

THE LIFE-BOAT.

JOURNAL

OF THE

Royal National Life-Boat Institution.

(ISSUED QUARTERLY.)

VOL. XVII.—No. 194.] 1ST NOVEMBER, 1899.

PRICE 3d.
[WITH WRECK CHART

HAUL-OFF WARPS.

THE term "Haul-off warp" is used to describe the rope which is made fast to an anchor laid out to sea opposite the launching place of the Life-boat, and without the help of this appliance there are many stations where the aid of the Life-boats might be called for in vain if a wreck took place with the wind blowing on shore, for in the absence of such help the boat could not possibly be got to sea.

The principal use of haul-off warps is at stations where there are large sailing Life-boats which have to be launched from open beaches on which it is impossible, owing to their nature, to build slipways, and the boats themselves are too heavy to launch from carriages and be rowed out to sea.

Two sorts of warps are used, namely, single and double. The single warp is more generally employed, and is fitted as follows:—a mooring anchor (i.e. an anchor with only one arm) is sunk at a spot where there is sufficient water to float the Life-boat at low water spring-tides; should, however, the beach be a steep one, that is to say, one where the tide never leaves the toe, or, if it does leave it, only for a few yards, it is then necessary to lay the mooring anchor sufficiently far off to take the Life-boat outside the heavy broken water which on such beaches does not usually extend

very far, probably about 100 fathoms. The weight of the anchor depends on the nature of the ground and on the size of the Life-boat, but speaking generally, anchors weighing from 3 to 7 hundred-weight are usually employed. It is, however, often found necessary to "back" one anchor by another, that is to say, to lay out two anchors in a straight line in order to prevent them from "coming home," or being dragged towards the beach when the Life-boat is warping out. To the anchor is attached a short length of chain called a ground chain which varies in length according to the depth of the water, but it is usually about 5 fathoms of $\frac{5}{8}$ -inch or $\frac{3}{4}$ -inch chain. The haul-off warp is shackled on to the other end of this chain, and for the large class of sailing Life-boats is usually a 5-inch, cable laid, tarred manila rope; experience having shown that a rope of this description is best for withstanding the action of the water and the chafe on the beach and is also sufficiently strong for its requirements. On shore there is a pole about 20 feet high provided with a snatch block in which the warp is snatched, and when not in use triced up to keep it clear of the beach and prevent it from being chafed by the action of the tide; a tripod sometimes takes the place of the pole, and occasionally it is unnecessary to trice the warp up at all.

Two "lizards" (2½-inch manila ropes with a thimble spliced in to one end large enough to allow the warp to reeve through) are put on the warp ready for use, and it is then hauled taut by means of a tackle to keep it so far as possible clear of the bottom and from becoming sanded up.

Having described how a single haul-off warp is fitted, it will readily be seen that such a rope cannot be used at places where the tide goes out a long distance and leaves a long flat sand, for it would be quite impossible to keep it from being sanded up and thus rendered useless. The longest warps used in the Life-boat service are 240 fathoms, or about a quarter of a mile in length, and it is only by continual attention and frequent "under-running" that these are kept in efficient order. Winterton and Palling are the only two Life-boat stations using these enormously long warps. The usual length is from 80 to 150 fathoms.

It must be apparent that appliances of this character cannot be used on rocky and stony ground, for the action of the tide and sea would soon cut the rope through whether it were manila or wire. Haul-off warps are taken up in the summer months, when they are carefully inspected and tarred before being laid down again. The life of a warp is seldom more than two years, so that the expense of up-keep of a Life-boat station is much increased where they are used.

The practical working of haul-off warps demands considerable skill, and is one of the most interesting pieces of seamanship connected with Life-boat work.

On steep beaches where the boat will run down on skids, the warp is taken on board as soon as she is in the position for "letting go," that is to say, when she is on the skids and being held back by a chain which, on being slipped, allows the boat to run down the skids into the sea. The greatest possible care must always be taken to ensure the warp being taken on board the boat on the side opposite to which she will be

drifted or swept the moment she is afloat; it sometimes occurs, however, that the weather side, so far as the wind is concerned, is not the proper side, because the tide or "sweep" might be setting in the opposite direction and be stronger than the wind; in such cases therefore, if the warp were taken on board the weather side, the Life-boat would be drifted over the rope, possibly capsized, and certainly cast back on the beach. When it has been decided as to which is the proper side, the warp is handed up to the man in the Life-boat, one of the lizards is passed through the stem-head cheeks and hauled taut, so as to bring the warp close up to the stem head, the tail of the lizard is then belayed and attended by one man, the other lizard being handed to the men on the after thwart and attended. The sails are then got ready, and the mizen hoisted, and the foresail and jib hooked on ready to hoist. The boat is now ready and the order to "slip" is given, and as the boat rushes down the beach over the skids, the slack of the warp is taken in smartly by the Life-boat's crew, and those on shore are careful to see that the shore end is let go, this being of vital importance. As soon as the Life-boat has charged the sea and is clear of the beach, a stopper is passed round the warp and attended by two men in the bows, and as she meets the first heavy curling breaker the coxswain shouts "Stopper the warp; hold on everybody," or words to that effect, according to the locality. The warp thus stoppered or secured, the Life-boat rises to the sea, strains at the warp, and, being to a certain extent bound down by it, her buoyancy is somewhat impaired; the sea now strikes her, and although it is divided by the bows, probably a large amount falls on board; the moment the sea has passed, the stopper is eased up, and as the Life-boat springs ahead, the slack of the warp is gathered in; the same operation of stoppering is repeated as each breaker is met (and the breakers get bigger and bigger) until the last one is passed and the Life-boat is in the true sea. The



weather rigging is then set up and the halyards manned, the coxswain, watching his opportunity of the wind coming on the weather bow, gives the order to hoist the foresail and let go the bow lizard, the the after lizard being held on until it is seen that the Life-boat is sure to cant the right way; then it is let go, and as the warp sinks clear the Life-boat starts off on her errand. Such is the manner of working a single warp on a steep beach, and the slightest mismanagement will result in the Life-boat being cast ashore, which means, if nothing else, a long delay.

At places where the beach is not steep enough to allow the Life-boat to run down on skids unaided by external force, different means have to be employed. The crew and as many helpers as are necessary shove the Life-boat over the skids until she is nearly afloat; the haul-off warp is then placed in the boat, and by aid

of the crew hauling on the warp and the helpers pushing at the stern with a large pole called a "sett," the boat is launched into deep water; when once afloat, as soon as the boat begins to meet heavy breakers, the warp is stoppered as already described.

The sweep or set of the sea in heavy weather is always at an acute angle to an open beach; for instance, if the beach is open to the east the sweep of the sea will always be either in a southerly or a northerly direction; in consequence of this, an extremely efficient plan has been adopted and is most satisfactorily worked at some places, viz., of having two warps, each laid at an angle of 45 degrees with the line of the shore. For example, should the shore run due north and south facing east, one warp would be laid N.E. and the other S.E. The Life-boat would, of course, always take on board the

weather warp and by this means would not drift to leeward at all as she must do in the case of a warp laid out at right angles to the line of coast.

Single warps of smaller size are occasionally used with the pulling class of Life-boats, but the greatest possible care is needed in such cases. In warping out it is impossible to avoid occasionally taking a sea broad on the bow, as the sea is rarely running true in broken water close to the shore. This may put a small boat in a very hazardous position. Further, it is extremely difficult to get the oars ready and the men in their places also ready to get them out and to "give way" until the warp is let go and quite clear of the boat, and whilst preparations are being made for the oars the warp is liable to get neglected and to catch the rowlocks or to get foul in other ways.

Double warps, that is to say, ropes rove through a sheave or block, either at the bottom secured by a chain to a mooring

anchor or to a buoy floating on the surface, are used with success at a few stations, notably at Ramsey, Isle of Man, where the Life-boat on the carriage is warped out, and by the Goodwin Sands boats, which are large sailing Life-boats launching down a steep beach. In using warps of this description the lee part is taken into the boat and the weather part is either manned by the helpers or brought to a capstan or winch.

These warps, whether single or double, require a great deal of attention, as they require to be frequently underran, and in order to prevent them taking in turns the two ends are kept widely apart on shore. Some Life-boat men have a little distrust of this method of warping out, for they have not such complete command of their boat as they like when they are being hauled out by people on shore; nevertheless, in spite of this objection, these double warps have proved themselves at certain places to be most efficient and useful.

A PLACE IN THE BOAT.

A LIFE-BOAT MAN'S SONG.

A mild wind, or a wild wind, a sky of blue or black,

The boat must go and we must row to the rocky bar and back—

To the rocky bar and back, boys, where the breakers boom and roar;

But we'll pull her through, as men *woy* do who've done the same before!

