

# THE LIFE-BOAT.

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### Royal National Life-Boat Institution.

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#### THE PRINCE OF WALES AS PRESIDENT OF THE INSTITUTION STRONGLY ADVOCATES THE CAUSE.

It was only in March last that H.R.H. The PRINCE of WALES very graciously accepted the post of President of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, in succession to the late lamented DUKE of NORTHUMBERLAND, and at once we find him taking active measures in the discharge of his self-imposed duties. Ever ready to help on any cause for the benefit of his country and people, and more particularly to advance the interests of any undertaking or movement with which he is officially connected, the Prince was to be found, notwithstanding his numerous important engagements, presiding at a very influentially and largely attended dinner at the Hotel Métropole on the 1st May last, on behalf of the London Life-Boat Saturday Fund, of which the DUKE of YORK is the President. We append *The Times* Report of the speeches, and feel sure that they will be perused by our readers with the deepest interest. All workers for the Institution, whether in connection with the Branches or with the Life-Boat Saturday Auxiliary, will, we are confident, be greatly encouraged and helped by the earnest words and support of the Institution's "Royal Coxswain," and the gallant coxswains and crews themselves will feel that in His Royal Highness they have a real friend and admirer.

The PRINCE of WALES, in proposing the toast of "The Queen," said:—My Lords and Gentlemen,—In rising to propose the first toast to-night I feel sure you will agree with me that it requires no preface, as I know the feelings of all loyal Englishmen, and the way in which they will drink the first toast to-night. (Cheers.) In a short time—I may say in a very few days—the Queen will reach the age of 80. (Cheers.) It is a source of the greatest pleasure and gratification, not only to myself and to my family, but to all loyal Englishmen, that she should have attained that age in the best of health. (Cheers.) I give you, not only to-night the health of her Majesty the Queen, but also that of the Patron of the Royal National Life-boat Institution. (Cheers.) His Royal Highness invited the company to drink the toast with all the honours, himself leading the cheers, which were enthusiastically given.

The EARL of ALBEMARLE proposed, "The Health of the Prince and Princess of Wales and the Other Members of the Royal Family."

The PRINCE of WALES, in responding, said:—My Lords and Gentlemen, I should, indeed, be fastidious if I did not appreciate the more than kind and flattering words in which my friend Lord Albemarle has proposed this toast to you, and the kind manner in which you have received it. I appear to-night to you for the first time as President of this old and excellent Institution. I have always taken the

deepest interest in its welfare, and at the death of the lamented Duke of Northumberland, who for so many years had been your president, I felt some diffidence in accepting the post after so distinguished a man. But, in accepting it, I felt it was one which in every sense of the word was congenial to me. Living as I do on the East Coast of England, I know full well how many are exposed to great dangers in their voluntary efforts to save the lives of their fellow-men, whilst risking their own. (Cheers.) I am glad to think that so many members of my family and those who have preceded me have been connected with this Institution. My granduncle King George IV. was the first patron. His brothers, the Dukes of York, Clarence, Sussex, and Cambridge, were vice-patrons. I believe the first festival dinner that was held was presided over by the late Duke of York so long ago as 1825. I succeeded my lamented father as Vice-Patron in 1863 (cheers), and on three different occasions I presided at annual meetings. This occasion is a crowning point as far as I am personally concerned, and a great pleasure it has given me to preside this year for the first time at a dinner at which great philanthropical and great efforts of humanity are displayed in furthering, perhaps, one of the most important institutions in this country. (Cheers.) I thank you again for your kind reception of this toast, and the way in which you have received the name of the Princess of Wales and the other members of my family. (Cheers.)

The PRINCE of WALES again rose and said,—The next toast I have to propose to you is one that is always well received, and one which I think ought never to be omitted at all great gatherings of Englishmen—it is that of the sister services, “The Navy and the Army.” (Cheers.) This country owes much to both. I am sure the desire of every Englishman is to see both in a strong state of efficiency, and the taxpayer does not mind putting his hand into his pocket when he knows that he has a good fleet and that the honour of the Empire is safe. (Loud cheers.) I do not think it will be necessary for me, even if I had the power to do so, to give you a long dissertation on the state of Her Majesty’s Navy or her Army. You all know what is going on.

You all know the constant changes that take place. But, though we have confidence in those who are at the head of affairs, both of the Navy and the Army, and feel sure that the newest improvements are made, you must always have the feeling that in having a strong Navy and a strong Army the motto is “Defence, not defiance.” (Cheers.) The Navy, fortunately, has had but little to do as far as active service is concerned; the Army has had more. We have had recently a campaign in India in which our troops, in conjunction with the brave Indian troops, have, I think, covered themselves with glory and with honour. (Cheers.) We have also had the recent campaign in the Sudan. Though nominally it was the Egyptian army, we all know that those troops were officered by brave Englishmen, and that we had a large force of English troops to assist, under the admirable guidance of the Sirdar, Lord Kitchener, who led them to victory. (Cheers.) The results have been great, I may say, for the sake of Christianity, for the sake of civilisation, and perhaps for the future of our great Empire. (Cheers.) These two toasts I have great pleasure in coupling, the first with the name of my old friend Admiral Sir Leopold McClintock, and the second—the Army—with the name of another old and valued friend, General Sir George Higginson. (Cheers.)

Sir L. MCCLINTOCK and Sir G. HIGGINSON having replied,

The PRINCE of WALES again rose to propose the toast of the evening—“The London Life-boat Saturday Fund.” He said:—My Lords and Gentlemen,—It is now my privilege to propose the principal toast of the night. In doing so I propose to allude to the history of the Institution, known possibly to most of you, but perhaps not to all, and I hope that what I now have to state may not weary you; but I conceive it is incumbent upon me in taking the chair for the first time as your President to enter perhaps into more detail than others have done. As you are well aware, the ROYAL NATIONAL LIFE-BOAT INSTITUTION was established in 1824, seventy-five years ago, and the first President was Lord Liverpool, then Prime Minister. For many years the Institution did not thrive. The total receipts in 1825 amounted to barely

H.R.H. THE PRINCE OF WALES, K.G.,  
PRESIDENT  
OF THE  
ROYAL NATIONAL LIFE-BOAT INSTITUTION.



*From Photograph by Messrs. Russell & Sons, London*

H.R.H. The PRINCE of WALES has always taken a keen interest in the Institution and in its work. He succeeded his Royal Father the Prince Consort as Vice-Patron in February, 1863, and has presided over the Annual Meetings of the Institution on three occasions, namely, in 1867, 1884, and 1893. He became President in March, 1899, and presided at a dinner on behalf of the Institution in connection with the London Life-boat Saturday Fund in May, 1899.

3,400*l.*, and for the next fifteen years the annual receipts never reached that sum. From 1841 to 1850 no appeal was made to the public, and the total receipts in 1849 were only 354*l.* In 1850 a special effort was made to improve matters, and the Queen headed a subscription list with 100*l.* (Cheers.) The Prince Consort likewise gave his assistance and support, and this, combined with the untiring energy of the late Duke of Northumberland, has tended to make the Institution every year more prosperous and useful. (Cheers.)

#### LIFE-BOAT STATISTICS.

(There are now no less than 295 Life-boats belonging to the Institution on the coast, and every year hundreds of lives are saved from shipwreck, thanks to the operations of the Institution. Last year alone the Committee of Management granted rewards for the saving of 756 lives, and from 1824, the year in which the Institution was started, up to the end of 1898 rewards had been given for the saving of upwards of 41,000 lives, this number having been increased by the saving of between 200 and 300 more lives during the present year. (Cheers.) The number saved during the past 46 years was nearly 30,000 by Life-boats and over 10,000 by shore boats. (Cheers.) Of the 295 Life-boats 254 are self-righting, 36 non-self-righting, and five are steam Life-boats.

#### ELECTRICAL COMMUNICATION.

One of the most important indirect measures adopted by the Institution, with a view to diminish the loss of life from shipwreck on the coast, has been to procure from the Government a system of electrical communication between rock lighthouses, light-vessels, &c., and the shore; also between the coastguard stations and signal stations and the post-offices nearest the Life-boat stations where there are no coastguard stations. This useful work was commenced in 1893, and steady progress has been made in it every year, and it will, it is hoped, before long be completed. (Cheers.) The Royal Commission which was appointed at the suggestion of the Institution in 1893 sat for four years, during which time they issued five reports, the fifth and final report being issued in the autumn of

1897. The most important recommendations of the Commission have already been carried out, but in their last report they felt bound to state that they did not feel justified in recommending the connection of more light-vessels and the shore than those they had proposed until the ethereal system then under trial had been fully tested. I understand that those tests have been satisfactory, and you have all doubtless seen in the Press the accounts of the remarkable and successful experiments which have recently been carried out in connection with wireless telegraphy, under the superintendence of Signor Marconi, the inventor (cheers), which would seem to solve the great difficulties which have been encountered in the efforts made to complete so important a system round our coast. (Renewed cheers.) I should mention likewise the use and importance of the telephonic and telegraphic connections which have been established by the Institution, and the utility of which each year has been increasingly demonstrated, they being more and more employed for calling out Life-boats when required, for preventing unnecessary launches, and for warning Life-boat crews to be on the alert to render assistance. (Cheers.)

#### THE LIFE-BOAT SATURDAY FUND.

I must say a few words now respecting the Life-boat Saturday Fund, which was initiated in 1891. Its object has always been to stimulate interest among all classes in the life-saving work of the Institution and to obtain increased financial support. From the very beginning it met with the warmest approval, and in the course of a few years it was adopted by nearly all the important towns in the kingdom. (Cheers.) Ladies also have rendered most generous assistance and have given the greatest encouragement to the movement. The money raised by this fund is applied, as far as possible, towards grants to (a) widows and young children of life-boat men who have lost their lives in the service, not less than 100*l.* being allowed for each widow and 25*l.* for each dependent child; (b) grants to men injured in the service; (c) pensions and retiring allowances to coxswains, &c., of long and meritorious service who have been retired on account of old age, ill health, accident, or abolition of post;

(d) payments to coxswains and crews for services rendered, for special rewards, &c. The Institution, which is the oldest Life-boat service in the world, has since its foundation always endeavoured, so far as its funds permitted, to help the widows and orphans of those gallant men forming its crews, who have perished in their efforts to save the lives of others, and likewise to assist financially those who may have met with accidents in the service. (Cheers.) The great work of saving life cannot be carried on without the heroic services of those who man the Life-boats all round our coasts, but at the same time it must be borne in mind that all the intrepidity in the world would be useless and of no avail were it not for the means of saving life entrusted to the crews by the Institution. (Cheers.) The Committee of Management are always on the alert to examine and, if desirable, to adopt any proposal or invention which may either make the Life-boats safer and more efficient for their important work or render them better suited for the crews who man them and for the shipwrecked people who have to be rescued by them. The Life-boat crews, therefore, in order that they may be in a position to perform those deeds of heroism which have gained for them the admiration of the civilized world, are entirely dependent on the means which are placed at their disposal by the Institution for their work.

