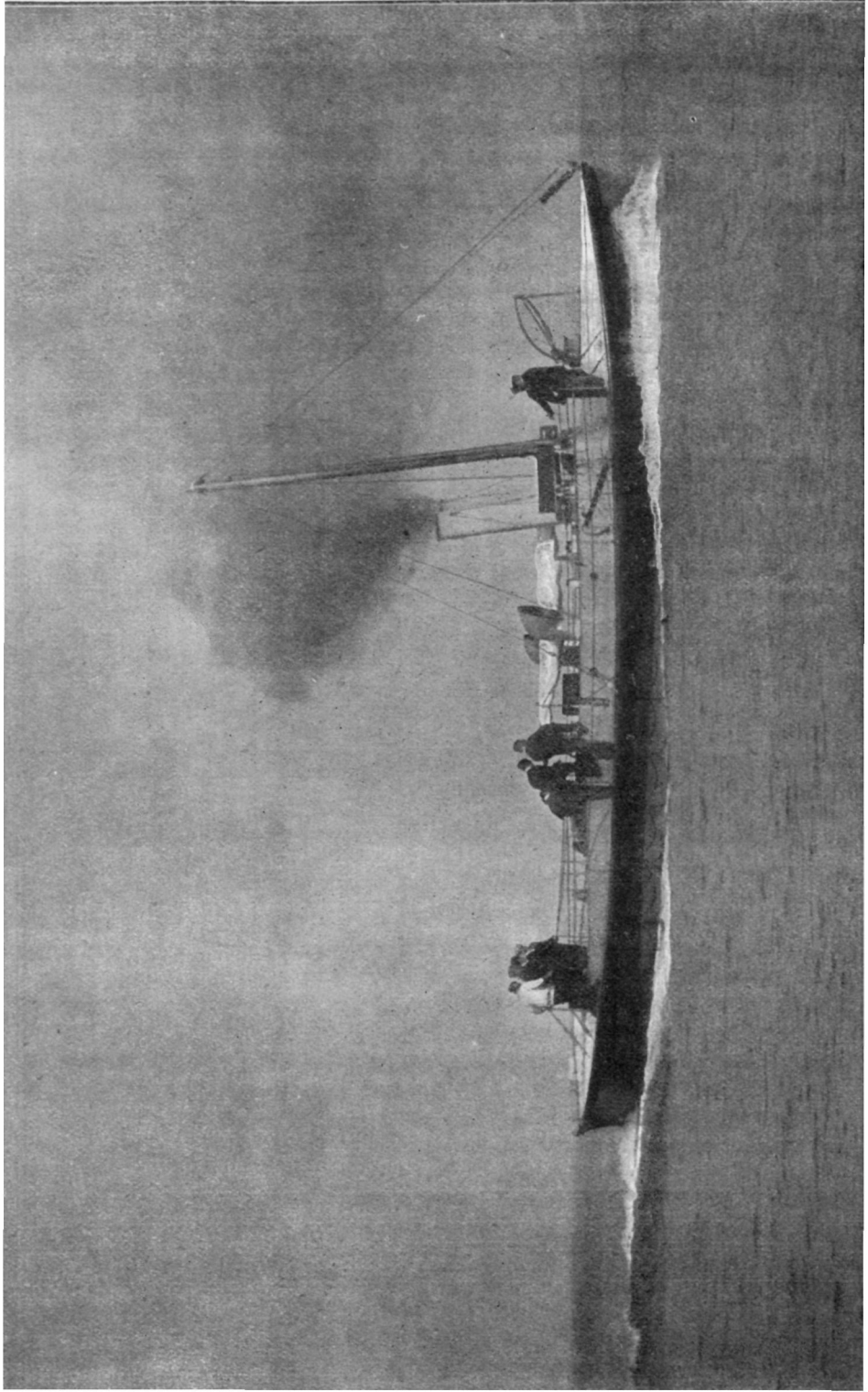
*Particulars of propeller.*—4 blades, 3 ft.  $1\frac{1}{2}$  in. diameter, 3 ft.  $6\frac{1}{2}$  in. pitch.



PRINCIPAL DIMENSIONS.

Length over all	35 ft 6 ins
"    on L.W.L.	33 - 0 "
Breadth	12 - 6 "
"    over spars	14 - 0 "
"    extreme over bulw	15 - 0 "
Depth Moulded	5 - 8 "

SCREW STEAM LIFE-BOAT OF THE ROYAL NATIONAL LIFE-BOAT INSTITUTION.



THE FIRST SCREW STEAM LIFE-BOAT OF THE ROYAL NATIONAL LIFE-BOAT INSTITUTION.

## THE LIFE-BOAT SATURDAY FUND.

THE Central Committee of the LIFE-BOAT SATURDAY FUND and their officers, as well as the District and Local Life-boat Saturday Committees throughout the country, are to be heartily congratulated on the success of their efforts during the past year. Whilst the Central Committee have been able to report an increase in the receipts, and in many cases a very considerable increase, all along the line, they have been able at the same time to show a decrease in the working expenditure. Nothing could be more satisfactory. Their third Annual Report, which is now being issued, states that the good certificate of character and for management which the Fund received in 1897 from the Select Committee of the House of Commons has had an excellent effect in restoring public confidence, the charges which had been made against the Fund having been found to be "unfounded and untrue." It appears that some few persons have since been diligent in Manchester in their efforts to discredit the Report of the Parliamentary Committee, but the general consensus of opinion in the country evidently is that the opinion of a strong Committee of members of the Legislature, who have carefully examined the matter and have no personal ends to meet is worth just a trifle more than that of a few private individuals who, in differing, may perchance have personal reasons for their view!

The gross receipts of the Central Committee in 1898 were 19,714*l.* 4*s.* 9*d.*, as against 13,815*l.* 13*s.* 9*d.* in the previous year, and their expenditure for the year 4,411*l.* 16*s.* 5*d.*, whereas in 1897 it amounted to 4,499*l.* 1*s.* 1*d.* The Central Committee of the Fund have therefore been able to hand over to the Committee

of Management of the NATIONAL LIFE-BOAT INSTITUTION the handsome sum of 15,302*l.* 8*s.* 4*d.* to enable them as far as possible to meet the payments which they always make to the widows and orphans of Life-boat men and others who have lost their lives in the service, to men injured in the service, to coxswains, bowmen, and signalmen of long and meritorious service in pensions and retiring allowances, and to coxswains and crews, &c., for services rendered, special rewards and regulations, &c. In 1898 Life-boat Saturday Demonstrations or well-organised collections were made in 119 cities and towns, being 37 more than in 1897.

The Committee of the LONDON LIFE-BOAT SATURDAY FUND have also issued within the last few days their third Annual Report; and they too are to be cordially congratulated on their good success during the past year. London is probably the most difficult city in the world for a committee to work up to a pitch of even a mild enthusiasm for any particular charitable or benevolent object; but the London Life-boat Saturday Committee have made a plucky effort and they have been rewarded, the nett amount paid over by them to the Central Committee of the Fund as the result of last year's work being 3,732*l.* 19*s.* 9*d.*, an increase of 1,724*l.* 2*s.* 1*d.* on the corresponding amount for 1897. This is most encouraging. The Ladies' Auxiliaries, both in London and throughout the country have worked admirably as might be expected, and we wish them, as well as the Central and the other Committees of the LIFE-BOAT SATURDAY FUND, increased success in their generous and benevolent efforts during the coming year.

### ADDITIONAL STATIONS AND NEW LIFE-BOATS.

**NEW BRIGHTON.**—The tubular Life-boat on this station having become unfit for further service has, in accordance with the wishes of the crew, been replaced by a non-self-righting sailing Life-boat of the Watson type, 43 ft. long and 12 ft. 6 in. wide. She is fitted to row 10 oars, for use when the sails cannot be utilised. This boat was endowed by the late Mr. H. T. RICHARDSON, of Bryntyfryd, Pwllheli, as a memorial of his late father, and accordingly she is, like the one she superseded, named the *Henry Richardson*.

**PWLLHELLI.**—A similar Life-boat, but of somewhat smaller dimensions, i.e., 38 ft. by 9 ft. 6 in., has recently been placed on this station, the crew having expressed their opinion that the Life-boat previously supplied to them was not well suited to the requirements of the locality. The new boat bears the same name as the one she replaced, viz., *Margaret Platt of Staly-bridge*, after the benefactor whose bequest was appropriated to this Life-boat station.

**GRIMSBY and PADSTOW.**—The Screw Steam Life-boats recently stationed at

these places are fully described and illustrated on pp. 270-4.

**PIEL, LANCASHIRE.**—The Committee of the Barrow Branch, and the Coxswains and crew of the Life-boat at that place, having strongly urged that a boat stationed at Piel, where the boat was formerly located, would be likely to be of more service than the one at Barrow, the Institution has accordingly sent a Life-boat there on trial. She is kept hauled up on a pitched stone slipway adjacent to the old Custom House, and the Barrow Life-boat Station will be maintained until the question of establishing a Life-boat Station permanently at Piel has been determined. The Life-boat supplied is a self-righting boat, 39 ft. long, 9 ft. wide, and rowing 12 oars double-banked; she was withdrawn from Holyhead on a Steam Life-boat being placed there, and is named *Thomas Fielden*. She is an endowed boat, presented to the Society many years since by Messrs. SAMUEL, JOHN and JOSHUA FIELDEN, of Todmorden, in memory of their late uncle, the well-known philanthropist.

### CIVIL SERVICE LIFE-BOAT FUND.

At the 32nd Annual Meeting of the Committee of this Fund, held on the 18th inst., and presided over by Mr. Chas. G. Turner, C.B., Comptroller-General of Inland Revenue, Mr. Charles Dibdin, the Honorary Secretary, reported that the contributors to the Fund now numbered upwards of 17,000, and that it was subscribed to practically by the members of every Office and Department under the Crown. The Committee had been able

during the year 1898 to pay to the ROYAL NATIONAL LIFE-BOAT INSTITUTION the large sum of 2,048*l.* 14*s.* 11*d.* to recoup the Institution every expense entailed during the year in connection with the maintenance of the seven Civil Service Life-boats and stations, and towards defraying the cost of the slipway recently erected at Margate for the Life-Boat "Civil Service No. 1." The Civil Service Life-boats have saved 257 lives.

### HOW TO HELP THE ROYAL NATIONAL LIFE-BOAT INSTITUTION.

1. By becoming an Annual Subscriber, even if the amount subscribed be small, or by giving a donation.
2. By taking charge of a collecting-box or card and endeavouring to fill it.
3. By remembering the needs of the cause when you make your Will and providing for a legacy for the general purposes of the Institution.
4. By endeavouring to form Branches with a view to raising funds for the Institution.
5. By promoting concerts, bazaars, special collections, &c., for the cause.
6. By speaking a good word for the Institution wherever you go and interesting others in the work.



