

THE LIFE-BOAT.

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

1795—1900.

No. 2.

AFTER the valuable work done by Lukin in 1807, in initiating the Norfolk and Suffolk type of Life-boat, there appears to have been a considerable period before any new type found a place on the coast. No doubt small variations from the original North Country Life-boat were introduced, but nothing in the way of a radical change can be traced, so that in 1824, when the LIFE-BOAT INSTITUTION was founded, the Life-boats on the coast were, with one or two exceptions, either of this or the Norfolk and Suffolk type.

In 1825, the year following the foundation of the LIFE-BOAT INSTITUTION, two names came into prominence in connection with Life-boat designing, namely, George Palmer, of Nazing Park, Essex, formerly a commander in the Hon. East India Company, and subsequently for many years M.P. for South Essex, and Pellow Plenty, of Newbury, Berkshire; and in this year and 1826 a considerable number of boats, built on the principles advocated by these two gentlemen, were placed on the coast. To deal with Mr. Palmer's boat first. The Northumberland report, published in 1851, shows that there existed at that time (1851), at least

two Life-boats on Mr. Palmer's plan, which were built prior to 1826, but it was not until 1826 that he became connected with the LIFE-BOAT INSTITUTION, to whose interests he gave up a large proportion of his time, serving as Deputy Chairman of the Committee of Management until his death, which took place in 1853. His plan of fitting Life-boats was adopted by the Institution in June, 1828, and continued until 1852.

In a letter to the Committee of the Institution, dated 17th November, 1828, he sets forth his views and describes his methods, not only for fitting coast Life-boats, but also strongly advocates their adoption for boats carried by vessels at sea. The following is a description of Mr. Palmer's Life-boat: she was of the form of a whale boat, sharp at both ends, but fuller at the bow and with more beam in proportion to her length to admit of sufficient space for the crew between the air-cases in the wings with which she was fitted fore and aft. There were three cases on each side occupying a space of 43 cubic feet—equivalent to a buoyancy in water of 23 cwt. 3 qrs., equally divided on each side, "thereby preventing the boat from upsetting." One air-case in

the bow and two in the stern, containing 35 cubic feet—equivalent to a buoyancy of 20 cwt.—and four tin gun-wale cases, containing $3\frac{1}{2}$ cubic feet, or 200 lbs. buoyancy. These cases being situated so high “not only prevent her being depressed in case of a sea rolling over her but tend materially to right her again in the event of her being thrown on her side by a sudden press of canvas or the stroke of a sea.” The total buoyancy of the cases being equal to 45 cwt. 1 qr. 22 lbs. was sufficient to bear up thirty persons sitting above the water. The boat was “fitted with four scuppers, two on each side just above the air-cases, to let off any water which she might ship from a sea breaking over her.” Her length was 26 feet 8 inches, width 6 feet 2 inches, pulling six oars and rigged with two lug sails; she was steered either by rudder or oar. The boat was also fitted with high loose wash boards “for the sake of preventing the sea from breaking into her when launching,” and she had life-lines from her gunwale. Her weight (without loose fittings) was 9 cwt. 17 lbs. From experiments made with her it was ascertained “that without any ballast in her bottom and eight half-hundred weights of iron lashed above the thwarts and both her masts in (stepped) when hove down to another boat so that her mastheads came down to the hands of those bearing her down with her lower side completely under water, upon being let go she will right of herself, and if 4 cwt. of iron only be put into her, as *ballast*, in bars secured to the rings in her keelson, she will right of herself although the mastheads be drawn down so low as the water’s edge.”

In the same year the above was written, one of these Life-boats was put through some severe tests at Barmouth in a S.W. gale and gave very great satisfaction, the seamen of the port “to a man professed their readiness to serve in her when occasion should require.” Two similar boats were sent to Anglesey and the Isle of Man, and from both

places equally favourable reports were received.

There is no doubt Mr. Palmer’s Life-boats filled a great want; they had good stability, pulled well, were light for transport, could readily be manned, had a light draught of water, and small internal capacity for holding water, and had detachable air-cases, a decided improvement in this respect on the existing North Country type, but with the exception of the four scuppers mentioned above there was no means of self-baling or freeing herself of water. The following are some of the places at which this type of Life-boat was used: Berwick-on-Tweed, Aberdovey, Barmouth, Cemlyn, Ramsey, Isle of Man, Rosslare Point, Kilmore, Youghal, Courtmacsherry, West Cove, Derrynane. After the re-organisation of the ROYAL NATIONAL LIFE-BOAT INSTITUTION in 1850, these boats fell into disuse. The illustration on the opposite page shows a midship section of Mr. Palmer’s Life-boat.

In the first annual report of the Royal National Institution for the Preservation of Life from Shipwreck, dated 10th March, 1825, on page 18, will be found the following . . . “The Committee therefore directed their early attention to the ascertainment of the best principle for the construction of Life-boats. In the course of their inquiry, they received from distinguished Naval officers, and others who tried boats of various descriptions, the most favourable report of a plan invented by Mr. Plenty of Newbury. The Committee have caused twelve boats to be built on this principle, of sizes adapted to the Stations at which they are to be placed . . .” This makes it plain that in addition to favouring the type of Life-boat designed by Mr. Palmer, that of his contemporary, Mr. Pellew Plenty, of Newbury, was also adopted by the LIFE-BOAT INSTITUTION.

In 1826 Sir William Hillary (whose name is so familiar in connection with the early stages of the Life-boat movement) established a District Life-boat Association in the Isle of Man, and the first Life-boat

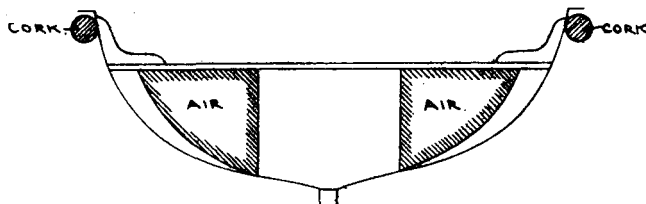
was built by Mr. Plenty and established at Douglas. The following places were among the first to have Life-boats of Mr. Plenty's design:—

Place.	Dimensions.		Depth.	Weight.	Year built.
	Length.	Breadth.			
Skegness	24	8	3	40 (?)	1825
Sizewell Gap	24	8	3	—	1826
Woodbridge Haven	24	8	3	—	1826
Studland	20	7	3	—	1826
Portland	20	6½	3	—	1825
St. Mary's, Scilly	26	8½	2½	20	1828
Appledore	17	6½	2½	20	1826

The boat which was placed at Skegness was the means of saving fifty-one lives, and that at Appledore was credited with

23 ft.; breadth 8 ft., depth 2¾ ft., sheer of gunwale 14 in., rake of sternpost 1 in. in a foot, straight keel and bilge pieces, five thwarts 28 in. apart, 16 in. above floor and 12 in. below the rowlock strake, pulls eight oars double banked, thole pins, and the gunwale strake tumbles home to avoid the risk of being carried away. Extra buoyancy is obtained by air-chambers along both sides fore and aft, formed by a complete casing or inner boat of a triangular shape extending down to the floor and coming to a feather edge at the main gunwale; they are divided into twelve water-tight compartments each lined with *gutta-percha*; effective extra buoyance 82 cubic ft., equal to 2½ tons. No ballast. Internal capacity for holding water up to level of thwarts 48 cubic ft., equal to 1½ tons.

MIDSHIP SECTION OF LIFEBOAT
DESIGNED BY MR. GEORGE PALMER.



having rescued no less than sixty-seven. Truly a remarkable performance for a boat whose dimensions, given above, show her to have been little more than an overgrown dinghy.

Mr. Plenty and his brother sent in a model of a Life-boat to compete for the Northumberland prize, and the following description of the boat is taken from the Northumberland report; there is no reason to believe that she varies in any important detail from the type of boat originally placed on the coast in 1825. "This boat approaches to the form of a wherry, having great fullness in the midship section near the seat of water extended some distance forward and aft with a long hollow floor, upright stem and sternpost. . . . Length, extreme, 24 ft.; of keel,

The means for freeing the boat of water are six scuppers 2 in. diameter each . . . and in addition the upper plank on each side is left out fore and aft, and the inner boat, being of a triangular shape and shallow, much of the water would roll out when the boat was in motion in a sea way. No provision for self-righting. Layers of cork averaging 4½ in. in thickness . . . are cemented and firmly secured along the bottom from stem to stern. Rig, one lug sail. Draught of water with thirty men on board, 16 in. Weight of boat, 19 cwt. Gear, 5 cwt. Total, 24 cwt."