#### THE NEED OF FUNDS.

For this purpose and for ensuring the proper and efficient working of the machinery of this great national Institution, the Committee of Management have to look for the voluntary financial support of the British public. Hitherto they have not appealed in vain, but continued and increased help is indispensable, and will, I am sure, be forthcoming. Let me mention that from time to time the committee are compelled to lay out a very large sum at a single station to improve its efficiency; only last year nearly 4,000*l.* was expended at Margate in the necessary construction of two slipways for the two new large Life-boats placed there. Quite apart from the work performed by the Institution through the instrumentality of its Life-boats and crews is the encouragement and incentive to gallantry which it gives by offering

rewards to all who risk their own lives in saving, or endeavouring to save, by means of shore-boats or other means, the lives of those who are in danger of drowning from shipwreck on any part of the shores of the United Kingdom. Many thousands of pounds have been spent by the Institution in this way, and every year the expenditure under this heading is considerably increased. But the Institution not only does its best to save life in the directions I have mentioned; it likewise distributes broadcast excellent directions for restoring the apparently drowned, and these have constantly proved of the utmost service. I am anxious to draw your special attention to the fact that the cases of gallantry rewarded by the Institution have been by no means confined to men. On some parts of our coasts, I am informed, the fisherwomen and girls help to launch the Life-boats and encourage in every way their husbands and brothers to man them. (Loud cheers.) There are several gallant British women, of whom we may well be proud, now alive who have been decorated with the silver medal of the Institution, and you probably all know that the celebrated Grace Darling was rewarded with the silver medal for her heroic services. (Renewed cheers.) Each year, as the service is enlarged and the committee are enabled from experience and by the help of science to make it more efficient, the cost of conducting it increases, and the Institution, which, as I have before stated, is supported entirely by voluntary contributions, requires in consequence a very large and permanent income to maintain and carry on its great work. London, being the largest shipping port in this great maritime country, with an annual inward and outward tonnage of over 25 millions in 1897, ought to be specially interested in maintaining the Life-boats in their work of saving life round our dangerous coasts. (Cheers.)

#### THE HEROISM OF LIFE-BOAT CREWS.

Before I sit down I must remind you that the boats belonging to the Institution are manned entirely by volunteers, and that, as a rule, the crews are formed by the local fishermen. At some stations, however, they are supplemented from time to time by coastguard men when available. No words can adequately

express the extraordinary gallantry shown by the Life-boat crews in carrying out the extremely hazardous work which they have to undertake in saving life from vessels in distress or when stranded. (Cheers.) On a dark winter's night when suddenly summoned by a signal to launch and man the Life-boat, the work in most cases is one of the greatest possible danger, especially in some parts of the coast where a launching slipway cannot be arranged, and the boats have to be launched off the well-known Life-boat carriage. It is a great matter for congratulation that the loss of life to Life-boat crews is but a small one; but when lives are lost the Institution invariably provides for the widows and orphans in the most liberal way, and supports any local fund raised in the event of a disaster. (Cheers.) In proposing this toast which I know you will receive most cordially, you will forgive me if I have perhaps addressed you at too great a length, but I am anxious now to give you "Success to the London Life-boat

Saturday Fund," a branch of the Parent Institution. In doing so I wish to connect with it the name of the chairman of the Committee, Sir Edward Birkbeck, who has for so many years taken such deep interest in everything that concerns the well-being and prosperity of this Institution. (Cheers.) I may mention also the names of the vice-chairman, Colonel Fitzroy Clayton, and the Secretary. I must not leave out the Chief Inspectors, who do their duty to the best of their ability, and who, although they may not encounter the dangers which the marine crews undergo, are at any rate responsible, and feel their responsibility if anything goes wrong. I ask you now, gentlemen, to drink the toast of the evening, "Success to the London Life-boat Saturday Fund." (Loud cheers.)

SIR EDWARD BIRKBECK acknowledged the toast, and subscriptions were afterwards announced amounting to upwards of 2,420*l*. There were also a number of promises of subscriptions, of which the amount was not stated.

## THE PRINCE OF WALES AND THE LIFE-BOAT SERVICE.

### CURIOUS COINCIDENCE.

In the course of the eloquent speech and earnest appeal which H.R.H. The PRINCE OF WALES made as President of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, at the London Life-boat Saturday Dinner on 1st May last, he said, "I am anxious to draw your special attention to the fact that the cases of gallantry rewarded by the Institution have been by no means confined to men. (Cheers.) On some parts of our coasts the fishermen and girls help to launch the Life-boats, and encourage in every way their husbands and brothers to man them. (Loud cheers.) . . . You probably all know that the celebrated *Grace Darling* was rewarded with the silver medal for her heroic services."

At two hours after midnight, and only

four hours after the PRINCE had delivered his speech, information was received by the crew of the *Grace Darling* Life-boat, which is stationed at Holy Island (Northumberland), that the schooner *Annie Stewart* had struck on the Snipe rocks and was sinking rapidly. The wind was north-east, the sea moderately rough, and the weather thick with rain. All hands at once turned out to launch the Life-boat, which was on her way to the sinking vessel in fifteen minutes, four of the most useful launchers on this occasion being women. In an hour the Life-boat reached the distressed vessel and successfully took off the endangered crew, numbering five men. The Life-boat had not got twenty yards away from the vessel before she sank and became a total wreck.

THE STRANDING OF THE STEAMSHIPS "MOHEGAN,"  
"LABRADOR," "STELLA" AND "PARIS."

WITHIN the last twelve months four remarkable cases of the stranding of large steamships have taken place on our shores, each of such vessels carrying a numerous crew besides a considerable number of passengers. Two of these steamers in the space of a very short time foundered in deep water, one remained above water long enough to give the crew and passengers ample time to leave her in the boats, but the fourth, having run on the main, fortunately held fast, and her crew and passengers were therefore at no time in danger.

The four casualties in question were those befalling the *Mohegan*, *Labrador*, *Stella* and *Paris*, and it is only in their relation to Life-boat work that this article is interested.

Modern improvements in ships and in the means for navigating them have to a very great extent reduced the chances of well-found and powerful vessels, such as these in question, being lost on well-known and well-lighted coasts. But with the enormous traffic for ever crossing and re-crossing the seas which surround our island such cases must of course be looked for, although they cannot be considered as among the *ordinary* circumstances which call for the establishment of Life-boat stations; consequently when such an appalling disaster as that of the *Mohegan* takes place in the vicinity of a Life-boat station, the resources of the means adopted by the ROYAL NATIONAL LIFE-BOAT INSTITUTION to protect the coast are taxed to an extraordinary degree.

It is perhaps unnecessary to point out that Life-boats are principally provided to do work in weather too bad and in seas too high for ordinary boats to encounter, and when the elements are in such a condition, the life-boat men, who are generally speaking fishermen or boatmen, are on the look out, not being employed

in their several occupations. The strandings of these four vessels did not take place in Life-boat weather pure and simple, though disaster may be looked for in any weather, and of course when it is foggy, as it was when the *Stella* was lost, there is always risk to shipping.

Of the four disasters mentioned only one—viz., that of the *Mohegan*—actually came within the scope of practical Life-boat work. The *Mohegan* it will be remembered was bound for America, and for some reason, with which we have nothing to do, after passing the Eddystone about 4.15 on the afternoon of the 14th October last year, shaped a course which took her to the Manacles rocks on which she struck about 7 P.M., and afterwards foundered within a quarter of a hour. Her crew consisted of 97, she had 53 passengers and 7 cattlemen, making a total of 157 human beings on board. Close to the Manacles, or within three-quarters of a mile of the Maen Voces, where the *Mohegan* was lost, is the Porthoustock Life-boat station. Falmouth is 6 miles off to the N.N.E., where there is also a Life-boat, and tugs are available, and 6½ miles to S.W. round "Blackhead" is Cadgwith, where another powerful Life-boat is stationed. All three of these boats are in electrical communication with each other, and should a vessel run on to the Manacles and remain fixed there, it is considered that these boats would be able to cope with nearly any disaster. Had the unfortunate *Mohegan* remained on the rock on which she first struck, although there was a nasty sea running, there is not the slightest reason to suppose that the whole of the 157 people on board would not have been rescued. In reviewing however what actually happened one is forced to a conclusion of wonder that so many as 51 were saved.

Let us consider what took place on

board. Mr. John H. Juddery, quartermaster, in his evidence before the Board of Trade investigation, stated that about 6.30 p.m. he came on deck, but went below again and remained there until the vessel struck. Upon coming on deck again he found the men were carrying out the orders given by the captain, who was on the flying bridge, to get the boats out; all the officers (*none were saved*) were engaged with the life-boats, and *almost immediately the lights went out*. The vessel had a list of about 45 degrees to port and was all down by the head. He saw some of the stewards serving out life-belts to the passengers. The port life-boat got away; the captain was on the bridge cheering on the men and telling them to keep cool. The list was gradually increasing, and he heard the captain calling, and on crawling towards him he found his orders were to get the women and children into the jigger rigging (the vessel had four pole masts), and then the vessel took the final plunge—about 15 minutes after striking. He swam to the mizen rigging, the doctor and eleven others were there; the steamer went down bodily. . . . Shortly before the vessel went down the chief officer shook hands with him and said "Good-bye, we have done all we can, look out for yourself."

Such, in brief, was what happened on board, and it can be seen plainly why so many lives were lost, and also why in the circumstances so many were saved. In the first place, all was over in a quarter of an hour after striking. It is known that the vessel struck a submerged rock, which ripped her side open, carried her way on, and ultimately foundered—close to another rock—in deep water. The list of 45 degrees which she took prevented the lowering of the starboard boats and rendered getting about the ship extremely difficult; added to this, the lights went out altogether, and the darkness was intense, which must have hampered them on board, but its effect as regards the Life-boat from Porthoustock, engaged in trying to find the vessel, was disastrous.

This combination of circumstances is sufficient to show why there was such loss of life. On the other hand, all the survivors who were examined at the Inquiry were agreed as to the splendid manner in which the captain, officers, crew, stewards and stewardesses behaved on this terrible occasion. This fact, and the coolness of the passengers, mainly contributed to the large number of the rescued.