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

SUTTON, LINCOLNSHIRE.—A message by telephone was received on the 21st May, 1898, stating that a steamer was aground about two hundred yards south of Huttoft. The Life-boat *Sir John* was launched at 12.45 p.m., and found the vessel was the *Thelma*, of Christiania, bound from Hamburg for Grimsby, in ballast. She had stranded in the foggy weather which prevailed at the time. The Life-boat stood by her until she was afloat, the coxswain explaining to the master his exact position and giving him his course. No further assistance being needed, the Life-boat sailed back to the station, arriving there at 4 p.m.

ST. AGNES, ISLES OF SCILLY.—Signals having been fired by the Bishop Rock Lighthouse, on the 26th May, the Life-boat *James and Caroline* was launched at 12.15 p.m., and found the lugger *Nyanza*, of Penzance, engaged in the mackerel fishery, at Crebawethan, where she had been run ashore, having been damaged by striking on rocks. One of her crew was taken off by an island fishing-boat, and the remainder, four in number, were landed by the Life-boat at St. Mary's. The Life-boat also saved some of the gear of the vessel which was expected to become a total wreck.

WHITBURN.—The Life-boat *William and Charles* was launched at 11.30 p.m. on the 1st June and landed a man from the coble *Guiding Star*. Whilst he was out attending to his crab-pots, a heavy sea rose and he was in considerable peril; the surf was breaking so heavily that it would have been impossible for him to have landed in the coble.

HILBRE ISLAND.—Having received intelligence that a yawl was in a very dangerous position close to the rocks on the west side of the island, on the 24th June, the Life-boat *Admiral Briggs* was launched at 12.40 p.m., and proceeded through a rough sea to the spot where the yawl *Conovium*, of Beaumaris, was stranded. The master requested that some of the Life-boat men might board

the vessel and try to get her off. With some difficulty she was got afloat, and the Life-boat then returned to her station, arriving at 2.55 p.m.

WINTERTON.—The full-rigged ship *Galatea*, of Greenock, bound from Hamburg to Sydney with a general cargo, stranded on *Hammond's Knoll*, in a fresh N.E. breeze, a rough sea and thick weather, on the 27th June. The look-out man at Winterton, having observed her, at once gave an alarm, and at 8.30 a.m. the No. 2 Life-boat *Margaret* was launched, and proceeded to the vessel in tow of a steam-tug. The master having engaged the Life-boat men to try to get the ship off, the tug was despatched to Winterton to fetch more help, and returned with the No. 1 Life-boat *Edward Birkbeck*. The wind and sea, however, increased, the ship was fast filling with water, and ultimately all efforts to save her had to be abandoned, and she became a total wreck, her crew of twenty-five men being rescued by the Life-boats.

WALMER.—Guns were heard in the direction of the Middle Light Vessel during hazy weather at about 10.15 a.m. on the 29th June, and shortly afterwards a barque was discerned stranded close to the Light Vessel. The Life-boat *Civil Service No. 4* was launched, proceeded to the sand, and found the stranded vessel was the barque *River Thames*. She belonged to Flekkefjord, and was on a voyage from Hamburg for Pensacola, in ballast. The ebbing tide had left her dry on the sands, and the Life-boat was unable to get alongside until half-past one. The master stated that he had engaged a boat to go to Dover for a tug, and he requested that the Life-boat would remain by him until high water. Two tugs arrived, and at six o'clock succeeded in towing the vessel off, and took her to the Downs. The Life-boat left her at 7.30, and half an hour later returned to her station.

WHITHORN.—On the evening of the 12th July several small boats were fishing

for mackerel while a moderate breeze was blowing from W. The wind suddenly shifted to N., and increased to a strong gale. One of the boats contained the coxswain of the Life-boat, and on board others were the assistant coxswain and other Life-boat men. They managed with considerable difficulty to get into port, but another member of the crew, whose boat was farther out in the offing, was seen drifting fast to sea. The Acting Honorary Secretary had the keys of the Life-boat house ready, and a few minutes after landing in their own boats the men were off in the Life-boat *Henry and John Leighton*, proceeding to the assistance of their endangered comrade. They came up with him about five miles distant from the land, took him into the Life-boat, and towed his boat home. When the gale came on he let go his anchor, but the rope parted, and in trying to pull to the shore he broke one of his oars, and was therefore in a helpless condition when rescued.

**POINT OF AYR.**—The dandy *Thomas Stratton*, of Maldon, bound from Swansea for Mostyn, laden with burnt ore, stranded on the West Hoyle Bank in a strong breeze from N.W., and a choppy, breaking sea on the 23rd July. She commenced to leak, and hoisted a signal of distress, in response to which the Life-boat *H. G. Powell* was launched at 8.45 a.m., and proceeded to her assistance. A steam-tug took the boat to windward of the vessel; she was then cast off and continued her journey under sail and oars. Some of the Life-boat men boarded her to assist at the pumps, as by that time she was leaking very badly, and with the aid of a tug the vessel was taken to Mostyn, the Life-boat men continuing pumping until she arrived there.

**NEW BRIGHTON.**—The chief officer of coastguard at Blundell Sands reported by telegraph that a steam flat was stranded on Seaforth Beach, on the 5th August. The vessel was also observed from New Brighton. The steam Life-boat *Queen* left her moorings at 12.7 p.m., and proceeded to the assistance of the vessel, over which heavy seas were breaking, but her crew refused to leave her, and were anxious that the Life-boat should remain by them until they were out of danger.

The Life-boat remained near until the men were able to walk ashore and then returned to her moorings; the vessel, which was the *Bessie*, of and from Liverpool for Runcorn, in ballast, being left on the beach full of water.

**POLPEAR, LIZARD.**—On the 6th August, the Life-boat *Edmund and Fanny* was launched at 9 a.m., and proceeded to the four-masted barque *Vortigern*, of and from London, bound for Calcutta with a cargo of jute. She was found to be safely anchored in Pentreath Bay, having narrowly escaped stranding in the fog, but as she was embayed the Life-boat, at the master's request, remained by her until the arrival of a steam-tug which took her in tow for Falmouth.

**PALLING, NORFOLK.**—A message by telephone was received on the 14th August, reporting that a large barque was aground on the Hasborough Sand. The Life-boat *Hearts of Oak* was launched at 8.15 a.m., and found the barque *Helena Mena*, of London, bound from Hull for South Africa, stranded on the middle part of the sand. The proffered services of the Life-boat men were at once accepted by the master, and with the aid of the crew of a yawl and two steam-tugs, the vessel was got afloat at 6 p.m. The Life-boat accompanied her to Yarmouth Roads, and arrived back at her station at 2.30 p.m. on August 16th.

**KINGSDOWNE AND NORTH DEAL.**—On 16th August the Life-boat *Charles Hargrave*, stationed at Kingsdowne, and the *Mary Somerville*, of North Deal, were launched early in the morning, signal guns having been fired by the East Goodwin and Gull Light Vessels. A thick fog prevailed at the time. The barque *Unione*, of Naples, bound from Savannah for Antwerp, was found stranded on the south part of the Goodwin Sands, and the Life-boat men offered to render what help they could to get the vessel afloat. Their services being accepted, they assisted in jettisoning the cargo, which consisted of turpentine and resin, and also helped to man the pumps. On the following day the barque floated, and was taken to the Downs with the assistance of a steam-tug.

GREENORE, CO. LOUTH.—The schooner yacht *Colleen*, of Leith, lost one of her anchors and had the other disabled in a very heavy squall on the 27th August, and stranded about fifty yards W. of the Earl Rock, in Carlingford Lough. In response to her signals of distress, the Life-boat *Sir Arthur Blackwood* was launched at 1.29 p.m., and put two men on board to assist the crew. The Life-boat's anchor was laid out, and by means of this the yacht was got off into deep water, and was enabled to proceed to Warrenpoint. Mr. Basil Hall, who was at the station on his periodical visit of inspection, went in the Life-boat on this occasion.

ABERSOCH, CARNARVONSHIRE.—Signals of distress were shown by the yacht *Atalanta*, of Abersoch, which was dragging her anchors in St. Tudwall's Roads, while a moderate gale was blowing from S.W., accompanied by a rough sea and thick weather, on the 30th August. The Life-boat *Oldham* put off to her assistance at 8 p.m., and landed the crew, consisting of eight men, at Penrhyn Point. The wind afterwards veered suddenly to N.W., and thus enabled the vessel to ride out the gale.

HOYLAKE, CHESHIRE.—On the afternoon of the 30th August the lightkeeper observed a yacht apparently capsized, with the crew clinging to her side. He at once reported the circumstance to the coxswain of the Life-boat *Coard William Squarey*, who decided to take out the Life-boat, as the weather was very threatening. The boat was launched at 4.30, and half an hour later arrived at the scene of the casualty. The yacht, which was the *Queen*, of New Brighton, on a pleasure trip, was on her beam ends on the North Bank, the tide being low. Her crew of six persons were taken on board the Life-boat, which stood by the vessel until she floated and was able to make for New Brighton.

SWANAGE AND POOLE.—The Life-boats at these well-known places on the south coast were instrumental in rendering excellent service to vessels in great distress during the severe gales of November last. On the 23rd of that month the former boat, named *William Erle*, in

memory of the late Lord Justice, was launched while the wind was blowing a whole gale from the South and a very heavy sea was running, a telephonic message having been received from Studland stating that a vessel was in a critical condition in that Bay between the Old Harry Rocks and Poole Bar and was signalling for assistance. The Life-boat very promptly reached the vessel, which proved to be a three-masted schooner, the *Velocity*, of Leith, bound to Poole from Shields with a cargo of coal, and found that she was riding heavily at her anchors and was in a leaky condition. The Captain was naturally loth to leave while there was a chance of saving the ship, but on account of the severity of the gale the Coxswain could not spare any of the crew of the boat to go on board to help at the pumps, and knowing that as the tide fell the schooner would bump heavily and probably become a wreck, he decided to go into the smooth water under the cliffs and stay there at anchor in readiness to rescue the crew. The Poole Life-boat, *City Masonic Club*, also arrived at this time, having been towed out over the bar by a steamer, but finding that the other boat was remaining in attendance she returned to her station. Some hours later, about 10 p.m., signals of distress were shown from the vessel, which had parted one of her cables and was dragging into shallower water. With much difficulty the Life-boat men rescued the master and his crew of five men, after which they made for Poole, which was reached at 3 a.m., by which time the Life-boat men had been afloat between 11 and 12 hours. The Poole Life-boat also went out again, but found that the Swanage boat had accomplished the rescue before her arrival. The schooner ultimately became a total wreck.