This boat, judging from her form, would pull moderately well. Her great beam would make her stiff under canvas, and she ought to have been weatherly, and her weight was well adapted for transport.

The small internal capacity of the boat was certainly a point in her favour; but the system of freeing herself of water left much to be desired.

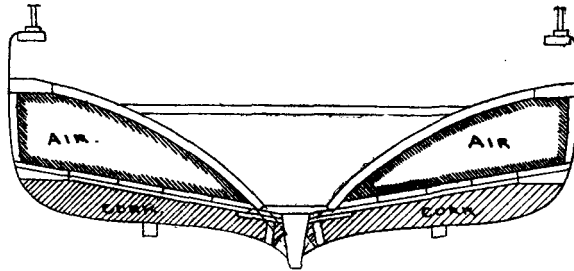
The air-cases being *built* into the sides and bilge of the boat rendered them difficult to examine and repair, and the fact that they were lined with gutta-percha seems to indicate that this was done to render them less liable to injury from a blow. Mr. Plenty, like some of his contemporaries, adhered to the use of large quantities of cork in the bottom of the boat for protection when landing upon a stony beach.

The services previously quoted of the two boats at Skegness and Appledore bear strong testimony to the merits of these

nine Life-boats in question were placed as follows: Liverpool two, Magazines two, Hoylake two, Point of Ayr two, Formby one; and the following record of their usefulness during the ten years from 1840 to 1850, taken from a report made by the Marine Surveyor, and dated January, 1851, speaks for itself:—

—	Vessels Assisted.	Lives Saved.
Liverpool	96	243
Magazines	106	290
Hoylake	59	201
Point of Ayr	60	332
Formby	70	62
Total	391	1,128

MIDSHIP SECTION OF LIFEBOAT
DESIGNED BY MESS^{RS} J. & E. PELLEW PLENTY.



Life-boats, which in their form show such a wide departure from the North Country or Shields type. The illustration shows a midship section of Mr. Plenty's Life-boat.

About the year 1840 nine Life-boats were built for the Life-boat establishment of the Liverpool Dock Trustees; these boats, which were built by Mr. Costain of Liverpool, are deserving of special notice, not so much on account of any special new feature introduced into them, but chiefly because of the large amount of life-saving which has been done by them, and also because they are the fore-runners of the Liverpool type of Life-boats adopted by the ROYAL NATIONAL LIFE-BOAT INSTITUTION, plans of which may be seen on page 777. In 1840, the

The description of the Life-boats that did this work was as follows: The body of the boat very similar to that of a ship's pinnace, but with ends alike; a small rise in the floor, but a long floor in a fore and aft direction; sides straight at the water-line, both vertically and horizontally, stem curved, slightly raking stern-post; diagonally built of double planks of $\frac{3}{8}$ in. larch.

Length, extreme, 30 ft.; of keel, 27 ft.; breadth, $9\frac{1}{2}$ ft.; depth, 4 ft.; sheer of gunwale, 18 in.; straight keel, 4 in. deep. Rake of stem 5 in., and of stern-post 2 in. in a foot; 6 thwarts, 33 in. apart, 8 in. below gunwale, and 21 above the floor; pulled 12 oars, double-banked.

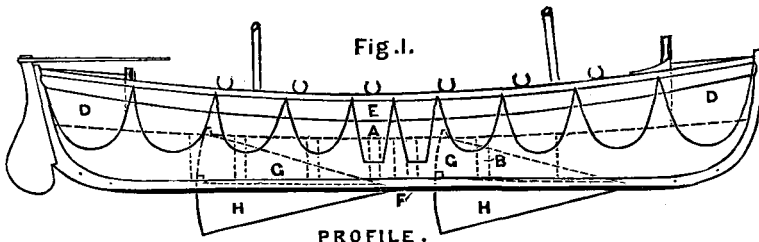
A cork fender covered with leather, 4 in. wide and 7 in. deep, was placed all

round at 6 in. below the gunwale, and a "flat" or deck ran fore and aft 12 in. above the keelson.

Extra buoyancy was obtained by twelve air-tight casks, secured along the sides fore and aft by wooden cases between the "flat" and the undersides of the thwarts. Cubical contents of the casks, 35 cubic ft., equal to 1 ton. No ballast. Internal capacity up to the level of the thwarts, 280 cubic ft., equivalent to $6\frac{1}{2}$ tons. There

would stand up well to their canvas, and pull well. The diagonal mode of building gave them great strength. There was plenty of room between the thwarts, and the air-casks being detached from the sides rendered them less likely to be stove when alongside a wreck than if the air-cases were built into the boat. The boats, if they only weighed 30 cwt., were sufficiently light for easy transport along a beach. A great deal of their work,

LIVERPOOL TYPE.



PROFILE.

Fig. 2.

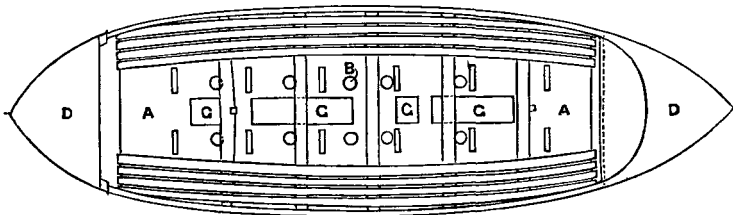
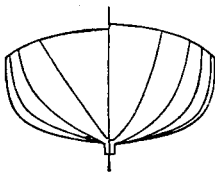


Fig. 3.

DECK PLAN.



BODY PLAN

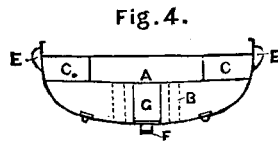


Fig. 4.

MIDSHIP SECTION.

- A.—The deck.
- B.—Relieving valves for automatic discharge of water off the deck.
- C.—Side air-cases above deck.
- D.—End air-compartments.

- E.—Wale or fender.
- F.—Iron keel.
- G.—Water-ballast tanks.
- H.—Drop-keels.

was no means of freeing these Life-boats of water except by baling, and they would not right if upset. The boats were rigged with two sprit sails and a jib. Weight of boat, 30 cwt.; of gear, 7 cwt.; total, 37 cwt.

It will readily be seen from the above description that Mr. Costain's Life-boats

especially the Liverpool and Magazine boats, was done in conjunction with a tug, the outlying sands being a considerable distance off, and frequently a strong tide to contend with in getting to them.

The great weakness of these Life-boats was their large internal capacity, exceeding 6 tons under the thwarts, and no adequate

provision for freeing themselves of water; in fact on one occasion when one of these Life-boats was being towed out by a tug she shipped so much water that the crew were obliged to cut the tow rope and return to port. However, such an instance was rare, and to set against this the carrying capacity of these Life-boats was well exemplified by the fact that as many as fifty persons, in addition to the crew of eleven, were on one occasion rescued in one of them.

Subsequent to 1850, considerable alterations were introduced into the Liverpool Life-boats, a deck a few inches above the water-line with six relieving tubes and valves being fitted into them, and side air-cases from the deck to underneath the thwarts were likewise substituted for

the casks, but below the deck there were no air-cases or compartments, consequently if the boat were stove the whole space under the deck filled with water. Such was the condition of the Liverpool Life-boats (of which Mr. Costain's was the prototype) when the ROYAL NATIONAL LIFE-BOAT INSTITUTION took them over in 1894. Since then all, with the exception of that at Hoylake,* which was built in 1892 and was fitted with two drop keels, have been replaced by new boats of the design shown on page 777, and known in the service of the ROYAL NATIONAL LIFE-BOAT INSTITUTION as the Liverpool type.

* Air-cases have been fitted under the deck of this boat since the station has been under the management of R.N.L.B.I.

(To be continued.)

THE LIFE-BOAT SATURDAY FUND.