The coxswain of the Porthoustock Life-boat happened to be standing at his stable door, from which there is a good view seaward, at a little before 7 p.m., when he saw a masthead light N.E. The vessel appeared to be coming stem on to him and about half a mile off; then she suddenly altered her course, and the coxswain, realising that the vessel must go on the Manacles, summoned his Life-boat crew at once and by 7.25 the Life-boat was in the water. Even before the Life-boat was afloat the vessel must have foundered and in all probability the great loss of life had already taken place. The lights of the vessel had all gone out. The coxswain therefore who had seen her at 7 o'clock had only a general idea of her whereabouts, for there are many rocks she might have struck on, in fact the place was very aptly described as "a regular wasp's nest of rocks." To make matters worse the night was inky dark. As the action taken by this Life-boat was described at length in the Life-boat Journal for February this year, pages 280-282, it is unnecessary to recapitulate in detail the manner in which she was instrumental in rescuing forty-four out of the fifty-one persons saved. The greater number were saved on the Life-boat's first trip, three from one of the ship's life-boats, which was found capsized, and twenty-four from another of the ship's life-boats, which was in a disabled condition and might at any moment have drifted on to one of the Manacles rocks, in which case her chances would have been small, for the sea was now breaking over these rocks, and although the steel ship's life-boats proved



to be of great strength the probabilities are the boats would have been capsized. It was not until after falling in with the first ship's life-boat that the coxswain realised the extent of the disaster; he then signalled for more help, and the Falmouth, Cadgwith and Lizard Life-boats were telephoned for. Even if they had been sent for at first, there is little chance of their presence having been of much avail; the distance they had to come was so great that it is nearly certain that those who lost their lives had perished before these boats could possibly have been on the scene.

After landing the people picked up from the ship's life-boats, and one or two others who were taken out of the water, the Porthoustock Life-boat again went off in search of the wreck and ultimately found her, but it was not until long after midnight that the sixteen persons who had been successful in gaining the rigging and funnel were rescued. It is important to note that no one had been washed out of the rigging before the arrival of the Life-boat.

The loss of the *Mohegan* is certainly an illustration of the great difficulties in the way of rendering assistance from the shore to a vessel out of reach of the rocket apparatus, and which founders a quarter of an hour after striking.

The size of the Life-boats at the various stations is governed by the circumstances in which they are launched and the manual power available in the neighbourhood; and even if there had been a boat twice the size of the Porthoustock Life-boat, it is by no means clear that any more lives could have been saved. In fact, next to the cool behaviour of all those on board the doomed ship, the main reason which accounted for so many being saved was the fact that the coxswain of the Life-boat was actually looking at the ship a few minutes before she struck, and took instant action to get his boat afloat.

The Court which inquired into the loss of the *Mohegan* made no recommendations affecting the Life-boats or their

management, but before leaving the subject of this wreck, it is perhaps desirable to notice some mention made by the Court concerning the steel boats which were carried by the ship. The Court remarks: "Some questions arose as to the steel boats which were fitted; the Court desires to express its opinion as to the strength and quality of them. The two wooden boats that were on board were broken into matchwood, and notwithstanding that the steel boats were battered about on the rocks, there was a hole in one only of them. This proves their efficiency and superiority over the wooden boats."

Those who saw these boats can certainly testify to the marvellous amount of battering they received, which certainly no wooden ship's boats would have stood, and for ship's boats it would without doubt appear that there are some great advantages to be obtained by building them of steel. In our Life-boat service it has not been found disadvantageous to use wood, as it is easily repaired. The German Lifeboat service however build nearly all their boats of steel. Those that are stationed in the Baltic have a great deal of ice to contend with, and steel boats have proved very efficient for this service.

The next case of stranding which called forth considerable public interest was that of the s.s. *Labrador*. In this case, fortunately, there was no loss of life, but the ship was totally lost. The wreck of this vessel has no practical relation to Life-boat work, as it took place at a part of the coast where there are no Life-boats, and the accident to the *Labrador* does not provide any reason for placing a Life-boat in the neighbourhood. Indeed, if there had been Life-boats at all the nearest points to the position of the casualty, not one of them, even if she had been a steamer, could possibly have got to the vessel until long after those on board had left in the ship's own boats and were in safety. The *Labrador* was bound from Halifax, N.S., to Glasgow, and for three days had been unable to ascertain her position by obser-

vation. She had unfortunately got considerably out of her course, and at 6.50 A.M. on the 1st March last ran on the Mackenzie Rock, which is about 2 miles S.W. of Skerryvore Lighthouse. The early morning had been foggy, but by 6 A.M. the weather had somewhat cleared, and it was possible to see some miles.

Quoting from the report of the Board of Trade investigation, the following is what occurred after striking. "Finding the vessel fast the master ordered all the boats to be got ready, and in an hour and a half all the boats were launched and the passengers and crew got on board. Had the circumstances been more urgent there seems little doubt that this time might have been shortened; but as it was the passengers and crew were safely put in the boats, which had ample accommodation for them, and which were well and sufficiently equipped and provided both with gear and provisions. One boat succeeded in reaching the lighthouse (Skerryvore), though not without difficulty, and the other boats were picked up by the s.s. *Viking*, which shortly afterwards came upon the scene and conveyed the occupants to Tobermory."

It would have been very much better if the one boat had not gone to the lighthouse, for by doing so a most unnecessary risk was run; there is nearly always a swell from the Atlantic in this neighbourhood, which makes it extremely hazardous to land at Skerryvore, whereas the boat would have been perfectly safe, as the others were, if she had kept the sea, and her occupants, who were eventually taken off the lighthouse by the Northern Light-vessel *Hesperus*, would have been on the mainland some days before they were! At the time of the disaster there were on board the *Labrador* ninety-four crew and sixty-four passengers, total one hundred and fifty-eight, or one more than on board the ill-fated *Mohegan*.

The nearest land to Mackenzie Rocks is the Island of Tiree, thirteen miles off, Iona is twenty-seven miles distant, and Tobermory about forty-five miles.

The loss of the *Stella*, close to the Casquets, and all the harrowing incidents connected with it, is so fresh in the memory of the public, that it is only necessary to refer very briefly to it in these notes. Here again we have a perfectly equipped and powerful vessel lost on rocks in the immediate neighbourhood of a lighthouse and on a regular beaten track, a fact which provides much food for reflection and shows that no matter what care, precaution and expense are bestowed on the fitting and manning of vessels, the frailty of the human element, the "personal error," so to speak, asserts itself at intervals, but providentially rarely considering the enormous amount of traffic in motion. This vessel had a crew of forty-two all told, and about one hundred and forty-seven passengers. Unlike the *Mohegan*, the disaster happened in daylight but in foggy weather, and as in the case of the *Mohegan*, the chief reason why so many as eighty-eight of the passengers and twenty-four of the crew were saved was because of the excellent order prevailing on board the vessel which it must be observed foundered only *eight minutes* after striking. The vessel was fitted with two life-boats, two cutters, a dinghy, two Berthon collapsible boats, seven hundred and fifty-four life-belts, thirty-six life-buoys and some deck raft seats. The starboard life-boat, cutter and dinghy were lowered and got away safely, so likewise was the port cutter; but the port life-boat, which was lowered to the rail, had not time to clear the ship, as at that moment she slipped off the rocks and foundered in deep water. This boat was capsized, but righted again, and of the fourteen persons who got on the bottom when she capsized, all but two managed to get into her again when she righted. The steamer disappeared so rapidly that there was not sufficient time to open out and lower the Berthon boats, which were capable of containing seventy-four persons. This wreck also has no practical bearing on Life-boat work. The nearest station—that of St. Peter's

Port, Guernsey—is seventeen miles from the Casquets, and the tides in the neighbourhood run as much as five knots an hour. In these circumstances it is difficult to conceive what use the *St. Peter's Port* boat could have been even if it had been possible to have telegraphed for her, and it is still more difficult to know how to provide Life-boat stations which could be of any use in such terrible and most exceptional circumstances.

For such disasters as the wrecks of the *Mohegan*, *Labrador*, and *Stella*, the means available on board must be looked to as the main method for escape, and it is more to perfecting these than to relying on outside help that those interested in shipping should turn their attention. The *Labrador* had time successfully to make the best use of her life-saving appliances, but in the case of those other two vessels, the time was too short for the existing methods to be entirely successful. It is a difficult problem where and how to make improvements. Periodical drill, keeping the boats swung out when practicable, and having numerous rafts which will float away when a ship founders, are the three things which suggest themselves to all minds, and are the methods it is believed which are finding most favour and practice; but there is plenty of scope for improvement beyond this.

The last and most recent of the stranded vessels calling for special notice is that of the *Paris*. Strangely enough she ran ashore within a few hundred yards of the *Mohegan*, but under very different circumstances; inasmuch as the *Paris* stranded on the Lowland point near the Manacles, and remaining fixed, the sea being perfectly smooth, there was no risk to life. The discipline maintained on board seems to have been excellent. The vessel was bound from Cherbourg to New York and took the ground in the small hours of Sunday morning, the 21st May; so little cause for alarm for the safety of those on board was there, that, finding his ship fixed, the captain lowered his gig (so the newspaper reports say, there being no official report to refer to), and proceeded round the ship to ascertain her precise position. The Porthoustock and Falmouth Life-boats were soon in attendance,

but it was at once realised that their services as Life-boats were not required, although use was made of them for ferrying many of the passengers from the *Paris* to the tugs which conveyed them to Falmouth. Shortly after the ship stranded a rocket line was fired over her by the coastguard, so even if the sea had been too rough for boats to work comfortably alongside, she was near enough for the rocket apparatus to have taken the people off, if necessary; but as there were nearly 800 on board this would have been a slow proceeding.

The only reason for mentioning this wreck is because when a ship of this size with such a host of living beings on board goes ashore it must create a great amount of public interest, and although everything so far as her passengers and crew were concerned went well, so near an escape from the fate of the *Mohegan* and *Stella* conjures up the "what-might-have-been," and again one is compelled to reflect that unless the vessel holds on until the Life-boats in the neighbourhood can be launched and reach her, reliance must be placed on the internal means provided for saving life.

A steam Life-boat at Falmouth (the only available place for one in the neighbourhood) could not get to the Manacles in less than an hour after being summoned, which would be no faster than the present Life-boat with a tug. A larger Life-boat is being built for Porthoustock and there is a large Life-boat at Cadgwith; but of what avail is a foot or two more in length and a foot more beam when you have 800 persons to deal with?

Look well to the means for summoning the Life-boat crew so as to avoid any unnecessary delay in launching; see that the telephonic or telegraphic communication is made the most intelligent use of possible to summon, if necessary, the nearest Life-boats; and above all make sure that the Life-boat station is in exactly the best position, and the most suitable type of boat provided. These cardinal points must never be lost sight of and are among the most important measures taken by the ROYAL NATIONAL LIFE-BOAT INSTITUTION for efficiently working the Life-boat system.

