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SKETCH OF THE PROGRESS MADE IN THE CONSTRUCTION OF COAST LIFE-BOATS.

1795—1900.

No. 1.

To review the progress made in the Life-boats used on the Coast of Great Britain between the years 1785 and 1900 would be practically to go into the whole history of Life-boat construction, but it is intended in this article only to touch briefly on the various points of the subject and to give the readers of the LIFE-BOAT JOURNAL a general insight into a matter which ought to, and it is to be hoped will, be taken up exhaustively some day when the difficulty is overcome of finding anyone who, possessing the necessary knowledge, can afford the leisure to tackle so interesting a subject on a more extensive scale and in a manner worthy of it.

Lionel Lukin, whose name is familiar to all who have interested themselves in the history of the Life-boat, was a coach builder in Long Acre. He claimed, and apparently rightly so, as many people think, to have invented the *principle* of the Life-boat.

In his pamphlet, which is in the form of a letter to H.R.H. the Prince of Wales, printed in 1806, Lukin states that he took out a patent on the 2nd November, 1785. His invention consisted in providing a means for giving a boat *reserve of buoyancy*, or, in other words, to enable

her to float safely with her crew and a certain number of rescued men when swamped or full of water; a heavy iron keel was also fitted to the boat to increase her stability, but that, of course, was not the material part of Lukin's invention.

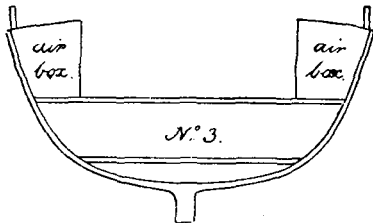
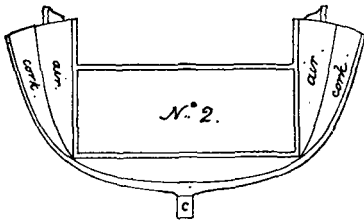
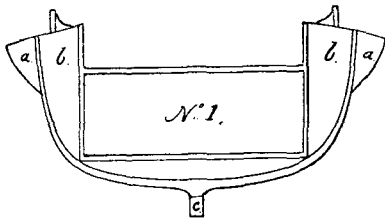
Now it was this property of reserve buoyancy which constituted the only difference between a Life-boat and an ordinary boat until the 19th century was well advanced, when an important improvement, namely that of self-emptying or self-baling, was introduced into Life-boats.

If an ordinary unballasted boat ships a sea big enough to fill her up she is what is called swamped, and floats with her gunwale awash or level with the water amidships, and in this condition will support no extra weight and is easily rolled over. A boat ballasted with iron or stones would under such conditions sink.

Lukin called his boats "unimmergible," and the three midship sections, illustrations of which are given, numbered 1, 2 and 3, show how he obtained his reserve of buoyancy. In addition to the air compartments shown he also had a watertight enclosure at the bow and stern of the

boat. No. 1 shows a section of the first boat, a Norway yawl, with his invention introduced into her; *a* is a cork belt or wale outside the boat; *b* are water-tight compartments running fore and aft; *c* an iron keel.

Illustration No. 2 represents a section of of a pleasure boat, in which it will be observed that the sides of the boat spread out more at the top than in section No. 1, giving more space inside; consequently



Lukin thought it desirable to put the cork inside instead of outside as in No. 1.

Illustration No. 3 shows Lukin's system of providing existing boats, at a small expense, with air-cases so as to make them safer. The boxes or air-cases were to be each 2 feet long and fitted so as to be removable at pleasure. He also put air-cases transversely under each thwart.

Anyone familiar with Life-boats will see at a glance how extraordinarily sound

Lukin was in his theories, for the three methods shown in the midship sections, illustrations of which are given, with the addition of the water-tight compartments at the ends of the boats, practically form the basis of security in all modern Life-boats. Although several boats were constructed on this principle, Lukin was not able to get any placed on the coast as Life-boats, which much disheartened him. Later on, however, it will be seen that he played an extremely important part in the development of the Life-boat.

In January, 1790, the first Life-boat was placed on the coast, but it is not absolutely clear whether she was entirely the outcome of the brain of her builder, Mr. Greathead, or whether he was not in some way assisted or influenced, so far as the buoyancy arrangements are concerned, by Mr. Wouldhave, who about the same time invented what he described as a "cork boat" (they were both Shields men); at any rate, this type of boat was known for many years afterwards as the "Greathead" Life-boat. In the circumstances it is, perhaps, more advisable to call these boats the Shields, or North Country type. Instead of using air compartments, cork took their place to give the necessary increase of buoyancy, a step—eventually given up (except on the wales)—in the wrong direction, as it was found that the cork soddened and lost its buoyancy; in fact, pieces of cork from old Life-boats are not infrequently found to sink when tested!

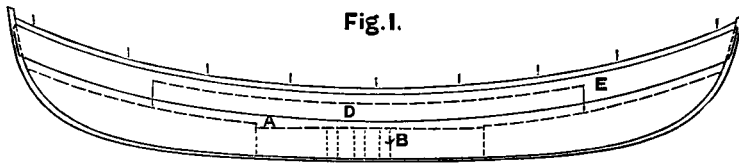
The Shields type played a very important part in the history of the Life-boat, and in 1803, there were no less than 31 of these boats on the coast of Great Britain, or on order, beside several supplied to foreign countries. As a proof of the spread of their popularity, it should be mentioned that Lowestoft, Ramsgate, Guernsey, Penzance, Douglas, Isle of Man, and St. Andrews, were included in the places supplied with these boats. The Life-boat which was built and placed at Redcar in 1802, is still in existence and was one of the 31 boats in question. The

dimensions of these boats were generally as follows:—length (extreme), 30 feet; length of keel, 20 feet; breadth of beam, 10 feet; depth amidships, $3\frac{1}{4}$ feet; height of stem and stern, $5\frac{3}{4}$ feet; giving a sheer of 30 inches, very raking stem and stern posts; depth of main keel, 4 inches, with great “camber” or curvature; cork lining 12 inches thick ran fore and aft on each

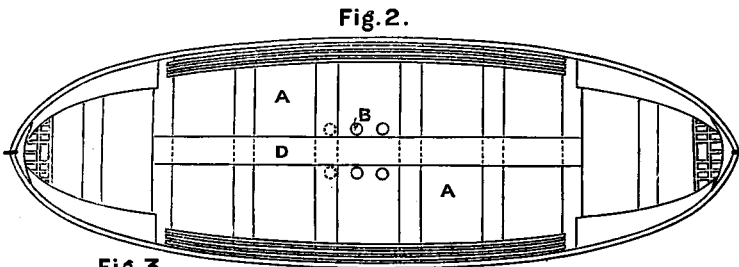
The boat had no means of freeing herself of water.

Greathead was a practical boat-builder, and from his knowledge of the boats on the Northumbrian coast, was in a better position than Lukin to know precisely what sort of boat to build which was to embody the invention of obtaining “reserve buoyancy” and at the same time

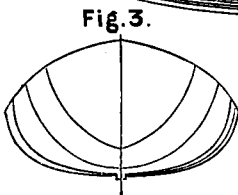
SHIELDS TYPE.



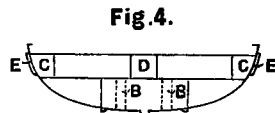
PROFILE.



DECK PLAN.



BODY PLAN.



MIDSHIP SECTION.

- A represents the deck.
 B the relieving tubes.
 C the side air-cases above the deck.
 D central air-case above the deck.
 E the wales.

side, and reached from the deck to the thwarts. A cork fender, 16 inches deep, 4 inches wide, 21 feet long, extended within about 4 feet of the stem and stern. The total amount of cork used weighed nearly 7 cwt. A deck was laid 11 inches above the bottom of the keel. There were five thwarts 36 inches from centre to centre, and 16 inches above the deck.

be adapted for launching off a beach, and working in broken water. The form of boat he decided on, *which was to be used under oars only*, very soon commended itself to the men who were to use it. Lukin, on the other hand, put his invention into boats intended to work under sail, and although a good practical amateur boatman—having had much

experience in boating about the entrance to the Thames—was unlikely to have much if any knowledge of broken water, or launching from an open beach.

Much gallant and useful work has been done in boats of the Shields type, but unfortunately not without considerable loss of life.

On page 539 will be found plans of the Shields type of Life-boat, with improvements, introduced in or about 1833. The form of the boat is practically the same as that designed by Greathead, but the cork has been abandoned, except on the wale, and air-cases substituted. The water-tight deck has been raised and six tubes introduced for freeing the boat of water. The present boats at Shields are practically the same as the drawings on page 539, except that the side air-cases are continued up to the gunwale instead of stopping at the thwarts, and a large water-ballast tank, capable of holding about two tons of water, is fitted amidships. The dimensions of the latest built Shields boat, the *Tom Perry*, are:—33 ft. 8 in. long, 10 ft. 8 in. wide, 3 ft. 6 in. deep, with a sheer of 2 ft. 1 in. An unusual feature in these boats is the central air-case D, which extends nearly the whole length of the boat, and comes up to the under part of the thwarts, the idea being to break up or divide any heavy sea shipped.

It was owing to an accident to one of these boats on the 4th December, 1849 (when, in attempting to rescue the crew of the brig *Betsy*, of Littlehampton, on the Herd Sands, the boat was capsized, and 20 out of the crew of 24 pilots were drowned), that the Duke of Northumberland offered the prize for the best Life-boat, which excited the interest of the public to such an extent that the ROYAL NATIONAL LIFE-BOAT INSTITUTION, which was in a moribund condition under the name of the Royal National Institution for the Preservation of Life from Shipwreck, recovered from its apathy, and sprang into new life, and the seeds were sown from which it has grown to its present position of importance.

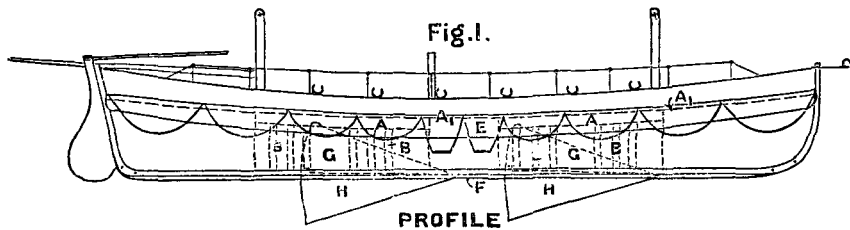
It is now necessary to return to the work done by Lionel Lukin. In 1807, at the request of the Suffolk Humane Society, Lukin superintended the building of a Life-boat, which appears to be the fore-runner of those magnificent Life-boats known as the Norfolk and Suffolk type still in use, and most popular on those coasts. This boat also appears to be the first life-boat embodying a system of freeing herself of water, the water finding its exit by the same plug holes through which it was admitted.