THE numerous enthusiastic bands of workers on behalf of the Life-boat Saturday Fund have, throughout the United Kingdom, had exceptional obstacles and difficulties to deal with this year, as the result of the multitudinous appeals, in every shape and form, which have been made north, south, east and west in connection with the war in South Africa. The whole nation has been stirred by the war, and the supreme interest which it has excited has relegated all other causes and subjects to a "back-seat" for the time. The Life-boat Saturday Committees have therefore most wisely, in the interests of the Saturday Fund, decided everywhere to accept the inevitable, and for the moment not to press for Life-boat Saturday demonstrations and collections where the local populations are altogether taken up with carnivals and other measures relating to war matters. It is gratifying to find, however, that since the Life-boat Saturday season opened, in May last, one or two very successful Life-boat Saturday demonstrations have already taken place in towns which had not

hitherto co-operated in the movement, and the Central Committee of the Fund are sanguine that later on this autumn numerous other collections will be made which at present cannot be undertaken, but which are merely postponed. Saturday, the 13th May, was selected as the most suitable day for appealing for the Fund in the Metropolis, and the collections made in the streets and by some of the District Committees and Ladies' Auxiliaries were excellent, having regard to the circumstances.

We would offer a word of encouragement to our Life-boat Saturday friends, and feel sure that during the remaining months of the year their generous efforts will be crowned with much success. A country, grateful for the triumph of her army in the great cause of liberty and of civilization, cannot better show thankfulness than by aiding and encouraging those who are endeavouring to assist a great national work like that of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, the sole object of which is to save life from shipwreck on the coasts of "the land of the free."

ADDITIONAL STATIONS AND NEW LIFE-BOATS.

NEW ROMNEY, KENT; PORTHLEVEN, CORNWALL; SWANSEA, WALES; ARBROATH and PORTPATRICK, SCOTLAND.—The Life-boats placed on these Stations many years since have recently been superseded by new boats furnished by the ROYAL NATIONAL LIFE-BOAT INSTITUTION. They are all of the modern self-righting type, provided with one or more drop keels to increase their stability and weatherly qualities whilst in deep water, while some have been fitted, in addition, with water-ballast tanks. The Porthleven new Life-boat is named *John Francis White*, having been given in memory of that gentleman by his widow, Mrs. MARY ANN WHITE, of Guilford Street, Russell Square, London.

The boat sent to Port Patrick, like her predecessor, is named the *Civil Service No. 3*, the first cost and permanent endowment of the Life-boat having been provided by the Civil Service Life-boat Fund, which has presented seven Life-boats to the Institution, all of which are fully endowed. The remaining three boats are respectively named *James Stevens* Nos. 11, 12 and 13, their cost having been met from the legacy bequeathed to the Institution by the late Mr. JAMES STEVENS, of Birmingham. All the boats are, as usual, furnished with a full equipment of stores, and three of them have been provided with new transporting carriages.

THE LIFE-BOAT SERVICE IN JAPAN.

THE Imperial Japanese Society for Saving Life from Shipwreck (*Dainippon Teikoku Suinam Kiusai Kwai*) was established in 1879, but was not incorporated by Imperial Charter until 1899. At the present time the Society has 17 stations on the coast of Japan fully provided with Life-boats and life-saving apparatus, the boats being manned by volunteer crews. In 1899 the Society was instrumental in saving 1,211 lives and 269 vessels, the value of the property saved being estimated at 55,000*l.* The Society is mainly supported by voluntary contributions, but

it also receives a subsidy from Government. The management are now making strenuous efforts to largely augment the income of the Society, as they are anxious not only to increase the efficiency of the existing Life-boat stations, but also, as soon as possible, to establish many new ones. The Japanese Imperial Mercantile Marine Bureau, in their last official report, stated that in 1898 there were, on the coast of Japan, 2,564 cases of shipwreck in connection with registered vessels alone, but that casualties to unregistered vessels and fishing-boats were "innumerable."

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

KILMORE, Co. WEXFORD.—On the 2nd January 1900 the Life-boat *John Robert* was launched at 1.45 A.M., rockets and guns having been fired from the Barrels Rock Light-vessel. A light S.E. wind was blowing at the time, the sea was moderate and the weather cloudy. On reaching the lightship it was ascertained that the signals had been made as it was feared that one of the crew was dying. The man was taken into the Life-boat and landed at Kilmore.

ROBIN HOOD'S BAY, YORKSHIRE.—While a moderate gale was blowing from the E. accompanied by a rough sea, thick weather and rain, on the 2nd January, the s.s. *Knud*, of Copenhagen, bound from Ghent for Middlesbrough, in ballast, stranded on the north side of Robin Hood's Bay. The crew of the Life-boat *Ephraim* and *Hannah Fox* were summoned, and at 5 A.M. the boat was launched. Considerable difficulty was experienced in getting alongside the wreck, but after two

attempts this was successfully accomplished; thirteen men were rescued, and, at 7 o'clock, were safely landed at Robin Hood's Bay.

STAITHES, YORKSHIRE.—The cobbles which were out fishing on the afternoon of the 4th January were overtaken by a thick fog and at about 3.30 a boat with a crew of five men put off from the shore to assist them. At 5.15, as darkness was coming on and the sea increasing, the boat returned and the Life-boat *Jonathan Stott* was thereupon launched and remained in attendance until 6.30, all the fishermen having then safely landed.

GRIMSBY.—On the 7th January, notice having been received that the services of the Life-boat were required, the steam Life-boat *James Stevens No. 3* left the harbour at 3.40 A.M., and proceeded to the schooner *Demarius*, of Goole, bound from London for Hull with a cargo of chalk. She had stranded on the links off Spurn Point in the S.S.W. gale which was then blowing, accompanied by a heavy sea and hazy weather, and her crew had been rescued by the Spurn Point Life-boat belonging to the Hull Trinity Board. At 7 A.M. the schooner floated, some of the Life-boat's crew manned her and, her captain having again boarded her, she was taken into Grimsby.

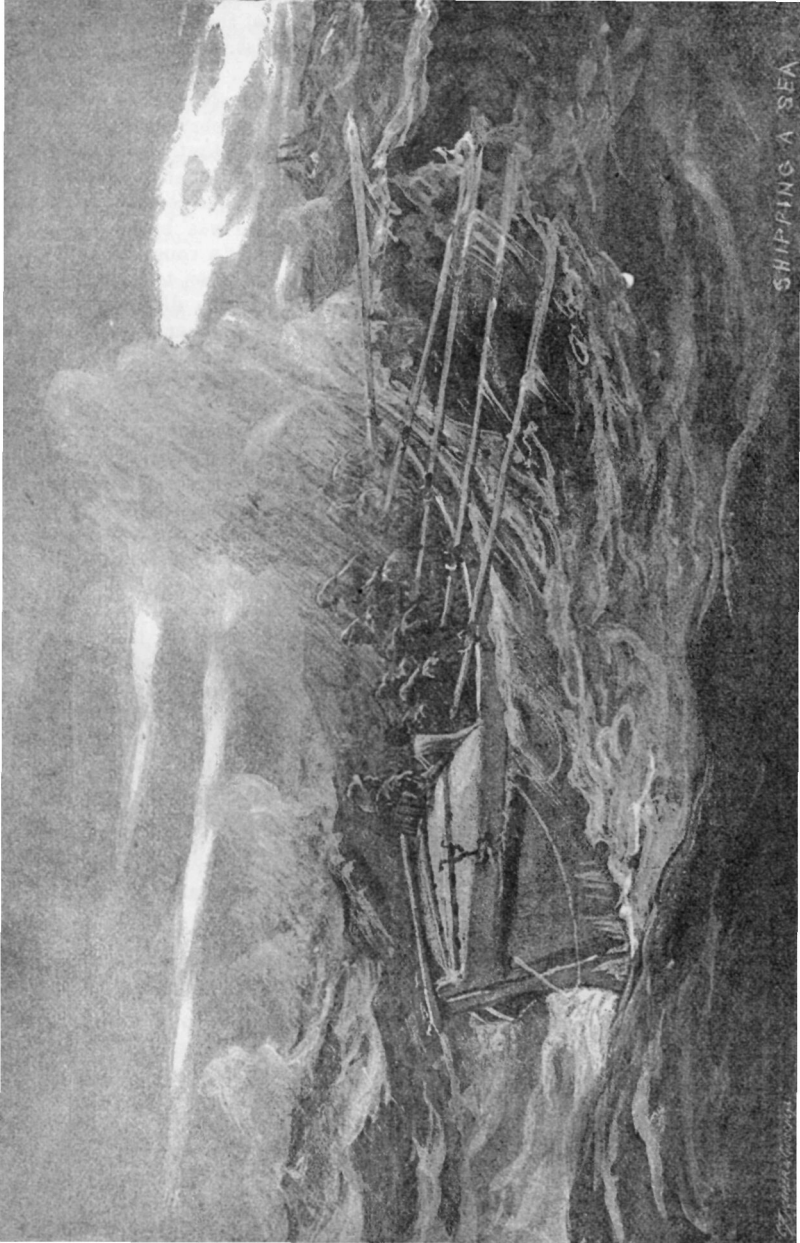
CAISTER, NORFOLK.—While a strong breeze was blowing from N.W. by W., increasing to a gale and accompanied by a heavy sea, on the 18th January, the coxswain of the Life-boat, who was watching, observed the side-lights of a vessel on the Barber Sands. He at once summoned the crew, and at 4.40 A.M. the Life-boat *Beauchamp* was launched and proceeded to the sand, where two vessels were found stranded. One of them, the ketch *Temperance Pledge*, of Scarborough, in ballast, from Orford Haven for Hartlepool, was lying well up on the top of the sand and burning flares. The Life-boat answered her signals with a portfire, and spoke the other vessel (the lights of which were those first seen from the shore), which was aground on the outside of the sand. Those on board, however, declining assistance, the boat made for the ketch, and having anchored to windward, veered down to her, striking