A few hours later the Poole Life-boat went out a third time in response to a telephone message from the Sandbanks Coastguard Station, that a vessel was in distress off Flag Head, near Bournemouth Bay, and very shortly afterwards the Coastguard at Southbourne, near Bournemouth, sent word that another ship was signalling for provisions and help. As the Swanage men were too exhausted to go out again, a fresh crew was mustered at Poole and took out their Life-boat with a supply of provisions. The wind was

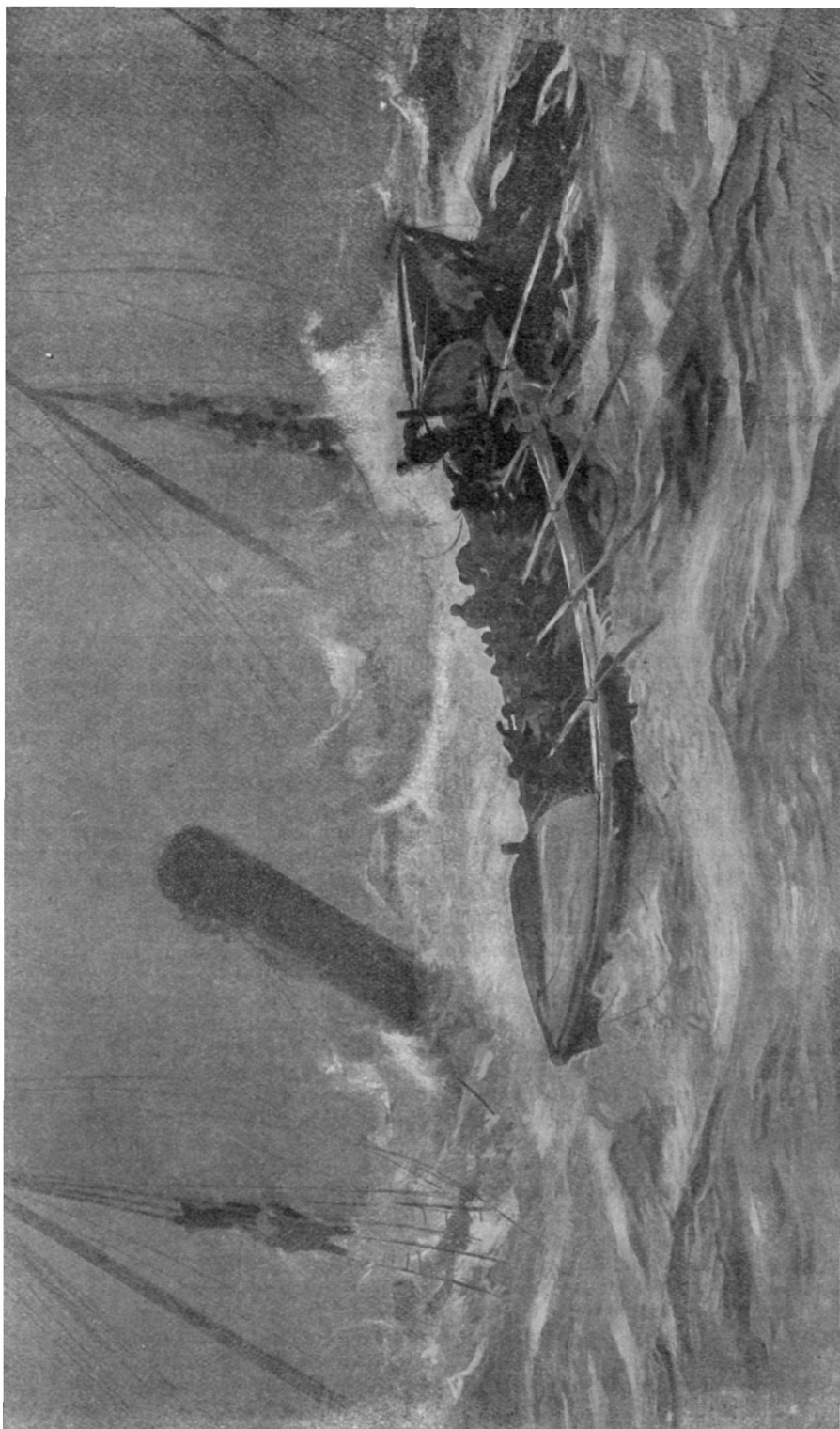
still blowing a strong gale, and there was a heavy sea in the Bay. The Poole boat was eventually successful in saving the crew of eight men from the vessel to which she was launched, the barquentine *Frier*, of Porsgrund, which afterwards stranded on the beach and became a total wreck. The other Life-boat discovered the barque *Bonne Mère*, of Havre, in a very dangerous position; her master requested the Life-boat would obtain a steam-tug and twelve men to try to get the vessel off, which she did, and the Poole Life-boat also went out in company with her in tow of the steamer. After rendering all the assistance they could, and the crew not wishing to leave the vessel, the two boats returned to Poole about nine o'clock at night. The following morning the Poole boat went out again, making her fifth launch in three days, and passed a hawser to the steam-tug, which then took the barque to Southampton, the Life-boat towing astern in case of need.

**GORLESTON, SUFFOLK.**—In response to signals, the Life-boat *Mark Lane* was launched at 2.40 a.m. on the 16th September, and found the fishing-smack *Boy Nicholas*, of Lowestoft, aground on the East Cross Sand, where she had stranded in a thick fog. The Life-boat stood by her until she floated and got out of danger.

**PORT ERROLL, ABERDEENSHIRE.**—The Life-boat *Frances Camilla Howard* was launched at 11 o'clock on the night of the 16th September and proceeded to the s.s. *Milwaukee*, of Liverpool, which had shown signals of distress, having stranded on Cruden Scars, in thick hazy weather, a strong S. breeze and a rough, choppy sea. At the request of the master the Life-boat remained by the ship, and at 5.30 on the following morning twenty-one men of the crew got into the boat and were taken to Port Erroll, where they were landed at 6.30; the remainder of the crew, numbering twenty all told, had, with the exception of the master and chief officer, been taken off by a tug and a fishing-boat.

**PORHOUSTOCK, CORNWALL.**—A disastrous shipwreck occurred on the Manacle rocks, near the Lizard, on the

night of the 14th October, involving the lamentable loss of 106 lives. The s.s. *Mohegan*, of Hull, a large four-masted vessel, bound for New York, with 1280 tons of general cargo, in addition to which she carried coal and water ballast to the extent of 3170 tons, left London on the previous day. She had a crew of 97 men. There were seven cattlemen on board, and at Gravesend 53 passengers were taken in. All seems to have gone right on her way down the Channel, and at 2.40 p.m. on the 14th, at Prawle Point, she signalled "All well, report me." She was then about three miles off. She was afterwards seen off Rame Head, and again at about 5 p.m. some ten or twelve miles distant from the Eddystone Lighthouse. Later on, between six and seven o'clock, her lights were noticed from Falmouth; some coloured lights were also observed. Shortly before seven o'clock the coxswain of the Life-boat *Charlotte*, stationed at Porthoustock, saw a masthead light, and as it was evident to him from the position that the vessel must be in danger, he summoned the boat's crew and put off to render assistance. A moderate gale was then blowing from E.S.E., and there was a heavy sea. Proceeding in the direction of the Manacle rocks a white light was burnt, but no response was received. Shortly afterwards an overturned boat was found, and two men who were clinging to it were rescued. Cries being then heard from beneath the boat a grapnel was thrown from the Life-boat; this caught the boat's gunwale and righted her. The dead body of a child was found in the boat, also two ladies who were still alive. One of these was taken into the Life-boat but died from exhaustion shortly after being landed; the other was jammed under the thwart. At once the bow-man of the Life-boat jumped into the boat, cut away the thwart by means of an axe and liberated the imprisoned passenger. Signals were then burnt by the Life-boat denoting that further help was required. More cries being heard the boat pulled in the direction they proceeded from and met a ship's Life-boat with twenty-four persons in her. The boat was much damaged and nearly full of water, and had the occupants tried to land in her they would probably have perished. They were transferred to the Life-boat, which then



FROM "THE GRAPHIC"

THE PORTHOUSTOCK LIFE-BOAT AT THE WRECK OF THE S.S. "MOHEGAN."

made for the shore, reaching it at 10 p.m. Having landed the rescued people the Life-boat again put off and pulled in the direction of the Manacle rocks. On this occasion the second coxswain was in the boat. He was not in her the first time, but went out in a shore-boat with other men to the scene of the casualty. They ascertained the exact position of the wreck and returned to the shore, the information they were able to afford being of great value on the second trip of the boat, and saving time which would otherwise have been occupied in searching for the wreck. Hearing shrieks and cries the boat anchored as near to the wreck as could be done with safety. Quartermaster Juddery, one of the vessel's crew, who was in the main rigging, seeing that the boat could not approach any nearer owing to the heavy tide, swam off to the Life-boat, and taking a line swam back again to the ship; by this prompt, brave action materially helping to save the whole of the people in the rigging. The boat's anchor was then lifted and she was allowed to drop down so as to enable her to take off the rest of the people who were in the rigging and on the funnel. The rocks all round were afterwards searched but no other persons were found, and the Life-boat men continued to burn lights at intervals until reaching the shore between four and five o'clock on the following morning. Forty-four lives were saved by the Life-boat.

An investigation into the circumstances attending this disaster was instituted by the Board of Trade, and the Court, after an exhaustive enquiry, occupying six days, were enabled to form the opinion that the cause of the vessel stranding was that a wrong course, W. by N., was steered after passing the Eddystone at 4.17 p.m. on the 14th October, and that the deplorable loss of so many lives was in consequence of the vessel taking a very sudden and serious list to port, of her going down in not more than a quarter of an hour from the time of striking, and of there being no light to indicate her position, the electric light having gone out, and it being impossible to exhibit other lamps, as the lamp-room was inaccessible, being under water.

Only a few signals of distress could be fired from the ship, as the socket for the signal was on the port side, on which she

had listed, making it very difficult to discharge them.

The captain and all the officers being drowned, the Court was utterly unable to arrive at any conclusion as to why the course was set and steered. It is worthy of notice that none of the officers were saved, proving without doubt the bravery and unselfishness displayed by the master, officers and crew.