## UNITED STATES LIFE-SAVING SERVICE.

THANKS to the courtesy of Mr. SUMMER I. KIMBALL, the General Superintendent of the United States Government Life-Saving Service, we are enabled to place before our readers a general outline of the operations of that excellent Service for the year ended the 30th June, 1898. The United States Service has always looked upon the ROYAL NATIONAL LIFE-BOAT INSTITUTION as a sort of foster mother, and the Life-boat Service of the Old Country is proud of her quasi child.

At the close of the year ended the 30th June, 1898, there were 264 stations embraced in the life-saving establishment, an increase of five as compared with the previous year. Of this number, 192 were situated on the Atlantic and Gulf coasts, 56 on the coasts of the Great Lakes, 15 on the Pacific coast, and 1 at the Falls of the Ohio, Louisville, Kentucky, the whole Service being divided into 12 districts. The periods during which the stations were manned during the year, such periods being termed the "active season," varied considerably, ranging from 2 and 4 or 4½ months to 5½, 8, 10 and 12 months. The great majority of the stations are, however, manned for 10 months only, 14 only as far as we can ascertain being open all the year round. Keepers are on duty, however, at all stations throughout the year.

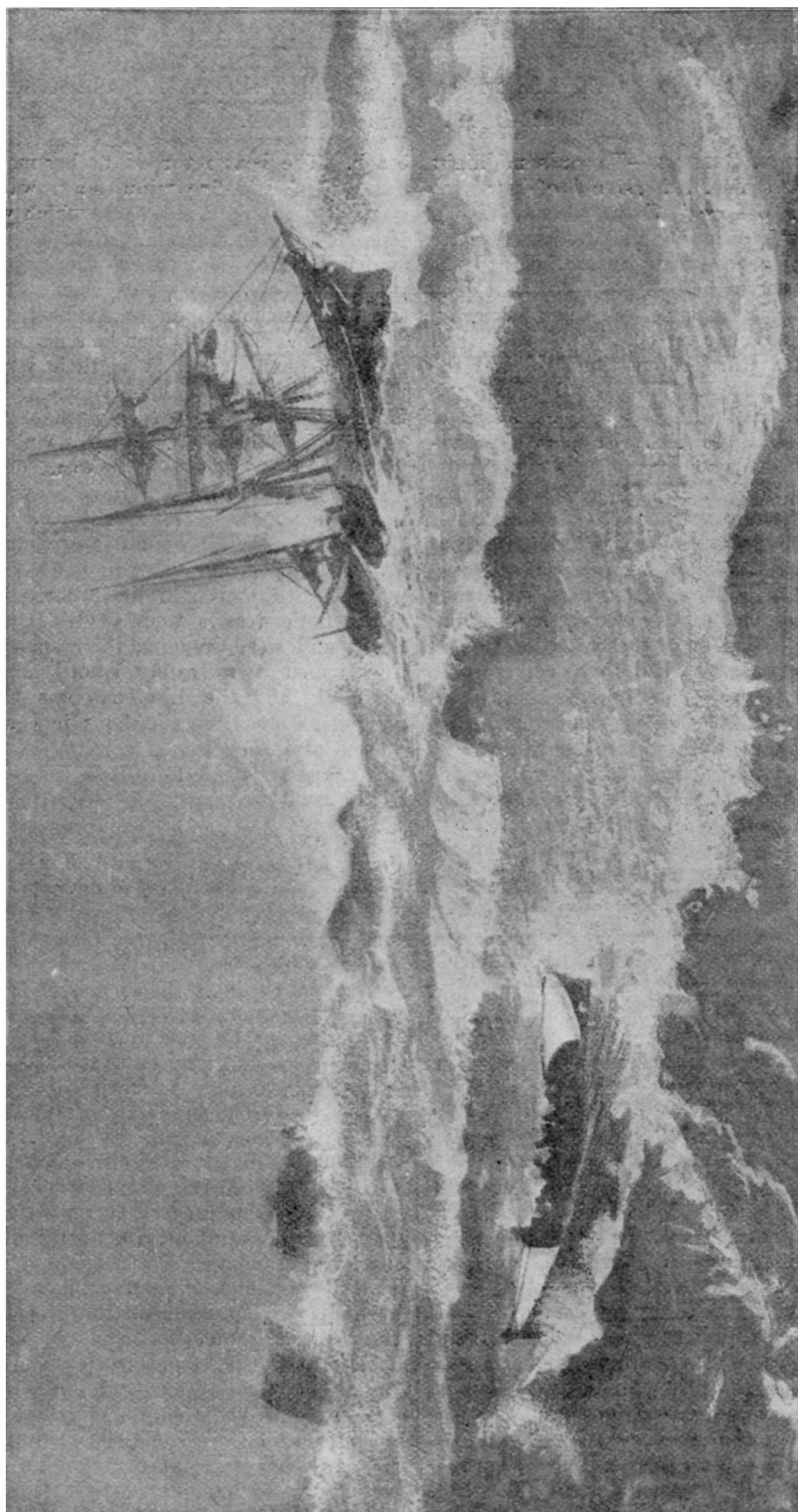
The reports of the several district officers show 402 disasters to documented vessels within the field of life-saving operations during the year. The number of persons on board these vessels was 3,113, of whom only 12 were lost. The estimated value of the vessels was 5,861,320 dollars, and that of their cargoes 1,307,070 dollars, making the total value of the property imperilled 7,168,390 dollars. Of this amount 6,410,530 dollars was saved, 757,860 dollars lost. The number of vessels totally lost was 59, this number being 5 in excess of the total for the preceding year. There were also 365 casualties to undocumented craft, sailing boats, rowing-boats, etc., carrying 874 persons, 10 of whom perished. The total number of disasters was 767, an increase of 68 as compared with the previous year and the largest number reported in the history of the

Service, while happily, the loss of life was considerably less in proportion to the number of disasters than in any previous year. In addition to the number of persons rescued from vessels, 56 were assisted from such situations as must in many cases have resulted in loss of life but for the prompt and intelligent action of the crews of the life-saving stations.

In 577 instances vessels were worked off when stranded, repaired when damaged, and piloted out of dangerous places. Besides the foregoing, assistance of minor importance was rendered to 324 vessels and small craft. There were also 226 instances where vessels running into danger of stranding were warned off by the signals of the patrols.

The surf-boat was used 812 times, making 1,099 trips. The self-righting and self-bailing Life-boat was used 114 times, making 129 trips. The gasoline launch (at the City Point Station) was used 83 times, making 86 trips. Smaller boats were used 460 times, making 567 trips. The river life-skiffs at the Louisville station were used 27 times, making 29 trips. The breeches buoy was used 10 times, making 107 trips. The life-car was used once, making 3 trips. The wreck gun was employed 15 times, firing 37 shots. The heavy stick was used 35 times. 451 persons were landed by the surf-boat; by the Life-boats, 91; by the gasoline launch, 129; by the river life-skiffs, 39; by other station boats, 148; by the breeches buoy, 106; and by the life-car, 9; and 69 persons were rescued by other means: total 1,042, bringing up the total number of persons succoured by the Service since the introduction of the present system in November, 1871, to 14,255.

The total cost of maintaining the United States Life-Saving Service during the year ended the 30th June, 1898, would seem to have been 1,535,407 dollars (335,494*l.*): of this sum 37,730 dollars (7,752*l.*) went in the salaries of the officials at the head office. During the year under consideration the whole of the Life-Saving Service of the United States was for the first time included in a classified service under the Civil Service Regulations.



*By permission of the Penny Illustrated Paper.*

## THE LIFE-BOAT TO THE RESCUE.

*R. ESDALE RICHARDSON.*

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

SEAHAM, DURHAM.—Towards midnight on the 31st Dec., 1898, signals of distress at sea were observed off this place, and when the New Year broke, the Life-boat *Skynner* was on her way to render help to the vessel which had displayed them. The weather at the time was thick but calm, following a strong S.E. wind which had prevailed throughout the day, and the sea was rough. The vessel which was reached at 1 A.M. was the s.s. *Njord* of Randers, bound from that port for Newcastle, and had stranded about a mile and a half N. of Seaham harbour, the seas washing over her. On nearing her the Life-boat's anchor was let go, the boat veered alongside and succeeded in saving the crew of eleven men. An endeavour was then made to recover the anchor, but it was found that the cable had fouled the rocks, and it had to be cut so as to ensure the safety of the Life-boat, which was in danger of being thrown broadside on. The vessel became a total wreck.

The following gratifying letter appeared in the *Newcastle Daily Chronicle* of the 7th January :—

### THE WRECK OF THE "NIORD."

To the Editor of the "Daily Chronicle."

SIR,—On behalf of my crew, who have now left, and myself, I beg to offer my best thanks to the captain and members of the Seaham Life-boat crew, the captain and members of the Seaham Life Brigade, for their timely assistance; Mr. Kelly, agent for the Shipwrecked Mariners' Society; Mr. Smith, harbour-master, and the few people at whose hands I received the best of treatment the night our vessel came ashore.

"Yours &c.,

"F. RASMUSSEN,"

Seaham Harbour,  
5th January, 1899.

HOLYHEAD.—On the 2nd January a wind blowing with hurricane force from W.N.W. prevailed, accompanied by a very heavy sea, and the steam Life-boat *Duke of Northumberland* was called out three times to assist vessels which were in danger. At 4.30 P.M. the Life-boat left her moorings, proceeded to the schooner *Ann Jane* and rescued her crew of three men. She was dragging her anchor and afterwards parted her cable and became a total wreck on Penrhos

beach. The boat returned to her moorings at 5.25, and five minutes afterwards was called out to a coal hulk which was reported to be in a sinking condition, and on board which were two of the crew of the ketch *Gaunillett*, which had drifted from her anchorage on to the rocks at Salt Island. The two men had managed to jump on to the hulk as their vessel passed it. Having landed them, the Life-boat was moored alongside the L. & N.W. Railway Co.'s quay, owing to the violence of the gale, at about 6.15. At 7.30 the third call was received, signals of distress being shown by the s.s. *Ballinbreich Castle* and the barquentine *Millie Bain*. From the former five men were rescued, and from the latter seven men. Both vessels were in the Outer Roads and were dragging their anchors. These men were safely landed about 9 o'clock, and the Life-boat was then moored in the inner harbour in consequence of the continued severity of the storm, and on the following day returned to her usual moorings.

NEW BRIGHTON.—The steam Life-boat *Queen* left her moorings at 6.50 P.M. on the 2nd January, while a whole gale was blowing from N.W., with squalls and a very heavy sea, in response to signals of distress which had been shown in the direction of Crosby. The s.s. *Voltaic*, of Belfast, bound for Liverpool, was found on the beach stranded near the No. 8 gas-buoy; at the request of the master the Life-boat stood by until the vessel floated at 12.45.