the ground and being swept by the heavy seas. Having got a rope to the vessel the boat was hauled nearer and succeeded in rescuing the crew of two men. The Life-boat was then hauled to windward, and waited until the water had risen sufficiently to enable her to sail over the sand to the other vessel, anchored by her and remained until she beat off the sand and resumed her voyage. The ketch floated at the same time and was towed into Yarmouth harbour by a steam-tug.

HAYLE, CORNWALL.—The three-masted schooner *Caroline*, of Padstow, bound from Hayle for Cardiff with sand, while being towed out of the harbour, in a moderate W.N.W. breeze and a very heavy ground sea, on the 23rd January, stranded on the eastern side of the bar. She showed signals of distress, and in response to them the Life-boat *E. F. Harrison* was promptly launched, and at 10.10 A.M. was on her way to the vessel. The crew of six men and a pilot were rescued by the Life-boat, the schooner becoming a total wreck.

CLOGHER HEAD, Co. LOUTH.—While about sixteen open yawls were fishing off Clogher Head on the morning of the 24th January, a gale sprung up very suddenly from W.N.W., and the coxswain of the Life-boat, who was watching the fleet, saw that several of the boats were in danger through the loss of their sails. He at once summoned the crew, and at 11.40 the Life-boat *Charles Whitton* put off, taking two extra men to go on board any boat which might be short-handed. Several of the boats had very narrow escapes, but all succeeded in getting into safety. One of them, the lugger *Irish Girl* of Dundalk, would probably have foundered with all on board in the absence of help from the Life-boat men. Her sail was split, the boat was half full of water, drifting out to sea, and her crew of six men were completely exhausted. They were taken into the Life-boat, two of the Life-boat men boarded the lugger and baled out the water from her, and the boat was towed safely ashore.

This was the first service rendered by the Life-boat here, the station having only been formed in July last year; it reflected



great credit on the Life-boat crew, who reported most favourably on the behaviour of the boat.

POINT OF AYE, FLINTSHIRE.—The s.s. *North Tyne*, of Newcastle, bound from Huelva for Mostyn, was seen stranded, while a moderate gale was blowing from N.W., with heavy squalls and a rough sea, on the 28th January. The Life-boat *H. G. Powell* was launched at 10.35 P.M., and on reaching the vessel found that she had got afloat again and was riding at anchor in about five fathoms at low water. The Life-boat stood by the steamer until the master stated that he did not require her to remain any longer. While alongside, one of the Life-boat men had one of his hands severely crushed between the boat and the vessel.

WINTERTON, NORFOLK.—On the night of the 29th January, while a strong wind was blowing from E.N.E. the weather being squally and the sea heavy, an intimation was received that the services of the Life-boat were needed. The crew and helpers assembled and horses were sent for, but before they arrived the men had taken the Life-boat *Edward Birkbeck* along the beach opposite to where the vessel was stranded, about half a mile north of the Life-boat Station. There she was launched at about 11 o'clock and, with the aid of the whip of the rocket apparatus, succeeded in effecting the rescue of the crew of twelve hands and the master's wife from the barque *Theodor* of Elsfleth, bound from Hamburg for Monte Video with a general cargo. The vessel became a total wreck.

FILEY, YORKSHIRE.—At 7 A.M., on the 29th January, the fishing cobbles, twenty-eight in number, put to sea. At 10 o'clock the wind began to freshen, increasing to a gale from E.N.E. accompanied by a rough sea and showers of rain and snow. At 12.30 the Coxswain of the Life-boat returned ashore in his boat and decided to take out the Life-boat *Hollon the Second* to help the others. She was at once launched, proceeded to the Bell buoy, where the cobbles would encounter the greatest danger, and remained afloat until all the boats were in safety; the crews of the last three boats were furnished with life-belts from the Life-boat.

On the 27th February, the Life-boat afforded help to the crew of a fishing coble who had lost their way in a very thick fog. A life-belt was given to each of the three men and the boat was taken in tow, one of the Life-boat men going on board to assist the fishermen.

BRANCASTER, NORFOLK.—On the morning of the 2nd February it was reported by the Coastguard that lights had been seen on the Burnham Flats and that a vessel was in a dangerous position off Thornham. A strong wind was blowing from E.N.E. accompanied by a rough sea. Soon afterwards she was seen to be making signals, but owing to the distance and the hazy state of the weather they could not be clearly discerned. In these circumstances it was considered prudent to despatch the Life-boat to her assistance; the crew were therefore summoned, and at 10.15 the *Alfred S. Genth* was launched. On reaching the vessel, the schooner *Edwin*, of Portmadoc, laden with timber, it was seen that the crew had left in their boats, and search was therefore made for them but without success. The Life-boat then returned to the vessel and boarded her. She was riding near the Flats, having stranded but floated off again. Shortly afterwards the pilot cutter No. 13, of Lynn, sailed up, having on board the schooner's crew whom they had picked up from their two boats. With the combined help of the Life-boat men and pilots the vessel was taken into Lynn Roads, the Life-boat remaining by her until 9 o'clock on the following night as she was leaking and was not in a safe position.

CULLERCOATS.—The Life-boat *Co-Operator No. 1* was launched to the assistance of the coble *Thistle* which was in danger while returning from the fishing grounds in a moderate wind from E. by N. and a rough sea, on the morning of the 3rd February. Her crew of four men were taken into the Life-boat and the coble was towed into the harbour.

FORMBY, LANCASHIRE.—The schooner *Eclipse*, of Peel, Isle of Man, bound from Fleetwood for Liverpool, with gravel, was seen aground on the most dangerous part of Taylor's Bank, having stranded there in misty weather, on the morning of the

6th February. The Life-boat *John and Henrietta* put off at 10.45, and on reaching the schooner, found she was bumping heavily. Acting on the advice of the Coxswain, a kedge was laid out astern to prevent the vessel from going further on the bank; shortly afterwards she floated and her anchor was weighed, when she cleared the bank and stood into Queen's Channel with the Life-boat in tow. The boat remained by her until arriving near the Crosby Light-vessel, when, no further help being needed, she returned to her station.

HOLY ISLAND, NORTHUMBERLAND.—Signals were heard on the morning of the 10th February proceeding evidently from a vessel on the northern part of the island. The weather was thick, snow was falling, the wind was blowing from N.E. a moderate gale and there was a somewhat heavy sea. At 7 o'clock the Life-boat *Grace Darling* was launched and proceeded under oars to the Snipe Rocks, N. of Emmanuel Head, where the s.s. *Strathbeg*, of Fraserburgh, was found stranded. Communication with the vessel had been obtained by means of the rocket apparatus and three of the crew had been rescued with the lines when the boat arrived and succeeded in saving the remaining seven men. The Life-boat, which was well handled by her crew, behaved excellently. She shipped some heavy seas, one of which broke over her just after the rescue of the shipwrecked men had been effected, but she steadied herself and, to quote the words of the report of the service, "rose like a duck." The vessel became a total wreck.