The Court expressed their great approbation of the conduct of Mr. Juddery, who has since been awarded a Silver Medal by the Board of Trade, and spoke with approval of the promptness and skill of Mr. James Hill, the coxswain of the Porthoustock Lifeboat and the crew of the boat. In recognition of the services rendered on this occasion, the Institution presented its Silver Medal to Mr. Hill, together with an extra reward to him and to the crew of the boat, a further sum being awarded to the bowman for his special services already mentioned. The thanks of the Institution were also tendered to Mr. E. P. Roskruge, the Hon. Sec. of the Porthoustock Branch for his valuable co-operation.

Further, the Court found that the Institution's Life-boats at Falmouth, Cadgwith and Polpear (Lizard), were promptly launched when summoned, but failed to rescue any of the passengers and crew, as there were no lights to indicate the vessel's position, which caused much loss of time in searching for her, and because before their arrival at the wreck all the survivors had been taken off by the Porthoustock Life-boat. One person was picked up by the tug which had the Falmouth Life-boat in tow, and others were picked up on the rocks by a coast-guard boatman.

PORT ERIN, ISLE OF MAN.—While a gale was blowing from N.W., accompanied by a high sea, on the 30th September, signals of distress were shown by the lugger *Jenny Lind*, of Castletown, which while returning from the herring fishery stranded inside the breakwater in Port Erin Bay. The crew of the Life-boat *William Sugden* were immediately summoned, the Life-boat was launched at 5 a.m. and rescued the boat's crew consisting of three men.

## SUMMARY OF THE MEETINGS OF THE COMMITTEE.

THURSDAY, 13th October, 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 Cowes and Southampton.

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

Northern District—Ackergill, Wick, Stromness, Longhøe, Thurso, Dornoch Firth, Stornoway, Nairn, Buckie, Lossiemouth, Banff and Whitelink Bay.

Eastern District—New Romney, Dungeness (two boats), Hythe, Dover, Kingsdowne, Walmer, North Deal, Kessingland (two boats), Lowestoft (two boats), Pakefield, Caister (two boats) and Margate (two boats).

Southern District—Ryde, St. Helier's (Jersey), St. Peter's Port (Guernsey), Selsey and Hayling Island.

Western District—Morthoe, Appledore, Weston-super-Mare, Burnham, Llandudno, Llanddulas, Rhyl (two boats), Point of Ayr, Penmon, New Quay (Cornwall), Holyhead (two boats) and Porth Rhuffydd.

Irish District—Ballywalter, Tyrella, Newcastle (Dundrum), Giles' Quay, Blackrock, Greenore, Howth, Skerries, Kilmore, Rosslare Harbour, Wexford, Cahore, Arklow, Courtown and Fethard.

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

	£	s.	d.
Proceeds of a Concert on Clacton-on-Sea Pier, per Coast Development Company (Limited) . . . . .	14	16	2
Collection per Committee of Loyal United Friends . . . . .	9	-	-
Readers of <i>The Christian</i> , per Messrs. MORGAN & SCOTT . . . . .	8	-	-

—To be severally thanked.

Also the receipt of the following legacies:—

The late WILLIAM RYDER, Esq., of Brixton, for building and furnishing a <i>Ryder</i> Life-boat . . . . .	1,500	-	-
The late O. S. THOMAS, Esq., of Herne Bay . . . . .	576	15	5
The late Miss ELIZABETH BROOKE, of Londonderry . . . . .	450	-	-
The late Mrs. LOUISA POWELL, of Diddlebury, Salop . . . . .	270	-	-
The late THOMAS COURTNEY, Esq., of Richmond, Surrey . . . . .	100	-	-
(To be treated as part of the Endowment Funds of the Institution.)			
The late Mrs. LOIS BENSKIN, of Leicester . . . . .	70	2	2

Deep regret was expressed at the sudden death of Mr. W. G. SANDFORD, who had been Honorary Secretary of the Cromer Branch of the Institution for many years, and it was decided to send a letter of sympathy to his widow.

Voted the thanks of the Committee to the Rev. J. J. MALLOCK, M.A., in recognition of his long and valuable services as Honorary Secretary of the Cadgwith Branch of the Institution, which office he had just resigned.

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

Decided that the Chapel (Lincolnshire) Life-boat station be discontinued.

Paid 4,820*l.* for sundry charges on various Life-boat Establishments.

Voted 124*l.* 1*s.* 10*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Broadstairs . . . . .	Brigantine <i>Eureka</i> , of Faversham . . . . .	7
Clovelly . . . . .	Ketch <i>Swift</i> , of Bideford . . . . .	3
Clovelly . . . . .	Ketch <i>Nellie Mary</i> , of Bideford . . . . .	2
Fishguard No. 2 . . . . .	Ketch <i>Albert</i> , of Watchet . . . . .	3
Gorleston No. 1 . . . . .	Smack <i>Boy Nicholas</i> , of Lowestoft. Stood by vessel.	
Port Erin . . . . .	Lugger <i>Jenny Lind</i> , of Port St. Mary . . . . .	3
Youghal . . . . .	A boat . . . . .	6

The Port Erroll Life-boat stood by the *s.s. Milwaukee*, of Liverpool, and rescued her crew of 21 persons.

Voted also 162*l.* 5*s.*, to pay for launches or assemblies of the crews of the following Life-boats, with the view of assisting vessels in distress:—Clacton, Formby, Hoylake, Kildonan, New Brighton (Steam Life-boat), Newquay (Cardiganshire), Port Erroll, Rosslare Harbour and Wexford.

Voted the thanks of the Institution, inscribed on vellum and framed, to Mr. GEORGE R. WACE, for saving life under the following circumstances:—While three boats were racing at Aberdovey, on the 23rd August, one of them carried away her mast and drifted into the breakers on the bar, where she was completely filled. Her two occupants were thrown into the water but were able to cling to the boat. Major Danks and John Price, boatman, who were in a small fishing boat, dropped their anchor to enable them to take down their sail prior to rowing to the rescue, but the anchor dragged, their boat was filled, and Price unfortunately lost his life. Major Danks retained hold of the sprit and was rescued by Mr. Wace, who was in one of the competing boats, and proceeded to his assistance after having saved the occupants (one of whom was his son) of the other swamped boat. The third competing boat went up the river and obtained the assistance of the fishing boat *Cetecoyo*, which sailed down the estuary and took them into the harbour.

Voted 50*l.* to the widow and daughter of John Price, who thus lost his own life in a noble endeavour to save others. He had been a member of the crew of the Aberdovey Life-boat for forty years.

Also voted 3*l.* to three men for rescuing four of the crew of the schooner *Röskilde*, of Röskilde, Denmark, which was capsized in a squall off Kinghorn, Fifeshire, on the 27th August.

THURSDAY, 10th November, 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-Committee, and ordered that their recommendations be carried into effect.

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

Read the Report of the Chief Inspector of Life-boats on his recent visit to Cowes.

Also the Report of the Deputy Chief Inspector of Life-boats on his visits to Cowes, Porthoustock, Cadgwith, Polpear, Church Cove, Falmouth, Penzance and Scilly.

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

Northern District—Fraserburgh, Peterhead, Port Erroll, Newburgh, Stonehaven, Irvine, Southend (Cantyre), Campbelltown, Blyth, Newbiggin and St. Andrews.

Eastern District—Southwold (two boats), Winterton (two boats), Gorleston (three boats), Yarmouth, Dunwich, Aldeburgh and Thorpe-ness.

Southern District—Looe, Fowey, Falmouth, Porthleven, Church Cove, Polpear, Cadgwith, Porthoustock, Mullion and Mevagissey.

Western District—Llanddwyn, Rhoscolyn, Cemlyn, Bull Bay, Cemaes, Moelfre, Rhosneigr, Padstow, Bude and Port Isaac.

Irish District—Dunmore East, Tramore, Dungarvan, Fenit, Ballycotton, Courtmacsherry, Youghal, Queenstown (two boats), Lytham, Blackpool, New Brighton (two boats), Fleetwood, St. Anne's (two boats), Helbre Island, Hoylake, Formby, Southport (two boats), Port St. Mary, Ramsey and Peel.

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

	£	s.	d.
"John Wesley" Life-boat Fund, per J. CORY, Esq., of Cardiff, and the Rev. JAMES HARGREAVES, of Teignmouth, to provide a Life-boat to be named the <i>John Wesley</i> , and stationed at Barry Dock	600	-	-
Collected on board the s.s. <i>Shamrock</i> , of Londonderry, per Captain ROBERT CARSWELL	5	12	-

Part of offertory in St. Mary's Church, Edstaston, Wem, Salop, through the Rev. Sir WILLIAM HONYMAN, Bart.	3	1	8
Collected from passengers on board the steam yacht <i>Argonaut</i> during her recent cruise, per CONNOP F. S. PEROWNE, Esq.	2	5	-

To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late Miss MARTHA TAYLOR, of Chapel Allerton, Leeds, "to be applied in the building and equippage of a Life-boat to be named <i>The Sisters</i> ."	1,050	-	-
The late MRS. MARIA STEAD, of Harrogate	50	-	-

Deep regret was expressed at the death of Captain Sir JOHN SYDNEY WEBB, K.C.M.G., Deputy Master of the Trinity House, and for fourteen years a member of the Committee of Management of the Institution.

Also at the decease of Mr. T. B. POTTER, who had been for thirty-eight years a Vice-President of the Institution.

Also at the death of Mr. JAMES HOGG, of Middlesbrough, who had for many years been Honorary Secretary of the Middlesbrough Branch of the Institution.

The Committee specially recognised the valuable services of Mr. W. G. WEST whilst filling the post of Honorary Secretary of the Chapel Life-boat station, which station had just been discontinued.

Reported the transmission of the new steam Life-boat, *James Stevens No. 3*, to the Grimsby station, and of a new Life-boat to the New Brighton No. 1 station.

Paid 8,287*l.* for sundry charges on various Life-boat establishments.

Voted 635*l.* 0*s.* 4*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Arbroath	Brig <i>Brodrene Clausen</i> , of Tönsberg	1
Arklow	Smack <i>Lizzie</i> , of Arklow. Landed 4.	
Arklow	Smack <i>Lizzie</i> , of Arklow, Took crew back to vessel.	
Boulmer	Barque <i>Adelgunde</i> , of Tönsberg	12
Clacton	Barque <i>Inga</i> , of Laurvig. Remained by vessel.	
Dungeoess No. 1	Schooner <i>Queen of the Sea</i> , of Gravesend	7
Fraserburgh	Schooner <i>Hurteg</i> , of Christiansund. Assisted to save vessel and	5
Gorleston No. 3	Brig <i>Harebell</i> , of Great Yarmouth	6
Groomsport	S.S. <i>Dalriada</i> , of Glasgow	8
Harwich	Barque <i>Inga</i> , of Laurvig. Remained by vessel.	
Huna	S.S. <i>Manchester City</i> , of Manchester. Stood by vessel.	