The following is a description of the boat:—Length (over all), 40 feet; keel, 37 feet; breadth amidships, 10 feet; depth, 3 ft. 6 in. (exclusive of an 8-inch movable wash strake). The form of the boat was the same as the yawls of that coast, stern post nearly upright. External wales projecting 9 inches from the side, reduced a little towards the ends, first formed by brackets and thin boards, covered at top and bottom with one thickness of good sound cork, and with two thicknesses at the ends, the better to defend them from violent blows. The depth of these wales from top to bottom was 15 inches, and the whole covered with strong canvas, laid on with strong cement to resist the water (with the exception of the cement, and that the wales are now from 12 to 14 inches wide, this specification almost agrees with that in use!) There were also a false keel of wrought iron, 3 inches deep, bolted to the keel, 3 masts, lug sails and 12 oars. Empty casks, of 22 inches diameter, were ranged along "withinside" the gunwales, lashed firmly to the boat, lying even with the tops of the gunwales, and resting on brackets fastened to the timbers. Also two such casks in the head and two in the stern. There were empty casks placed under the thwarts, or rather, as Lukin's pamphlet (from which the description is taken) says, "under the gangboard," meaning under the thwarts amidship. The boat was built by Bareham, of Lowestoft, and cost £200. Thus equipped, the boat was launched on the 19th November, 1807, twenty men

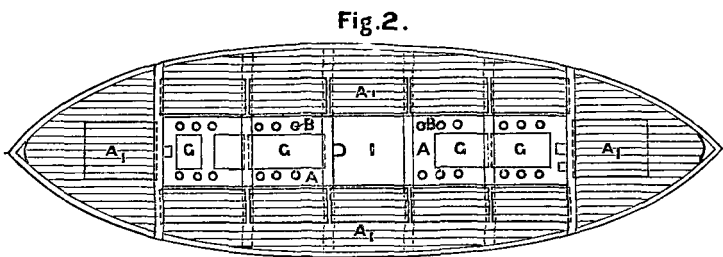
going in her. The day was very squally, and the Life-boat was taken across the Corton Sands in the midst of the breakers, which (the report says) would have been certain destruction to any common sailing boat. *The plugs in the bottom of the boat were then pulled up, and the water rose in the boat a very little above the thwarts, and with all this water in she sailed better than*

1807 all the other Life-boats on the coast appear to have been of the North Country type, and were not supplied with sails, but only expected to work under oars, and certainly not suitable to cope with wrecks on the outlying sands off the coasts of Norfolk and Suffolk, or the Goodwin Sands. Undoubtedly, this boat of Lukin's foreshadowed the Norfolk and Suffolk

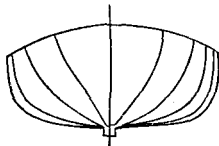
NORFOLK & SUFFOLK TYPE



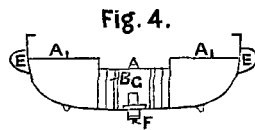
PROFILE



DECK PLAN



BODY PLAN



MIDSHIP SECTION

- A represents the deck with the relieving tubes in it.
- A₁ the side and end decks which are on a different level to the deck A.
- B the relieving tubes.
- E the wales.
- F the iron ballast on the keel.
- G the water-ballast tanks (in Fig. 2 G represents the water-ballast tank hatches).
- H the drop keels.
- I the cable well.

without it. (Up to 1893 all Norfolk and Suffolk boats pursued this course!)

Lukin appears never to have departed from his original idea of utilising his invention for a sailing boat, and in the boat just described he thoroughly solved the problem and provided a most efficient Life-boat, which, in 1850, was still in existence and had saved 300 lives. In

type. Substitute large air-cases under the thwarts, filling up the bilges of the boat, and leaving an open well between them amidships, for the casks used by Lukin, also take the casks out of the head and stern and put in air cases, and you have the Norfolk and Suffolk boat as used up to 1893. The same system of letting the water find its own level in the boat, for

ballast, by pulling up the plugs, as was used in 1807, except that more and larger plug-holes were introduced in the later boats to admit the water faster, and also to allow the water to again find its level faster after shipping a heavy sea. As already quoted, Lukin's Lowestoft boat did splendid work, and the boats of which this was apparently the prototype have saved thousands of lives, and yet Lukin appears never to have been properly recognised! He died in 1834, and is buried in Hythe Churchyard, Kent.

On page 541 are plans of the Norfolk and Suffolk type Life-boat as now fitted. If the deck A and the relieving tubes B are removed, and the midship section (Fig. 4) be referred to, it will be seen that there is an open *well* between the large air-cases which fill up the space between the bilges and the side decks A₁ A₁, then substitute plugs in the bottom for the relieving tubes and movable gratings instead of the laid side decks A₁ A₁, and without the drop keels you have the Norfolk and Suffolk boat which was in use until 1893. The practice which obtained in these boats was to pull up all the plugs and admit water into the well immediately the Life-boat was clear of the beach; consequently a large amount (in some of the larger boats nearly 5 tons) of water was in a free state in the boat, should the boat heel over to starboard or port the water likewise went over (but these boats being extraordinarily stiff the heel was rarely great), and in a heavy head sea with the boat pitching a fore and aft movement was also noticeable in the water in the boat. The officers of the Institution had for some years prior to 1892 urged the Life-boat men who worked this class of boat to abandon this loose water ballast and to have it enclosed in tanks as in the self-righting boats, but they could not prevail on the men to adopt this course. However, the oppor-

tunity came at last, for at the Institution's trials of sailing Life-boats held at Lowestoft in the winter of 1892, a practical illustration was given of the weakness of the then prevailing system. The Lowestoft Life-boat, in attempting to warp off the beach, was caught by some heavy curling breakers before it was possible to pull up the plugs in the bottom of the boat, the result being that she was filled up and could not clear herself, and several of her crew were seriously injured. This led to the introduction of confined water ballast and relieving tubes and valves into the Norfolk and Suffolk type, and by degrees every station using this type asked for this improvement to be put into their boats.

Another feature which is held in the highest esteem by the Norfolk and Suffolk men is the enormous wale, or "pad," as they call it, outside the boat, the midship section (Fig. 4) shows these protuberances. The men have the strongest faith in these, which is not altogether shared by the officers of the Institution. These wales are about 14 inches wide and 18 inches deep, and in section nearly as flat at the bottom as at the top. The men claim, and rightly, that they "pick the boat up" to leeward, but, on the other hand, should the boat heel far over, the weather wale presents a formidable striking surface for a sea to hit, with the result of further depressing the lee gunwale. The officers of the Institution hold that the Norfolk and Suffolk boats would be improved by having the extra stability given by these large wales attained by increased body of the boat, and smaller wales, with pear-shaped undersides, fitted. The men of the boats however have always been most insistent on having their wales "to their liking," and have, in fact, resented any suggested innovation until more practical experience has shown them its advantages.

(To be continued.)

THE LIFE-BOAT SATURDAY FUND.

A further substantial *increase* in the receipts and a further satisfactory *decrease* in the working expenses! This is the highly gratifying report supplied by the Central Committee of the Life-boat Saturday Fund as the result of their labours during the year 1899. No report could be more encouraging, and they are to be cordially congratulated on the undoubted success of their able and business-like management. The net proceeds of the Saturday Collections during the year 1899, paid on the 30th December last to the ROYAL NATIONAL LIFE-BOAT INSTITUTION, amounted to 18,815*l.* 8*s.* 1*d.*, the largest balance paid to the Institution in any year since the initiation of the movement in 1891. This total is made up of collections made in no less than 115 cities and towns throughout the United Kingdom, and special attention is drawn to the fact that for the first time an admirably arranged and enthusiastic Life-boat Saturday Demonstration took place in Dublin, all parties and classes joining harmoniously and heartily together to procure the success which was undoubtedly attained. This demonstration, following on a very successful one held in Belfast in 1898, augurs well for the future of the movement in Ireland. The readers of the *Life-boat Journal* will do well to note that, while in 1897 the net amount paid by the Central Committee of the Life-boat Saturday Fund was 9,316*l.* 12*s.* 8*d.*, the working expenses being 4,499*l.* 1*s.* 1*d.*, the amount paid to the Institution in 1899 had more than doubled (18,815*l.* 8*s.* 1*d.*), while the working expenses

instead of increasing had dropped to 4,385*l.* 2*s.* 11*d.*

The Committee of the London Life-boat Saturday Fund have favoured the Institution with an advance copy of their Annual Report for the past year. This hard-working Committee began their labours, it will be remembered, at the beginning of 1896, and considering the very great difficulties which must inevitably be met with in promoting or trying to promote any movement of this description in the metropolis of the world, they may be congratulated on the steady advance they have made. In 1899 Demonstrations or Collections were made in as many as 36 Districts of London and the suburbs, the net proceeds amounting to 5,319*l.* 13*s.* 5*d.*, an increase of 1,586*l.* 13*s.* 8*d.* as compared with the results obtained in 1898.

It is to be feared that the self-denying and generous efforts of the Life-boat Saturday Committees throughout the country will be severely taxed during the coming Life-boat Saturday season to maintain the present prosperous state of affairs. The appeals which have been made to the liberality and patriotism of the people of Great Britain, for the various relief funds organised in connection with the terrible War in South Africa, have already led to a falling off in the receipts of many of the charities of the country; but it may be confidently hoped that the Life-boat Saturday Committees will not lose heart, but will, on the contrary, be stirred up to earnestly endeavour to achieve even greater successes in the future than in the past.

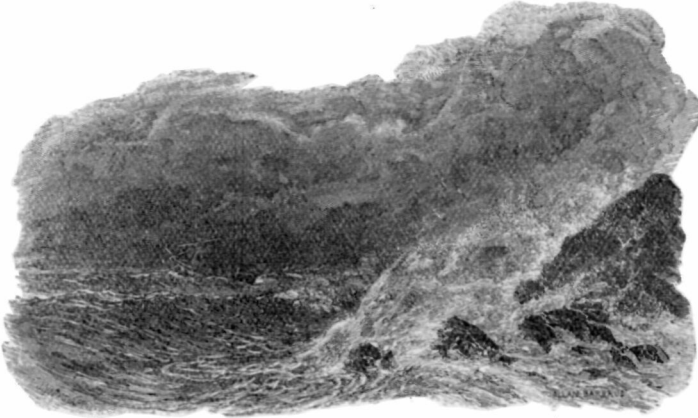
ADDITIONAL STATIONS AND NEW LIFE-BOATS.