BEMBRIDGE, ISLE OF WIGHT.—A vessel having been observed stranded on Bembridge Ledge, the Life-boat *Queen Victoria* was launched at 8.50 P.M. on the 2nd January and proceeded through a rough sea, the wind blowing a strong gale from W.N.W., to the scene of the casualty. The vessel was found to be the schooner *Rosalie*, of Calais, bound from Boulogne for Rochefort with cement. She was full of water and had every appearance of becoming a total wreck. Her crew of five men and a boy were taken into the Life-boat and were brought safely to land at 11.30.

NEW QUAY, CORNWALL.—On the morning of the 3rd January the coastguards reported that a three-masted steamer was at anchor, S.W. of Trevose Lighthouse, flying the Italian ensign half-mast high. The Life-boat *Willie Rogers* was therefore launched at 8.45 and proceeded with all possible speed to the vessel, which was in a most dangerous position. A moderate gale was blowing from W.S.W., there was a very heavy ground swell, and the weather was thick. Two of the Life-boatmen boarded the vessel, which proved to be the *Voorwaarts*, of Amsterdam, bound from Cardiff for Genoa. She had apparently been disabled by stress of weather, but very little information could be obtained, as none of those on board could speak English. It appeared that the casualty had occurred in a very heavy gale from N.W. at 3 o'clock on the previous afternoon, and that the master and ten of the crew had left her, in two boats, and had not since been heard of. The ship had seventeen feet of water in her hold, and it did not seem possible that she could remain afloat for any length of time. It was therefore arranged that the steam-tug *Dragon* which had arrived should stand by her until the morning, the Life-boat taking off the remainder of the crew, nine men, and safely landing them at 7.30 P.M.

On the following morning the vessel being still afloat, the Life-boat again went out to her, taking back the nine men, and an attempt was made to take the ship to Swansea. On boarding her it was found that the water during the night had increased by one foot. The men belonging to the vessel, assisted by some of the Life-boatmen, jettisoned about twenty-five tons of the cargo so as to lighten her, and the tug *Dragon* and s.s. *Olivia* succeeding in towing her to within fifteen miles of Lundy. At 5 P.M. one of the tow ropes parted, and in getting another on board a hole was knocked in the bow of the *Voorwaarts*; she became unmanageable, and in a short time was seen to be settling down. The men on board thereupon signalled to be taken off, and the ship was abandoned, the Life-boat being towed by the *Olivia* to Ilfracombe, where she arrived at 10.45 P.M. One of the ship's boats drove ashore at Mawgan Porth, being literally smashed to pieces on the rocks, but no trace of any of her crew could be seen.

FISHGUARD, PEMBROKESHIRE.—While a whole gale was blowing accompanied by a heavy sea on the night of the 2nd January, signals of distress were shown by the schooner *Leander* of Carnarvon, laden with meal from Paisley for Gloucester. Her anchors had fouled in consequence of a sudden change of wind and she was drifting into a dangerous position. The Life-boat *Appin* was launched at 7.40, proceeded under oars to the vessel and rescued the crew of three men, who were safely landed at the new pier, Goodwick, at about 8.30.

WHITELINK BAY, ABERDEENSHIRE.—After a fine morning on the 5th January, a sudden and terrific squall was experienced, accompanied by a heavy shower of snow and sleet. Soon afterwards the coxswain of the Life-boat *Three Brothers* observed a fishing-boat in distress off Rattray Head, and he at once summoned the Life-boat's crew. Two other distressed boats were afterwards seen. At 12 noon the Life-boat was launched, and in about twenty minutes overtook the nearest boat, the *Good Hope*, of Fraserburgh, and ten minutes later another boat, the *Good Design*, also of Fraserburgh, was also reached. Each of the boats had a crew of three men. Both boats were taken in tow, part of their crews being taken into the Life-boat, which being unable to return to her station owing to the severity and direction of the gale made for Peterhead. She was towed by a steam-tug belonging to that port the last two and a half miles and subsequently back to her station. The crew of the third fishing-boat failed to observe the Life-boat bearing down on them and ran their boat ashore at Rattray Head.

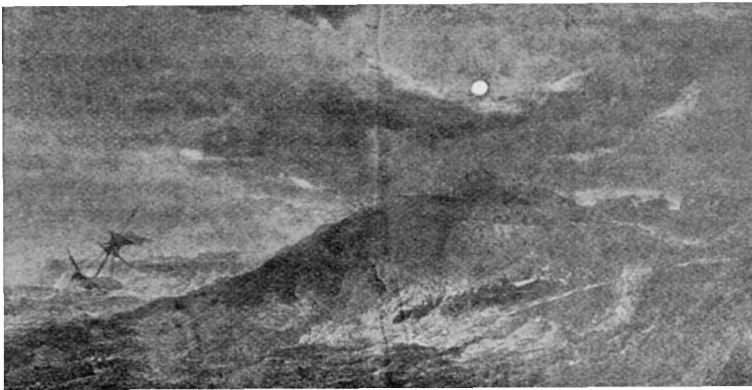
GOURDON, JOHNHAVEN, MONTROSE AND ARBROATH.—A strong gale suddenly sprung up on the east coast of Scotland on the morning of the 6th January and the fishing fleets were compelled to return as quickly as possible to the harbours. As some of the boats would incur considerable risk in entering their ports, the Life-boats *Theophilus* *Sidney* *Echalaz*, *Meanwell* of Glenbervie, *Robert Henderson*, and *William Souter* were launched and remained in attendance until the fishermen were in safety.

CASLETOWN, ISLE OF MAN.—At noon on the 12th January intelligence was received that a vessel had hoisted signals of distress in Derbyhaven Bay. The Life-boat *Thomas Black* was taken on her carriage to Derbyhaven, where she was launched and was fortunately successful in saving the crew of three men from the ketch *John Parry*, of and from Beaumaris, bound for Ayr with a cargo of slates. A whole gale was blowing from W.S.W. and the sea was very heavy. In fact, the weather was the worst ever experienced by the Life-boatmen, and in recognition of their admirable services on this occasion an extra reward was granted to them by the Institution.

BROADSTAIRS.—The Life-boat *Frances Forbes Barton* was launched at 3 p.m. on the 12th January in a very rough sea, the wind blowing a whole gale from W.S.W. veering to N.N.W., with rain squalls, a signal of distress being shown by the three-masted schooner *Julia*, of Lancaster, laden with slates from Antwerp for Exmouth. On reaching the vessel, which was five miles S.E. of the North Foreland, the master stated that a steam-tug in

trying to speak him had come into collision with the schooner, carrying away the latter's bowsprit and jib-boom and damaging the bows. He asked that the anchors might be slipped and that the Life-boat might remain by until Ramsgate was reached. It was evidently impossible for the vessel, in her damaged condition, to proceed under sail, and the captain, acting on the advice of the Life-boatmen, secured the services of a steam-tug. Her anchors were slipped, after buoying them, and the vessel was towed, with the Life-boat astern, in the direction of Ramsgate, it being intended to take the harbour at the tide, but the gale increased and it was considered imprudent to attempt to enter at night; therefore the tug continued to tow her throughout the night, in the teeth of the gale, the seas breaking over the Life-boat the whole of the time, until 9.30 in the morning, when the harbour was safely entered and the schooner made secure. She had a crew of five persons. The Life-boatmen, who had been exposed for eighteen hours to the fury of the heaviest gale they had ever experienced, then proceeded on the return journey to her station, arriving there at 10.45 a.m.

#### ADDITIONAL STATIONS AND NEW LIFE-BOATS.



WICKLOW, IRELAND. — The Life-boat placed here some years since having become unfit for further service has been replaced by the Institution—a fine new sailing boat of the self-righting type having, with the full concurrence of the Local Committee, coxswains and crew, been specially built for the station. She is

40 feet long, and has a beam of  $10\frac{1}{2}$  feet, and in addition to masts and sails is fitted to pull 12 oars double banked. The boat was sailed to her station in April last and encountered very rough weather on her voyage from the Thames to Wicklow. It was most gratifying to learn that her excellent behaviour under those trying



circumstances gave entire satisfaction to the navigating crew. Like the boat she superseded, the new Life-boat is named *Robert Theophilus Garden*, after the late Mr. GARDEN, of River Lyons, King's County, Ireland, who in 1866 defrayed the cost of the complete renovation of the Wicklow Life-boat Establishment, in memory of his affectionate grandchildren, Mary Dorcas and Blanche Jane Champagne, and subsequently bequeathed a legacy to the Institution for the permanent endowment of the Life-boat. This is the third boat named after him which has been stationed at Wicklow.

RHOSCOLYN, ANGLESEY.—A new self-righting Life-boat, 37 feet long and 9½ feet wide, pulling 10 oars double banked, has been provided for this station in the place of one sent there twenty-one years since, which was presented to the Institution and permanently endowed by the Countess DE MORELLA, in memory of her late husband, RAMON CABRERA, Field-marshal in the Spanish army, Count DE MORELLA, Marquis DEL TER. In accordance with the agreement between the benevolent donor and the Institution, the new Life-boat bears the same name as her predecessor, i.e. *Ramon Cabrera*.

#### THE AITH HOPE LONGHOPE) LIFE-BOAT CREW. I

To the Coxswain and Crew of the Aith Hope Life-boat *Samyntas Stannak*, I respectfully dedicate these simple verses for their noble work on the night of the 31st October, 1898, in connection with the disabled steamer *Manchester City*, during a north-west gale in the Pentland Firth.

They are no fancy regiment  
Of a spick and span brigade,  
They wear no brilliant uniform  
To march with on parade;  
No pipe or drum to cheer them on  
When siccar work to do;  
'Tis the music of the tempest song  
Leads on the Life-boat crew.

For the Life-boat men are sea-dogs  
Of many a stubborn fight;  
They have faced the stormy Pentland  
In its majesty and might,  
When the roaring race of Torness  
Showed fight to the nor'-west,  
And every green-backed roller  
Had a white-flaked foaming crest.

A sickly moon is waning  
Across the murky lift,  
Watching bleak October's  
Dying gasp and shrift.  
A helpless barque is drifting  
Down in a stormy lee,  
And over all is roaring  
The anthem of the sea.

By Hoy's grim rugged headlands,  
Through breakers, drift, and foam,  
Battling with the tempest,  
The Life-boat struggles on;

And bravely are they striving,  
For down upon the lee  
There are urgent signals flying—  
There is trouble on the sea.

Swirling streams the Pentland  
Against the nor'-west gale;  
The pine-sticks bend and quiver  
To the bellowing close-reefed sail;  
Down in the briny hollows  
Where the rollers loom like clouds,  
And the norland winds are singing  
Though the Life-boat's dripping shrouds.