Cho.—So a place in the boat for me, mates, a place in the boat for you;

Can a man say less, in the hour of stress, if a man and a Briton true!

A long pull and a strong pull, with steady heart and hand,

We'll save the crew of the ship in view, and bring them all to land—

And bring them all to land, boys, while the breakers boom and roar;

Though the sea be rough and the task be tough, what shame to wait ashore!

Cho.—Then a place in the boat for you, mates, a place in the boat for me;

In the hour of stress, no need to press the Life-boat men to sea!

A right boat, and a tight boat, a boat to stem the tide;

A cox'ain bold the helm to hold, and God aboard to guide—

And God aboard to guide, boys, when human lives we win,

And a cheer for each as we reach the beach, and our bonny boat comes in!

Cho.—So a place in the boat for me, mates, a place in the boat for you;

Can a man say less, in the hour of stress, if a man and a Briton true!

A sigh, boys—and why, boys?—for comrades dead and gone,

Over the track they came not back, but their gallant work goes on—

Their gallant work goes on, boys, and ours it is to do;

While their souls float in a deathless boat, in heaven's balmy blue.

Cho.—Then a place in the boat for you, mates, a place in the boat for me;

In storm and stress no need to press the Life-boat men to sea!

(*Pearson's Weekly.*)

PYEDDI.

THE LIFE-BOAT SATURDAY FUND.

THE Life-boat Saturday "season," now drawing to a close, has this year been an unusually successful one. The reports which we have received from all parts of the United Kingdom clearly indicate that the movement has justified its existence and is becoming increasingly popular in our great inland centres of industry. Thanks to the numerous Life-boat demonstrations which of late years have taken place up and down the country, thousands of people who had never before seen a Life-boat, or a "real live" Life-boat coxswain with his gallant crew, have now begun to take a personal and even an enthusiastic interest in the indispensable work carried on by the ROYAL NATIONAL LIFE-BOAT INSTITUTION, a work of which perchance they may have previously read, but of which they had until now no very clear perception or knowledge. We hope that the time is rapidly

passing away when it will be possible for any dwelling in the British Isles to plead ignorance of the important national services of the Life-boat Institution as an excuse for withholding a helping hand and financial support. All benefit, either directly or indirectly, by the safety of the ships—and those who man them—which bring most of the necessaries of life to our doors and which, by the carrying of British goods and British wares to every part of the inhabited globe, promote plenty, peace and happiness amongst our people at home. No one can truly say that our sailors—their safety and well-being—have no claim upon him; and it is undoubtedly the duty, as well as the privilege, of all to support a cause, the sole object of which is to rescue those to whom we owe so very much when in distress and in peril of shipwreck on our rock-bound and dangerous shores.

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

ABERSOCH, CARNARVONSHIRE. — While the wind was blowing, with the force of a whole gale to a storm, from W.N.W. to N.W., with terrific squalls and a very heavy sea, on the 12th Jan. last, signals of distress were exhibited by the schooner *Eirion Lass*, of and for Portmadoc, in ballast from Dungarvan. She was dragging her anchors in St. Tudwall's Roads and was rapidly approaching danger. The Life-boat *Oldham* started to the rescue at 2 p.m. and reached the vessel when she was about five miles S.S.W. of the Pwllheli Life-boat house. Her crew of four men were rescued and the Boat then made for Pwllheli, where they were safely landed. The Life-boat was filled several times by the heavy seas which she encountered.

JOHNSHAVEN, KINCARDINESHIRE. — On the 12th January, the sea being rough and a strong breeze blowing from the S.E., it was feared that the fishing-boats would encounter difficulty in making the harbour, and it was therefore decided to

take out the Life-boat *Meanwell of Glenbervie*, so as to be ready to assist any boat requiring help. The Life-boat was accordingly launched at 12.45 p.m.; but in leaving the harbour she collided with the pier and was stove amidships above the water-line. However, she remained out until the fishermen had entered the harbour, all being in safety by one o'clock.

NEWBIGGIN BY THE SEA. — Two cobs were in danger, a sudden gale from S.E. having sprung up while they were working their lines, about two or three miles from the shore, on the morning of the 12th January, and the sea becoming very rough the broken water on the shore would have made it dangerous to land. The Life-boat *Robert and Susan* was therefore launched at 8 o'clock and accompanied the boats to a place a little to the N. of Newbiggin, where they were able to effect a safe landing.

RAMSEY, ISLE OF MAN. — In response to signals of distress the Life-boat *Mary*

Isabella was launched at 3.46 P.M. on the 12th January, in a whole gale from W.N.W. and a rough sea. On reaching the vessel, the schooner *Twin Sisters*, of and from Drummore, laden with turnips, for Liverpool, it was found that she was riding heavily and was slightly dragging her anchors. Her crew of three men being anxious to leave her were taken into the Life-boat and landed at 4.30. The vessel however was fortunately in a good anchorage and rode out the gale.

While a whole gale was blowing from S.W. on the 28th March, signals of distress were shown by the brigantine *Maxim*, of and from Drogheda for Liverpool, in ballast, which had stranded about three hundred yards south of the harbour. She had lost her anchors and chains and her sails had been blown away. Her crew of four men were taken into the Life-boat and landed at the Queen's pier.

SOUTHEND-ON-SEA, ESSEX.—On the 12th January, while a strong gale was blowing from W. to W. by S., accompanied by a rough sea, notice was received from the pier-head that a vessel was stranded on Shoebury Sands about five miles east. The Life-boat *Theodore* and *Herbert* was manned and put off at 5.30 P.M. An hour later the vessel was reached and found to be the barge *Whitwell*, of London, on a journey to Margate with a cargo of coal. She was leaking badly and her rudder was disabled. The master engaged the services of the Life-boat men and they set to work at the pumps, got up the anchors and took her inside the Leigh sand to await the next tide, when she was brought up to Southend, arriving there at about 11.30 on the following morning. The Life-boat returned to her moorings at about 1 P.M., her crew having been away about twenty hours, the greater part of the time being occupied in pumping the vessel. The barge carried a crew of three men.

Signals having been fired by the Nore Light-vessel on the morning of the 12th February, the crew of the same Life-boat were summoned and proceeded to the head of the pier, a distance of about a mile and a half, where the boat is kept moored. Putting off at about 4.15, they proceeded to the Mouse Sand and searched it for some distance, but seeing no vessel

in distress they made for the Mouse Light-vessel and found she had on board the master and crew of three men of the schooner *Billow*, of Inverness, bound from Dover for London, in ballast. The four men were taken into the Life-boat and safely landed at noon. A moderate gale was blowing at the time from W.S.W. with heavy squalls and a rough sea. The master of the schooner informed the coxswain that the vessel stranded on the Black Tail spit and floated off, but as she was on her beam ends and half full of water, he and the crew were compelled to abandon her and pull, in their boat, to the Light-vessel, which was not far distant from them. He believed that the schooner afterwards sank in deep water.

DUNGENESS.—It having been reported by the coastguard watchman, on the night of the 12th January, that a vessel was showing signals of distress, the Life-boat *R.A.O.B.* was launched, and found the three-masted s.s. *Elaine*, of Liverpool, ashore off No. 2 Battery, having sunk after collision with another steamer. The master stated that he would try to stop the leak when the tide fell, and as there was a heavy sea the Life-boat remained by until low water. The steamer was bound from Faversham for Liverpool with a cargo of cement.