CLOGHER HEAD, COUNTY LOUTH.—There have been two Life-boats stationed for some years past near Drogheda—one on either side of the River Boyne—that on the northern side not having justified its existence, the opportunity has recently been taken of closing the station and forming another in its

place a few miles to the northward, at the promontory known as Clogher Head, where it is believed there will be a better opportunity of demonstrating the usefulness of the Life-boat service, especially with the help of the new telephonic communication along the coast. A site for the Life-boat house and slipway was

readily granted by Mr. A. S. NEWCOMEN of Kilmainham, and a corrugated galvanised house has been erected on a concrete foundation from the designs of the engineer and architect of the Institution, and also a short timber slip constructed in front, thus allowing the floor of the house to be kept above the beach level, in addition to an approach way to the county roadway in order that the boat may be transported if required along the coast. A new Life-boat was specially built for this station from plans prepared by the officers of the Institution, by Messrs. Hollwey and Sons, of Dublin. She is a self-righting Life-boat, 35 feet long and 8½ feet wide, and is fitted with a drop keel and two water-ballast tanks. She is mounted on a transporting

SOUTHEND - ON - SEA, ESSEX; CAISTER, (No. 1) NORFOLK; EASTBOURNE, SUSSEX; BRIDLINGTON QUAY, YORKSHIRE; ARDROSSAN, Ayrshire; and HOWTH, County DUBLIN.—The Life-boats on these Stations have recently been replaced by new Life-boats of various types, and, where necessary, have been provided with new transporting carriages. The Newquay, St. Ives, Eastbourne and Bridlington boats are of the self-righting class; the Penzance, St. Mary's (Scilly) and Howth Life-boats are of the "Watson" type; the Southend and Caister boats are of what is known as the improved Norfolk and Suffolk class; and the Ardrossan Life-boat comes under the "Liverpool" category, a particular class of boat appertaining to that district. In the



carriage, and is of course provided with a full equipment of stores. The boat formerly maintained at the Drogheda No. 1 Station was an endowed one, the gift of the late Mr. C. R. WHITTON, of Fowley, Hants, and the endowment has now been transferred to the boat at Clogher Head, which is accordingly named the *Charles Whitton*, after the donor. The station will be managed by a sub-committee under the Drogheda Branch of the Institution. Mr. G. H. PENTLAND, of Black Hall, and Mr. DENNIS J. RATH, of Clogher Head, have kindly undertaken to share the duties of Honorary Secretary at the Life-boat Station.

NEWQUAY, PENZANCE and ST. IVES,
CORNWALL; ST. MARY'S (SCILLY);

case of six of these boats, viz., Newquay, Eastbourne, Howth, Ardrossan, Southend and St. Ives, their cost has been defrayed by a portion of the munificent legacy received by the Institution from the estate of the late Mr. JAMES STEVENS, of Birmingham, and they bear the names of the deceased gentleman, with distinguishing numbers ranging from 5 to 10. The remaining four boats, i.e., Penzance, St. Mary's (Scilly), Caister and Bridlington bear the same names as their predecessors, having been either endowed or paid for by the former donors, viz., The Misses SMITHEMAN, *Elizabeth and Blanche*; the late Mrs. DUNDAS DRUMMOND, *Henry Dundas*; COVENT GARDEN Life-boat Fund, *Covent Garden*; and the late Mr. G. WALKER, *George and Jane Walker*.

CIVIL SERVICE LIFE-BOAT FUND.

The 33rd Annual Meeting of the Committee of this Fund was held on the 18th January, and was presided over by Mr. CHARLES G. TURNER, C.B., Controller-General of Inland Revenue. Mr. CHARLES DIBDIN, the Honorary Secretary, reported a further considerable increase in the contributors to the Fund, the total number having now reached nearly 20,000, all serving under the Crown. In 1899 the Committee had been able to pay to the ROYAL NATIONAL LIFE-BOAT INSTITUTION the handsome sum of 1,372*l.*

15*s.* 1*d.* to recoup the Institution every expense entailed during the year by the maintenance of the Seven Civil Service Life-boats and Stations; and to contribute, in addition to the 1,250*l.* already paid for the purpose by the Fund, a further sum of 650*l.* towards the cost of the slipway recently erected at Margate for the "Civil Service No. 1" Life-boat. The Civil Service Life-boats have saved as many as 296 lives. The total amount paid to the Institution by the Fund, since its establishment in 1866, has been 24,706*l.* 0*s.* 7*d.*

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



CRESSWELL, NORTHUMBERLAND.—The Life-boat *Ellen and Eliza* was launched at 10.50 P.M. on the 6th February, 1899, in keenly frosty weather, while a moderate southerly breeze was blowing, accompanied by a heavy sea and a thick haze, and went to the assistance of the steam-trawler *Lapwing*, which was observed stranded on the Broad Car Rock. In about a quarter of an hour the vessel was reached and the Life-boat remained by her until 2 A.M., when the tide receded and the crew of

eight men were able to walk ashore, carrying their effects with them.

On the 17th October the steam trawler *Welsh Prince*, of and for North Shields, laden with fish, stranded on the rocks known as Limpet Hills, in foggy weather. The wind was blowing from the S.E. and there was a heavy surf on at the time. The Life-boat *Ellen and Eliza* was launched at 5 A.M., and stood by the vessel until she was got afloat with the assistance of steam-tugs. An extra

reward was granted to the Life-boat crew and helpers in consideration of their arduous services on this occasion. Signals of distress were repeatedly fired by the vessel, but it was impossible to launch the Life-boat near her, and therefore horses were sent for, but before they arrived, the crew and launchers had almost exhausted themselves in trying to get the Boat on her carriage along the sands. Every person who assisted was wet to the waist and the crew were eight hours at sea in that condition.

NEWHAVEN.—On the morning of the 8th February the coastguard reported to the coxswain of the Life-boat that a vessel was ashore at Seaford. The crew were at once summoned and the Life-boat *Michael Henry* was launched at 3.50. A strong gale was blowing from S. at the time. With considerable difficulty, caused by the heavy sea, the Life-boat succeeded in getting alongside the vessel and took off the master and nine hands. In response to the coxswain's inquiries the master stated there were two other men, the first and second mates, on board. The Life-boatmen shouted for them, but in vain, and the position of the Boat became so critical, as the seas were dashing her against the ship, that she was compelled to leave the vessel and landed the men at Newhaven. Having done so, it was decided to return for the two men, and as the crew of the Life-boat were exhausted by their exertions, the proffered services of the tug *Nelson* were accepted and the Boat was towed to the scene of the wreck. No trace of the men however could be found, and the Boat was taken back to her station. It was afterwards ascertained that one of the men had been rescued by the rocket apparatus and that the other had been drowned in an attempt to land him. Both men appear to have been in the cabin, instead of on deck when the others were taken off by the Life-boat, and did not hear the shouting of the men. The vessel was the barque *Peruvian*, of Fanö, Denmark, bound from Esmeralda for Hamburg with a cargo of ivory nuts and logwood.

BERWICK - ON - TWEED. — The ketch *William Knox*, of Kirkcaldy, coal laden, from the Tyne for Bonar Bridge, was seen running for the harbour while a fresh

breeze was blowing from S.E. on the 9th February. On entering the river she was caught by the strong "fresh" running out, and broaching to, was driven on the Cold Bat, Spittal Point. Signals for assistance being shown, the crew of the Life-boat *John and Janet* were summoned, and at 6 P.M. the boat was launched and safely landed the vessel's crew of three men.

CAISTER, NORFOLK. — On the 14th February, the look-out observed a large steamer, apparently stranded on the Middle Cross Sand and soon afterwards she showed signals of distress. The Life-boat *Beauchamp* was launched at 12.30 P.M. and found she was the s.s. *Russian Prince*, of Newcastle, bound from that port for Savannah, in ballast. She was just inside the Cross Sands, afloat, with a heavy list to port and unmanageable, her engines being disabled. The services of the Life-boatmen were accepted and with the help of two steam-tugs the vessel was taken to Yarmouth roads and anchored there at about 7 P.M.

Red port fires having been observed on the outside part of the Middle Scroby Sand, while a moderate gale was blowing from the N. accompanied by a heavy sea, on the 4th July, the crew of the Life-boat *Beauchamp* were summoned and at 3.5 A.M. the boat was launched. She sailed to the sand and found the ketch *Via*, of Ramsgate, bound from the fishing grounds for Lowestoft, stranded amongst broken water. As she was abandoned, it was decided to leave some of the Life-boatmen on board, and that the boat should proceed to the aid of the vessel's crew, who were seen in their boat about a mile distant, but before the Life-boat could reach them, a steam-tug coming out from Yarmouth harbour picked them up. The tug and Life-boat then returned to the ketch, found she had beaten off the sand and took her into the harbour.

The coxswain of the Life-boat *Beauchamp*, while on the watch at 3.30 A.M., on the 16th September, saw the sidelights of a vessel which was apparently stranded on the Barber Sand. About ten minutes afterwards signals of distress were shown; thereupon the Life-boat was launched, and proceeding in the direction in which they had been seen found the dandy *William*, of Great Yar-

mouth, returning home from the fishing ground, stranded on the N. part of the sand. All efforts to get the vessel afloat having failed, the Life-boat attached her tow-rope to her and anchored outside the sand until noon, when the wind, which was blowing from W.N.W., increased, and heavy seas began to break over the fishing-boat. The Life-boat then got her anchor up and went alongside the vessel, this being accomplished by means of the tow-rope, the boat frequently grounding, owing to the shallowness of the water on the sands, and the seas breaking over the crew. The vessel's crew of ten men were taken into the Life-boat, which again grounded, and had to wait until the tide flowed, when she was able to get off the sands, and make for her station, which was reached at 3 p.m. Just before the Life-boat left her, the vessel turned over and rapidly broke up.