Life-boat.	Vessel.	Lives saved.
Ilfracombe .	Cutler <i>Minnie</i> , of Newport, Mon. Stood by vessel.	
Lowestoft No. 1	Schooner <i>Dovey Belle</i> , of Portmadoc. Remained by vessel.	
Montrose No. 2	S.S. <i>Buda</i> , of Leith. Five men landed.	
Point of Ayr .	Schooner <i>Piel Castle</i> , of Barrow . . . . .	4
Porthoustock .	S.S. <i>Mohegan</i> , of Hull. . . . .	44
Portrush . .	Brigantine <i>Maria</i> , of Coleraine. Assisted to save vessel and . . . . .	6
St. Andrew's .	Schooner <i>Wilhelm</i> , of Riga.	5
St. Andrew's .	Brigantine <i>Kiana</i> , of Marstal . . . . .	4
Thurso. . . .	S.S. <i>Manchester City</i> , of Manchester. Stood by vessel.	
Walton-on-the-Naze	Brigantine <i>Stephen and Sarah</i> , of Whitstable. Stood by vessel.	
Whithorn . .	Schooner <i>Doris</i> , of Liverpool . . . . .	4

The Longhope Life-boat saved the s.s. *Manchester City*, of Manchester, with 52 persons on board.

Voted 767*l.* 2*s.* 7*d.* to pay for the launches or assemblies by the crews of the following Life-boats, with the view of rendering help to distressed vessels:— Ackergill, Anstruther, Aranmore, Arbroath, Ballywalter, Berwick-on-Tweed, Blyth No. 2, Boulmer, Broughty Ferry, Cadgwith, Campbelltown, Crail, Donna Nook, Dunbar, Falmouth, Gourdon, Groomsport, Hilbre Island, Hornsea, Johnshaven, Llanddulas, Margate No. 2, Montrose No. 1 and No. 2, Newburgh, Peterhead, Polpear, Port Erroll, Redcar, Rhyl, Robin Hood's Bay, Saltburn, Scarborough, Southwold, Stonehaven, Uppang, West Hartlepool and Whitby No. 2.

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

Voted 500*l.*, with an expression of deep sympathy, in aid of the fund raised locally for the relief of the widow and eight young children of MARK A. FAIRHURST, assistant coxswain of the Blyth No. 2 Life-boat, who lost his life on the occasion of the capsizing of the Life-boat while on service on the 16th October. The boat was struck by two heavy seas, the second one knocking all the port oars out of the crutches, and before the men could recover their oars another sea struck her broadside on and capsized her, throwing the whole of her crew out. She righted immediately and some of the crew regained her, others swimming to the shore, but the assistant coxswain, who, contrary to the regulations of the Institution, was not wearing a lifebelt, was carried about forty or fifty yards seaward of the boat, clinging to one of the oars. On observing him, JOHN WILLIAM TINNING, the coxswain of the Life-boat, at once jumped overboard, swam to him, and, at great risk, succeeded in getting him to the shore. He was in a state of collapse, and all efforts to resuscitate him were unavailing.

For this gallant act, the Silver Medal of the Institution, accompanied by a copy of the vote

inscribed on vellum and framed, was awarded by the Committee to Mr. Tinning. He had been highly complimented by the coroner at the inquest held on the body of the late assistant coxswain, at which a verdict of "death from misadventure" was returned.

Double pay was granted to the men who manned the Life-boat on the occasion in question.

The crew of the vessel to which the Life-boat was proceeding, the Norwegian sloop *Fremad*, were rescued by the rocket apparatus.

Voted 100*l.* to the parents of George Sharp, who, while assisting at the launch of the St. Andrew's Life-boat for service, on the 19th October, fell, was run over by the Life-boat carriage, which was passing through a narrow cutting, and died shortly afterwards. He was a most energetic helper on all occasions of service, and was the chief support of his parents.

Voted the Silver Medal of the Institution, accompanied by a copy of the vote, inscribed on vellum and framed, to Mr. JAMES HILL, Coxswain of the Porthoustock Life-boat, together with an extra pecuniary reward to him and to each of the crew of the boat, in recognition of their good services in putting off twice and rescuing forty-four persons on the occasion of the wreck of the s.s. *Mohegan* on the Manacle Rocks in a moderate E.S.E. gale and a heavy sea on the night of the 14th October.

At the enquiry instituted by the Board of Trade into the circumstances attending the wreck of this vessel, and the deplorable loss of 106 lives in consequence, the Court expressed approval of the promptness and skill of the Porthoustock Life-boat men. The Court also found that the Cadgwith, Falmouth and Polpear Life-boats were promptly launched on the occasion, and failed to rescue any of the passengers and crew because there were no lights to indicate the position of the wreck, which caused much loss of time in searching for her.

Voted 2*l.* 10*s.* to the second coxswain of the Porthoustock Life-boat, and four other men for putting off in a boat to the *Mohegan*. Having ascertained the position of the vessel, they returned to the shore, and furnished to the Life-boat men information which was very useful on the second trip to the vessel.

Also 1*l.* 17*s.* 6*d.* to five men for rescuing, by means of lines, one of the crew of the barque *Birger*, of Rauma, which was totally wrecked off Redcar, on the 18th October.

Voted the thanks of the Institution, inscribed on vellum and framed, to Mr. WILLIAM H. SMITH, Coxswain of the Arbroath Life-boat, for his services on the occasion of the wreck of the brigantine *Tjelva*, of Oscarshamn, in a whole gale and heavy sea, on the 18th October. Finding the crew of the vessel were ignorant of the working of the lines of the rocket apparatus, the coxswain hauled himself off by one of them, adjusted the ropes, and enabled the crew of seven men to be landed.

Voted 10*l.* 7*s.* to three men injured on service with the Life-boats at Clovelly, Redcar and Campbelltown.

Voted 1*l.* 10*s.* to six men for putting off in a boat from Groomsport, Co. Down, and rescuing the Master of the s.s. *Dalriada*, which stranded on Briggs' Reef, in a strong E. wind, on the 16th October. The crew had already been rescued by the Life-boat, but the Master then declined to leave the vessel.

The sum of 17*s.* 6*d.* was awarded to seven men who rendered assistance, and 10*s.* was granted to the owner of the boat used on the occasion.

Also 1*l.* to two men for putting off in a boat and rescuing a pleasure boat, containing two men, which was drifting out to sea at Llandudno, in a moderate W. gale on the 18th September.

THURSDAY, 8th December, 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 Deputy Chief Inspector of Life-boats on his recent visits to Dungarvan and Methil.

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

Northern District—Arbroath, Johnshaven, Stonehaven, Gourdon, Montrose (two boats), Broughty Ferry, Dunbar, Newburgh and Peterhead.

Eastern District—Grimsby (two boats), Clacton-on-Sea, Walton-on-Naze, Southend (Essex), Harwich (two boats), Bridlington Quay, Flamborough (two boats) and Filey.

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

Western District—St. Ives, Scilly Islands (two boats), Hayle, Penzance, Sennen Cove, Port Eynon, Swansea, Weston-super-Mare, New Quay (Cardiganshire), Cardigan and Burry Port.

Irish District—Douglas, Port Erin, Castle-town, Cloughy, Ballywalter, Portrush, Culdaff, Greencastle, Aranmore, Tyrella, Newcastle (Dundrum), Poolbeg, Kingstown (two boats), Blackrock, Drogheda (two boats), Wicklow, Giles Quay, Greenore and Groomsport.

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

	£	s.	d.
Mrs. BERREY, for a Life-boat to be named the "George and Mary Berrey" . . . . .	1,000	-	-
"M., E. and A." . . . .	25	-	-
Collected in Hadnall Church, Salop, per the Rev. Brooke C. Mortimer, M.A. . . . .	9	1	6
Offeratories at St. Alban's Church, Sunninghill, Berks, per C. D. KEMP-WELCH, Esq. . . . .	4	4	4

Co-operative Educational Travel Society, portion of collection on board one of their vessels . . .	3	17	8
Royal Naval Artillery Volunteers, London, No. 3 Battery, per R. C. DOBBEE, Esq. . . . .	3	6	10
Chippers and Fixers of the Thames Iron Works and Ship Building Company (Limited) . . . . .	1	11	6

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late FREDERICK C. BAINES, Esq., of Liverpool and Alexandria . . . . .	10,000	-	-
The late Rev. W. F. S. MAYNARD, of Gessingham, to be applied in building and maintaining a "William Maynard" Life-boat . . . . .	3,190	18	6
The late JOHN CRIPPS, Esq., of Turnham Green . . . . .	1,000	-	-
The late T. T. TAYLOR, Esq., of New Kent Road, S.E. . . . .	450	-	-
The late Miss A. S. WILSON, of Cambridge Terrace, W. . . . .	270	-	-
The late Miss JANET MACDONALD, of Uxbridge Road, W. . . . .	200	-	-
The late Miss E. C. KNIGHT, of Dorking . . . . .	100	-	-
The late JOSHUA PAYNE, Esq., of Kelworth . . . . .	100	-	-
The late Mrs. ELIZABETH WORBALL, of Shaw, Lancaster . . . . .	45	-	-

Decided that new Life-boat Stations be formed at Methil (Scotland) and at the south side of Dungarvan Bay (Ireland). Also that when the latter station is formed the present Life-boat station at Ballinacourty (Dungarvan) be abolished.

Paid £7,421 for sundry charges on various Life-boat establishments.

Voted £486 15*s.* 1*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Campbelltown	Steamer <i>Polar Light</i> , of Greenock . . . . .	3
Clacton . . . . .	Schooner <i>Ornan</i> , of Osthammer . . . . .	7
Courtown . . . . .	Smack <i>Mayflower</i> , of Courtown. Rendered assistance.	
Cresswell . . . . .	S.S. <i>Bankchef Fastig</i> , of Christiansund. Stood by vessel.	
Filey . . . . .	Coble <i>Lily</i> , of Filey. Remained by vessel.	
Fishguard No. 2	Seven vessels in distress . . . . .	29
Gorleston No. 1	3 Scotch fishing luggers. Stood by boats.	
Gorleston No. 2	Smack <i>Daisy</i> , of Yarmouth. Stood by vessel.	
Hauxley . . . . .	S.S. <i>Lotus</i> , of Antwerp. Stood by vessel.	
Hauxley . . . . .	S.S. <i>Bankchef Fastig</i> , of Christiansund. Remained by vessel.	