LYNMOUTH, NORTH DEVON.—Telegrams were received at about 7 P.M. on the 12th January asking for assistance to a vessel showing signals of distress off Gore Point. Almost immediately after the messages had been received the wires were blown down and it was impossible to obtain any further information. A whole gale was blowing from W.N.W., the weather was thick and the sea so heavy as to render it impossible to launch the Life-boat *Louisa* at Lynmouth. It was therefore decided to take the boat on her carriage by road to Porlock. Those who are unacquainted with the nature of the road between Lynmouth and Porlock can form but little idea of the immense difficulty of the undertaking. The course taken was over two of the steepest hills in England, the road rising 1500 feet in two miles; in parts of the route the Life-boat had to be taken on skids, the carriage being taken through fields, gates and posts having to be pulled down, the road

being too narrow for the wheels to pass, and the men were obliged sometimes to haul, and at other times to hold the boat back, so that their strength was greatly taxed. The undertaking even in daylight would be beset with danger to life or limb, but on a dark and stormy night, when it was difficult for a man even to stand in exposed places, it was only just possible to accomplish the work. However, in the uncertainty as to the danger to the vessel and in the absence of any other means of getting to her, it was decided to make the attempt. Horses were procured and the crew with twenty-eight helpers started with the Life-boat. The journey, which occupied ten and a half hours, ended without casualty, and at six o'clock on the following morning the Life-boat was launched at Porlock and proceeded to the vessel, which proved to be the full-rigged ship *Forrest Hall*, of and for Liverpool, from Bristol in ballast, 1900 tons register, with a crew of fifteen men; she was lying at anchor disabled. It appeared that she had been in tow of a steam-tug, and when westward of Ilfracombe the hawser parted and the tug collided with her and disabled the steering gear. Shortly after the arrival of the Life-boat two steam-tugs came up and took the ship in tow, the Life-boat men assisting to get the anchors up, and the Life-boat remaining by her, as she was in an unmanageable state owing to the loss of her steering gear, besides which the weather had become very bad. She was ultimately towed to a safe anchorage outside Barry, and the Life-boat crew, who had been without food for twenty-four hours, landed at Barry Dock to obtain refreshment. On the following day they returned to their station, a steamer kindly giving them a tow part of the way, arriving there at 11.30 a.m. The carriage was brought back by road, having covered a distance of twenty-eight miles.

SOUTHSEA.—On the afternoon of the 13th January a ketch was seen to anchor off Southsea Castle and close to broken water, and as she was near to the shore and possibly bumping it, the coxswain of the Life-boat *Heyland* was informed, the crew were summoned and the vessel was watched. A gale was blowing from W.S.W., the weather was thick, with rain at intervals, and there was a heavy

sea. A little while afterwards she signalled for assistance, and at 5.50 the Life-boat was launched, and on reaching the vessel found she was the *Queen of the Fleet*, of Portsmouth, bound from Plymouth for Leith, with a cargo of china clay. Her sails had been blown away, she had lost her main boom, and she had sustained other damage. She was striking the ground, and as she was leaking badly, the master requested that some of the Life-boat men should board her and assist at the pumps. This was done, a tug was signalled for, and with her help the vessel was taken into the Camber, arriving at 10.45 p.m.

WALTON-ON-THE-NAZE AND MARGATE.

—A message was received at Walton-on-the-Naze by telephone from the Gunfleet Lighthouse, on the morning of the 14th January, stating that a steamer was flying signals of distress $2\frac{1}{2}$ miles S.E. of the lighthouse. A fresh breeze was then blowing from W., the sea was moderate, and the weather hazy. At 9 o'clock the Lifeboat *Honourable Artillery Company* was launched and proceeded under sails and oars to the steamer, which was reached at 10.45. She was the s.s. *Amiral Aube*, of Havre, laden with coal, coke, etc. The master at first refused any assistance but afterwards engaged the Life-boat men to jettison some of the cargo in order to lighten the vessel. The crew of the private Life-boat *True to the Core*, of Walton-on-the-Naze, which had also put off to the vessel, were similarly employed. At 6.32 on the following evening a telephone message was received at Margate from the Kentish Knock Light-vessel stating that signals of distress were being shown by the Long Sand Light-vessel. At 6.53 the Life-boat *Civil Service No. 1* was launched, and sailed to the Long Sand, which was examined for a distance of above twelve miles, but no vessel requiring assistance could be found. Lights were then seen to the westward, and the boat at once altered her course, and on arriving at the *Amiral Aube* the services of that Boat's crew were secured to help in the work of throwing cargo overboard. With the assistance of several steam-tugs, the vessel was got off the sands on the afternoon of the 17th January and was towed to Harwich, the Life-boats returning to their respective stations.

CLACTON-ON-SEA.—While a moderate gale was blowing from N.E., accompanied by a heavy sea, on the 24th January, a schooner was observed stranded on the Middle Spit Sands. The Life-boat *Albert Edward* was launched at 5.15 P.M. and sailed to the vessel, which was found to be the *Robert Anderson*, of Burghead, bound from London for Fraserburgh with a cargo of cement and whiting. She was striking heavily and was leaking badly. The Life-boat men having been engaged to try to save her, the pumps were manned, but in spite of all efforts the water continued to increase. The crew of five men, with their effects, were transferred to the Life-boat, which stood by the vessel for some time longer; but as she was fast settling down, and it was impossible to do anything more, the Life-boat made for home, arriving at 2.30 A.M. with the five rescued men. The *Albert Edward* is one of two Life-boats presented to the Institution by the United Grand Lodge of Freemasons of England in commemoration of the safe return from India of the Most Worshipful Grand Master, H.R.H. the PRINCE OF WALES.

MARGATE AND CLACTON-ON-SEA.—On the morning of the 26th January, while a strong gale was blowing from N.N.E. accompanied by a heavy sea, the Margate boatmen observed a large vessel apparently in dangerously close proximity to the Long Sand. She was examined through a powerful glass and was seen to hoist a signal of distress, and immediately afterwards the Tongue Light-vessel ran up signals denoting that help was required. At 9.15 the Life-boat *Eliza Harriet* put off, the launch from the new West Slipway being witnessed by a large number of people, and sailed in the direction of the Long Sand, encountering tremendous seas which at times completely submerged her. When nearing the distressed vessel the sails of another Life-boat were seen approaching her from the opposite direction. This was the Clacton-on-Sea Life-boat *Albert Edward*, which had been launched on receipt of information of the casualty at the same time as the Margate boat, and had also had a very rough time in the heavy seas which continually filled her. Both the boats reached the vessel at about noon and approached her on the

starboard side, that side being the more sheltered. She was the full-rigged ship *Hawkedale*, of Liverpool, bound from Hamburg for Melbourne with a general cargo, and had stranded on the N.W. part of the Long Sand, where she became a total wreck. Her crew had consisted of twenty-eight persons, but three of them had been drowned in an attempt to get one of the ship's boats out before the Life-boats arrived. Eighteen of the survivors were taken into the Clacton Life-boat, the remaining seven persons being rescued by the Margate Life-boat. The Clacton Boat also brought ashore the ship's cat, which was taken into the Boat by one of the apprentices, who, even in his own time of danger, did not forget his feline companion. Considerable difficulty was experienced in taking the men into the Life-boats owing to the terrific seas. Watching their opportunities, the men had to catch the masts and slide down the rigging into the boat. Having got all safely on board, the Life-boats parted company, and making for opposite shores, again through heavy seas—the Clacton Boat meeting with even worse seas than she had experienced on her outward journey—both boats safely reached home and landed those whom they had rescued. Additional rewards were granted to the crews of the Life-boats in recognition of their specially good services on this occasion, and grants were made to three of the Clacton crew who received injuries in the performance of the rescue.

HARWICH.—On the 30th January the Kentish Knock Light-vessel telephoned to Ramsgate that the Long Sand Light-ship was flying a distress signal, and a message was at once despatched by telegraph to Harwich to that effect. On receipt of the message the steam Life-boat *City of Glasgow* proceeded to the Long Sand Light-ship and found that, having on board two mechanics who were anxious to get ashore, she had signalled to a passing steamer to the effect that she wished to communicate with her. The steamer reported to the Kentish Knock that the Long Sand was signalling, but in the transmission of the message a misunderstanding occurred and the signals were understood to be those of distress. However, the two men were taken into the Life-boat and landed at Harwich.

HAYLE, CORNWALL.—While the three-masted schooner *Miss Beck*, of and from Carnarvon for London with slate, was taking the bar on the 5th February in tow of a steam-tug, the tow-rope parted and the vessel was driven ashore on the beach at the eastern side of the bar. In response to signals of distress the Life-boat *E. F. Harrison* was launched at 12.10 P.M., and being towed by the tug as close to the vessel as it was prudent for the steamer to go the boat soon got alongside and rescued the crew of five men and a pilot. The vessel was then holding together, but a fresh wind was blowing, and as there was a very heavy ground sea it was feared she would become a total wreck.

KINGSTOWN.—The barque *Loch Fergus*, of Liverpool, bound from Glasgow for Brisbane with a general cargo, stranded in Killiney Bay in thick weather, a moderate gale from S.E. and a rough sea, on the morning of the 6th February. A tug attempted to rescue the crew, some of whom were seen in the rigging, but could not get near enough to do so, and therefore returned to Kingstown to obtain the services of the Life-boat. Afterwards a boat was successfully launched from the vessel and three men endeavoured to reach the shore in her, but the boat was swamped and her occupants with difficulty were rescued by persons on the land who gallantly waded out to their assistance. On intimation of the casualty being received the Life-boat *Dunleary*, so called after the ancient name of Kingstown, was launched at 8 o'clock, and succeeded in saving the remainder of the crew of fifteen men and two stowaways. It was not known that the latter were on board until the Life-boat arrived, when they speedily put in an appearance in a considerably alarmed condition.