At 7.20 a.m., on the 23rd September, the Life-boat *Beauchamp* was launched in a strong W.N.W. wind and a heavy sea to a schooner riding at the entrance to the Cockle Gat. The Boat sailed to the Gat, and was then taken in tow by the steam-tug *Express*. On arriving at the vessel, the schooner *Parthenia*, of and for Great Yarmouth, from Hartlepool with coal, it was found that she had several feet of water in her hold, having been considerably strained by the heavy weather she had experienced. Her crew of six men were thoroughly exhausted, and were about to leave the ship in their own boat. Some of the Life-boatmen went on board the vessel to pump the water out, while the *Express* took her in tow and at about four o'clock in the afternoon she was brought into Yarmouth harbour.

On the morning of the 30th September, information by telephone was received stating that the services of the Life-boat were needed by a boat in danger at Winterton Ness. A strong gale was then blowing from S.S.E., accompanied by a very heavy sea. At 9.30 the Life-boat *Beauchamp* was launched and found the boat *Alice*, of Great Yarmouth, returning home from fishing, riding at anchor in the broken water. The Life-boat anchored to windward, veered down to her and rescued her crew of three men who were in an exhausted condition and so white from the salt water which had drenched them as to

be unrecognizable. The Life-boat then got her anchor up, sailed eastward, and again anchored to await the turn of the tide, when she was able to pick up the fishing-boat and tow her to her port.

At 8 p.m., on the 9th October, in a S.W. wind and moderate sea, the Life-boat *Beauchamp* was launched at the request of Lloyd's Agent, and proceeded to the s.s. *Achilles*, of South Shields, which had stranded on Scroby Elbow. A large number of men were on board the vessel jettisoning her cargo, and it was considered advisable to have the Life-boat at hand in case her services might be needed. She remained by until the steamer floated and was safely anchored in the roadstead.

On the 8th November the Life-boat *Beauchamp* saved, in circumstances of considerable difficulty and danger, the crew of eight men from the lugger *Palestine*, of Banff, which, while making for Lowestoft from the fishing-grounds, stranded on the Cockle Sand in a strong gale from S.S.W. and a very heavy sea. At 4 a.m. the watchmen at Caister observed signals of distress in the direction of the Sand, followed by signals from the Cockle Light-vessel. The Life-boat was launched as soon as possible and proceeding under storm canvas across the Barber Sand, bore away for the Cockle Sand. By this time the flares had disappeared, but the shipwrecked men had hoisted a small lantern on the mast; this light guided the Life-boatmen to the scene of the casualty, and on nearing it the cries of the men shouting for help were distinctly heard. The Life-boat anchored and veered down towards the vessel, intending to pass a rope to her, but the after-part of the boat touching the ground she became nearly unmanageable, and being struck on the port bow by an enormous sea she was carried directly on to the deck of the wreck* which was sunk on the sand, only the fore part being above the water, and to this portion her crew were clinging, being continually drenched by the heavy seas which washed over them. The Life-boat had her bow smashed and received other injuries; but having been got clear of the wreck, a rope was passed to the men, and the boat approached near enough to rescue them. They were in a thoroughly exhausted condition and the master and

a boy had a narrow escape, as in jumping from the vessel they missed the Boat and fell into the water; but they were grasped by the Life-boatmen, and safely taken into the Boat. During all these operations, mountainous seas continually broke over the Life-boat. The lugger entirely disappeared ten minutes after the men had been taken off, and it is a fortunate circumstance that they took the precaution to hoist the lantern when the flares went out, as this light, although a small one, was the means of directing the Life-boatmen to their assistance, thus avoiding loss of time in searching for them in the intense darkness which prevailed at the time. Having got all on board, the Life-boat anchored until daylight, when the steam-tug *Gleaner* was signalled for and towed her to Caister, where the men were safely landed. On reaching the Boat it was found that the collision with the wreck had seriously damaged her, and she was therefore taken to a shipbuilder's yard at Great Yarmouth, where the necessary repairs were executed.

In recognition of their specially good services on this occasion, an extra reward was granted to the crew of the Life-boat by the Committee of Management of the Institution, and the men had the gratification of receiving from those whom they had rescued, a letter, of which the following is a copy:—

"Mr. JAMES H. HAYLETT,
"Caister-on-Sea,

"Coxswain of the Life-boat *Beauchamp*,

"DEAR SIR, — We, the undersigned, being the crew of the Scotch boat *Palestine*, which was wrecked on the Cackle Sand during the night of Tuesday last, gratefully and sincerely tender to you and your brave crew our thanks for the courageous way in which you came to our rescue, and after many dangerous attempts, succeeded eventually in saving one and all of us from a watery grave. We further beg to assure you that we shall remember your heroic services as long as we are spared, and would be much obliged if you would give publicity to this, our thanks, in the *Yarmouth Independent*.

"We are, gratefully yours,
(Signed) GEORGE MAIR,
WILLIAM MAIR,

"For ourselves and remainder of crew."

GOURDON, KINCARDINESHIRE.—The s.s. *Brenda*, employed in protecting the line fishing boats, stranded in a thick fog and drizzling showers of rain on the morning of the 18th February and showed signals of distress. The Life-boat *Theophilus Sidney Echalaz* was launched at 4.38 and stood by the vessel until 10.10, when she returned to the harbour, where she was moored afloat so as to be in readiness should the vessel require further assistance. Between five and six o'clock in the evening the wind veered to the N. and the waves began to rise as the tide made; the mate and second engineer, who had remained on board to watch the vessel, the others having landed in their own boat, therefore rang the ship's bell and shouted to some men on the rocks that they wished to be taken ashore. The Life-boat at once proceeded to the vessel again and brought the two men safely ashore.

PENMON, ANGLESEY.—On the afternoon of the 20th February, while a strong breeze was blowing from the E., accompanied by a rough sea, the pilots observed a schooner strike on the Causeway rocks. The crew of the Life-boat *Christopher Brown* were summoned, and at 3.8 the boat was launched. On hailing the vessel, which proved to be the schooner *Devon*, of Plymouth, laden with china clay, the master stated that he required a pilot. The Life-boat put one on board and stood by the vessel, which was striking heavily, about half an hour, when she floated off and was taken safely to Beaumaris, the Life-boat accompanying her.

WORTHING. — The schooner *Prince Llewellyn*, laden with slate from Portmadoc for Shoreham, stranded about two miles E. of Worthing pier at 2 P.M., on the 20th February, in a strong E.S.E. breeze, a rough sea and thick weather. No signals of distress were shown, but the vessel was kept under observation, and at 5 P.M., as the wind and sea increased and the schooner was rolling heavily and had no prospect of getting afloat, it was decided to launch the Life-boat *Henry Harris* and proceed to her assistance. The boat remained by the vessel until 9 P.M., and she having been driven dangerously near the pier her crew of five men decided to leave her and were brought safely ashore at 9.45. Pre-

vious to their leaving the vessel an attempt was made by the harbour steaming to tow her afloat but it was unsuccessful.

GROOMSPORT, Co. DOWN.—The Life-boat *George Pooley* was launched at 5.40 A.M. on the 21st February, while a gale was blowing from E.S.E., and proceeded to the assistance of the schooner *Caledonia*, which, while on a voyage from Ayr to Wexford, with a cargo of coal, stranded on Briggs reef. As the vessel was filling with water, her crew of five men took to the Life-boat and were safely landed at 6.45.

HOYLAKE, CHESHIRE.—A vessel was observed by the Coastguard to be stranded on the East Hoyle Spit on the morning of the 6th March, and as the weather appeared to be somewhat threatening, and there being a nasty sea on the bank, it was decided to take out the Life-boat *Coard William Squarey*. At 9.5 the Boat was launched and on reaching the vessel found she was the flat *Oulton*, of and for Connah's Quay, laden with steel from Liverpool. As the tide had nearly ebbed it was decided to stand by her until it flowed; some of the Life-boat men then boarded her to assist at the pumps as she was leaking badly. Ultimately the Life-boat towed her on to the main where she sunk. Her crew of two men were taken into the boat and safely landed at Hoylake.

While a fresh S. breeze was blowing, accompanied by a choppy sea, on the morning of the 12th April, the Coastguard on duty observed a vessel stranded on the East Hoyle Bank. He at once communicated with the Coxswain of the Life-boat *Coard William Squarey*, and the crew of the boat were summoned. At 7.45 the Life-boat was launched and reached the vessel, which proved to be the flat *Luther*, of Liverpool, bound from Birkenhead for Mostyn, laden with manganese. The master stated that he was about to signal for the Life-boat when he saw the rockets fired to assemble her crew. Some of the Life-boat men boarded the vessel and helped to pump the water out of her, as she was much strained and leaking badly, and the Boat remained by her until she was fairly under way, and the master stated that he could manage without any further assistance.

ST. AGNES', ISLES OF SOILLY.—At 9 P.M., on the 21st March, signals were seen in St. Mary's Sound. In ten minutes the Life-boat *James and Caroline* was launched and proceeded to the spot, under sail, through a moderate sea, the wind blowing a strong breeze from N.E. The fishing lugger *Lydia*, of Porthleven, was found anchored near the N. end of Bartholomew Ledge, her foremast having been carried away. The Life-boat men assisted the crew and the fishermen were enabled to proceed to St. Mary's.

ALDEBURGH, SUFFOLK.—In response to signals from the Cork Light-ship the Life-boat *Aldeburgh* was launched at 6.18 P.M. on the 22nd March, in a strong N.N.W. wind and heavy sea. Shortly after she had left, a telephone message arrived reporting that the *Sunk Light-vessel* was firing signals; thereupon the *Shipwash Light-vessel* was requested by telephone to inform the Life-boat as she passed to that effect. On speaking the *Shipwash*, the Coxswain was informed that the last signal was from the N.E. Long Sand or Kentish Knock, and the boat at once proceeded in the direction of the Long Sand, but falling in with the *Harwich Steam Life-boat* ascertained that a schooner was totally wrecked on the N.E. part of the Long Sand and that there were no persons on board. The *Aldeburgh* then headed for the Long Sand Light-vessel and finding that the schooner's crew had taken refuge there, went alongside, took off the five men and returned with them to Aldeburgh, which was reached at 4 o'clock the following morning. The wrecked vessel was the *Rosa Alba*, of Goole, bound from Southampton for Walton-on-the-Naze, laden with timber.

HILBRE ISLAND, CHESHIRE.—At about 5 P.M. on the 7th April, while a whole gale was blowing from N.W., accompanied by a very heavy sea and cold and squally weather, the Coxswain of the Life-boat who was working on the island, saw a flat driven on to the West Hoyle Bank and as she was very low in the water and the weather very bad, he decided to take out the Life-boat *Admiral Briggs* to her assistance. He at once summoned the crew and on reaching the vessel found she was the *William*, of Liverpool, laden

with limestone, and was leaking badly. Some of the Life-boat men boarded her, pumped the water out of her, set her sails and as the tide was making managed to get her off; she then proceeded up the Dee to Mostyn. The master of the vessel was very grateful for the help rendered by the Life-boat men; without their assistance it is unlikely that he would have weathered the gale.