Life-boat.	Vessel.	Lives saved.
Holyhead steam Life-boat . . .	Schooner <i>Sylvia</i> , of Liverpool. Stood by vessel.	
Palling No. 1 . . .	Brigantine <i>Craig Alvah</i> , of Dover. Assisted to save vessel and . . .	8
Poole . . .	Barquentine <i>Frier</i> , of Forsgrund . . .	8
Poole . . .	Barque <i>Bonne Mère</i> , of Havre. Stood by vessel.	
Poole . . .	Barque <i>Bonne Mère</i> . Assisted to save vessel and . . .	13
Ramsey . . .	Schooner <i>William Thompson</i> , of Dumfries . . .	4
Ramsey . . .	Schooner <i>Bessie Arnold</i> , of Whitehaven . . .	5
Ramsey . . .	S.S. <i>Manx Maid</i> of Ramsey . . .	5
Robin Hood's Bay . . .	Schooner <i>Umbria</i> , of Hull. Landed 6.	
Rosslare Harbour . . .	Barque <i>Færder</i> , of Tönsberg. Landed 9.	
Sennen Cove . . .	S.S. <i>Blue Jacket</i> , of Cardiff . . .	22
Swanage . . .	Schooner <i>Velocity</i> , of Leith . . .	6
Swanage . . .	Barque <i>Bonne Mère</i> , of Havre. Rendered assistance.	
Torquay . . .	6 fishing boats. Stood by boats.	
Totland Bay . . .	Schooner <i>Ernat</i> , of Barth . . .	3
Weston-super-Mare . . .	Ketch <i>Caerleon</i> , of Bridgewater. Assisted to save vessel and . . .	3
Wicklow . . .	Schooner <i>Samuel Dixon</i> , of Wexford. Landed 6.	

Voted also 674l. 2s. 6d. to defray the cost of launches or assemblies of crews of the following Life-boats, with the view of assisting those on board vessels in distress:—Abersoch, Atherfield, Brixham, Broadstairs, Brooke, Caister No. 2, Cromer, Dungeness No. 1, Eastbourne, Folkestone, Gorleston No. 1, Harwich (steam Life-boat), Hasbrough, Holyhead (steam Life-boat),

Hythe, Margate Nos. 1 and 2, Newbiggin, New Romney, North Deal, Port Logan, Runswick, Wexford, Winterton No. 2, Withernsea and Great Yarmouth.

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

Voted 6l. 12s. 6d., compensation and medical expenses, to two men injured on service with the Life-boats at New Romney and Rosslare Harbour.

Voted thanks to H. BURDEN, Esq., Honorary Secretary of the Poole Branch, for going out in the Poole Life-boat on four occasions on the 23rd and 24th November, and arranging for the Swanage Life-boat, which had put into Poole with a rescued crew, to go out on two occasions, manned by Poole men, to the assistance of vessels in distress.

Also the thanks of the Institution, inscribed on vellum and framed, with the sum of 1l. each, to ANGUS MACLEAN, DUNCAN MACALPINE, and TURNER MACALISTER, seamen of the steam yacht *Iris*, for lowering a small boat from that vessel and gallantly proceeding in it to the assistance of the caretaker on board the steam yacht *Bertie*, of Greenock, whom they rescued. The vessel was being filled by heavy seas, and ultimately sunk at her moorings in Gourrock Bay, Renfrewshire, in a strong gale from E.N.E., and a very heavy sea, on the 17th October.

Also 1l. to a Coastguardman in recognition of the good services he rendered to some members of the crew of the Blyth No. 2 Life-boat, on the occasion of the capsizing of that boat on the 16th October.

Also 1l. to two pilots for putting off in a boat from the steam-tug *Mabel*, and rescuing one of the crew of the barquentine *Angot*, of Christiania, which had stranded in the Burry Inlet, Carmarthenshire, in a strong W.N.W. breeze and a heavy sea, on the 3rd November. The remainder of the vessel's crew, who had taken to their boat, succeeded in getting back to the ship, which afterwards drove across the channel, and went aground on the mainland.

### A LIFE-BOAT SONG.

BRITANNIA proudly rules the waves,  
And honour's justly due  
To those who guard the Union Jack,—  
Our tars so staunch and true;  
But now a peaceful lay we sing,  
And glory, too, to boast  
Of those who rescue lives so dear  
From wrecks around our coast.

#### CHORUS.

Hurrah! for the Life-boat's crew,  
The men who are gallant and true,  
Whose hearts know no fear, as their brave  
boat they steer  
In the trough of the angry sea;  
Let us cheer them once more, as they pull  
for the shore,  
For our heroes they always shall be;  
With men such as they, we can make the  
world say  
That Britons must ever be free.

Our soldiers, too, have proved their worth  
In many a valiant fight,  
And when Old England needs their aid  
They'll strike again with might;  
But Peace is nobler far than War,  
And so our hearts beat fast  
For those who Nature's wrath defy  
When all hope else is past.

Hurrah! &c.

From cosy fireside forth they rush,  
While rockets cleave the air;  
The boat is launched, and off they start  
With just a muttered prayer.  
They're lost! Ah, no! they reach the wreck—  
Oh, God! protect them still;  
All hands are saved, the shore they gain—  
Now shout, lads, with a will!

Hurrah! &c.

*Services of the Life-boats of the Institution during 1898.*



		Lives saved.
1898.		
Jan. 6.	1.50 a.m. Brig <i>Prince Consort</i> , of Faversham. Palling No. 2 Life-boat assisted to save vessel and	8
„ 16.	7.15 p.m. Schooner <i>Thomas</i> , of Lowestoft. Caister No. 2 Life-boat rendered assistance.	
„ 16.	7.15 p.m. Ketch <i>Blue Jacket</i> , of Blakeney. Caister No. 2 Life-boat rendered assistance.	
„ 20.	8.20 p.m. Schooner <i>J. M. J.</i> of Bideford. Appledore No. 1 Life-boat saved vessel.	
„ 29.	2.30 a.m. Brig <i>John Pitcairn</i> , of London. Runswick Life-boat saved . . .	9
„ 29.	8.30 a.m. A fishing coble. Staithes Life-boat stood by boat.	
Feb. 1.	7.15 p.m. Fishing boats <i>Sophia</i> and <i>Bonny Loch Ryan</i> . Girvan Life-boat stood by boats.	
„ 1.	9.30 p.m. Skiff <i>Lydia</i> , of Campbeltown. Campbeltown Life-boat saved . . .	4
„ 2.	3.10 p.m. Ketch <i>Crowpill</i> , of Bridgwater. Swansea Life-boat saved . . .	4
„ 3.	1.45 p.m. Yawl <i>Gannet</i> , of Wexford. Wexford No. 1 Life-boat rendered assistance.	
„ 7.	3.45 a.m. Ketch <i>Autumn</i> , of Hull. Walton-on-the-Naze Life-boat assisted to save vessel and	4
„ 7.	4.25 a.m. Ketch <i>Robin Hood</i> , of Plymouth. Winterton No. 2 Life-boat landed 4 from Wold Light Vessel.	
„ 21.	11.30 a.m. Fishing boat <i>Silver Eagle</i> . Stonehaven Life-boat saved . . .	5
„ 21.	11.30 a.m. Fishing boat <i>Vine</i> . Ditto . . .	5
„ 21.	3.20 p.m. A fishing boat. St. Andrew's Life-boat rescued . . .	3
„ 21.	5.50 p.m. Fishing coble <i>R. W. Jackson</i> . Whitby No. 1 Life-boat assisted to save boat and	3
„ 21.	„ Fishing coble <i>Tranquil</i> . Whitby No. 1 Life-boat saved . . .	3
„ 21.	„ Fishing coble <i>Martha Dryden</i> . Whitby No. 1 Life-boat saved . . .	2
„ 21.	6.50 p.m. S.S. <i>Le Blanc</i> . Hoylake Life-boat rendered assistance.	
„ 22.	9.25 a.m. Sloop <i>Beehive</i> . Formby Life-boat stood by vessel.	
„ 25.	3. 0 a.m. Schooner <i>Hermann</i> , of Boekzetelerfehn. Caister No. 2 Life-boat saved	5
„ 25.	11. 0 a.m. About twenty-five fishing boats. Montrose No. 1 Life-boat stood by boats.	
„ 25.	7.25 p.m. Schooner <i>Mary James</i> , of Penzance. Penzance Life-boat landed 10.	
„ 25.	10.23 p.m. Schooner <i>Robert &amp; Elizabeth</i> , of Lancaster. New Brighton Steam Life-boat saved . . .	4
Mar. 2.	6.45 p.m. Schooner <i>Speculation</i> , of Krageroe. Scarborough Life-boat stood by vessel.	
„ 4.	10.30 a.m. Fishing cobbles. Staithes Life-boat stood by boats.	
„ 7.	3. 0 p.m. Fishing boats. Sheringham Life-boat stood by boats and saved . .	2
„ 23.	5. 0 p.m. Smack <i>F.T.B.</i> , of Boston. Wells Life-boat saved . . .	4
„ 24.	10. 5 a.m. Ketch <i>Progress</i> , of Aberystwyth. Fishguard No. 2 Life-boat rescued	3
„ 24.	„ Ketch <i>John &amp; Ann</i> , of Aberystwyth. Ditto.	3
„ 24.	„ Smack <i>Martha Jane</i> , of Aberystwyth. Ditto.	3