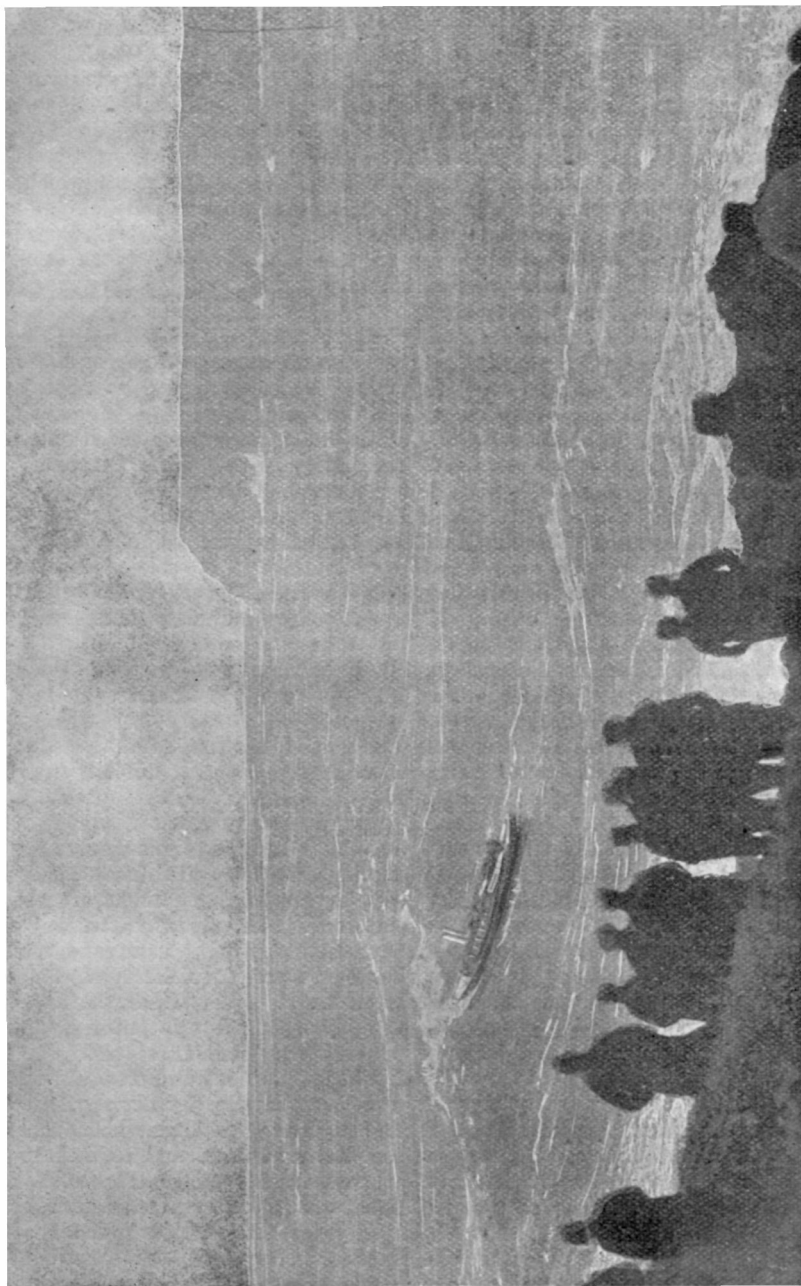
BOULMER, NORTHUMBERLAND.—The s.s. *Catterty* of Middlesbrough, while on a voyage from Skinningrove to Grangemouth with a cargo of pig-iron, stranded opposite the village of Boulmer at about 8.15 p.m., on the 7th February. A moderate S. wind was then blowing, the sea was moderate, the weather hazy and the night was very dark. As soon as the vessel was seen, the crew of the Life-boat *Melissent* were summoned, and with all

possible despatch the boat was launched, proceeded to the ship and rescued her crew of twelve men.

While a gale was blowing from the S.E., with a cross sea, intense darkness and rain on the 9th March, the s.s. *Malta*, of North Shields, went aground on the Boulmer South Rocks. She was on a voyage from Bergen to Shields in ballast. At 1.20 A.M., the Life-boat was launched and proceeded to the vessel which was lying in a bad position and leaking. Her crew of nineteen men were rescued by the Life-boat and were taken safely to Boulmer at 2.45.

PADSTOW, CORNWALL.—On the 7th April, a strong gale from N.W. was experienced, accompanied by a heavy sea, and by rain squalls at intervals. At about 3.50 P.M., information having been received by means of the telephone, that a vessel was in distress off Tintagel Head, the Steam Life-boat *James Stevens*, No. 4, left her moorings and proceeded to the rescue. She first steered towards a vessel running for the harbour, but as nothing appeared to be amiss with her, the Life-boat proceeded to Tintagel Head. Those who watched the boat from the shore state that she behaved splendidly in the seas which she encountered, and that admirable skill and ability were shown in the way in which she was managed. Most of the high-breaking seas she gallantly mounted, but one hollow one broke completely over her, and for a few moments almost buried her, even her funnels being hidden from sight; she however emerged, buoyant as before, but losing her light-board and some of her deck fittings. No trace of the vessel being found at the Head, the Life-boat started on her return journey, and on entering the harbour, passed the brig *Emilie*, of Redon, in tow of a steam-tug which was unable to make any headway. The help of the Life-boat being solicited, she took a tow rope and assisted to take the vessel to a safe anchorage at Hawkes' Cove. She had a crew of seven men.

On page 526 will be found a reproduction of a photograph taken of this Steam Life-boat while proceeding out on the occasion of this her first service. She is one of the two Steam Life-boats propelled by means of the screw; a full description of this class of boat was



THE PADSTOW SCREW STEAM LIFE-BOAT "JAMES STEVENS N°4" GOING TO THE AID OF A VESSEL IN DISTRESS

given in the "Life-boat Journal" of February last.

On the same day the Life-boat *Arab*, also stationed at Padstow, was called out for service, by means of the telephone. She was launched at 4 p.m., and proceeded under oars to the ketch *Fair Water*, of Jersey, bound from Cardiff with a cargo of coal. The vessel was reported to be about four miles N.N.W. from Stepper Point, flying a signal apparently in distress, and running for the harbour. She succeeded in reaching the mouth of the harbour, but became unmanageable and drifted into the breakers at the back

of the Doom Bar. The Life-boat went alongside and rescued the crew of four men, the vessel drifting still further in among the breakers and shortly afterwards stranding in Hell Bay where she became a total wreck. The Life-boat regained her station at 5.20, was housed at 5.30, and at 6.10 was again called out, a mounted messenger having brought intelligence that a vessel was in distress. The boat proceeded to the entrance of the harbour, but the vessel, the brig *Emilie*, was taken in tow by the Steam Life-boat, as has been already mentioned, and the *Arab's* help was therefore not required.

THE WRECK REGISTER AND CHART FOR THE YEAR ENDED THE 30th JUNE, 1898.

WE have much pleasure in drawing the special attention of our readers to the valuable statistics recently issued by the Board of Trade in their Annual Blue Book, which furnishes abstracts of the returns made to the Board of shipping casualties occurring on or near the coasts of the United Kingdom. The tables and statistics given are as usual admirably arranged, and cannot fail to interest all connected directly or indirectly with the sea and certainly those having at heart the welfare of our seafaring community and the important work carried on by the ROYAL NATIONAL LIFE-BOAT INSTITUTION. While some of the tables are sad enough to consider, it is reassuring and comforting to know that the efforts so continuously and earnestly made to reduce each year's terrible total of shipping disasters, resulting, alas, so frequently in loss of life, have, it would seem, really borne fruit, and that a decrease is shown both in the number of the casualties and, which is infinitely more important, the valuable lives sacrificed.

The total number of shipping casualties which occurred on or near the coasts of the United Kingdom in the year 1897-8 was 4,964, this total being a satisfactory decrease of 313, as compared with the corresponding total for the previous twelve months. The number of lives lost as a result of the year's casualties was

295, or 33 less than the total for the year 1896-7, and there is every reason to believe, judging by the nature of the casualties, that this total, in the circumstances, could not in all human probability have been very sensibly reduced. This fact is a cause for thankfulness and congratulation.

The year's total of 4,964 casualties included every description of accident befalling vessels of all classes, namely, collisions, foundering, strandings, missing vessels, etc. According to our custom we propose to classify the casualties under the following heads: (1) Total loss; (2) Serious casualties; (3) Minor casualties. Under each of these a considerable decrease is shown. The cases of total loss and serious casualty decreased from 1,499, the total for the year 1896-7, to 1,367, a reduction of 132, while the minor casualties totalled 3,597, or 181 less than the previous year. Life was lost in 97 cases, an unfortunate increase of 3 as compared with the preceding year.