On receipt of a message on the morning of the 1st July, stating that a yacht was aground on the West Hoyle Bank, the Life-boat *Admiral Briggs* was launched at 11.45, and on reaching the vessel found she was the *Speedwell*, cutter-rigged, of Liverpool. At the master's request the Life-boat stood by her until she got off the bank on which she had been driven by a heavy squall. A W.N.W. breeze was blowing, the sea was choppy, the weather was thick, and rain was falling during the time this service was rendered.

On the 6th September the fishing boat *Sarah Ann*, of Hoylake, returning from the fishing grounds, ran aground on the West Hoyle Bank. As the weather was threatening, it was decided to take out the Life-boat *Admiral Briggs*, and at 7.35 p.m. the Boat proceeded to the vessel, which was found to be leaking badly, put some men on board to assist the crew of four and took her into the pool at Hilbre Island.

A lamentable accident occurred in connection with this service. After the launch of the Life-boat an attempt was being made to haul up the trolley which conveys the Boat along the slipway. While the operations were in progress, Edward Lilley, Boatman H.M. Coastguard, sta-

tioned at Hoylake, was struck on the head by one of the handles of the winch, causing a compound fracture of the skull. Two medical men were in attendance as soon as possible, but the injuries proved fatal in about four hours.

The Committee of Management expressed their deep sympathy with Mr. Lilley's widow, and granted the sum of £150 towards the fund raised locally for her relief.

ILFRACOMBE.—At 6 A.M. on the 8th April the Coxswain of the Life-boat *Co-operator No. 2* was informed that a ketch was about six or seven miles distant in a disabled condition. He at once fired the signal to summon the crew and in six minutes the Life-boat was afloat and on her way to the vessel. She proceeded through tremendous seas, a heavy gale blowing from W.N.W., and on reaching the ketch found she was the *Olive and Mary*, trawler, of Brixham. She had only a jib set, her other sails having been blown to ribbons. When about forty miles W. of Lundy Island, she had encountered fearful seas, her main boom was carried away, her bulwarks were smashed, her compass destroyed, her boat was washed away, and for a time she was thrown on her beam ends. The Life-boat took her in tow, but in about half an hour the tow-rope parted. A stouter warp was then attached, and by means of this she was got into safety at 9 A.M. It being then low water, the Life-boat stood by her until about 5 P.M., when the tide had risen sufficiently to enable her to be taken into the harbour. Her crew of four men were completely exhausted.

SUMMARY OF THE MEETINGS OF THE COMMITTEE.

Thursday, 14th September, 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 reports of the District Inspectors of Life-boats on their recent visits to the following Stations:—

Northern District.—Thurso, Wick, Storno-

way, Peterhead, Balcary, Kirkcudbright, Whitehorn, Port Logan, Port Patrick, Maryport, Whitehaven, Workington, Nairn, Aekergill, Huna, Thurso and Dornoch Firth.

Eastern District.—Walmer, Kingsdowne, North Deal, Folkestone, Dover, Broadstairs, Margate (two boats), Ramsgate, Caister (two boats), Winterton (two boats), Yarmouth, Gorleston (three boats), Kessingland (two boats), Lowestoft (two boats), Pakefield, Southwold, Dunwich, Aldeburgh and Harwich (two boats).

Irish District.—Clogher Head, Howth, Blackpool, Lytham, Fleetwood, St. Anne's (two boats), Barrow, Piel, Southport (two

boats), Carrickfergus, Portrush, Culdaff, Greencastle, Aranmore, Blackrock, Giles Quay and Greenore.

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

	£	s.	d.
MISS BOYES	100	-	-
PEMBROKE SCOTT STEPHENS, Esq., Q.C., Executor of the late Miss JANE SCOTT, of Cumberland Ter- race, Regent's Park	100	-	-
Oldham Branch, for maintenance of <i>Oldham</i> Life-boat at Abersoch	70	-	-
Executors of the late JOHN TYAS, Esq., towards support of Life-boats on Yorkshire coast	50	-	-
Newcastle-upon-Tyne Co-operative Society (Limited)	25	-	-
The <i>Quiver</i> , amount received from a correspondent "in memory of CAROLINE E. J. MUDGE," in aid of the support of the <i>Quiver</i> Life- boat at Queenstown	24	-	-
Readers of the <i>Christian</i> , per Messrs. MORGAN and SCOTT	16	-	-
Proceeds of a concert held in Rhos- neigr Life-boat house, per Rhos- neigr Branch	14	-	-
Collected on board the steamer yacht <i>Midnight Sun</i> , per the Albion Steamship Company (Limited)	6	5	11

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late J. W. N. BENTLEY, Esq., of Camden Square (on account)	900	-	-
The late JAMES TOLEMAN, Esq., of Goswell Road, E.C.	525	-	-
The late Miss S. A. BARNES, of Pleet- wood	200	-	-
The late Miss MARGARET JONES, of Beaumaris (to Penmon Branch).	100	-	-
The late Miss KELLER, of Passage West, Cork	49	10	-
The late CUTHBERT TROTTER, Esq., of Hartlepool, "for rewarding the crews of the Hartlepool Life-boats for services or for accident pur- poses"	40	-	-
The late C. H. WALLER, Esq., Con- stitutional Club.	10	18	2

Deep regret was expressed at the death of Mr. LAURENCE TRENT CAVE, V.P., who had been a member of the Committee of Management of the Institution since 1875, and was for a long period Chairman of the Preparatory Committees. It was decided to send a letter of sympathy to Mrs. CAVE.

Paid 4,484*l.* for sundry charges on various Life-boat establishments.

Voted 63*l.* 18*s.* 6*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Cullercoats	Schooner <i>Fairy Maid</i> , of Padstow	4
Fraserburgh	Schooner <i>Pioneer</i> , of Banff	7
Hilbre Island	Fishing-boat <i>Sarah Ann</i> , of Hoylake, Rend. assist.	
Whitby No. 1	Coble <i>Robert</i> , of Whitby. Remained in attendance.	

Also 142*l.* 16*s.* for launches or assemblies by the crews of the following Life-boats with the view of assisting those on board vessels in distress:—Aranmore, Campbeltown, Cemaes, Cemlyn, Dungeness No. 2, Kildonan, Margate No. 1, Newbiggin, North Deal, Palling No. 1, Peterhead, Walton-on-the-Naze and Wexford.

Voted the thanks of the Institution, inscribed on vellum and framed, together with the sum of 3*l.* to Mr. JAMES BROWN, formerly one of the Gordon Highlanders and present at the battle of Dargai, in acknowledgment of his highly meritorious services, rendered at considerable risk of life, on the occasion of the stranding of the fishing-boat *Diadem*, of Cullen, in a N.W. gale and a rough sea, near Fraserburgh, between eleven and twelve o'clock at night, on the 16th August. James Brown, who had neither lifebelt nor line, went through the surf and brought a rope ashore from the vessel; this rope, however, parted and he went out a second time and brought ashore another, by means of which the vessel's crew of seven men were rescued. The Board of Trade had also awarded him a bronze medal in recognition of his services on this occasion.

Also 1*l.* to two men for assisting to rescue one of the crew of two men from the fishing-boat *Franchise*, which had been capsized off Coverack, Cornwall, in a moderate breeze from E., and a rough sea on the 12th August.

Also 1*l.* to two men for putting off in a boat from Gorleston and saving two boys who were unable to manage the boat they were in, and were drifting into the surf on the North Holm Sand, in a strong N.N.W. breeze, on the 17th August.

Also 15*s.* to two coastguard officials, for rescuing the mate of the ketch *Emma*, of Bridgwater, who, while attempting to reach his vessel by means of a boat, was drifting helplessly out to sea off Youghal, co. Cork, in a strong N.N.W. breeze, on the 15th August.

Also 5*s.* to Robert J. Hurr, a fisherman of Southwold, who, when out in a boat with two passengers, Messrs. Aubrey H. Hersee and C. Sherrington Chinn, on the 25th August, saved a man who was clinging to a capsized boat. Letters of thanks were sent to the two passengers who assisted in effecting the rescue.

Thursday, 12th October, 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 Chief Inspector of Life-boats on his recent visits to Coverack, Porthoustock, Hayle, St. Ives and Fishguard.

Also the report of the Deputy Chief Inspector on his visits to Groomsport, Belfast Lough, Dundrum Bay, Thurso, Wick, Stromness, Stornoway, Girvan, Port Erroll and Peterhead.

Also the reports of the District Inspectors on their visits to the following Life-boat stations:—Northern District.—Lossiemouth, Buckie,

Banff, Cullercoats, Tynemouth (two boats), Newbiggin, Blyth (two boats), North Sunderland, Boulmer, Hauxley, Alnmouth and Cresswell.

Eastern District.—Southend-on-Sea, Walton-on-Naze, Staithes, Runswick, Whitby (two boats), Upgang, Robin Hood's Bay, Scarborough, Filey, Bridlington Quay, Flamborough (two boats), Grimsby (two boats), Brancaster and Hunstanton.

Southern District.—St. Helier's, St. Peter's Port and Weymouth.

Irish District.—Skerries, Clogher Head, Drogheda, Kingstown (two boats), Poolbeg, Wicklow, Courtown, Cahore, Arklow, Kilmore, Helbre Island, Hoylake, Wexford, Rosslare Harbour, Dunmore East, Fethard, Tramore, Dungarvan and Queenstown.

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

	£	s.	d.
Proceeds of Concert in Clacton-on-Sea Pier Pavilion, per the Coast Development Company (Limited)	24	14	6
Collected in Aldenham Church, Watford, per the Rev. KENNETH F. GIBBS, M.A.	10	11	-
Royal Temple Yacht Club, balance of proceeds of Bohemian Concert, per HARRY VANDERVILL, Esq.	10	-	-
Collected from Teachers and Scholars in Alloa Sabbath Schools, per A. P. FORRESTER PATON, Esq.	5	8	8
Collected from passengers on R.M.S. Para	4	16	-
Moiety of Harvest Collection in Rearsby Church, Leicester, per the Rev. G. HASSALL, M.A.	4	-	-

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late Lady WALLACE (on account)	4,437	10	-
The late WILLIAM DEBENHAM, Esq., of Tunbridge Wells	584	3	3
The late Mrs. MARY FORTNUM, of Stanmore	500	-	-
The late Colonel H. S. HIRST, C.B.	100	-	-
The late Miss LUCY L. HARRIS, of Brixton Hill	100	-	-

The Committee expressed regret at the death of Mr. SAMUEL HAND, who had occupied the office of Honorary Secretary of the Wolverhampton Branch of the Institution for upwards of twenty years, and it was decided to send a letter of sympathy to his family.