A letter written on the day of the rescue was received by the Secretary of the Institution, from one of the crew of the vessel, expressing, on behalf of himself and his comrades, admiration of the conduct of the Life-boat men and thankfulness for the service they had rendered.

On the 12th February, the *Grace Darling* was again launched and stood by some fishing-boats which had been overtaken by a rough sea.

FISHGUARD, PEMBROKESHIRE.—Flares were shown by two vessels at anchor in Fishguard Bay while a strong gale was blowing from N.N.E. accompanied by a heavy sea, thick weather and snow, on

the 11th February. Rockets were immediately fired at Goodwick and repeated at Fishguard and at 1.15 a.m. the Life-boat *Appin* was launched. She proceeded first to the ketch *Volunteer*, of Aberystwyth, bound from Newport (Mon.) for Fishguard, with a cargo of coal, and afterwards went to the schooner *Sarah Davies*, of Aberystwyth, coal-laden, from Swansea for Dublin. Each of the vessels had parted one of her cables and was drifting towards the rocks, and had not the gale abated would have in all probability been totally wrecked. The Life-boat took off the crew of two men from the *Volunteer* and the schooner's crew, consisting of three men, and safely landed them at about 2.30 a.m.

MARGATE.—On the 11th February a strong gale was experienced here, the wind blowing from S.S.W. accompanied by a heavy sea and thick weather, with rain and snow. At 1.50 a.m. the Coast-guard reported that the Tongue Light-vessel was firing signals of distress; the Life-boat crew were summoned and the Life-boat *Civil Service No. 1* was launched. Reaching the Tongue Light-vessel and ascertaining that she was answering the Prince's Channel Light-ship, the Life-boat proceeded in that direction. Subsequently flares were observed on the Shingles and on arriving there the schooner *Picton*, of Carnarvon, bound from Shoreham for London and laden with carbolic acid, was found stranded. She had a good depth of water in her and her fore compartment was on fire. The Life-boat men succeeded in extinguishing the fire and worked at the pumps about four hours, but the water gained on them, and, finding it impossible to save the vessel, the Life-boat left her at about 8 o'clock, having taken off her crew of five men, and a dog. The master of the vessel highly commended the conduct of the Life-boat men in their endeavours to save the vessel in such tempestuous weather.

At about 9 a.m. on the 14th February a vessel was seen riding with two anchors down, not far from a lee shore, about five miles W. of Margate. Her sprit and sails had been blown away and apparently the seas were washing completely over her. A whole gale was then blowing from N.

by E., the weather was thick, and hail and snow were falling. The Life-boat *Eliza Harriet* was launched, proceeded across the Nayland rock, encountering very heavy seas which filled her several times, and reached the vessel at about 11 o'clock. She was the barge *Mizpah*, of Harwich. Considerable difficulty was experienced in getting alongside, but this was ultimately accomplished, and the crew of three men, who were wearing life-belts, were taken into the Life-boat, which remained near the vessel until about 2 P.M., when the weather moderated and some of the Life-boat men and the crew boarded her. The boat stood by for another half-hour, and as the barge was safe—the crew having the help of those Life-boat men who remained on board—it was decided to return to her station, which was reached at about 4 P.M., heavy seas being again encountered on the journey. On the following morning the boatmen left on board took the vessel to the Horse Sand, where she was picked up by a tug, the services of which had been secured by the coxswain of the Life-boat on his return to the shore, and was towed to Faversham, to which port she was destined with a cargo of slate from London.

RAMSGATE.—In response to signals from the Gull Light-vessel, the Life-boat *Bradford* was towed out by the harbour steam-tug *Aid* at 2.10 A.M., on the 11th February, while a strong gale was blowing from S.S.W., accompanied by a heavy sea and heavy snow squalls. On speaking the Light-ship it was ascertained that a vessel was aground at the north end of the Goodwin Sands, and the Life-boat was therefore towed in that direction. When near the Sand the boat was cast off, and, proceeding under sail, discovered the vessel showing signals of distress, but found that there was not sufficient water for the boat to approach her. She was kept as near as could be done with safety until 5 A.M., when she was able to get alongside the vessel and found her to be the ketch *Sunbeam* bound from Teignmouth for London, with a cargo of clay: she was bumping heavily, her rudder was smashed, she was otherwise seriously damaged, and was full of water. Some of the Life-boat men boarded her and worked at the pumps, but it was found

utterly impossible to save the ketch, and her crew of four men were therefore taken into the Life-boat, which was towed back to her station, arriving there at 11.30 A.M., when the shipwrecked men were landed and taken to the Sailor's Home.

On the 23rd February, a message having been received from the North Goodwin Light-vessel, the Life-boat *Bradford* went out in tow of the harbour steam-tug *Aid* at 8.45 A.M., and found the s.s. *Hopeful*, bound from London for Liverpool with a general cargo, stranded between the North and North-West Goodwin buoys. The Life-boat stood by her until the tide made, when she was able to get off under her own steam and resumed her voyage, apparently uninjured. The weather at the time was foggy and the sea and wind were moderate, the latter blowing from S.W.

BOULMER, NORTHUMBERLAND.—The fishing-boats went out at 7.30 A.M., on the 12th February, and at about 10 o'clock were compelled to return, a very heavy sea having sprung up. Four of the boats were assisted by the Life-boat *Melissent*, which put off to the rescue at 12.30; the others succeeded in reaching the harbour without help.

WHITBY.—The Life-boat *John Fielden* was launched at 12.30 P.M., on the 12th February, and attended some of the cobbles which were in danger while returning to the harbour, a heavy sea having sprung up during the time they were out fishing.

SCARBOROUGH.—The s.s. trawler *Viking*, proceeding from the fishing ground to Grimsby on the 13th February, stranded on the White Nab, one mile S. of Scarborough. The weather was very thick at the time and a very light wind was blowing from S.E. The Coxswain of the Life-boat was informed of the occurrence and it was decided to take out the Life-boat *Queensbury*, which was launched at 9.15 A.M. At the master's request the Life-boat men laid out two anchors, assisted to get the vessel off at high water and guided her safely through the channel between the rocks.

LOOE, CORNWALL.—Six crab boats brought up off the harbour on the 13th

February, waiting until there was sufficient water to enable them to cross the bar. The wind increased to a gale from S.E., the sea became heavy, there were heavy falls of snow, and the boats were in such a perilous situation that it was considered advisable to take out the Life-boat *Boy's Own No. 1*, and proceed to their assistance. The boat was therefore launched at 1 P.M., and escorted the boats into the harbour, placing herself in a position to shelter the smaller ones in passing through the surf in crossing the bar. One sea which broke on board the Life-boat would probably have had fatal results had its force been encountered by one of the little crabbers.

On the 15th February at about 5 P.M., while a whole gale was blowing from W.S.W., accompanied by a very heavy sea and thick weather with rain, the ketch *R. T. B.*, of Bridgwater, laden with flour from Plymouth for Cardiff, was seen about two miles from the harbour with a signal of distress flying. In about ten minutes the Life-boat *Boy's Own No. 1* was launched and proceeded under sail to the vessel, which had lost her head sails and stays and was fast drifting towards a lee shore. Her crew of four men were taken into the Life-boat and safely landed at Looe.

BROADSTAIRS.—The Life-boat *Francis Forbes Barton* was launched at 4.5 P.M. on the 14th February, while a gale of wind was blowing from N., accompanied by a heavy sea, a barge, with a signal of distress flying, having been seen eastward of the Goodwin Sands. On reaching her it was found she was the *Mary Kate*, of London, homeward bound from Remagen with a cargo of mineral waters. Her sails had been blown away and her rigging was damaged, while her captain had severely injured his hand, and he and his crew of two men were thoroughly exhausted. The Life-boat men having been requested to try to save the vessel, five of them boarded her, and with the help of the Ramsgate steam-tug she was taken to Ramsgate.

HOLYHEAD.—On the morning of the 15th February a small schooner was seen

drifting helplessly about two miles outside the Breakwater, and a telephone message was received by the coastguards from the Breakwater Lighthouse keeper stating that the vessel was in need of assistance. The steam Life-boat *Duke of Northumberland* proceeded to her at 11.45 and assisted to get her into the harbour. She was the *Albion*, of Runcorn, laden with guano, from Dublin for Saltney, and on board her were a crew of four men and the master's wife and two children. A strong gale was blowing from S., and there was a very heavy sea during the time this service was rendered.