The cases of collision represent, as indeed is practically always the case, a very considerable proportion of the casualties. In the year 1897-8, the vessels in collision numbered 1,708, or 24 less than in the previous twelve months. The casualties which involved total loss, collisions not being included, decreased from 360 to 279, a very substantial falling off;



WRECK CHART OF THE BRITISH ISLES

FOR THE YEAR
1897-98.

Compiled from the Board of Trade Register.

SHOWING ALSO THE PRESENT
LIFE BOAT STATIONS.
OF THE
ROYAL NATIONAL LIFE BOAT INSTITUTION.

● SIGNIFIES A TOTAL LOSS OR A SERIOUS CASUALTY.
✠ REPRESENTS A LIFE BOAT.

Scale of Nautic Miles
10 0 50 100



whilst the total of serious casualties fell from 738 to 696, and the minor casualties from 2,447 to 2,281.

Of the 4,964 casualties 4,455 befel British and Colonial vessels and 509 Foreign vessels. The total of the British and Colonial casualties was 258 less than that of the year 1896-7, and the total of Foreign casualties showed a decrease of 55 cases.

The localities of the casualties, *excluding* collisions, were as follows:—East coast of England 924, or 9 less than the preceding year; south coast 570, or 64 less than in the previous year; west coast of England and Scotland, and east coast of Ireland 1,195, or 139 less than in the year 1896-7; north coast of Scotland 157, an increase of 22; east coast of Scotland 162, a decrease of 36; other parts 248, a decrease of 63; total 3,256, or 289 less than the preceding year.

The *loss of life* which resulted from the casualties in the various districts, *including collision cases*, was as follows:—East coast of England 89, or 33 more than in 1896-7; south coast of England 32, or 13 more than the preceding year; west coast of England and Scotland and east coast of Ireland 59, a large decrease of 78 as compared with the previous year; north coast of Scotland 36, or 22 more than in 1896-7; east coast of Scotland only one, a falling off of no less than 21; other parts 78; total 295.

In accordance with our yearly practice we furnish a chart of the United Kingdom on which will be found a black dot entered against each spot on which any *important* shipping casualties occurred during the year ended the 30th June, 1898. The exact position of each of the 293 Life-boats of the ROYAL NATIONAL LIFE-BOAT INSTITUTION is also shown on the chart, so that it can be seen at a glance that the boats have been usefully located.

Between the year 1861 and the 30th June, 1898, 5,843 British, Colonial and Foreign vessels were wrecked on or near our coast, involving, unfortunately, loss of life in each case, the total number

of lives so lost being 25,431. Of the 295 persons who perished in the year under consideration, 270 were from British and Colonial vessels, and 25 from Foreign vessels. These figures compared with those of the previous year give an increase of 35 in the lives lost from British and Colonial vessels, and a decrease of 68 in those lost from Foreign vessels.

Of the 295 lives lost in the year 1897-8, 26 were lost in foundered vessels, 58 in collisions, 91 in stranded vessels, or 18 more than in the previous year; 50 in missing vessels, an increase of 5 as compared with the preceding twelve months; and 70 in explosions, washed overboard, etc. Only 17 out of the 295 persons who perished were passengers, 278 of them being either officers or members of the crews of the vessels.

As would be expected, the number of vessels meeting with casualties on or near the coasts of the United Kingdom varies, sometimes considerably. These variations will be readily seen by a glance at the following table which furnishes the statistics for the last 45 years:—

1854 (last six months), 458; 1855, 1,141; 1856, 1,153; 1857, 1,143; 1858, 1,170; 1859, 1,416; 1860, 1,379; 1861, 1,494; 1862, 1,827; 1863, 2,001; 1864, 1,741; 1865, 2,012; 1866, 2,289; 1867, 2,513; 1868, 2,131; 1869, 2,594; 1870, 1,865; 1871, 1,927; 1872, 2,381; 1873 (first six months), 1,206; 1873-4, 2,191; 1874-5, 4,259; 1875-6, 4,554; 1876-7, 5,017; 1877-8, 4,436; 1878-9, 3,716; 1879-80, 3,138; 1880-1, 4,297; 1881-2, 4,367; 1882-3, 4,363; 1883-4, 4,405; 1884-5, 3,764; 1885-6, 3,596; 1886-7, 4,224; 1887-8, 4,004; 1888-9, 4,272; 1889-90, 4,344; 1890-1, 4,198; 1891-2, 4,710; 1892-3, 3,499; 1893-4, 4,951; 1894-5, 4,917; 1895-6, 4,620; 1896-7, 5,277; 1897-8, 4,964. Total, 139,924.

Notwithstanding that the loss of life from shipwreck on or near our shores has been grievously large during the past generation—the lives so lost numbering 29,270—it is pleasing and a cause for gratitude to know that this terrible list

would have been considerably more than doubled but for the timely aid given by the Life-boats, and their gallant crews, of the ROYAL NATIONAL LIFE-BOAT INSTITUTION and by the various other means for the saving of life which have been employed and recognised by the Institution. The total number of persons rescued by these means in the same period was 31,288, the lives thus saved exceeding those lost by 2,018.

In 1898 the Institution granted rewards for saving 756 lives from shipwreck, and for the landing of 137 other persons, by means of Life-boats, from perilous positions.

The 309 rocket apparatus and other stations of the Board of Trade, admirably worked by the Coast-guard and Rocket Brigades, continue to carry on their important mission of life-saving, and were instrumental in the year 1897-8 in rescu-

ing 131 persons from drowning. This total was a decrease of 111 as compared with that of the preceding year.

A stronger argument or appeal for giving liberal and generous support to the ROYAL NATIONAL LIFE-BOAT INSTITUTION could not be adduced than that contained in the facts and figures which we have been examining, placed before the public by the Board of Trade, and the Committee of Management would therefore earnestly and confidently ask for a helping hand and increased assistance from the people of this great maritime country, so that they may be enabled to efficiently carry on the important and national work which has been entrusted to them. The total number of lives for the saving of which the Institution has granted rewards since 1824 has exceeded 41,500.

SUMMARY OF THE MEETINGS OF THE COMMITTEE.

Thursday, 13th April, 1899.

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

Read and confirmed the Minutes of the previous meeting.

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

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

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

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

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

Northern District — Eyemouth, Dunbar, Berwick-on-Tweed, Holy Island (two boats), Arbroath, North Sunderland, Boulmer, Alnmouth and Tynemouth (two boats).

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

Southern District—Lyme Regis, Weymouth, Swanage, Poole, Looe, Mevagissey, Yealm River, Plymouth, Brixham, Torquay, Hope Cove, Salcombe, Teignmouth, Exmouth, Sidmouth and Newhaven.

Western District — Padstow (two boats), Port Isaac, Weston-Super-Mare, Aberystwyth, Aberdovey, Barmouth, Aberoch, Griccieth, Porthdinllaen, Pwllheli, Llanabhaiarn, Rhosneigr, Rhoscolyn, Cemlyn and Bull Bay.

Irish District. — Drogheda (two boats), Skerries, Tramore, Dungarvan, Dunmore East, Cahore, Courtown, Arklow, Rosslare Harbour, Kilmore, Wexford, Fethard, Youghal, Ballyotton, Fenit, Queenstown (two boats), Courtmacsherry and Kingstown (two boats).

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

	£.	s.	d.
HER MOST GRACIOUS MAJESTY THE QUEEN (annual subscription)	50	-	-
The Right Hon. the EARL OF DERBY, K.G.	100	-	-
Executors of the late Mr. RICHARD GIBBS, for the Life-boat house erected at Blyth in 1898	525	-	-
"R. F." per A. O. NELSON, Esq.	500	-	-
"C. A. M."	100	-	-
"M. G."	50	-	-
H. F. CHRISTIE, Esq., Wanganui, New Zealand	50	-	-
Readers of <i>The Christian</i> , per Messrs. MORGAN & SCOTT	14	12	-
Collected on board the S.Y. <i>Argonaut</i> , per CONNOP F. S. PEROWNE, Esq. (additional)	9	15	4

—To be severally thanked.