Stand-by there, lads, for boarding,  
We must keep her on the track  
By Stroma's swirling swelkie  
Past Skerrie, rock and stack;  
While the surf sings on your beaches,  
Mighty ocean's glorious hymns,  
Remember, aye remember, lads,  
That you are men of Brims!

Let us cheer the Aith Hope Life-boat  
And all her noble band;  
They have shed a brilliant lustre  
Upon their native land.  
In days when they and I are gone  
'Twill be a household tale  
How the men of Brims crossed Torness race  
In that October gale.

R. ROBERTSON,  
Master of the Orkney Mail Steamer, *St. Ola*.  
Daisybank, Stromness.

## AN AMERICAN'S GIFT TO ENGLISH LIFE-BOAT MEN.

Mr. P. B. PEMBERTON, of New York, who was saved from the wreck of the *Mohegan*, recently sent a present of 50*l.* to the crew of the Porthonstock Life-boat, St. Keverne, Cornwall. In thanking him, the crew forwarded their photographs and a picture of the Life-boat, and in reply they have just received the following letter:—

"MY GOOD FRIENDS,—

"I have received with very much pleasure photographs of the Life-boat and of the members of its crew, which photographs, appropriately framed, now adorn the walls of my library. I appreciate more than I can say to you the kindly feeling evidenced for my family and for me in your thus remembering us, and I shall carefully preserve the pictures as mementoes of the melancholy occasion when so many lives were lost, and when those of my family and myself were saved only by your bravery and heroism. Your manly acts will afford a lesson which I shall delight to teach my sons, whose lives you saved, and will be an inspiration to your children to like deeds of heroism. If it shall ever be my good fortune to visit England, I shall surely go amongst

you at Porthonstock, when I sincerely hope I may find each member of the life-saving crew in good health and surrounded by those comforts which should come to those whose lives are placed so constantly in jeopardy in the interest of their unfortunate brethren. Mrs. Pemberton desires to join with me in again extending to each of you our sincere good wishes. "I am, your friend,

"P. R. PEMBERTON."

## SILVER AND GOLD ALSO, AND EVEN NOTES.

*Saturday.*—Life-boat Saturday—splendid institution—come now, you other chaps, fork out your subscriptions; *I've* unfortunately left my purse at home (not that there's anything in it). But come, chuck 'em a copper—silver or gold will do.

When the roaring gale and the seething sea

Nigh cause the sailor's hopes end,

The seaman's foremost thought will be

To fling them a helping rope's end—

The landsmen, too, would ease their plight,

In him it's surely proper

(Who has no skill in knot or bight)

To fling them the helpful copper.

From *Fun*.

## SUMMARY OF THE MEETINGS OF THE COMMITTEE.

THURSDAY, 12th January, 1899.

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

Read and confirmed the Minutes of the previous meeting.

Reported the much lamented death on the 2nd instant of His Grace ALGERNON GEORGE PERCY, Sixth DUKE OF NORTHUMBERLAND, K.G., who had been President of the Institution for the long period of thirty-three years, and who had always taken a deep interest in its progress and development.

Decided that a vote of sincere sympathy and condolence with his son, HENRY GEORGE PERCY, Seventh DUKE OF NORTHUMBERLAND, be placed on the minutes, and a copy, engrossed on vellum, and bearing the corporate seal of the Institution, forwarded to His Grace. The following is a copy of the vote:—

"That this Committee in recording the lamented decease of their President, His Grace ALGERNON GEORGE PERCY, DUKE OF NORTHUMBERLAND, K.G., respectfully tender their sincere sympathy and condolence to his Son,

their colleague, HENRY GEORGE PERCY, Seventh DUKE OF NORTHUMBERLAND, and desire to place on their Minutes an acknowledgment of the gratitude which the Life-boat cause owes to their late President, who for the long period of thirty-three years had cordially and continually co-operated with them in carrying out the great philanthropic objects of the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

"By order of the Committee.

"EDWARD BIRKBECK, *Chairman*.

"FITZROY CLAYTON, *Deputy-Chairman*.

"Sealed with the Corporate Seal of the ROYAL NATIONAL LIFE-BOAT INSTITUTION this 12th day of January, 1899.

"CHARLES DIBDIN, *Secretary*."

The following is a copy of the DUKE OF NORTHUMBERLAND's acknowledgment of this vote of condolence:—

"Alnwick Castle,

"18th January, 1899.

"Dear Sir EDWARD BIRKBECK,

"Allow me to convey through you my best thanks to the Committee of Management of the ROYAL NATIONAL LIFE-BOAT INSTITUTION

for their extremely kind vote of condolence on the sad loss we have sustained.

"The late DUKE OF NORTHUMBERLAND'S interest in the work of the Institution was ever keen, and although for some time past age and infirmity prevented his taking the active part he had formerly assumed in the management of its affairs, his sense of the importance of the objects which our Committee have in view, and his pride in being President of so noble a Society remained unimpaired.

"Pray allow me to add my own cordial acknowledgments for the sympathy extended to me by my colleagues.

"I am, dear Sir Edward,

"Yours truly,

(Signed) "NORTHUMBERLAND."

"Sir EDWARD BIRKBECK, Bart."

Read the minutes 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, Bridlington Quay and Flamborough.

Also the report of the Deputy Chief Inspector of Life-boats on his visits to the Dungarvan and Queenstown Life-boat Stations.

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

Northern District.—Eyemouth, Berwick-on-Tweed, Balcary, Kirkcudbright, Whithorn, Port Patrick, Port Logan, Anstruther and North Berwick.

Eastern District.—Scarborough, Robin Hood's Bay, Staithes, Runswick, Uppang, Whitby (two boats), Hornsea, Withernsea, Donna Nook, Mablethorpe, Sutton, Skegness, Brancaster, Hunstanton, Palling (two boats), Hasborough, Blakeney, Wells, Cromer and Sheringham.

Southern District.—Southsea, Littlehampton, Shoreham, Worthing, Eastbourne, Ryde, Atherfield, Brightstone Grange, Brooke, Totland Bay and Bembridge.

Western District.—Penarth, Burnham, Watchet, Weston-super-Mare, Ilfracombe, Lynmouth, Clovelly, Appledore (two boats), Morthoe and Padstow.

Irish District.—Clonghey, Ballywater, Greencastle, Portrush, Culdaff, Carrickfergus, Tyrella, Dungarvan, Queenstown (two boats), Ballycotton, Youghal, Courtmacsherry, Fenit, Tramore, Dunmore East, Kilmore, Wexford, Rosslare Harbour, Courtown, Cahore, Arklow, Wicklow, Barrow, Piel, Ramsey and Hoylake.

Reported the receipt of a contribution of 15,302l. 8s. 4d. from the Central Committee of the Life-boat Saturday Fund, as the nett proceeds of "Life-boat Saturday 1898."

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

Also the receipt from the Civil Service Life-boat Fund, per CHARLES DIBDIN, Esq., Honorary Secretary, of a further sum of 2,048l. 14s. 11d. to recoup the Institution all the expenses incurred in 1898 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 23,333l. 5s. 6d.

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

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

	£.	s.	d.
Stewards of the Covent Garden Life-boat Fund, towards the cost of the new <i>Covent Garden</i> Life-boat for Caister	566	17	6
Trustees of the residuary estate of the late Miss Gannon, towards the maintenance of the Life-boats at Thorpe and Aldeburgh, per the Rev. C. DU G. MAKEPEACE, M.A.	200	-	-
W. H. LYALL, Esq., (Member of the Committee of Management of the Institution)	100	-	-
Independent Order of Oddfellows (Manchester Unity) Annual Subscription, 50l. Ditto, Donation, 11l. 14s.	61	14	-
Licensed Victuallers Life-boat Fund per A. L. ANNETT, Esq. (additional)	50	-	-
Mrs. A. HICKMAN MORGAN (additional)	50	-	-
Loyal Order of Ancient Shepherds (Ashton Unity) (additional)	20	-	-
Sheriff of London Charity Football Fund, per H. L. JACKSON, Esq.	10	-	-

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late Miss M. A. LEICESTER, of Bishop's Road, Paddington	3,311	3	2
The late Miss BESSIE GALINDO, of Bath	100	-	-

Voted the thanks of the Institution to WYNDHAM CREMER, Esq., J.P., H. P. TODD, Esq., and Mr. SAMUEL BROOK, in recognition of their long and valuable services as Honorary Secretaries respectively of the Sheringham, Thorpe and Looe Branches of the Institution, which offices they had just resigned.

Paid 8,777l. for sundry charges on various Life-boat establishments.

Voted 621l. 2s. 8d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Aranmore	Luggers <i>St. Paul</i> , <i>St. Eunan</i> and <i>St. Malaise</i>	20
"	Lugger <i>St. Malaise</i> . Rendered assistance.	
Arbroath	Fishing-boats. Remained in attendance.	
Bembridge	Schooner <i>Rosalie</i> of Calais	6
Campbeltown	Schooner <i>Finlaggon</i> , of Campbeltown	4
"	Schooner <i>Rhoda</i> , of Portrush	5

Life-boat.	Vessel.	Lives saved.
Campbeltown.	Boat of Ketch <i>Oimara</i> , of Campbeltown . . .	1
"	Schooner <i>James Shearer</i> , of Campbeltown. Rendered assistance.	
Carrickfergus	Brigantine <i>Huntress</i> , of Belfast . . .	4
"	Brigantine <i>C. M. Reynolds</i> , of Belfast . . .	5
Clovelly . .	Three-masted schooner <i>Reaper</i> , of Truro. Rendered assistance.	
Cullercoats .	Coble <i>W. E. Gladstone</i> , of Cullercoats. Stood by boat.	
Dungeness, No. 1 . .	Schooner <i>Meerents</i> . Assisted to save vessel.	
Filey . . .	Fishing-boats. Remained in attendance.	
Fishguard, No. 2 . .	Schooners <i>Leander</i> and <i>Thomas</i> , of Carnarvon.	9
Holyhead (Steam Life-boat.)	Schooner <i>Ann Jane</i> . . .	3
"	Ketch <i>Gauntlett</i> . . .	2
"	S.S. <i>Ballinbreich Castle</i> .	5
"	Barquentine <i>Millie Bain</i> .	7
New Brighton (Steam Life-boat.)	S.S. <i>Voltaic</i> , of Belfast. Stood by vessel.	
New Quay, Cornwall }	S.S. <i>Voorvaarts</i> , of Amsterdam . . .	9
Porthleven .	Ship <i>Antonin</i> , of Dunkirk. Rendered assistance.	
Ramsey . . .	Schooner <i>Twin Sisters</i> , of Drummore . . .	3
"	Schooner <i>Return</i> , of Greenock . . .	5
"	Schooner <i>Annie Warren</i> , of Abercovey . . .	5
Robin Hood's Bay . . . }	S.S. <i>Nad Odd</i> , of Egersund. Landed 11.	
Scarborough .	Yawl <i>Five Brothers</i> , of Scarborough . . .	2
Seaham . . .	S.S. <i>Nord</i> , of Randers . . .	11
Swansea . . .	Steam-tug <i>Faxon</i> , of Falmouth . . .	4
Whitelink Bay	Fishing-boats <i>Good Hope</i> and <i>Good Design</i> , of Fraserburgh. Saved boats and . . .	6

The Dungeness No. 1 Life-boat also rendered assistance to the ship *Glenard*, of Port Glasgow.