Voted the best thanks of the Institution to FRANCIS HENDERSON, Esq., J.P., C.C., in recognition of his long and valuable services, firstly as Treasurer and subsequently as Chairman of the Port of Liverpool Branch of the Institution.

Also to B. G. SINCLAIR, Esq., in acknowledgment of his long and valuable co-operation as Honorary Secretary of the Berwick-on-Tweed Branch of the Institution.

Reported the transmission of a new Life-boat to the Eastbourne Station.

Decided that the Tyrella (co. Down) Life-boat Station be abolished.

Also that new Life-boat Stations be formed at Coverack (Cornwall), and Killough (co. Down).

Paid 4,980*l.* for sundry charges on various Life-boat Establishments.

Voted £310 9*s.* 6*d.* to pay the expenses of services by the following Life-boats:—

Life-boat.	Vessel.	Lives saved.
Bembridge	A screw steamer.	Stood by vessel.
Caister No. 2	Lugger <i>Alice</i> , of Great Yarmouth	3
" "	Smack <i>William</i> , of Great Yarmouth	10
Douglas	Schooner <i>Fairy Queen</i> , of Dublin	4
"	Schooner <i>Mary</i> , of Dublin	4
"	Schooner <i>Paragon</i> .	Stood by vessel.
Gorleston No.1	Schooner <i>Lorne</i> , of Aberystwyth	4
Gourdon	Ketch <i>Merlin</i> , of Rochester	4
Hayle	S.S. <i>M. J. Hedley</i> , of Hayle.	Stood by vessel.
Holyhead No.2	S.S. <i>Lady Aeland</i> , of Bude.	Rendered assistance.
Port Isaac	S.S. <i>Lynx</i> , of Cardiff	7
Redcar	Brigantine <i>Berthold</i> , of Libau	8
Scarborough	Fishing-boats.	Remained in attendance.
Walmer	Barquentine <i>Mary Ann</i> , of Dover	7
Youghal	Fishing smack <i>Emu</i> , of Ballycotton.	Saved vessel and 3

The Caister No. 2 Life-boat assisted to save the schooner *Parthenia*, of Great Yarmouth, and her crew of six men; and the St. David's Life-boat rendered assistance to the dandy *Clara Felicia*, of Carnarvon.

Voted £161 13*s.* 9*d.* to defray the cost of launches of the following Life-boats and assemblies of crews, with the view of helping those on board vessels in distress:—Dover, Dunbar, Filey, Formby, Irvine, Johnshaven, New Brighton No. 1, Newhaven, Padstow steam Life-boat, Palling No. 1, Point of Ayr, Redcar and Rhyl.

Decided that a letter be sent to Dr. S. HORACE LAW, expressing the gratification of the Institution at the prompt action of himself, the Hon. EMILY WARD, and the crew of two men of the cutter yacht *Osprey*, in rescuing five persons from the sailing gig *Bolivar*, of Howth, which had been capsized about a mile north-east of Ireland's Eye, in a light breeze from south-east and a smooth sea, on the 23rd August last.

Voted £3 to nine men for rescuing six men from a boat which was disabled by the breaking of her oars, and was drifting towards Salt Island, off Holyhead, in a N.N.W. gale and a very heavy sea, at midnight on the 21st September.

Also £1 10s. to two men for putting off in a boat and rescuing two men from a fishing-boat which had been capsized by a sudden heavy squall off Selsey, on the 23rd September. £1 was awarded to two other men who put off in a boat on the occasion, fearing that the other boat would not be able to effect the rescue.

Also £1 10s. to four farmers for putting off in a boat, and rescuing one of three men whose boat had been capsized near Naan Island, in Upper Loch Erne, in a gale of wind, on the 2nd July.

Also 1l. 2s. 6d. to three fishermen for putting off in a boat and saving one of the crew of a ferry-boat which had sunk near Nigg, Ross and Cromarty, in squally weather and a choppy sea, on the 6th September.

Also 10s. to two men for rescuing two men from the sailing-boat *Lingard*, which was capsized near Fairhaven, Lancashire, in a strong N.W. breeze and a heavy sea on the 9th September.

Also 10s. to two men for saving two men who had gone out in the boat *Maggie*, from the Isle of Whithorn, and were helplessly drifting about six miles from land in a strong W. breeze and a heavy sea on the 11th September.

Also 10s. to two men for rescuing four persons in Arran Roads on the 22nd August. They were proceeding in a boat across the roadstead with a heifer, which became restive and knocked a plank out of the bottom of the boat.

THURSDAY, 9th November, 1899.

Colonel FITZ-ROY CLAYTON, V.P., in the Chair.

Read and confirmed the Minutes of the previous meeting.

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

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

Read the report of the Chief Inspector of Life-boats on his recent visits to Polpear, Church Cove, Coverack, Porthallow and Cadgwith.

Also the report of the Deputy Chief Inspector of Life-boats on his visits to the Padstow and Mablethorpe Stations.

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

Northern District—North Berwick, Ardrossan, Troon, Ayr, Irvine, Anstruther, Crail, St. Andrews, Eyemouth, Berwick-on-Tweed, Holy Island (two boats) and Cresswell.

Eastern District—Sheringham, Cromer, Wells, Broadstairs, Margate (two boats), Clacton-on-Sea, Southend-on-Sea, Hornsea, Withernsea, Grimsby (two boats), Donna Nook, Mablethorpe, and Palling (two boats).

Southern District—Porthleven, Church Cove, Polpear, Porthoustock, Cadgwith, Mullion, Falmouth, Mevagissey, Fowey, Looe, Plymouth, Yealm River, Hope Cove, Salcombe, Torquay and Brixham.

Irish District—Youghal, Ballycotton, Court-macsherry and Fenit.

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

	£	s.	d.
Executors of the late ROBERT MILLER, Esq.	300	-	-
Collected on board the pleasure steamer <i>Royal Sovereign</i> , per Captain E. J. HOLLAND	16	8	6
Captain R. STAINTHORP and crew of the <i>Hannah S. Bell</i>	6	-	-
Collected on board the steamer <i>Southend Belle</i> , per Captain R. ANDREWS	5	-	-
Portion of offertory in School Chapel of Christ's Hospital, Hertford, per the Rev. J. T. BELL, M.A.	2	12	6

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late J. W. N. BENTLEY, Esq., of Camden Square (additional)	900	-	-
The late Miss M. A. LEICESTER, of Bishop's Road, W. (additional)	6	14	3

The Committee expressed great regret at the death of Major A. MACQUEEN, who had been Honorary Secretary of the Southampton Branch of the Institution for many years, and it was decided to send a letter of sympathy to his family.

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

Paid 7,440l. for sundry charges on various Life-boat establishments.

Voted 266l. 13s. 6d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives Saved.
Blyth No. 1	S.S. <i>Breton</i> , of London	16
Bull Bay	Schooner <i>Harbinger</i> , of Belfast. Stood by vessel.	
Caister No. 2.	S.S. <i>Achilles</i> , of South Shields. Stood by vessel.	
Cresswell.	S.S. <i>Welsh Prince</i> , of North Shields. Stood by vessel.	
Fraserburgh	Ketch <i>Frederick</i> . Stood by vessel.	
Harwich No. 1.	Barquentine <i>Pactolus</i> , of London	5
Hope Cove	Trawler <i>Alpha</i> , of Brixham. Stood by vessel.	
Peterhead	S.S. <i>Seagull</i> , of London	12
Point of Ayr	Schooner <i>Teaser</i> . Stood by vessel.	
Ramsey	Barque <i>Cordillere</i> , of Buenos Ayres	15
Teignmouth	A fishing boat. Stood by vessel.	
„	A coastguard boat. Rendered assistance.	

The Peterhead Life-boat also assisted to save the S.S. *Seagull*, of London.

Voted also 304l. 10s. to pay for assemblies of crews, watching, or launches of the under-mentioned Life-boats with the view of rendering assistance to those on board vessels in distress: Blyth No. 2, Bridlington, Dunbar, Dunmore

East, Gorleston No. 3, Hythe, New Romney, Plymouth, Port Erin, Port St. Mary, Saltburn, St. Mary's and Whitelink Bay.

Voted the thanks of the Institution, inscribed on vellum, and 1*l.* to Mr. WILLIAM LILLEY, for assisting to rescue two persons from a small yacht which having dragged her anchor struck the pier at Southend-on-Sea, capsized and sunk, in a strong breeze from W.N.W. and a moderate sea, at about 4 A.M. on the 10th September. William Lilley, who is employed as pierhead-man, lives at the head of the pier, which is about a mile and three-quarters long. Hearing cries of distress, he at once got up from his bed and, assisted by a sergeant of the Metropolitan Police who was staying with him, lowered a boat, and, with the help of a man who put off in another boat from a yacht, succeeded in rescuing the owner of the sunken boat and his wife. His sister and daughter, who were on board, were unfortunately drowned. There was no risk incurred in effecting the rescue so far as the sea is concerned, but Lilley was suffering from the effects of influenza at the time, and as a result of rendering this service he was for some time dangerously ill with rheumatic fever. A reward of 10*s.* was also granted to the boatman who assisted in effecting the rescue.

THURSDAY, 14th December, 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 Rhosneigr and Llanddwyn Stations.

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

Northern District.—Gourdon, Johnshaven, Montrose (two boats), Stonehaven, Port Erroll, Newburgh and Arbroath

Eastern District.—Sheringham, Wells, Blakeney, Cromer, Brancaster, Hunstanton, Hasborough, Sutton, Skegness and Thorpeness.

Southern District.—Teignmouth, Plymouth, Exmouth, Sidmouth, Atherfield, Brighstone Grange, Brooke, Totland Bay, Ryde, Southsea, Bembridge, Hayling Island, Hastings, Selsey, Littlehampton and Worthing.

Irish District.—Cloughey, Carrickfergus, Ballywalter, Groomsport, Newcastle (Dundrum), Greenore, Giles Quay, Courtmacsherry, Killough, Helbre Island, Hoylake, Southport (two boats), New Brighton (two boats), Formby and Fleetwood.