LITTLE HAVEN, PEMBROKESHIRE.—On the 15th February, while a strong gale was blowing from W.N.W., accompanied by a heavy sea, intelligence was received that a large barque which was lying in St. Bride's Bay was dragging her anchors and was in danger of going ashore. At 5 P.M., the Life-boat *David Pickard* was launched and found the vessel was the *Cashier*, of Antwerp, bound from Cardiff for Cape Town, with a cargo of patent fuel. She was leaking, her mainmast was injured, and she was riding heavily at her anchors. Eight passengers and fifteen of the crew were taken into the Life-boat and landed at Little Haven at about 1 A.M., but the master and four others declined to leave the vessel. During the day the wind increased and a boat was seen to put off from the vessel and make for Little Haven; it was however capsized in the breakers while endeavouring to land, and her crew of three men, who had a very narrow escape, were pluckily rescued by men who rushed into the water to their assistance. The captain and another man still remained on board the barque, and it was decided to take out the Life-boat to her again, but on approaching the ship, which was lying about six miles from the station, the Government tug *Alligator*, which had been wired for, was sighted and on arrival took charge of her and tried to tow her to Milford. However, when just outside the bay the hawser parted, the two men were then taken on board the tug and the barque was abandoned. She afterwards drove back and became a total wreck.

SUMMARY OF THE MEETINGS OF THE COMMITTEE.

THURSDAY, 11th January, 1900.

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.—Fraserburgh, Whitelink Bay, Dornoch Firth and Embo, Broughty Ferry, Southend (Cantyre), Campbeltown, Kildonan, Port Logan, Whithorn, Kirkcudbright, Balcary and Port Patrick.

Eastern District.—Sunderland (South Outlet and South Pier), Roker, Whitburn, Seaham, Hartlepool (three boats), West Hartlepool, Seaton Carew, Redcar, Dungeness (two boats) and New Romney.

Southern District.—Newhaven, Eastbourne, Shoreham, Lyme Regis, Swanage, Poole and Bournemouth.

Western District.—Burnham, Weston-Super-Mare, Lynmouth, Watchet, Morthoe, Ilfracombe, Appledore (two boats), Clovelly, Bude, Port Isaac and Padstow (two boats).

Reported the receipt of a contribution of 18,815l. 8s. 1d. from the Central Committee of the Life-boat Saturday Fund, as the nett proceeds of "Life-boat Saturday, 1899."

Resolved that the best thanks of the Committee be conveyed to the Central Committee of the Life-boat Saturday Fund for their continued valued co-operation.

Also the receipt from the Civil Service Life-boat Fund, per CHARLES DIBDIN, Esq., Honorary Secretary, of a further sum of 1,372l. 15s. 1d. to recoup the Institution all the expenses incurred in 1899 in maintaining the seven stations at which the seven Life-boats presented and endowed by the fund are placed. The total sum thus contributed to the Institution by gentlemen in Her Majesty's Civil Service has been 24,706l. 0s. 7d.

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

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

	£	s.	d.
Licensed Victuallers Life-boat Fund, in aid of support of Licensed Victualler Life-boat at Hunstanton (additional)	50	-	-
Loyal Order of Ancient Shepherds (Ashton Unity) (additional)	25	-	-
"Collections from Seamen per C. L."	18	-	-
Offertries in St. Alban's Church, Sunninghill, per C. D. KEMP-WELCH, Esq.	10	8	9

—To be severally thanked.

Reported the transmission to their Stations

of the St. Mary's (Scilly Islands) and St. Ives new Life-boats.

Mr. WALTER G. WINDHAM, late Lieutenant R.L.M., was appointed a District Inspector of Life-boats, vice Commander T. H. WILLOUGHBY BEDDOES, R.N., resigned.

Paid 7,954l. for sundry charges on various Life-boat establishments.

Voted 519l. 1s. 6d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Arbroath . . .	Four fishing-boats. Stood by boats.	
Dover . . .	Pier works light-vessel. Stood by vessel.	
Dungeness No. 2	S.S. <i>Pelotas</i> , of Hamburg. Remained by vessel.	
Ferryside . . .	Barque <i>Craiguhinnie</i> , of Calcutta. Landed 18.	
Filey . . .	Fishing-cobles. Remained in attendance.	
Newbiggin . . .	S.S. <i>Pauline</i> , of Sunderland. Stood by vessel.	
New Brighton	S.S. <i>Highland Laird</i> and (Steam Life-boat.) <i>Albatross</i> , of Liverpool. Rendered assistance.	
Padstow . . .	Fishing-boat, <i>Harriett Ann</i> , (Steam Life-boat.) of Padstow. Saved boat and	2
Port Patrick . . .	Fishing-boat <i>Irez</i> , of Port Patrick. Rendered assistance.	
Ramsey . . .	Schooner <i>Ruby</i> , of Aberystwyth	4
Robin Hood's Bay	S.S. <i>Knud</i> , of Copenhagen	13
Southwold No. 1.	Brigantine <i>Economy</i> , of Harwich	4
Stonehaven . . .	Danish Schooner <i>Alma</i> . Rendered assistance.	
Swansea . . .	S.S. <i>Bender</i> , of Bridgwater. Remained by vessel.	
Thurso . . .	Schooner <i>Miss Beck</i> , of Carnarvon. Landed 4.	
Tramore . . .	Schooner <i>Unicorn</i> , of Ballyhack	4
Walmer . . .	South Sand Head light vessel	7
Winterton No. 2.	Schooner <i>Cambrian</i> , of Swansea. Landed 5 men from North Hasborough light vessel.	

The Grimsby (Steam Life-boat), Hauxley, Ramsgate and Winterton No. 2 Life-boats rendered the following services:—Schooner *Demarius*, of Goole, saved vessel; s.s. *Mimi*, of Kiel, rendered assistance; barque *Army*, of Rostock, assisted to save vessel, and s.s. *Sybil*, of London, assisted to save vessel and 19.

Voted also 961l. 3s. 10d. to pay for launches or assemblies by the crews of the following Life-boats, with the view of assisting persons on board vessels in distress:—Ackergill, Broadstairs, Caister No. 1, Clacton-on-Sea, Cresswell,

Cromer, Dover, Dunbar, Exmouth, Falmouth, Hastings, Hauxley, Holyhead (steam Life-boat), Holy Island No. 1, Hythe, Kessingland No. 2, Kirkcudbright, Llandudno, Newbiggin, New Brighton, New Romney, North Berwick, Padstow (steam Life-boat), Palling No. 2, Plymouth, Runswick, Rye, Southend (Scotland), Swansea, Tynemouth No. 2, Uppang, Walmer, Walton-on-the-Naze, Wexford, Whitby, Whithorn, Winchelsea, Winterton No. 2, Great Yarmouth and Youghal.

An extra reward was granted to the crew of the Tramore Life-boat, in recognition of their good services in rescuing the crew of the schooner *Unicorn*, of Ballyhack, on the 10th December. Thanks were accorded to Mr. E. O'S. WARDELL, Honorary Secretary, and Dr. C. AMBROSE for volunteering for service in the Life-boat on the occasion.

The Committee considered reports of several acts of gallantry performed on the occasion of the catastrophe to the Aldeburgh Life-boat on the 7th December.

The Silver Second Service Clasp was awarded to Mr. CHARLES WARD, bowman of the Life-boat, who was in charge of the Life-boat on the occasion, the coxswain being prevented by illness from going out in the boat. On being washed up on the beach, WARD immediately went back into the water, and at great personal risk rescued first one and then another of his comrades. He already possessed the Institution's Silver Medal, it having been presented to him in January, 1894, for general gallant services in the Life-boat.

The thanks of the Institution, inscribed on vellum and framed, with the sum of 1l. 10s., were also presented to Mrs. HOLLAND, laundress, for wading into the sea up to her waist, at considerable risk, and assisting to save one of the crew of the Life-boat.

1l. was awarded to Mr. JAMES SMITH, who rendered assistance to two other Life-boat men.

Letters of thanks and pecuniary grants were awarded to Messrs. WILLIAM KING, WILLIAM PALLANT, and E. WARD, and monetary rewards to CHARLES BURWOOD, JAMES CRITTEN, and JOSEPH WARD for services rendered on the occasion.