1898.		Lives saved.
Mar. 24.	10. 5 a.m. Ketch <i>Dolphin</i> , of Bideford. Fishguard No. 2 Life-boat rescued . . .	3
" 24.	12.40 p.m. Schooner <i>Mary Jane</i> , of Barrow. Kirkcudbright Life-boat rescued . . .	2
" 24.	5. 0 p.m. Schooner <i>Hugh Miller</i> , of Inverness. Southend (Essex) Life-boat rescued . . .	6
" 25.	4.30 a.m. Ketch <i>Gipsy</i> , of Youghal. Youghal Life-boat saved . . . . .	3
" 25.	5.30 a.m. Ketch <i>Ludovicus</i> , of West Hartlepool. Aldeburgh Life-boat saved . . .	3
" 25.	10. 0 a.m. Galliot <i>Norden</i> , of Haugesund. Dover Life-boat rendered assistance.	
" 25.	3.30 p.m. Schooner <i>Johannes</i> , of Grossefehn. West Hartlepool Life-boat saved . . .	5
" 25.	8.40 p.m. Brigantine <i>Henry Harvey</i> , of Hayle. Penzance Life-boat saved . . .	6
" 26.	10. 0 a.m. Schooner <i>Arion</i> , of Bremerhaven. Sunderland South Outlet Life-boat saved . . . . .	8
" 26.	7. 0 p.m. Smack <i>Imene</i> , of Ramsgate. Ramsgate Life-boat assisted to save vessel and . . . . .	3
" 26-28.	Ship <i>Pampa</i> , of Hamburg. Aldeburgh and Harwich (steam) Life-boats assisted to save vessel and . . . . .	24
" 27.	noon. Brigantine <i>Kathleen</i> , of Lowestoft. Flamborough No. 2 Life-boat landed 5.	
" 27.	5. 0 p.m. Schooner <i>Dagmar</i> . Hartlepool No. 2 Life-boat rendered assistance.	
" 27.	7.30 p.m. German barque <i>Mermaid</i> . Hartlepool Nos. 2 & 3 Life-boats stood by vessel.	
" 27.	11.50 p.m. Barque <i>Hilda</i> , of Frederickstadt. Palling No. 1 Life-boat saved. . . . .	8
" 28.	4. 0 a.m. Barge <i>Anglo-Saxon</i> . Broadstairs Life-boat rendered assistance.	
" 28.	Barque <i>Magdimeta</i> , of Risör. Aldeburgh Life-boat saved. . . . .	10
" 29.	2.45 a.m. S.S. <i>Dan</i> of Copenhagen. Blyth No. 1 Life-boat remained by vessel.	
" 29.	3.25 a.m. Ditto. Ditto No. 2. Ditto.	
Apr. 1.	7. 0 a.m. Dandy <i>Fertile</i> , of Grimsby. Withernsea Life-boat stood by vessel. . . . .	
" 6.	S.S. <i>Dahomey</i> , of London. Holyhead Steam Life-boat landed 13 persons, mails, &c.	
" 6.	11.45 p.m. Steam trawler <i>Diana</i> , of Grimsby. Fleetwood Life-boat rendered assistance.	
" 7.	12.30 p.m. Barque <i>Haweswater</i> , of Liverpool. Kilmore Life-boat stood by vessel.	
" 9.	11.20 p.m. Barque <i>Beaconsfield</i> , of Drammen. Cloughy Life-boat rescued . . . . .	2
" 10.	1.15 p.m. Ditto. Ditto . . . . .	7
" 11.	8.10 p.m. Schooner <i>Mary Lloyd</i> , of Carnarvon. Fishguard No. 2. Life-boat saved . . . . .	7
" 11.	8.10 p.m. Ketch <i>Elizabeth</i> , of Newport, Mon. Ditto . . . . .	2
" 12.	3.30 a.m. Yacht <i>Ripple</i> , of Liverpool. Rhyl No. 1 Life-boat stood by vessel.	
" 13.	2.20 p.m. Fishing boats. Peterhead Life-boat stood by boats.	
" 13.	5.30 p.m. Fishing boats. Montrose No. 1 Life-boat stood by boats.	
" 13.	5.50 p.m. Schooner <i>Gleaner</i> , of Montrose. Ditto . . . . .	stood by vessel.
" 13.	7.38 p.m. Ketch <i>Newlands</i> , of Belfast. Ramsey Life-boat landed 4.	
" 15.	9.20 p.m. Fishing cobsles. Cullercoats Life-boat stood by boats.	
" 15.	1. 0 p.m. Coble <i>Guiding Star</i> , of Hauxley. Hauxley Life-boat stood by boat.	
" 15.	1.15 p.m. Fishing cobsles. Scarborough Life-boat landed 32 men and assisted to save boats.	
" 15.	1.30 p.m. Two fishing cobsles. Filey Life-boat rendered assistance.	
" 16.	11. 0 a.m. Fishing cobsles. Whithy No. 2 Life-boat stood by boats.	
" 17.	noon. Six fishing cobsles. Newbiggin Life-boat stood by boats.	
" 28.	11.30 a.m. Coble <i>Beautiful Star</i> . North Sunderland Life-boat stood by boat.	
" 28.	11.45 a.m. Fishing cobsles. Whithy No. 2 Life-boat stood by boats.	
" 29.	9. 0 a.m. Fishing boat <i>Maggie M. Birnie</i> . Peterhead Life-boat stood by boat.	
" 29.	10. 0 a.m. Fishing cobsles. Staithes Life-boat stood by boats.	
" 30.	5. 0 a.m. S.S. <i>Strathcarron</i> , of Glasgow. Cresswell Life-boat saved . . . . .	27
May 2.	4.25 p.m. Fishing boats <i>Emblem</i> , <i>Times</i> , and <i>Delembra</i> , of Parkgate. Hilbre Island Life-boat saved boats and . . . . .	8
" 5.	6.50 p.m. Schooner <i>Ocean Wave</i> , of Fowey. Great Yarmouth Life-boat assisted to save vessel.	
" 11.	9.55 a.m. Brigantine <i>Parkside</i> , of Dundalk. Ramsey Life-boat rescued . . . . .	5
" 11.	11.40 a.m. Barque <i>Margarethe</i> , of Borgo. Fleetwood Life-boat rescued . . . . .	11
" 20.	5.10 a.m. Brig <i>Speculation</i> , of Christiania. Broughty Ferry Life boat saved . . . . .	7
" 21.	12.45 p.m. Steamer <i>Thelma</i> , of Christiania. Sutton Life-boat rendered assistance.	
" 26.	12.15 p.m. Lugger <i>Nyanza</i> , of Penzance. St. Agnes' Life-boat landed 4.	
Jun. 1.	11.30 p.m. Coble <i>Guiding Star</i> . Whitburn Life-boat landed 1.	
" 24.	12.40 p.m. Yawl <i>Conovium</i> , of Beaumaris. Hilbre Island Life-boat rendered assistance.	
" 27-28	Ship <i>Galatea</i> of Greenock. Winterton Nos. 1 & 2 Life-boats rescued . . . . .	25
" 29.	10.30 a.m. Barque <i>River Thames</i> , of Flekkefjord. Walmer Life-boat stood by vessel.	
July 12.	6. 0 p.m. Fishing boat <i>Mary</i> . Whithorn Life-boat rescued boat and . . . . .	1
" 23.	8.45 a.m. Dandy <i>Thomas Stratton</i> , of Maldon. Point of Ayr Life-boat assisted to save vessel and . . . . .	7

				Lives saved.
1898.	Aug. 5.	12. 7 p.m.	Flat <i>Bessie</i> , of Liverpool. New Brighton Steam Life-boat stood by vessel.	
	" 6.	9. 0 a.m.	Barque <i>Vortigern</i> , of London. Polpear Life-boat remained by vessel.	
	" 7-8.		S.S. <i>Francesco Crispi</i> , of Messina. Aldeburgh Life-boat saved . . . . .	22
	" 14-16.		Barque <i>Helena Mena</i> , of London. Palling No. 2 Life-boat assisted to save vessel.	
	" 16-17.		Barque <i>Unione</i> , of Naples. North Deal and Kingsdowne Life-Boats assisted to save vessel and . . . . .	12
	" 21.	9.40 a.m.	Barque <i>Nimbus</i> , of Sandefjord. Aldeburgh Life-boat landed 18 from Shipwash Light Vessel.	
	" 21.	5.15 p.m.	S.S. <i>Selby</i> , of Stockton. Gorleston No. 1 Life-boat stood by vessel.	
	" 27.	1.29 p.m.	Yacht <i>Colleen</i> , of Leith. Greenore Life-boat assisted to save vessel.	
	" 30.	4.30 p.m.	Yacht <i>Queen</i> , of New Brighton. Hoylake Life-boat stood by vessel.	
	" 30.	8. 0 p.m.	Yacht <i>Atlanta</i> , of Abersoch. Abersoch Life-boat landed 3.	
	Sep. 16.	2.40 a.m.	Smack <i>Boy Nicholas</i> , of Lowestoft. Gorleston No. 1 Life-boat stood by vessel.	
	" 16-17.		S.S. <i>Milwaukee</i> , of Liverpool. Port Errol Life-boat stood by vessel and rescued . . . . .	21
	" 29.	5.30 p.m.	An open boat. Youghal Life-boat saved . . . . .	6
	" 30.	3.10 a.m.	Ketch <i>Swift</i> , of Bideford. Clovelly Life-boat rescued . . . . .	3
	" 30.	3.10 a.m.	Ketch <i>Nellie Mary</i> , of Bideford. Ditto . . . . .	2
	" 30.	3.15 a.m.	Ketch <i>Albert</i> , of Watchet. Fishguard No. 2 Life-boat saved . . . . .	3
	" 30.	5. 0 a.m.	Lugger <i>Jenny Lind</i> , of Port St. Mary. Port Erin Life-boat rescued . . . . .	3
	Oct. 8.	9.15 p.m.	Brigantine <i>Eureka</i> , of Faversham. Broadstairs Life-boat rescued . . . . .	7
	" 14.	6. 0 p.m.	Schooner <i>Dovey Belle</i> , of Portmadoc. Lowestoft No. 1 Life-boat remained by vessel.	
	" 14-15.		S.S. <i>Mohegan</i> , of Hull. Porthoustock Life-boat saved . . . . .	44
	" 15	11.50 p.m.	S.S. <i>Dabriada</i> , of Glasgow. Groomsport Life-boat saved . . . . .	8
	" 17.	6.45 a.m.	Barque <i>Inga</i> , of Laurvig. Harwich Life-boat remained by vessel.	
	" 17.	6.50 a.m.	Ditto Clacton Life-boat Ditto . . . . .	
	" 18.	8. 0 p.m.	Schooner <i>Wilhelm</i> , of Riga. St. Andrew's Life-boat saved . . . . .	5
	" 19.	6. 0 a.m.	S.S. <i>Buda</i> , of Leith. Montrose No. 2 Life-boat landed 5.	
	" 19.	6. 0 a.m.	Barque <i>Adelgunde</i> , of Tonsberg. Boulmer Life-boat saved . . . . .	12
	" 19.	5.15 p.m.	Brigantine <i>Kiana</i> , of Marstal. St. Andrew's Life-boat saved . . . . .	7
	" 20.	7. 0 a.m.	Brig <i>Brodrene Clausen</i> , of Tonsberg. Arbroath Life-boat saved . . . . .	1
	" 20.	noon.	Schooner <i>Hurley</i> , of Christiansund. Fraserburgh Life-boat assisted to save vessel and . . . . .	5
	" 21.	midnight.	Smack <i>Lizzie</i> , of Arklow. Arklow Life-boat landed 4.	
	" 29.	midnight.	Brigantine <i>Stephen and Sarah</i> , of Whitstable. Walton-on-the-Naze Life-boat stood by vessel.	
	" 30.	8.50 a.m.	Pilot cutter <i>Minnie</i> , of Newport, Mon. Ilfracombe Life-boat stood by vessel.	
	" 31.	4.15 p.m.	S.S. <i>Manchester City</i> . Huna Life-boat stood by vessel.	
	" 31.	4.55 p.m.	Ditto Thurso Life-boat stood by vessel.	
	" 31-Nov. 1.		Ditto Longhope Life-boat saved vessel and . . . . .	52
	Nov. 2.	8. 0 a.m.	Schooner <i>Piel Castle</i> , of Barrow. Point of Ayr Life-boat saved . . . . .	4
	" 2.	9.30 a.m.	Schooner <i>Doris</i> , of Liverpool. Whithorn Life-boat rescued . . . . .	4
	" 2.	11. 0 a.m.	Brig <i>Harebell</i> , of Great Yarmouth. Gorleston No. 3 Life-boat saved . . . . .	6
	" 2.	11.30 a.m.	Schooner <i>Queen of the Sea</i> , of Gravesend. Dungeness No. 1 Life-boat saved . . . . .	7
	" 3.	2.30 p.m.	Brigantine <i>Maria</i> , of Coleraine. Portrush Life-boat assisted to save vessel and . . . . .	6
	" 7.	5. 0 a.m.	Smack <i>Daisy</i> , of Great Yarmouth. Gorleston No. 2 Life-boat stood by vessel.	
	" 8.	1.20 a.m.	Schooner <i>Sylvia</i> , of Liverpool. Holyhead Steam Life-boat stood by vessel.	
	" 10.	1. 5 a.m.	S.S. <i>Blue Jacket</i> , of Cardiff. Sennen Cove Life-boat saved . . . . .	22
	" 12.	9.15 a.m.	S.S. <i>Bankchef Fasting</i> , of Christiansund. Hauxley Life-boat stood by vessel.	
	" 12.	10. 0 a.m.	S.S. <i>Bankchef Fasting</i> , of Christiansund. Cresswell Life-boat remained by vessel.	
	" 13.	5.45 a.m.	Schooner <i>Umbria</i> , of Hull. Robin Hood's Bay Life-boat landed 6.	
	" 13.	8. 0 a.m.	Schooner <i>Poole Fisher</i> , of Barrow. Fishguard No. 2 Life-boat saved . . . . .	5
	" 13.	8. 0 a.m.	Schooner <i>Harvest Queen</i> , of Runcorn. Ditto . . . . .	5
	" 13.	8. 0 a.m.	Ketch <i>Waterloo</i> , of Carnarvon. Ditto . . . . .	3
	" 13.	8. 0 a.m.	Ketch <i>Brothers</i> , of Aberporth. Ditto . . . . .	3
	" 13.	8. 0 a.m.	Schooner <i>Jessie</i> , of Fleetwood. Ditto . . . . .	4
	" 13.	8. 0 a.m.	Schooner <i>Ealing</i> , of Bude. Ditto . . . . .	4
	" 13.	8. 0 a.m.	Schooner <i>John Ewing</i> , of Carnarvon. Ditto . . . . .	5
	" 13.	10. 0 a.m.	S.S. <i>Lotus</i> , of Antwerp. Hauxley Life-boat stood by vessel.	