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

Miss MARY STEWART BEATTIE, of Crieve	£	s.	d.
Independent Order of Odd Fellows, M. U. Annual Subscription, 50 <i>l.</i>	500	-	-
Donation, 14 <i>l.</i> 3 <i>s.</i>	64	3	-

Mrs. SCHOLEY	£	s.	d.
Collected from officers and crew of the S.S. <i>Bantry</i> , per Capt. H. OAKLEY	50	-	-
	7	18	6

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late Mrs. MARY LOWE, of Stretford, Lancashire	567	2	7
The late WILLIAM FORD, Esq., of Liverpool	500	-	-
The late MARTIN PRATT, Esq., of Croydon	500	-	-
The late WILLIAM BIRCH, Esq., of Liverpool	100	-	-
The late A. F. MILLNS, Esq., of Windsor (balance)	43	14	3
The late Mrs. HARRIET PARTRIDGE, of Balham, in aid of Yarmouth Life-boat (balance)	33	12	9
The late H. F. G. WILLIAMS, Esq., of South Shields	20	-	-
The late Rev. H. W. SMITH, of Maida Vale (additional)	12	5	-

Voted the best thanks of the Committee to CHARLES STEPHENS, Esq., of Reading, in acknowledgment of his long-continued and valuable services whilst holding the office of Honorary Secretary of the Reading Branch of the Institution, which office he had just resigned.

Reported the transmission to their stations of the Caister No. 1 and New Quay (Cornwall) new Life-boats.

Paid 10,042*l.* for sundry charges on various Life-boat establishments.

The Committee expressed their deep sympathy with the relatives of six of the crew of the Aldeburgh Life-boat, who unfortunately were drowned in consequence of the capsizing of the boat while on service in an E.S.E. gale on the 7th December. The boat, which is a large non-self-righting sailing Life-boat of the Norfolk and Suffolk class, was struck by a heavy curling breaker which fell on her broadside, forcing the starboard gunwale under water and capsizing her. She then drifted ashore, and the six men were imprisoned underneath her, it being impossible to raise the heavy boat sufficiently to extricate the men in time to save their lives. The sum of 1000*l.* was granted by the Institution in aid of the fund raised locally for the relief of the widows and other dependents of the deceased men, and in addition the expenses in connection with the funerals were defrayed.

Voted 57*l.* 13*s.* 3*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives Saved
Ardrossan	Barquentine <i>Oberon</i> , of Glasgow	13
Bembridge	H.M.S. <i>Tyne</i> . Stood by vessel and rendered assistance.	8
Caister No. 2	Lugger <i>Palestine</i> , of Banff.	8
Clacton	Schooner <i>Moonlight</i> , of Glasgow	4

Life-boat.	Vessel.	Lives saved.
Dover . . .	Pier works Light-vessel. Landed 9 men.	
Filey . . .	S.S. <i>Sparta</i> , of Hull. Stood by vessel.	
Giles Quay .	Steamer <i>Warrenpoint</i> , of Newry. Stood by vessel.	
Gorleston No. 1	Lugger <i>Granny Margaret</i> , of Banff	8
Harwich . . .	S.S. <i>Lambeth</i> , of London. Landed 8 men and a dog from Sunk Light-vessel.	
Hilbre Island .	Schooner <i>Teaser</i> , of Swansea. Rendered assistance.	
Lynmouth . .	Ketch <i>Herbert</i> , of Porlock. Rendered assistance.	
New Brighton (Steam Life-boat)	Barque <i>Falcon</i> , of Laurvig	9
Palling No. 2 .	Fishing-vessel <i>Allard</i> , of Emden	14
Ramsey . . .	Barque <i>Africa</i> , of Lisbon.	16
Scarborough .	Three cobsles. Stood by boats.	
Staithe . . .	Two fishing-cobsles. Stood by boats.	
Tramore . . .	Schooner <i>Unicorn</i> , of Ballyhack	4
Whitby No. 1 .	Fishing-cobsles. Stood by boats.	
Winterton No. 1	Dandy <i>Unity</i> , of Lowestoft	5

The Gorleston No. 1 Life-boat also saved the barque *Windsor Castle*, of London, and 13 persons.

Voted also 939*l.* 6*s.* 1*d.* to pay for launches, watching or assemblies by the crews of the following Life-boats, with the view of assisting vessels in distress:—Aldeburgh, Caister Nos. 1 and 2, Dunbar, Dungeness No. 2, Formby, Gorleston No. 1, Harwich No. 1, Hayle, Hythe, Kessingland No. 1, Kingsdowne, Llanddwyn, Margate Nos. 1 and 2, Moelfre, Palling Nos. 1 and 2, Peterhead, Port Eynon, Port Patrick, Rhoscolyn, Rhosncigir, Southend-on-Sea, Southwold No. 1, St. Ives, Swansea, Thorpe-ness, Tynemouth No. 2, Watchet, Winterton No. 2 and Great Yarmouth.

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

Voted the Silver Medal of the Institution, accompanied by a copy of the vote inscribed on vellum and framed, to EUSTACE W. C. TRACEY, Esq., late Lieut. R.N., for gallantly swimming to the rescue of one of the crew of a boat which had been swamped while engaged in arranging the haul-off warp previous to the exercise of the Life-boat at Newburgh, Aberdeenshire, on the 3rd November. Two other men succeeded in reaching the land, but the third man (the assistant coxswain of the Life-boat), was

apparently sinking for the last time when saved by Mr. Tracey, who incurred considerable risk in effecting the rescue. A strong S.S.W. gale was blowing at the time.

Also the thanks of the Institution, inscribed on vellum and framed, with the sum of 1*l.* each to MESSRS. JOHN PASCHO, GEORGE HENRY SKILTON, and THOMAS STADDON, Trinity pilots, and WILLIAM SKILTON and ROBERT FROOD, seamen, for launching their boat from the pilot cutter *Drift*, landing, hauling the boat over a neck of land to a place opposite the hulk *Shamrock*, which had stranded in Batten Bay, off Plymouth, in a whole gale from S.W. and a heavy sea on the 3rd November, and with considerable difficulty and risk putting off and rescuing the crew of five men. The sum of 5*s.* was awarded to another pilot who assisted in the first part of the operations, but did not go off in the boat when she rescued the men, the others being a sufficient number to form a crew for her.

Also the thanks of the Institution, inscribed on vellum and framed, and £2, to Mr. RICHARD VERRILL for wading into the sea, at considerable risk, it being pitch dark at the time, and saving the coxswain of the Staithe Life-boat, who was in danger of being drowned at Runswick, on the 5th December. 10*s.* was awarded to another man who rendered service on the occasion; and thanks were accorded to Dr. J. B. LAVERICK, Hon. Secretary of the Institution's Staithe and Runswick Branch, for the kind assistances given by him on the occasion.

Voted extra rewards to the crews of the Caister No. 2, New Brighton (steam Life-boat), and Palling No. 2 Life-boats, for specially good services rendered during the past month.

Also £3 to three of the crew of the Staithe Life-boat, who were injured while on service.

Voted a binocular glass to Captain WILLIAM ESCOTT, and aneroid barometers, all bearing suitable inscriptions, to Captains ALFRED WEDLAKE, ALFRED NICHOLAS, SIMON NICHOLAS, and JAMES DAVIS, for putting off in a boat, and at considerable risk, saving the crew of two men from the fishing boat *Rosalie*, of Minehead, which was in distress off Watchet, in a moderate gale from N.W., and a very heavy sea on the 10th November.

Also 1*l.* to two men for saving, by means of lines from the shore, the crew of four men from the schooner *Harbinger*, of Belfast, which had stranded in Llandudno Bay, in a moderate N.W. gale and a very rough sea, on the 11th November.

Also 1*l.* 10*s.* to six men for putting off in the Institution's boarding boat at New Brighton, and transferring to a tug three men who had jumped on board a steamer, which had collided with the s.s. *Coniston Fell*, in a moderate W. breeze and a smooth sea, on the 23rd November.

Services of the Life-boats of the Institution during 1899.



				Lives saved.
1899.				
Jan.	1.	0. 5 a.m.	S.S. <i>Njord</i> , of Randers. Seaham Life-boat saved	11
"	2.	4.30 p.m.	Schooner <i>Ann Jane</i> . Holyhead Steam Life-boat saved	3
"	2.	5.30 p.m.	Ketch <i>Gavnillett</i> . Ditto	2
"	2.	6.50 p.m.	S.S. <i>Voltaic</i> , of Belfast. New Brighton steam Life-boat stood by Vessel.	
"	2.	7.30 p.m.	S.S. <i>Ballinbreich Castle</i> . Holyhead Steam Life-boat saved	5
"	2.	7.30 p.m.	Barquentine <i>Millie Bain</i> . Ditto	7
"	2.	7.40 p.m.	Schooner <i>Leander</i> , of Carnarvon. Fishguard No. 2 Life-boat saved.	3
"	2.	8.50 p.m.	Schooner <i>Rosalie</i> , of Calais. Bembridge Life-boat saved	6
"	3.	8.45 a.m.	S.S. <i>Voorwaarts</i> , of Amsterdam. Newquay (Corn.) Life-boat saved.	9
"	5.	noon.	Yawl <i>Good Hope</i> , of Fraserburgh. Whitelink Bay Life-boat saved boat and	3
"	5.	"	Yawl <i>Good Design</i> , of Fraserburgh. Whitelink Bay Life-boat saved boat and	3
"	6.	9.30 a.m.	Fishing boats. Gourdon Life-boat stood by boats.	
"	6.	10.15 a.m.	Ditto Montrose No. 1 Life-boat stood by boats.	
"	6.	10.15 a.m.	Ditto Arbroath Life-boat stood by boats.	
"	6.	10.45 a.m.	Fishing boats. Johnshaven Life-boat stood by boats.	
"	12.	8. 0 a.m.	Two Cobles. Newbiggin Life-boat piloted boats.	
"	12.	noon.	Ketch <i>John Parry</i> , of Beaumaris. Castletown Life-boat saved	3
"	12.	12.45 p.m.	Fishing boats. Johnshaven Life-boat stood by boats.	
"	12.	2. 0 p.m.	Schooner <i>Eirion Lass</i> , of Portmadoc. Abersoch Life-boat rescued	4
"	12.	3. 0 p.m.	Schooner <i>Julia</i> , of Lancaster. Broadstairs Life-boat assisted to save vessel and	5
"	12.	3.46 p.m.	Schooner <i>Twin Sisters</i> , of Drummore. Ramsey Life-boat landed 3.	
"	12.	midnight.	S.S. <i>Elaine</i> , of Liverpool. Dungeness No. 1 Life-boat stood by vessel.	
"	12-13.		Barge <i>Whitwell</i> . Southend-on-Sea Life-boat saved vessel and	3
"	12-13.		Ship <i>Forrest Hall</i> , of Liverpool. Lynmouth Life-boat assisted to save vessel and	15
"	13.	5.50 p.m.	Ketch <i>Queen of the Fleet</i> , of Portsmouth. Southsea Life-boat assisted to save vessel and	4
"	14.	9. 0 a.m.	S.S. <i>Amiral Aube</i> , of Havre. Walton-on-the-Naze Life-boat rend. assist.	
"	15.	6.53 p.m.	" Margate No. 2 Life-boat	
"	24.	5.15 p.m.	Schooner <i>Robert Anderson</i> , of Burghhead. Clacton-on-Sea Life-boat saved	5
"	26.	9.15 a.m.	Ship <i>Hawksdale</i> , of Liverpool. Clacton-on-Sea and Margate No. 1 Life-boats saved	25
"	30.	1.25 p.m.	Long Sand Light Vessel. Harwich Steam Life-boat landed 2 mechanics.	
Feb.	5.	12.10 p.m.	Schooner <i>Miss Beck</i> , of Carnarvon. Hayle Life-boat rescued	6
"	6.	8. 0 a.m.	Barque <i>Loch Fergus</i> , of Liverpool. Kingstown No. 2 Life-boat rescued	17
"	6.	10.50 p.m.	Steam trawler <i>Lapwing</i> . Cresswell Life-boat stood by vessel.	
"	7.	8.30 p.m.	S.S. <i>Cattersty</i> , of Middlesbrough. Boulmer Life-boat rescued	12
"	8.	3.50 a.m.	Barque <i>Peruvian</i> , of Fanö. Newhaven Life-boat saved	10