Also the receipt of the following legacies :—

	£.	s.	d.
The late Miss M. A. LEICESTER, of Bishops Road, W. (additional)	5784	16	2
The late Mrs. M. A. WIGHTON, of Hornsey, to provide and maintain in perpetuity a Life-boat to be named the <i>Wighton</i>	2700	-	-
The late JOHN HARLING, Esq., of Southport (to Manchester Branch)	2000	-	-
The late Mrs. M. A. P. PERRINS, of Hyde Park Place, W.	250	-	-
The late Miss SUSANNAH HARRIS, of Cambridge Terrace, W.	100	-	-

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

Paid 4,939l. for sundry charges on various Life-boat establishments.

Voted 160l. 16s. 3d. to defray the expenses of the following Life-boat services :—

Life-boat.	Vessel.	Lives saved.
Aldeburgh . .	Schooner <i>Rosa Alba</i> , of Goole. Landed 5 from Long Sand Light-vessel.	
Ballycotton . .	Boat of schooner <i>Rival</i> , of Swansea	4
Boulmer . . .	S.S. <i>Malta</i> , of North Shields	19
Hilbre Island	Flat <i>William</i> , of Liverpool. Rend. assistance.	
Hoylake . . .	Flat <i>Oulton</i> , of Connah's Quay. Assisted to save vessel and . . .	2
Ramsey	Brigantine <i>Maxim</i> , of Drogheda	4
St. Agnes. . .	Lugger <i>Lydia</i> , of Porthleven. Rend. assist.	

Also 391l. 5s. 6d. to pay for launches, watching or assemblies of crews of the following Life-boats :— Ballywalter, Broadstairs, Cahore, Cemlyn, Clacton, Dunbar, Fishguard No. 2, Greenore, Harwich (steam Life-boat), Kingsdowne, Llandudno, Newbiggin, North Deal, Palling No. 2, Porthleven, Rhoscolyn, Rhosnigir, Saltburn, Uppang, Walmer, Walton-on-the-Naze, Whitby No. 2 and Winterton No. 2.

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

Voted 250l. to the widow and five children of HENRY JEFFERSON BROWN, one of the crew of the Cresswell Life-boat. He went out in the boat on service on the night of the 6th February last having then a slight cold. He got very wet in getting into the boat, and being at sea in a keen frost for three hours gave him a severe chill, which developed into pneumonia and terminated fatally on the 28th February. He had been out in the Life-boat every time she had been launched for service since the establishment of the station in 1875.

Also 7l. 7s. 6d. to three members of the crew of the Clacton-on-Sea Life-boat who were injured on service on the 26th January. This amount included charges for medical attendance on one of the men, the doctor who attended another doing so gratuitously and being thanked for his kindness by the Institution.

Also 1l. to two men for rescuing the crew of seven men who had taken refuge on a rock,

their vessel, the *Diligent*, of Stornoway, laden with mussels, having been totally wrecked three miles S.W. of North Tolsta, Isle of Lewis, in a whole gale from S.W. and a very heavy sea on the 13th February.

THURSDAY, 13th April, 1899.

A Special General Meeting of the Governors of the ROYAL NATIONAL LIFE-BOAT INSTITUTION was held this day, pursuant to advertisement, at its house, John Street, Adelphi, London, to elect a Treasurer in succession to the late Mr. HUGH LINDSAY ANTROBUS. Sir EDWARD BIRKBECK, Bart., V.P., in the chair.

The Chairman having stated the object for which this Special General Meeting of the Governors of the Institution had been convened, called on the Secretary to read the advertisement concerning the meeting.

The advertisement having been read, the Chairman alluded to the lamented death of the late Treasurer, and it was moved, seconded and carried unanimously :—

"That Mr. JOHN HERBERT DUDLEY RYDER, M.P., partner in the firm of Messrs. COUTTS & Co., Strand, the Bankers of the Institution, be elected the Treasurer of the Institution in succession to the late Mr. HUGH LINDSAY ANTROBUS."

THURSDAY, 11th May, 1899.

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

Read and confirmed the Minutes of the previous meeting.

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

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

Read the report of the Chief Inspector of Life-boats on his recent visit to the Appledore Life-boat Station.

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

Northern District—Hauxley, Blyth (two boats), Cullercoats, Cresswell, Newbiggin, St. Andrews, Dornoch Firth, Huna, Wick, Ackergill, Thurso, Longhope, Stromness and Stornoway.

Eastern District—Bridlington Quay, Flamborough (two boats), Filey, Scarborough, Robin Hood's Bay, Uppang, Whitby (two boats), Whitburn, Staithes, Runswick, Sunderland and Seaham.

Southern District—St. Heliers, St. Peter's Port, Southsea, Selsey and Hayling Island.

Western District—Holyhead (two boats), Porth Rhuffydd, Llanddwyn, Cemaes, Penmon, Llandudno, Moelfre, Rhyl (two boats) and Llanddulas.

Irish District—Greenore, Giles Quay, Aranmore, Culfadd, Greencastle, Portrush, Kingstown (two boats), Blackrock, Cloughey, Tyrella, Groomsport, Ballywalter, Carrickfergus and Newcastle (Dundrum).

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

	£.	s.	d.
ARCHIBALD MUIR, Esq. (additional)	100	-	-
The late WILLIAM J. CARR, Esq., per WILFRED CARR, Esq.	100	-	-
The Thorngate Trustees (annual subscription)	80	-	-
Trustees of the late J. J. COLMAN, Esq.	50	-	-
Leeds Industrial Co-operative Society (Limited)	25	-	-
Trustees of Berman's Charity (additional)	10	10	-

—To be severally thanked.

Also the receipt of the following legacies:—

	£.	s.	d.
The late NORMAN CLARK, Esq., of Paisley, to provide a Life-boat to be named the <i>Norman Clark</i>	914	6	3
The late Mrs. SELINA EDWARDS, of Cannock, "For or towards the establishment of a Life-boat to be named the <i>Selina</i> "	500	-	-
The late HENRY PARKER, Esq., of Wellington, Salop	450	-	-
The late Miss MARY STARK, of Gateshead	343	9	8
The late Mrs. J. BLYTH MARTIN, of Newport, Fife	90	-	-
The late J. J. COLMAN, Esq., of Norwich (annual subscription)	2	2	-

Reported that H.R.H. the PRINCE OF WALES, President of the Institution, had presided at a dinner on behalf of the London Life-boat Saturday Fund, held at the Hotel Metropole on Monday, the 1st May.

Deep regret was expressed at the lamented death of General Sir HENRY LE GEYT BRUCE, K.C.B., who had for many years been the much valued Honorary Secretary of the Dover Branch of the Institution, and it was decided to send a letter of condolence to Lady BRUCE.

Voted the best thanks of the Institution to W.E. GEACH, Esq., and DAVID McCULLOCH, Esq., in recognition of their very long and valuable services as Honorary Secretaries respectively of the Polkerris and Fowey and North Berwick Branches of the Institution, which offices they had just resigned.

Also to Mr. HARRY SHEPARD and Mr. H. ELDRIDGE STRATTON, in acknowledgment of their past valuable co-operation whilst serving as Treasurer and Honorary Secretary of the Isle of Wight Life-boat Board.

Also to Mr. JAMES CAVAN for his past kind services as Honorary Secretary of the Kirkcudbright Branch of the Institution.

Paid 2,547l. for sundry charges on various Life-boat establishments.

Voted 114l. 16s. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives Saved.
Eyemouth	Fishing-boats <i>Excel</i> and <i>Thrive</i> . Stood by boats.	
Hilbre Island.	Flat <i>William</i> , of Liverpool. Rendered assistance.	

Life-boat.	Vessel.	Lives Saved.
Holy Island	{ Schooner, <i>Annie Stewart</i> , No. 1 . . . of Banff . . .	5
Hoylake	Flat <i>Luther</i> , of Liverpool. Rendered assistance.	
Ilfracombe	Ketch <i>Olive and Mary</i> , of Brixham. Saved vessel and . . .	4
Padstow (Steam Life-boat)	{ Brig <i>Emilie</i> , of Redon. Assisted to save vessel and . . .	7
Ditto No. 1	Ketch <i>Fair Water</i> , of Jersey . . .	4
Penmon	Schooner yacht <i>Rosena</i> of Glasgow. Assisted to save vessel and . . . Also landed 4 men from Puffin Island.	6
St. Ives	Lugger, <i>British Workman</i> of St. Ives. . .	7

The Ramsgate Life-boat saved two men from the lighter *Ruby*, of Dover.

Voted also 316l. 14s. 8d. to pay for launches, watching or assemblies by the crews of the following Life-boats, with the view of assisting vessels in distress:—Aldeburgh, Cadgwith, Cahore, Church Cove (Lizard), Cresswell, Dunbar, Dungarvan, Hayle, Hoylake, Margate No. 2, Mullion, New Brighton (steam Life-boat), Padstow No. 1, Rosslare Harbour, Rye, Sheringham, Southwold, Staithes, Thorpeness Winchelsea and Winterton No. 1.