		Lives saved.
1898.		
Nov. 19.	10.15 a.m. Barque <i>Færder</i> , of Tønsberg. Rosslare Harbour Life-boat landed 9 and towed boat ashore.	9
" 22.	9.30 a.m. Ketch <i>Caerleon</i> , of Bridgwater. Weston-super-Mare Life-boat assisted to save vessel and	3
" 22.	9. 0 p.m. Fishing luggers <i>St. Paul</i> and <i>St. Eunan</i> . Aranmore Life-boat rescued	12
" 22.	9. 0 p.m. Fishing lugger <i>St. Malaise</i> . Aranmore Life-boat rendered assistance.	
" 22-23.	Schooner <i>Ornan</i> , of Osthhammer. Clacton Life-boat saved.	7
" 22-23.	Brigantine <i>Craig Alvah</i> , of Dover. Palling No. 1 Life-boat assisted to save vessel and.	8
" 23.	2.30 a.m. Schooner <i>William Thomson</i> , of Dumfries. Ramsey Life-boat saved.	4
" 23.	8.10 a.m. Schooner <i>Bessie Arnold</i> , of Whitehaven. Ditto	5
" 23.	11.10 a.m. S.S. <i>Manx Maid</i> , of Ramsey. Ditto	5
" 23.	3.40 p.m. Schooner <i>Velocity</i> , of Leith. Swanage Life-boat saved	6
" 23.	4. 0 p.m. Fishing luggers <i>St. Paul</i> and <i>St. Malaise</i> . Aranmore Life-boat rescued.	6
" 23.	9.15 p.m. Schooner <i>Ernst</i> , of Barth. Totland Bay Life-boat saved	3
" 24.	7.50 a.m. Barquentine <i>Frier</i> , of Porsgrund. Poole Life-boat saved	8
" 24.	8. 0 a.m. Fishing lugger <i>St. Paul</i> . Aranmore Life-boat rescued.	2
" 24.	9.45 a.m. Six fishing boats. Torquay Life-boat stood by boats.	
" 24.	Barque <i>Bonne Mère</i> , of Havre. Swanage Life-boat rendered assistance.	
" 25.	9.30 a.m. Ditto Poole Life-boat assisted to save vessel and	
" 26.	11.30 a.m. Schooner <i>Samuel Dixon</i> , of Wexford. Wicklow Life-boat landed 6	6
" 29.	9.40 p.m. Schooner <i>Meerents</i> . Dungeness No. 1 Life-boat assisted to save vessel.	
" 30.	5. 0 a.m. Three Scotch fishing luggers. Gorleston No. 1 Life-boat remained by vessels.	
Dec. 1.	10. 0 p.m. Smack <i>Mayflower</i> , of Courtown. Courtown Life-boat rendered assistance.	
" 2.	2. 0 p.m. Coble <i>Lily</i> , of Filey. Filey Life-boat remained by vessel.	
" 2.	3.45 p.m. Steamer <i>Polar Light</i> , of Greenock. Campbeltown Life-boat rescued	3
" 4.	10.45 a.m. Ship <i>Antonin</i> , of Dunkirk. Porthleven Life-boat rendered assistance.	
" 5.	6.15 p.m. Tug <i>Saxon</i> , of Falmouth. Swansea Life-boat saved	4
" 8.	9.40 a.m. Coble <i>W. E. Gladstone</i> , of Cullercoats. Cullercoats Life-boat stood by boat.	
" 10.	10.15 a.m. Schooner <i>Finlaggan</i> , of Campbeltown. Campbeltown Life-boat rescued	4
" 15.	8. 0 p.m. Yawl <i>Five Brothers</i> , of Scarborough. Scarborough Life-boat saved	2
" 16.	7.35 a.m. S.S. <i>Nad Odd</i> , of Egersund. Robin Hood's Bay Life-boat landed 11.	11
" 18.	7.20 a.m. Schooner <i>Reaper</i> , of Truro. Clovelly Life-boat rendered assistance.	
" 27.	10.30 a.m. Schooner <i>Rhoda</i> , of Portrush. Campbeltown Life-boat saved	5
" 27.	1.10 p.m. Boat of Ketch <i>Oimara</i> , of Campbeltown. Campbeltown Life-boat saved	1
" 27.	3. 0 p.m. Schooner <i>Twin Sisters</i> , of Drummore. Ramsey Life-boat saved	3
" 27.	4.40 p.m. Schooner <i>Return</i> , of Greenock. Ditto	5
" 27.	4.40 p.m. Schooner <i>Annie Warren</i> , of Aberdovey Ditto	5
" 27.	6.30 p.m. Brigantine <i>C. M. Reynolds</i> , of Belfast. Carrickfergus Life-boat saved	5
" 27.	6.30 p.m. Brigantine <i>Huntress</i> , of Belfast. Ditto	4
" 29.	12.30 a.m. Schooner <i>James Shearer</i> , of Campbeltown. Campbeltown Life-boat rendered assistance.	
" 29.	11.30 p.m. Schooner <i>Leander</i> , of Carnarvon. Fishguard No. 2 Life-boat saved	3
" 29.	11.30 p.m. Schooner <i>Thomas</i> , Ditto Ditto	3
" 31.	1.45 a.m. Ship <i>Glenard</i> , of Port Glasgow. Dungeness No. 1 Life-boat rendered assistance.	
" 31.	9.30 a.m. Fishing cobbles. Filey Life-boat remained in attendance.	

Total lives saved by the Life-boats in 1898, in addition to 22 vessels. . . . . 682

The Life-boats also landed 137 persons, some of whom had taken refuge on board light vessels, while others were brought ashore in the Life-boats as a precautionary measure.

Rewards were also granted by the Institution in the same period for saving by means of Fishing and other Boats, etc. . . . 74

Total for 1898 . . . . . 756

**NOTICE.**

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

# ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

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

**Vice-Patrons**—  
 HIS ROYAL HIGHNESS THE PRINCE OF WALES, K.G.  
 HER ROYAL HIGHNESS THE PRINCESS OF WALES.  
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**Secretary**—CHARLES DIDDIN, 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 (1898) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £67,719 on its 294 Life-boat Establishments.

### GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING 1898.

	£	s.	d.
Number of Lives rescued by Life-boats, in addition to 22 Vessels saved by them and 137 persons landed from Light Ships, vessels in distress, &c. . . . .	682	...	...
Number of Lives saved by Shore-boats, &c. . . . .	74	...	...
Amount of Rewards granted during the Year . . . . .	...	10,141	7 -
Honorary Rewards:—Silver Medals . . . . .	4	...	...
Silver Clasps . . . . .	8	...	...
Binocular Glasses . . . . .	6	...	...
Aneroid Barometers . . . . .	5	...	...
Votes of Thanks on Vellum . . . . .	28	...	...
Certificates of Service . . . . .	32	...	...
<b>Total . . . . .</b>	<b>83</b>	<b>756</b>	<b>£10,141 7 -</b>

The number of Lives saved either by the Life-boats of the Society, or by special exertions for which it has granted rewards since its formation (to 31st December, 1898), is 41,233. The rewards and recognitions granted by the Institution in the same period comprised 98 Gold Medals and Clasps, 1,173 Silver Medals and Clasps, 281 Binocular Glasses, 15 Telescopes, 19 Aneroid Barometers, 1,605 Votes of Thanks, inscribed on vellum and framed, 104 Certificates of Service framed, and £189,976 in money.

The Committee earnestly appeal to the British Public for Funds to enable them to maintain their 294 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 DIDDIN, Esq., at the Institution, 14 JOHN STREET, ADELPHI, LONDON; by the Bankers of the Institution, MESSRS. COUTTS and Co., 59 Strand; and by all the other Bankers in the United Kingdom.—1st February, 1899.