Voted also 86*l.* 18*s.* 3*d.* to pay for launches, watching, or assemblies of the crews of the following Life-boats, with the view of assisting vessels in distress:—Arbroath, Ayr, Barmouth, Blakeney, Broadstairs, Bude, Bull Bay, Burryport, Clovelly, Drogheda No. 1, Dunbar, Dungeness No. 1, Fishguard No. 2, Girvan, Harwich (steam Life-boat), Holyhead (steam and sailing Life-boats), Hoylake, Irvine, Littlehampton, Mullion, Newbiggin, Padstow, Point of Ayr, Port Eynon, Port Patrick, Rhyl, Rosslare Harbour, St. Agnes and St. Mary's (Scilly Isles), St. Ives, Selsey, Stornoway, Stromness, Troon, Tyne-mouth No. 2, Walton-on-the-Naze, Whithorn and Worthing.

Voted 15*l.* 18*s.* grant, and medical expenses incurred, to one of the crew of the Aldeburgh Life-boat who was injured while on service and thereby incapacitated for work for some weeks.

THURSDAY, 9th February, 1899.

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

Read and confirmed the Minutes of the previous meeting.

The Chairman read a letter from Sir FRANCIS KNOLLYS, intimating that H.R.H. the PRINCE OF WALES, K.G., had consented to be the President of the Institution in succession to the late DUKE OF NORTHUMBERLAND, K.G. This announcement was received with the greatest satisfaction and unanimously approved.

The Chairman further stated that His Royal Highness had announced his intention of presiding at a dinner to be held in London, probably in May, on behalf of the London Life-boat Saturday Fund, of which H.R.H. the DUKE OF YORK is President.

Read the Minutes 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 Reports of the District Inspectors of Life-boats on their recent visits to the following Life-boat Stations:—

Northern District.—Workington, Maryport, Whitehaven, Ayr, Girvan, Ballantrae, Troon, Irvine, Ardrossan and Kildonan.

Eastern District.—Pakefield, Sunderland (two boats), Roker, Whitburn, Seaham, Hartlepool (three boats), Seaton Carew, West Hartlepool, Saltburn and Redcar.

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

Western District.—Swansea, Port Eynon, Ferryside, Burry Port, Fishguard (two boats), St. David's, Porthcawl and Penarth.

Irish District.—Port St. Mary, Port Erin, Castletown, Douglas, Peel, Hylbre Island, Hoylake, Formby, New Brighton (two boats), Southport (two boats) and Fleetwood.

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

	£.	s.	d.
"F. H.," for general fund, 750 <i>l.</i>			
Ditto, for rewards to the crews and losses to their families by accident, in such proportions as the Committee may think best, 250 <i>l.</i>	1000	-	-
From Life-boat Fund of the Young Men's Friendly Society, per J.W. POWELL, Esq., Church House, Dean's Yard, S.W.	50	13	1
W. INGHAM WHITAKER, Esq. (annual subscription) . . . . .	25	-	-
Contributions from St. Michael's, Paddington, per the Rev. G. F. PRESCOTT, M.A. . . . .	11	14	-
Collected on board the S. Y. <i>Argonaut</i> , per CONNOP F. S. PEROWNE, Esq. . . . .	8	1	10
Collected in Rochester Cathedral, per the Very Rev. the Dean . .	3	12	10
—To be severally thanked.			

Voted the thanks of the Committee to Major KINGSLEY O. FOSTER, J.P., GEORGE S. MANUELLE, Esq., and Mr. JAMES MCINTOSH in recognition of their past valuable services as Honorary Secretaries respectively of the Reigate and Redhill, Southend and Nairn branches of the Institution, which offices they had just resigned.

Paid 3,328*l.* for sundry charges on various Life-boat establishments.

Voted 290*l.* 12*s.* to pay the expenses of the undermentioned Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Abersoch . .	Schooner <i>Eirion Lass</i> , of Portmadoc . . . .	4
Broadstairs . .	Schooner <i>Julia</i> , of Lancaster. Assisted to save vessel and . . . .	5
Castletown . .	Ketch <i>John Parry</i> , of Beaumaris . . . .	3
Clacton . .	Schooner <i>Robert Anderson</i> , of Burghhead . . . .	5
" . .	Ship <i>Hawksdale</i> , of Liverpool . . . .	18
Dungeness } No. 1 . . . .	S.S. <i>Elaine</i> , of Liverpool. Stood by vessel.	
Gourdon . .	Fishing-boats. Stood by boats.	
Hayle . . .	Schooner <i>Miss Beck</i> , of Carnarvon . . . .	6
Johnshaven . .	Fishing-boats. Stood by boats.	
Kingstown } No. 2 . . . .	Barque <i>Loch Fergus</i> , of Liverpool . . . .	17
Lynmouth . .	Ship <i>Forrest Hall</i> , of Liverpool. Assisted to save vessel and . . . .	15
Margate No. 1	Ship <i>Hawksdale</i> , of Liverpool . . . .	7
Montrose No. 1	Fishing-boats. Stood by boats.	
Newbiggin . .	Two cobsles. Piloted boats.	
Ramsey . . .	Schooner <i>Twin Sisters</i> , of Drummore. Landed 3.	
Southend } (Essex) . . . .	Barge <i>Whitwell</i> . Saved vessel and . . . .	3
Southsea . .	Ketch <i>Queen of the Fleet</i> , of Portsmouth. Assisted to save vessel and . . . .	4

The Margate No. 2 and Walton-on-the-Naze Life-boats rendered assistance to the S.S. *Amiral Aube*, of Havre.

Voted also 523*l.* 9*s.* 6*d.* to pay for launches, watching, or assemblies of the crews of the following Life-boats with the view of helping those on board vessels in distress:—Angle, Dover, Dunbar, Dungarvan, Formby, Harwich (steam life-boat), Hayle, Hoylake, Kingstown, Margate No. 1, New Brighton (steam life-boat), New Romney, Palling No. 2, Penarth, Peterhead, Plymouth, Port Eynon, Porthcawl, Porthdinllaen, Pwllheli, Rhoscolyn, St. Ives and Weymouth.

Voted the Silver Medal of the Institution, with a copy of the vote inscribed on vellum and framed, to Mr. JAMES THOMAS, coxswain of the Fishguard Life-boats, in recognition of his general gallant services in saving life from shipwreck.

Also extra rewards to the crews of the Clacton, Margate, Port Eynon and Porthcawl Life-boats for especially good services.

Also 5*l.* to five men for putting off in a boat and rescuing the crew of seven men from the fishing-boat, *Mary Anderson*, of Broughty Ferry, which had stranded off Arbroath, Forfarshire, in a strong S.W. gale and a rough sea on the night of the 4th January.

Also 3*l.* 15*s.* to five men for putting off in a boat and saving two of the crew of a fishing-boat of Port Sallion, which had been capsized off Innishowen Head, co. Donegal, in a strong gale and a heavy sea on the 23rd November last.

Also letters of thanks to Ship's Corporal JAMES AXON, of H.M.S. *Northampton*, and Mr. GEORGE NIGHTINGALE, for putting off in a boat and rescuing three men whose boat had been capsized off Walmer in a moderate N. breeze, a smooth sea and thick weather, on the 5th January.

Also 4*l.* 10*s.* to nine men for putting off in a yawl to the assistance of the schooner *Lottie*, of Padstow, in E. Ballyholme Bay in a whole gale from W.N.W. and a very heavy sea on the 12th January. Those on board the vessel, however, did not require any assistance.

10*s.* was also granted to the owner of the boat used on the occasion.

Also 16*s.* to four men for rescuing the crew of three men from a fishing-boat which was swamped while attempting to land at Sizewell, Suffolk, in a heavy surf, on the 18th January.

THURSDAY, 9th March, 1899.

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

Read and confirmed the Minutes of the previous meeting.

Read the Minutes 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 Cowes.

Also the reports of the Deputy Chief Inspector of Life-boats on his visits to Methil, Buckhaven, Oban, Tobermorey, Tiree, Coll, Iona and Bunessan.

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

Northern District.—Campbeltown, Southend, Anstruther, Crail, St. Andrew's, Arbroath and Girvan.

Eastern District.—Dungeness (two boats), New Romney, Folkestone, Margate (two boats), Broadstairs, Ramsgate, Hythe, Dover, Kingsdowne, Walmer and Deal.

Southern District.—Brighton, Winchelsea, Rye, Hastings and Ryde.

Western District.—New Quay (Cardiganshire), Cardigan, Tenby, Littlehaven and Angle.

Irish District.—Blackpool, St. Anne's (two boats), Lytham, Tramore, Howth, Poolbeg and Kingstown (two boats).

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

	£.	s.	d.
Colonel R. P. DAVIS, J.P., per Walton-on-Naze Branch . . . . .	105	-	-
ELEANOR E. WADE . . . . .	50	-	-
CHARLES DENNY, Esq. . . . .	25	-	-
Worshipful Company of Leather- sellers . . . . .	21	-	-

—To be severally thanked.

Also the receipt of the following legacies:—

	£.	s.	d.
The late Miss ELIZABETH HANKEY, of Chester, per Liverpool Branch	338	8	9
The late JOHN SAY CLARKE, Esq., M.D., of Ryde . . . . .	300	-	-
The late HUGH LLOYD JONES, Esq., of Broughton, Chester . . . . .	270	-	-
The late W. J. ADAMS, Esq., of Lee	90	-	-
The late Miss E. A. HOBGSON, of Tidenham, Gloucester . . . . .	10	-	-
The late HENRY HENDEBOURCK, Esq., of Canonbury Park, N. . . . .	5	5	-

Voted the thanks of the Institution to R. L. LLOYD, Esq., and M. C. PRESTON, Esq., in acknowledgment of their past valuable services as Honorary Secretaries, respectively, of the Newton Abbot and Lyme Regis 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—Captain HERBERT, R.N., J.P., Salcombe and Hope Cove; H. APPLETON, Esq., Lizard; the Rev. A. R. HOCKLEY, Lynmouth; W. J. VAUGHAN, Esq., Fishguard; WILLIAM McDUGALL, Esq., Eyemouth; JOHN McMULLAN, Esq., Clonghey; BENJAMIN HEAPE, Esq., J.P., Rochdale; and CHARLES E. LIEBREICH, Esq., Bradford.