Also 20l. 8s. to two men injured while on service with the Plymouth and Stromness Life-boats.

Also 1l. 10s. to three fishermen for putting off in a boat and rescuing four men from two boats, which, while proceeding to the trawler *Princess*, of Hoylake, on the 10th of April, were in considerable danger. One of them sunk shortly after her occupant had been taken off.

Also 1l. to four fishermen for rescuing the crew of two men and a boy from the fishing boat *Florence*, of Cromer, which was capsized off Overstrand on the 10th April.

THURSDAY, 8th June, 1899.

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

Read and confirmed the Minutes of the previous meeting.

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

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

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

Northern District. — Nairn, Lossiemouth, Buckie, Banff, Fraserburgh, Whitelink Bay, Newburgh, Port Erroll, Peterhead, Johnshaven, Stonehaven, Montrose (two boats), Gourdon and Arbroath.

Eastern District.—Dover, Hythe, Folkestone, Blakney, Wells, Grimsby (two boats), Hornsea, Withernsea, Mablethorpe, Donna Nook, Sutton and Skegness.

Southern District.—Ryde, Atherfield, Brightstone Grange, Brooke, Totland Bay, Bembridge, Lyme Regis, Swanage, Weymouth and Poole.

Western District.—Point of Ayr, Port Isaac, Padstow (two boats), New Quay (Cornwall) and Bude.

Irish District.—Wicklow, Southport (two boats), Hilbre Island, Hoylake, Formby, St. Anne's (two boats), Fleetwood, Blackpool, Lytham, New Brighton, Piel, Barrow, Port Erin, Port St. Mary, Peel, Ramsey, Douglas, Castletown, Tramore, Dunmore East, Dungarvan, Youghal, Queenstown and Ballycotton.

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

	£.	s.	d.
Royal Temple Yacht Club, on account of proceeds of concert on 18th April, 1899, per HARRY VANDERVILL, Esq.	25	-	-
Collected from passengers on board R.M.S. <i>Omrak</i> .	10	-	-
Collected in Cromer Church, per the Rev. J. F. SHELDON, M.A.	8	16	-
Collected on board the S.Y. <i>Argonaut</i> , per CONNOR F. S. PEROWNE, Esq.	6	10	-

—To be severally thanked.

Also the receipt of the following legacies:—

	£.	s.	d.
The late Baron FERDINAND DE ROTHSCHILD	1,800	-	-
The late Miss ANN SHERIFFS, of Aberdeen, per Aberdeen Branch	200	-	-
The late Mrs. ELIZA WHARAM, of Canterbury	100	-	-
The late W. H. DEAN, Esq., of Stratford (additional).	58	1	10
The late Mrs. CURRIE, of Greenock, in aid of Greenock Branch	50	-	-

Deep regret was expressed at the death of Mr. ROBERT COX, M.P., a member of the Committee of Management of the Institution, and it was decided to send a letter of sympathy to Mrs. Cox.

Paid 3,817*l.* for sundry charges on various Life-boat establishments.

Voted 109*l.* 11*s.* 6*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Cullercoats	Two cobs. Stood by boats.	
Palmouth	S.S. <i>Paris</i> , of New York. Transferred some of passengers to a tug.	
Porthoustock	Ditto.	
Point of Ayr	Brigantine C. M. Reynolds, of Belfast. Stood by vessel.	

The Shoreham Life-boat remained by the brig *Danube*, of Whitby.

Voted also 205*l.* 13*s.* 6*d.* to pay for launches, watching or assemblies of the crews of the following Life-boats with the view of assisting

those on board vessels in distress.—Arklow, Brighton, Bude, Cadgwith, Caister No. 2, Dunbar, Greencastle, Kessingland No. 1, Kingsdowne, North Deal, Palling No. 1, Sennen Cove, Shoreham and Wicklow.

Voted the thanks of the Institution, inscribed on vellum and framed, to JOHN O. MASTERSON, Esq., in recognition of his gallantry on the occasion of the upsetting of a boat belonging to the barque *Loch Fergus*, of Liverpool, while attempting to land in Killiney Bay on the 6th February. Mr. Masterson waded into the water, at considerable risk, and assisted to save one of the occupants of the boat.

Voted 50*l.* to a man who was seriously injured by falling, in the dark, over a wire rope securing the St. Ives Life-boat while at Hayle, where she had put in after being called out for service on the 16th January.

Also 1*l.* 2*s.* 6*d.* to three men for saving the crew of three men from the fishing coble *Diamond*, of Beadnell, which had been capized by a heavy sea off that port, on the 19th May.

Also 15*s.* to two men for proceeding in their boat to the fishing boat *Brothers*, of Portrush, and rescuing her crew of two men, in a strong E. breeze and a heavy sea, on the 19th May. An accident to the mast had caused the boat to leak and she foundered shortly after her crew had been taken off.

Thursday, 13th July, 1899.

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

Read and confirmed the Minutes of the previous meeting.

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

Read the report of the Deputy Chief Inspector of Life-boats on his recent visits to the Moelfre and Portrush Life-boat Stations.

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

Northern District.—Bronghty Ferry, Dunbar, North Berwick and Blyth (two boats).

Eastern District.—Brancaaster, Hunstanton, Sheringham, Cromer, Palling (two boats), Hasborough, Hartlepool (three boats), Seaton Carew, West Hartlepool, Saltburn, Redcar, Seaham and Whitburn.

Southern District.—Eastbourne, Shoreham, Littlehampton, Worthing, Southsea, Winchester, Hastings, Rye and Brighton.

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

Irish District.—Courtmacsherry, Fenit, Courtown, Fethard, Kilmore, Wexford and Rosslare Harbour.

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

	£.	s.	d.
Ancient Order of Foresters, annual subscription in aid of the support of their Life-boats	120	-	-
"S.D.R.S.D." (additional).	100	-	-
Worshipful Company of Drapers (annual subscription).	52	10	-

Royal Temple Yacht Club, further instalment of proceeds of Bohemian Concert, per HARRY VANDERVILL, Esq.	£.	s.	d.
C. B. HOLINSWORTH, Esq.	35	-	-
"M. H."	26	5	-
	20	-	-

—To be severally thanked.

Also the receipt of the following legacies:—

	£.	s.	d.
The late Miss ELIZABETH BROOKE, of Londonderry (on account of residue)	3,500	-	-
The late Mrs. ANN FOSTER, Newcastle-on-Tyne	200	-	-
The late Mrs. B. E. NADIN, of Southsea	100	-	-
The late HENRY D. STOCK, Esq., of Folkestone	62	1	3
The late Mrs. FURZE-HAINS of Colne (to Blackpool Branch)	50	-	-

Voted the thanks of the Committee to Captain THOMAS JEWITT and Mr. JAMES CURRIE in recognition of their past valuable services as Honorary Secretaries of the Grimsby and Troon Branches, which offices they had just resigned.

The Committee expressed their deep sympathy with the relatives of the late Coxswain of the Southport Life-boat and two other members of the crew of the Life-boat who were unfortunately drowned whilst attempting in a punt to relay the moorings of the Life-boat on the 26th June, 1899, and voted 700*l.* in aid of the local subscriptions being raised for their relief.

Reported the transmission to their stations of the Ardrossan, Clogher Head and Howth new Life-boats.

Decided that the Queenstown No. 1 Life-boat station be discontinued.

Paid 9,095*l.* for sundry charges on various Life-boat establishments.

Voted 117*l.* 15*s.* to pay the cost of the undermentioned Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Hauxley	Ketch <i>Harald</i> , of Tvedestrand	4
Hilbre Island	Cutter <i>Speedwell</i> , of Liverpool. Stood by vessel.	
Ilfracombe	Ship <i>Pengwern</i> , of Liverpool. Remained by vessel.	
Staithes	Fishing cobles. Stood by boats.	
Uppang	Schooner <i>Marie</i> , of Scarborough. Assisted to save vessel and	3
Wexford	Yawl <i>Annie</i> , of Wexford. Stood by vessel.	
Youghal	S.S. <i>Rover</i> . 1 man landed.	

The Caister No. 2, Ramsgate, Kingsdowne, and Walmer Life-boats rendered the following services:—Ketch *Via*, of Ramsgate, assisted to save vessel; brigantine *Angela*, of Spezzia, assisted to save vessel; ketch *Auguste et Marguerite*, of Lannion, rendered assistance.

Voted 153*l.* to pay for launches of the following Life-boats or assemblies of the crews

with the view of assisting vessels in distress:—Broadstairs, Dover, Gorleston No. 1, Green-castle, Huna, North Deal, Palling No. 1, Walmer and Walton-on-the-Naze.