				Lives saved.
1899.				
Feb. 9.	6. 0 p.m.	Ketch <i>William Knox</i> , of Kirkcaldy.	Berwick-on-Tweed Life-boat landed 3.	
" 12.	4.15 a.m.	Schooner <i>Billow</i> , of Inverness.	Southend-on-Sea Life-boat landed 4 from Mouse Light-vessel.	
" 14.	12.30 p.m.	S.S. <i>Russian Prince</i> , of Newcastle.	Caister No. 2 Life-boat rendered assistance.	
" 18.	4.38 a.m.	Fishery-cruiser <i>Brenda</i> , of Leith.	Gourdon Life-boat stood by vessel.	
" 18.	5. 0 p.m.	" <i>Devon</i> , of "Plymouth."	Penmon "Life-boat" rescued	2
" 20.	3. 8 p.m.	Schooner <i>Devon</i> , of "Plymouth."	Penmon "Life-boat" stood by vessel and put a pilot on board.	
" 20.	5.30 p.m.	Schooner <i>Prince Llewellyn</i> .	Worthing Life-boat saved	5
" 21.	5.40 a.m.	Schooner <i>Caledonia</i> .	Groomsport Life-boat saved	5
Mar. 6.	9. 5 a.m.	Flat <i>Oulton</i> , of Connah's Quay.	Hoylake Life-boat assisted to save vessel and	2
" 9.	1.20 a.m.	S.S. <i>Malta</i> , of North Shields.	Boulmer Life-boat saved	19
" 21.	9.10 p.m.	Lugger <i>Lydia</i> , of Porthleven.	St. Agnes' Life-boat rendered assist.	
" 22.	6.18 p.m.	Schooner <i>Rosa Alba</i> , of Goole.	Aldeburgh Life-boat landed 5 from Long Sand Light-vessel.	
" 28.	5.50 p.m.	Brigantine <i>Maxim</i> , of Drogheda.	Ramsey Life-boat rescued	4
Apr. 7.	3.50 p.m.	Brig. <i>Emilie</i> , of Redon.	Padstow steam Life-boat assisted to save vessel and	7
" 7.	4. 0 p.m.	Ketch <i>Fair Water</i> , of Jersey.	Padstow No. 1 Life-boat saved	4
" 7.	5.35 p.m.	Flat <i>William</i> , of Liverpool.	Hilbre Island Life-boat rendered assistance.	
" 8.	6. 6 a.m.	Ketch <i>Olive and Mary</i> , of Brixham.	Ilfracombe Life-boat saved vessel and	4
" 8.	1.15 p.m.	Boat of Schooner <i>Rival</i> , of Swansea.	Ballycotton Life-boat saved	4
" 12.	7.45 a.m.	Flat <i>Luther</i> , of Liverpool.	Hoylake Life-boat rendered assistance.	
" 13.	1. 0 p.m.	Lighter <i>Ruby</i> , of Dover.	Ramsgate Life-boat saved	2
" 21.	6.15 p.m.	Lugger <i>British Workman</i> , of St. Ives.	St. Ives Life-boat rescued	7
" 23.	6. 9 p.m.	Schooner <i>Rowena</i> , of Glasgow.	Penmon Life-boat landed 4 men and assisted to save vessel and	6
" 29.	1. 0 p.m.	Fishing boats <i>Excel</i> and <i>Thrive</i> .	Eyemouth Life-boat stood by boats.	
May 2.	2.15 a.m.	Schooner <i>Annie Stewart</i> , of Bauff.	Holy Island No. 1 Life-boat saved	5
" 17.	8. 0 a.m.	Brig <i>Danube</i> , of Whitby.	Shoreham Life-boat stood by vessel.	
" 21.	2.30 a.m.	S.S. <i>Paris</i> , of New York.	Porthoustock Life-boat transferred passengers to a tug.	
" 21.	2.50 a.m.	S.S. <i>Paris</i> , of New York.	Falmouth Life-boat transferred passengers to a tug.	
" 24.	10.45 a.m.	Cobles <i>Joseph and William</i> and <i>Daisy</i> .	Cullercoats Life-boat stood by boats.	
" 27.	5.45 p.m.	Brigantine <i>C. M. Reynolds</i> , of Belfast.	Point of Ayr Life-boat stood by vessel.	
June 11.	1.15 a.m.	Schooner <i>Marie</i> , of Scarborough.	Uppang Lifeboat assisted to save vessel and	3
" 16.	1.45 p.m.	Ship <i>Pengovern</i> , of Liverpool.	Ilfracombe Life-boat remained by vessel.	
" 20.	4.15 a.m.	Fishing cobles.	Staithe Life-boat stood by boats.	
" 20.	4.30 p.m.	Ketch <i>Harald</i> , of Tvedestrand.	Hauxley Life-boat saved	4
" 21.	4. 0 a.m.	Ketch <i>Auguste et Marguerite</i> , of Lannion.	Walmer Life-boat rendered assistance.	
" 28.	2. 0 p.m.	Yawl <i>Annie</i> , of Wexford.	Wexford Life-boat stood by vessel.	
July 1.	11.45 a.m.	Cutter <i>Speedwell</i> , of Liverpool.	Hilbre Island Life-boat stood by vessel.	
" 4.	3. 5 a.m.	Ketch <i>Via</i> , of Ramsgate.	Caister No. 2 Life-boat assisted to save vessel.	
" 7.	10 p.m.	S.S. <i>Rover</i> .	Youghal Life-boat landed the master.	
" 8.	8.25 a.m.	Brigantine <i>Angela</i> , of Spezzia.	Ramsgate Life-boat assisted to save vessel.	
" 8.	9.30 a.m.	Brigantine <i>Angela</i> , of Spezzia.	Kingsdowne Life-boat assisted to save vessel.	
" 23.	9. 0 p.m.	Pilot cutter <i>Polly</i> , of Barry.	Ilfracombe Life-boat rendered assistance.	
" 25.	9. 0 p.m.	Schooner <i>Little Dorrit</i> , of Fowey.	Walton-on-the-Naze Life-boat rescued	6
" 29.	10.40 a.m.	Skiff <i>Village Belle</i> , of Great Yarmouth.	Gorleston No. 1 Life-boat rescued	2
" 29.	1.30 p.m.	Smack <i>Daisy</i> , of Wainfleet Haven.	Skegness Life-boat landed 1 from a steamer.	
Aug. 7.	9.20 p.m.	Schooner <i>Fairy Maid</i> , of Padstow.	Cullercoats Life-boat rescued	4

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 GOHA, 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 (1899) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £69,195 on its 290 Life-boat Establishments.

GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING 1899.

	£	s.	d.
Number of Lives rescued by Life-boats, in addition to 20 Vessels saved by them and 67 persons landed from vessels in distress and lightships	501	...	...
Number of Lives saved by Shore-boats, &c.	108	...	...
Amount of Rewards granted during the Year . . . . .	...	10,219	8 5
Honorary Rewards:—Silver Medals and Clasps	8	...	...
Binocular Glasses.	8	...	...
Aneroid Barometers	5	...	...
Votes of Thanks on Vellum	31	...	...
Certificates of Service	12	...	...
Total	64	609	£10,219 8 5

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 41,842. The rewards and recognitions granted by the Institution in the same period comprise 98 Gold Medals and Clasps, 1,181 Silver Medals and Clasps, 289 Binocular Glasses, 15 Telescopes, 24 Aneroid Barometers, 1636 Votes of Thanks, inscribed on vellum and framed, 116 Certificates of Service framed, and £200,686 in money.

The Committee earnestly appeal to the British Public for Funds to enable them to maintain their 290 Life-boats now on the Coast and their Crews in the most perfect state of efficiency. This can only be effected by a large and permanent annual income. The Annual Subscriptions, Donations and Dividends are quite inadequate for the purpose. The Committee are confident that in their endeavour to provide the brave Life-boat men, who nobly hazard their lives in order that they may save others, with the best possible means for carrying on their great work, they will meet with the entire approval of the people of this the greatest maritime country in the world, and that their appeal will not be made in vain, so that the scope and efficiency of our great Life-saving Service, of which the Nation has always been so proud, may not have to be curtailed.

Annual Subscriptions and Donations are earnestly solicited, and will be thankfully received by the Secretary, CHARLES DIBDIN, Esq., at the Institution, 14 JOHN STREET, ADELPHI, London; by the Bankers of the Institution, Messrs. COUTTS and Co., 59 Strand; and by all the other Bankers in the United Kingdom.—1st February, 1900.