Reported the transmission of a new steam Life-boat to the Padstow (Cornwall) Station, and of a new Life-boat to the Rhoscolyn (Anglesey) Station.

Paid 4,141l. for sundry charges on various Life-boat Establishments.

Voted 268l. 11s. 9d. to defray the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Berwick-on-Tweed	Ketch <i>William Knox</i> , of Kirkcaldy. Landed 3.	
Boulmer . . .	S.S. <i>Cattersby</i> , of Middlesbrough . . . . .	12
Caister No. 2	S.S. <i>Russian Prince</i> , of Newcastle. Rendered assistance.	
Cresswell . .	Steam-tractor <i>Lapwing</i> . Stood by vessel.	
Gourdon . . .	Fishery-cruiser <i>Brenda</i> , of Leith. Stood by vessel and rescued . . . . .	2
Groomsport .	Schooner <i>Caledonia</i> . . . . .	5
Newhaven . .	Barque <i>Peruvian</i> , of Fanö . . . . .	10
Penmon . . .	Schooner <i>Devon</i> , of Plymouth. Rend. assist.	
Southend-on-Sea	Schooner <i>Billow</i> , of Inverness. Landed 4 from Mouse light-vessel.	
Worthing . .	Schooner <i>Prince Llewellyn</i>	5

Voted also 368l. 9s. 7d. to pay for launches, watching or assemblies of crews of the following Life-boats with the view of assisting those on board vessels in distress:—Aldeburgh, Angle, Broadstairs, Brooke, Dunbar, Hythe, Johnshaven, Newbiggin, Penzance, Plymouth, Selsey, Sennen Cove, Southsea, Thorpeness, Totland Bay, Weston-super-Mare, Weymouth, White-link Bay, Great Yarmouth and Youghal.

Produced the report of the Board of Trade inquiry into the circumstances attending the casualty to the crew of the brigantine *Frega*, of Tönsberg, on the 20th October last. When some miles off Montrose the crew abandoned the vessel, which had lost her sails, and was leaking badly, in a strong S.E. gale and a very heavy sea, and attempted to reach the shore in their boat, which was capsized by the breakers, involving the loss of her whole crew with the exception of one man who had a lifebuoy and was washed ashore.

It having been alleged by some persons that the crews of the Montrose Life-boats, which were launched, had not done all that might have been expected of them, the Committee of the Institution requested the Board of Trade to hold a formal investigation into the circumstances attending the casualty, and the action of the Life-boats on the occasion. The inquiry, which occupied six days, was held at Montrose, and the finding of the Court entirely exonerated the Life-boats' crews from blame.

The Committee decided to express, through the local branch, their satisfaction at the result of the enquiry, and their appreciation of the efforts of the Life-boat men who had keenly felt the accusation, amounting to cowardice, which had been made against them.

Reported the resignation, on account of old age, of three members of the Clacton-on-Sea Life-boat crew, M. NICHOLLS, R. OSBORNE, and G. GRIGSON, Sen., who had respectively been in the Life-boat on service, on 101, 99 and 68 occasions.

Voted the second service clasp to NICHOLLS and OSBORNE, who had received silver medals for long service in January, 1894, and the silver medal to GRIGSON, accompanied by a framed copy of the vote inscribed on vellum.

Voted an aneroid barometer bearing a suitable inscription, accompanied by the thanks of the Institution inscribed on vellum and framed, to Mr. THOMAS AMBROSE, master of the barge *Briton*, and the thanks of the Institution, framed and on vellum, to Mr. EDGAR DINES, mate, for gallantly putting off in their boat and rescuing the master of the barge *Esther*, of Erith, who was clinging to the mast, his vessel having sunk in Sea Reach, River Thames, in a gale from E.S.E., and a rough sea, on the night of the 14th October.

Also 1l. 5s. to four working-men for assisting three of the crew of the barque *Loch Fergus*, of Liverpool, who were attempting to reach the shore in the vessel's boat, which, however, was capsized in making for the beach in Killiney Bay, Co. Dublin, on the 6th February.

Also thanks to the master of the tug *Flying Sprite* for services rendered to the King-town Life-boat, which rescued the other members of the barque's crew.

Also 11. 10s. to three men for bringing ashore part of the crew of the s.s. *Roslin Glen*, at the same time piloting one of the ship's boats into safety, the vessel having stranded off Lendalfoot, Ayrshire, in a whole gale from S., and a very heavy sea, on the 10th February.

Also 11. 5s. to the crew of a R.N.R. boat for rescuing an old fisherman whose boat had stranded off Carnarvon in a strong S.W. by S. gale, and a very choppy sea, on the 11th February.

Also 11. 2s. 6d. to three men for putting off in a boat and saving a fisherman in distress off Workington, in a rough sea, on the 21st February. The man's boat, which was full of water, was towed ashore by the salvors.

Also 11., with a letter commending the skill with which he managed his boat, to Mr. DAN LOVERING, of Ilfracombe, who rescued five men from the gig *Lily*, which had been capsized about 2½ miles N. of Ilfracombe pier in half a gale of wind from the S., and a heavy sea, on the 22nd February.

Also 10s. to two men for rescuing two other men from a boat off Lackbeg, Co. Donegal, in squally weather, and a rough sea, on the 15th January. The boat becoming submerged, two of her occupants swam to the shore; another was drowned, and the two men who were rescued were clinging to the boat, which had risen to the surface again when relieved of the other men's weight.

SATURDAY, 18th March, 1899.

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, The Right Hon. the EARL OF DERBY, K.G., G.C.B., 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 the Hon. W. F. D. SMITH, M.P., Lord STANLEY, M.P., Sir LEWIS McIVER, Bart., M.P., Admiral the Right Hon. Sir JOHN DALEYMPLE-HAY, Bart., K.C.B., AUGUSTUS HELDER, Esq., M.P., Sir EDWARD BIRKBECK, Bart., V.P., Chairman of the Institution, and Colonel FRIZROY 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*.

Wednesday, 29th March, 1899.

A special meeting of the General Committee was held this day, Sir EDWARD BIRKBECK, Bart., V.P., in the Chair.

Reported the lamented death on the 18th March of Mr. HUGH LINDSAY ANTROBUS (senior partner in the firm of Messrs. Coutts & Co., Bankers to the Institution), who had been the Treasurer of the Institution for 21 years.

Decided that a letter of condolence be sent to Mrs. ANTROBUS on the occasion of her sad bereavement.

Also that a special meeting of the Governors of the Institution be convened for Thursday, the 13th April, for the purpose of electing a Treasurer in succession to the late Mr. ANTROBUS.

### THE STORM-WARRIOR.

Hark! Hark! 'tis the boom of a distant gun,  
And the stoutest heart doth quail,  
For there's death maybe in the raging sea  
To him who would dare the gale.  
But the wind may shriek till it crack each cheek,

And the sea prove a watery grave,  
There are brave lads to-night who will  
challenge its might

In the thought of a life to save.

#### Refrain:

Bend to the oar with a sturdy will,  
Heedless of wind or foam.  
God speed the boat! keep her safely afloat,  
Bring the storm-warrior home.

'Tis a battle grim for a human limb—  
To wage, 'mid the tempest's gloom;  
In the landsman's breast is a fear confessed—  
They go, but to meet their doom!  
And the surf runs high on the dread lee shore,  
Where the wreck shows o'er the main;  
But the sight is a charm, giving strength to  
each arm,  
And they pull to the old refrain.

Refrain: Bend to the oar, etc.

Gallant storm-warrior, facing the danger,  
Risking thy life for the one in despair;  
Wrestling with Death for the storm-tossed  
and helpless,  
What shall reward for thy courage so rare?  
Tho' the brave deeds of the past be forgotten—  
Lost in the future thine errands of love;  
They are inscribed to thy credit for ever  
By the Great Judge in the Log-Book above.

ARTHUR PHILIP COXFORD.

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### NOTICE.

*The next number of the LIFE-BOAT JOURNAL will be published on the 1st November, 1899.*

# ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

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

**Vice-Presidents—**

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

**President—**HIS ROYAL HIGHNESS THE PRINCE OF WALES, K.G.

**Chairman—**SIR EDWARD BIRKBECK, BART., V.P.

**Deputy-Chairman—**Colonel FITZROY CLATTON, V.P.

**Secretary—**CHARLES DIBDEN, 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 £87,719 on its 295 Life-boat Establishments.

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

Number of Lives rescued by Life-boats, in addition to 22		£ s. d.	
Vessels saved by them and 137 persons landed from			
vessels in distress and lightships . . . . .	682	...	...
Number of Lives saved by Shore-boats, &c. . . . .	74	...	...
Amount of Rewards granted during the Year . . . . .	...	10,141	7 -
Honorary Rewards:—Silver Medals and Clasps . . . . .	12	...	...
Binocular Glasses . . . . .	6	...	...
Aneroid Barometers . . . . .	5	...	...
Votes of Thanks on Vellum . . . . .	28	...	...
Certificates of Service . . . . .	32	...	...
Total . . . . .	83	756	£10,141 7 -

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 41,528. The rewards and recognitions granted by the Institution in the same period comprised 98 Gold Medals and Clasps, 1,178 Silver Medals and Clasps, 288 Binocular Glasses, 15 Telescopes, 20 Aneroid Barometers, 1,621 Votes of Thanks, inscribed on vellum and framed, 108 Certificates of Service framed, and £194,313 in money.

The Committee earnestly appeal to the British Public for Funds to enable them to maintain their 295 Life-boats now on the Coast and their Crews in the most perfect state of efficiency. This can only be effected by a large and *permanent annual income*. The Annual Subscriptions, Donations and Dividends are quite inadequate for the purpose. The Committee are confident that in their endeavour to provide the brave Life-boat men, who nobly hazard their lives in order that they may save others, with the best possible means for carrying on their great work, they will meet with the entire approval of the people of this the greatest maritime country in the world, and that their appeal will not be made in vain, so that the scope and efficiency of our great Life-saving Service, of which the Nation has always been so proud, may not have to be curtailed.

*Annual Subscriptions* and Donations are earnestly solicited, and will be thankfully received by the Secretary, CHARLES DIBDEN, Esq., at the Institution, 14 JOHN STREET, ADELPHI, London; by the Bankers of the Institution, Messrs. COURTS and Co., 59 Strand; and by all the other Bankers in the United Kingdom.—1st August, 1899.