The Committee also decided to tender their thanks for valuable co-operation rendered on the occasion by Lieut. J. O. WILLIAMS, R.N., Honorary Secretary of the Aldeburgh branch of the Institution; Mr. AHEARN, late of H.M. Coastguard; Mr. JAMES CABLE; Police Inspector MANN, and Messrs. ERNEST BOWERS, GEORGE CONSTANCE, NICHOLLS CORTON, A. EMERSON, ALEXANDER KEY, V. A. PARSLÖE, W. W. WARD, G. A. WHISTLER and A. G. WHISTLER.

Reported that a Coroner's Inquest had been held on the bodies of the six Life-boat men who lost their lives as the result of the catastrophe, the jury returning a verdict of accidental drowning, and recommending that a harbour should be constructed at Aldeburgh; also that the Cork Light Vessel should be connected with the shore by telephone.

Voted 8l. to two men injured while on service in the Stromness and Winterton No. 2 Life-boats.

Also 8l. to four men for putting off in a boat and rescuing the crews, numbering in all twenty-four men, from five fishing boats which were in danger off St. Andrew's, Fifeshire, in a moderate breeze, a heavy sea, and thick weather on the 14th December. Great risk was incurred by the salvors, their own boat being capsized while they were assisting one of the fishing-boats.

Also 6l. to four fishermen for rescuing the crew of three men of the fishing-boat *Golden Light*, of St. Ives, which was upset in the bay at St. Ives, in a strong N.N.E. breeze and a choppy sea, on the 1st December. The salvors lost their catch of fish and had a net damaged.

Also 2l. to four men, for putting off in a boat, from Llandudno, with the view of rescuing the crew of the fishing smack *Gipsy King*, of Douglas, on the 12th December. What appeared from the shore to be men on the vessel was found on reaching her to be sails rolled up.

Also 1l. to four men for putting off in a boat and rescuing two men from the barge *Concord*, which had stranded outside Porthallow Cove, Cornwall, in a moderate E. breeze, a moderate sea, and thick weather on the 8th January.

Resolved, that the Life-boat Establishment at Thorpeness, Suffolk, be discontinued.

Thursday, 8th February, 1900.

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

Read and confirmed the minutes of the previous meeting.

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

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

Read the report of the Chief Inspector of Life-boats on his recent visits to the Southport and Fleetwood Stations.

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

Northern District.—North Berwick, Cullercoats, Cresswell, Newbiggin and Tynemouth (two boats).

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

Southern District.—Eastbourne, Rye, Winchelsea, Hastings and Shoreham.

Western District.—St. Ives, Penzance, Sennen Cove, St. Mary's, St. Agnes, Hayle and New Quay (Cornwall).

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

	£	s.	d.
Mrs. A. HICKMAN MORGAN (additional)	50	—	—
W. INGHAM WHITAKER, Esq., annual subscription	25	—	—
W. H. A. WHARTON, Esq. (additional)	20	—	—

	£ s. d.
T. K. HARDIE, Esq. (additional)	20 - -
Collected by friends at St. Michael's, Paddington, per the Rev. G. F. PRESCOTT, M.A. (additional)	12 1 -
Offertory in Adderley Church, Market Drayton, per the Rev. ATHELSTAN CORBET, M.A.	6 13 -

—To be severally thanked.

Also the receipt of the following legacies:—

	£ s. d.
The late Mrs. PHILLIS LOWTHER, of Fallowfield	250 - -
The late DENNIS ADAMS, Esq., of Cambridge	100 - -
The late Mrs. ALEXANDER BLACK, of Hyde Park Gardens	100 - -
The late Mrs. HENRIETTA HODGSON, of Tidenham, Gloucester	10 - -

Voted the best thanks of the Committee to GEORGE WILKS, Esq.; HENRY THOMAS, Esq.; the Rev. Canon ANSON FIRTH, M.A.; W. H. H. KENNEDY, Esq.; FRANK MESSENT, Esq., and A. S. GARRETT, Esq., in acknowledgment of their past valuable services as Honorary Secretaries respectively of the Hythe, Hayle, Durham, Wicklow, Tynemouth and Thorpe Branches of the Institution, which offices they had just resigned.

Reported the transmission to its station of the new Life-boat for New Romney.

Paid 3,032l. for sundry charges on various Life-boat establishments.

Read letters from the Board of Trade forwarding copies of the Report of the Inquiry held by the Board into the circumstances attending the accident to the Aldeburgh Life-boat on the 7th December. The Report stated that the boat was suitable for the work she had to do, was properly equipped and in good condition when she left the beach, and was properly and carefully navigated by a thoroughly competent coxswain of great experience.

Voted 243l. 19s. to pay the expenses attending the undermentioned Life-boat services:—

Life-boat.	Vessel.	Lives Saved.
Buckie . . .	Fishing-boats. Stood by boats.	
Caister No. 2 . .	Ketch <i>Temperance Pledge</i> , of Scarborough . . .	2
Clogher Head . .	Lugger <i>Irish Girl</i> , of Dundalk. Saved vessel and	6
Cullercoats . . .	Coble <i>Thistle</i> . Rendered assistance.	
Filey . . .	Fishing-cobles. Stood by boats.	
Hayle . . .	Schooner <i>Caroline</i> , of Padstow . . .	7
Kilmore . . .	Barrels Rock light vessel. Landed a man who was ill.	
Point of Ayr . .	S.S. <i>North Tyne</i> , of Newcastle. Stood by vessel.	
Staithe . . .	Fishing-cobles. Remained in attendance.	
Winterton No. 1	Barque <i>Theodor</i> , of Elsfleth	13

The Brancaster Life-boat assisted to save the schooner *Edwin*, of Portmadoc.

Voted 712l. 0s. 6d. to pay for launches or

assemblies by the crews of the following Life-boats with the view of assisting those on board distressed vessels:—Aldeburgh, Appledore Nos. 1 and 2, Blackrock, Bude, Caister No. 1, Clacton-on-Sea, Clovelly, Folkestone, Formby, Greencastle, Groomsport, Harwich (steam Life-boat), Hastings, Howth, Hoylake, Kingsdowne, Lowestoft No. 1, Margate No. 1, Palling No. 2, Piel (Barrow), Rhyl, Southend-on-Sea (Essex), Whitburn, Whitby No. 2 and Winterton No. 2.

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

Voted 5l. 15s. to a man injured while on service in the Harwich Life-boat.

Voted the Silver Medal of the Institution, accompanied by a copy of the vote inscribed on vellum and framed, to Mr. DANIEL DEMPSEY, lighthouse boatman at Sanda, Scotland, and to his sons DANIEL and ALEXANDER, for putting off in a boat and at very great risk (Mr. DEMPSEY, Senior, being washed out of the boat and with difficulty rescued by his sons) saving five men from the schooner *Sovereign*, of Campbeltown, which was totally wrecked on the island of Sanda, in a strong breeze from N.W. to N., squally weather, and a heavy cross-sea, on the 25th December. The sum of 3l. was also awarded to Mr. DEMPSEY, and 2l. to each of his two sons.

Also an aneroid barometer to Mr. EVAN WILLIAMS, farmer, for rescuing the crew of three men from the ketch *Anne*, of Carnarvon, which struck on the rocks at Porthscaden Point, Carnarvonshire, in a strong S.W. breeze and a heavy surf, on the 8th January. The men were seen in the rigging at 7.30 A.M., by Mr. Williams, who shouted to them to make for the shore, and as they reached the rocks he alone and unaided got hold of them and dragged them out of the broken water.

Also 3l. 15s. to five men for rescuing the crew of four men from the schooner *Malfilatre*, of Bridgwater, which had stranded near Howth, in a whole gale from E. and a very heavy sea, on the 28th December.

Also 2l. 10s. to five men for rescuing the crew of four men from the fishing-boat *Rose*, of Burton Port, which had been capsized in the surf on Trienagh Bar, near Aranmore, Ireland, on the 23rd December.

Also 1l. 10s. to six men for putting off in a boat to the assistance of the crew of a boat which had been upset at the mouth of the Liffey while in tow of a tug, in a rough sea, on the 10th January. The men, however, were picked up by the tug.

Also 1l. 5s. to five fishermen for putting off in a cable from Staithe, Yorkshire, and assisting other cobles which had been overtaken by a very thick fog and a heavy sea.