Read letter from the BOARD OF TRADE stating that the Consul-General for Sweden and Norway had forwarded a Silver Medal of the Second Class, with a diploma, awarded by the Norwegian Government to Mr. JOHN WILLIAM TINNING, Coxswain of the Blyth No. 2 Life-boat, together with the sum of 10*l.* to the widow of the late MARK ALBERT FAIRHURST, Assistant-Coxswain of the Life-boat, in recognition of the services of those two men on the occasion of the wreck of the Norwegian sloop *Fremad*, on the 16th October last. These awards were forwarded to the Institution with the letter, and were transmitted to the Branch Committee for presentation.

The particulars of this case, which have already been published in the *Life-boat Journal*, are briefly as follows:—The *Life-boat*, while proceeding to the assistance of the *Fremad*, was struck by three heavy seas, the last one capsizing her. She righted immediately; some of her crew regained her and others swam to the shore, but FAIRHURST unfortunately lost his life, notwithstanding a gallant attempt to rescue him was made by Mr. TINNING, who at great risk swam to his aid and got him ashore, but all efforts to resuscitate him were unavailing. For this gallant act the Silver Medal of the Institution was awarded to Mr. TINNING, the Institution contributing also the sum of 300*l.* in aid of the local fund raised for the relief of Mr. FAIRHURST'S widow and children.

The shipwrecked crew were rescued by the rocket apparatus.

Also a letter from the BOARD OF TRADE forwarding a copy of the Inquiry held at Ilfracombe into the circumstances attending the foundering of the ketch *Joseph and Thomas*, of Bideford, with the loss of two of her crew of three men, in Barnstaple Bay, on the 7th April last. The Officers appointed by the BOARD OF TRADE who held the investigation formed the opinion from the evidence given, that even if any of the Life-boats in the neighbourhood of the casualty had been summoned it was very doubtful whether assistance could possibly have arrived in time to effect the rescue of the men.

Voted 22*l.* to a man who was injured while on service with the Arbroath Life-boat and thereby incapacitated for work for some weeks.

Voted also 15*s.* to three men for rescuing four persons from a boat which was capsized at the entrance to Poole Harbour in a fresh S.E. breeze and a smooth sea, on the 8th June.

Also 15*s.* to three men for saving a lad who was in danger in a boat, in Courtmaesberry Bay, in a rough sea on the 19th June.

Thursday, 3rd August, 1899.

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

Read and confirmed the Minutes of the previous meeting.

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

Read the report of the Deputy Chief Inspector of Life-boats on his recent visits to the Moelfre, Groomsport, Portrush, Cloughey, Ballywalter, Newcastle (Dundrum), Girvan, Ballantrae, Longhope and Stromness Stations.

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

Northern District.—Maryport, Workington, Whitehaven, Ayr, Girvan, Ballantrae, Longhope and Stromness.

Eastern District.—Harwich, New Romney, Dungeness, Hythe, Roker and Sunderland (two boats).

Irish District. — Groomsport, Portrush, Cloughey, Ballywalter, Newcastle (Dundrum), Ramsey, Port St. Mary, Peel, Port Erin, Castle-town and Douglas.

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

	£.	s.	d.
EDWARD F. WHITE, Esq. (annual subscription)	50	-	-
Miss S. E. WHITE (annual subscription)	25	-	-
Worshipful Company of Merchant Taylors.	21	-	-
Collected from a party of British Paper Manufacturers returning to England from Christiania on board the S.S. <i>Sterling</i> , per LEWIS EVANS, Esq.	12	10	-
West Kent Bicycle Club, per W. B. TANNER, Esq.	11	11	-
—To be severally thanked.			

Also the receipt of the following legacies:—

	£.	s.	d.
The late WILLIAM TAYLOR, Esq., of Southport	1000	-	-
The late Mrs. AMANDA SHAW, of Heavitree, Exeter	630	-	-

The late Mrs. VON SCHWARTZ, of Corn Exchange Chambers . . . £. s. d. 250 - -
The late Miss S. M. PAYNE, of Weymouth 200 - -

The Committee expressed regret at the decease of Captain EDWARD JONES, Harbour Master at Ramsgate, who had been Honorary Secretary of the Ramsgate Branch of the Institution for 18 years, and it was decided to send a letter of sympathy to his family.

Reported the transmission to their stations of the Penzance and Southend-on-Sea new Life-boats.

Paid 5,134*l.* for sundry charges on various Life-boat establishments.

Voted 74*l.* 12*s.* 6*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Gorleston No. 1.	Skiff <i>Village Belle</i> , of Great Yarmouth . . .	2
Ilfracombe . . .	Pilot Cutter <i>Polly</i> , of Barry. Rendered assistance.	
Skegness . . .	Smack <i>Daisy</i> , of Wainfleet Haven, 1 man landed.	
Walton-on-the-Naze . . .	Schooner, <i>Little Dorrit</i> , of Fowey	6

Also 45*l.* 17*s.* 9*d.* to pay the cost of the Cemaes, Cemlyn and Holyhead (steam) Life-boats in proceeding out in reply to signals of distress. No actual service was rendered.

Voted 8*l.* 12*s.* 6*d.*, compensation and expenses of medical attendance, to a man who was injured while on duty with the Life-boat at Staithes on the 22nd April last.

Also 7*s.* 6*d.* to a man for promptly rescuing the crew of two men from the cutter *Alice*, of Bideford, which had sprung a leak and ultimately foundered off Beacon Point, Ilfracombe, in a moderate W.N.W. breeze on the 26th July.

THE LIFE-BOAT MAN.

LIKE the heart of a woman (pathetic and tender),

Yet stalwart and strong, with a soul ever true:

Alert with pure courage his service to render—

These are the men in the jerseys of blue.

For whenever the storm with its death-dealing finger

Rolls up from the caverns its army of sound,

In the long diapasons that pause not nor linger,

The men of the Life-boat will always be found.

Not over the battlefield, wreathed in his glory,

Will he flash up aloft the bright sheen of his blade;

For sung not in legend, scarce whispered in story,

Is the terrible struggle his good arm hath made.

His weapon—the rocket—the deep shadows rifling,

With Hope in the wake at each gleam of its star;

His sword—but the oar—the white surges uplifting;

His music—the life-song that rings o'er the bar!

Deep down in the heart of an Englishman ever Is the love for the honest, the noble, and brave;

And, sure, from his bosom Time never shall sever

The nerve that rides on the crest of the wave!

For with joy he will mount up the hills of the ocean,

Or sweep down its ravines with courage sublime:—

One noble endeavour—his only devotion—

To guard, like an angel, the coasts of our time.

G. W. LING.

NOTICE.

The next number of the LIFE-BOAT JOURNAL will be published on the 1st February, 1900.

HOW TO HELP

THE

ROYAL NATIONAL LIFE-BOAT INSTITUTION

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

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patron—Her Most Gracious Majesty the Queen.

Vice-Patrons—
 HIS ROYAL HIGHNESS THE PRINCE OF WALES, K.G.
 HER ROYAL HIGHNESS THE PRINCESS OF WALES.
 H.R.H. THE DUKE OF SAXE COBURG AND 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 CLAYTON, V.P.

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



Telegraphic Address:

"LIFE-BOAT
INSTITUTION
LONDON."

Telephone:

No. 2964
("GERRARD
EXCHANGE.")

APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that during the past year (1898) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £67,719 on its 293 Life-boat Establishments.

GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING 1898.

		£	s.	d.
Number of Lives rescued by Life-boats, in addition to 22				
Vessels saved by them and 137 persons landed from				
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 41,626. The rewards and recognitions granted by the Institution in the same period comprised 98 Gold Medals and Clasps, 1,179 Silver Medals and Clasps, 238 Binocular Glasses, 15 Telescopes, 20 Aneroid Barometers, 1627 Votes of Thanks, inscribed on vellum and framed, 114 Certificates of Service framed, and £196,501 in money.

The Committee earnestly appeal to the British Public for Funds to enable them to maintain their 293 Life-boats now on the Coast and their Crews in the most perfect state of efficiency. This can only be effected by a large and *permanent annual income*. The Annual Subscriptions, Donations and Dividends are quite inadequate for the purpose. The Committee are confident that in their endeavour to provide the brave Life-boat men, who nobly hazard their lives in order that they may save others, with the best possible means for carrying on their great work, they will meet with the entire approval of the people of this the greatest maritime country in the world, and that their appeal will not be made in vain, so that the scope and efficiency of our great Life-saving Service, of which the Nation has always been so proud, may not have to be curtailed.

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