Also 15s. to three men who, while fishing off Beadnell, Northumberland, on the 10th January, saw another coble disabled by the breaking of her rudder, proceeded to her assistance and towed her into safety. A very strong N.W. breeze was blowing at the time and there was a rough sea.

Also 15s. to a man for rescuing another man from the mast-head of a fishing smack which had been submerged in Poole Harbour, Dorset, in a moderate N.W. gale, on the 16th January.

THURSDAY, 8th February, 1900.

A Special General Meeting of the Governors of the Royal National Life-boat Institution was held this day, pursuant to notice given by advertisement, at its house, John Street, Adelphi, London, to confirm the Bye-Laws of the Institution as amended by the Committee of Management.

The Chair was taken by Sir EDWARD BIRKBECK, Bart., V.P.

It was moved by Captain G. B. Preston, seconded by Capt. the Hon. John M. Yorke, R.N., and carried unanimously.

“That the Bye-Laws now submitted, as amended by the Committee of Management and being in accordance with the provisions of the Royal Charter and the practice of the Committee of Management, be approved and adopted.”

THURSDAY, 8th March, 1900.

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

Read and confirmed the Minutes of the previous meeting.

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

Read the report of the Chief Inspector of Life-boats on his recent visit to the Piel (Barrow) Station.

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

Northern District.—Hauxley, Blyth (two boats), Boulmer, North Sunderland, Alnmouth and Holy Island (two boats).

Eastern District.—Winterton (two boats), Caister (two boats), Yarmouth, Gorleston (three boats), Pakefield, Kessingland (two boats), Lowestoft (two boats), Southwold (two boats) and Dunwich.

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

Western District.—Burry Port, Swansea, Port Eynon and Fishguard (two boats).

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

	£	s.	d.
Dog-owners of Great Britain, through <i>The Stock-Keeper</i>	81	1	6
“C. A. M.”	50	-	-
Collected on board the S.S. <i>Lizzie</i> , per Capt. DUKE	3	12	-
Offerory in Holy Trinity Church, Westcott, Dorking, per the Rev. A. D. WOOLLEY, B.A.	3	8	6
Collected on board the R.M.S. <i>Tantallon Castle</i> , per Captain TRAVERS	2	10	-

—To be severally thanked.

Also the receipt of the following legacies:—
The late WILLIAM ROBERTS, Esq., of Manchester, for building and maintaining on the Welsh Coast a Life-boat to be called the *William Roberts* Life-boat. £ s. d. 1200 - -

	£	s.	d.
The late JAMES TOLEMAN, Esq., of Goswell Road (balance)	608	-	8
The late Countess of SHAFTESBURY in aid of Groomsport and Green-castle Branches	200	-	-
The late EDWARD DUKES, Esq., of Handsworth	50	-	-
The late Miss ELIZA DAVIS, of Redland, Bristol	50	-	-
The late Mrs. C. E. COOPER, of Mistley	10	-	-

Voted the best thanks of the Institution to T. W. ISLAY YOUNG, Esq.; the Rev. J. N. PALMER, M.A.; W. G. HAMILTON, Esq.; WALTER CARTER, Esq.; F. A. SEARLE, Esq.; The Rev. S. S. HOLMES, B.A.; THOMAS PARSON, Esq., and Miss F. E. MILWARD, in recognition of their past valuable services as Honorary Secretaries respectively, of the Swansea, Bembridge, Wisbech, Barrow-in-Furness, Appledore, Groomsport, Looe and Redditch Branches of the Institution, which offices they had just resigned.

The Committee also specially recognised the valuable services, extending over many years, of the following Honorary Secretaries of Branches of the Institution:—Colonel R. W. B. MIREHOUSE, J.P., Angle; ALFRED KENDRICK, Esq., Brixham; JOHN HUGHES, Esq., Bull Bay; F. W. LEWELLEN, Esq., Clacton-on-Sea; Mrs. J. POMEROY, Enniskillen; M. F. MORESBY, Esq., R.N., Exmouth; WILLIAM COLE, Esq., J.P., Ilfracombe and Morthoe; JOHN DAVIES, Esq., Llandulas; JOHN CORBIS, Esq., Peel; Mr. CHARLES BEVAN, Port Eynon; the Rev. H. W. Corry, Porthleven; Major W. A. STACKHOUSE, Settle; Captain EVAN JONES, South Carnarvonshire; Mr. JOHN SINCLAIR, Southwold; AENEAS M. MACKENZIE, Esq., Stornoway; Admiral GEORGE JOHNSON, Taunton; HENRY WARREN, Esq., Weymouth; and J. G. OLDFIELD, Esq., Whitehaven.

Reported the transmission to their Stations of the Port Patrick and Swansea new Life-boats.

Paid 6,766*l.* for sundry charges on various Life-boat establishments.

Voted 386*l.* 9*s.* to pay the expenses connected with the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Atherfield	Barque <i>Auguste</i> , of Brake	18
Banff	Fishing-boats. Attended boats.	
Banff	Barque <i>Ebenezer</i> , of Porsgrund	7
Boulmer	Fishing-boats. Attended boats.	
Dunbar	Barque <i>Eckefechan</i> , of Glasgow	24
Filey	A fishing-coble. Rendered assistance.	
Fishguard No.2	Ketch <i>The Volunteer</i> , of Aberystwyth	2
Fishguard No.2	Schooner <i>Sarah Davies</i> , of Aberystwyth	3
Formby	Schooner <i>Eclipse</i> , of Peel, Isle of Man. Rendered assistance.	
Holy Island No. 1	S.S. <i>Strathbeg</i> , of Fraserburgh	7

Life-boat.	Vessel.	Lives Saved.
Holy Island No. 1	Fishing-boats. Stood by boats.	
Little Haven	Barque <i>Cashier</i> , of Antwerp	23
Looe	Ketch <i>R. T. B.</i> , of Bridgewater	4
Looe	6 Crab-boats. Attended boats.	
Margate No. 2.	Schooner <i>Picton</i> , of Carnarvon	5
	Also saved a dog.	
North Sunderland	Landed keeper (who was ill) from Longstone Lighthouse.	
Palling No. 1.	Ketch <i>Ada Gane</i> , of Harwich. Stood by vessel.	
Port Eynon	Steamer <i>Ethiopia</i> , of London. Rendered assistance.	
Runswick	Fishing-cobles, of Whitby. Remained in attendance.	
Whitby No. 2.	Fishing-cobles. Attended boats.	

The Aldeburgh, Appledore No. 1, Broadstairs, Holyhead (Steam Life-boat), Margate No. 1, Ramsgate and Scarborough Life-boats rendered the following services:—S.S. *Hylton*, of London, assisted to save vessel and 21 lives; ketch *Fame*, of Barnstaple, saved vessel; barge *Mary Kate*, of London, assisted to save vessel and 3; schooner *Albion*, of Runcorn, assisted to save vessel; barge *Mizpah*, of Harwich, saved vessel and 3; ketch *Sunbeam*, of Teignmouth, 4 lives saved; s.s. *Hopeful*, stood by vessel, and steam trawler *Viking*, assisted to save vessel.

Voted also 857l. 19s. 3d. to pay for assemblies or launches to the aid of vessels not ultimately needing help, by the following Life-boats:—Appledore Nos. 1 and 2, Atherfield, Bembridge, Boulmer, Brightstone Grange, Cadwith, Caister No. 1, Courtown, Dunbar, Dungarvan, Dunmore East, Eyemouth, Flamborough No. 2, Formby, Gorleston Nos. 1 and 3, Hasbrough, Hilbre Island, Little Haven, Margate Nos. 1 and 2, North Berwick, North Sunderland, Palling No. 1, Penmon, Port Eynon, Porthoustock, Runswick, St. Ives, Southend-on-Sea, Southsea, Southwold No. 1, Swanage, Tenby, Tynemouth No. 2 and Whitburn.

Voted an extra reward to the crew of the Dunbar Life-boat, in recognition of their good services in saving the crew of the barque *Ecclefechan*, of Glasgow, on the 23rd ult.

Also an aneroid barometer, with a suitable inscription, to WILLIAM BERTRAM, Esq., Honorary Secretary of the Dunbar Branch, in recognition of his valuable services, especially on the occasion of the launch of the Life-boat for service on the 23rd and 27th ult.

Voted the Silver Medal of the Institution, accompanied by a copy of the vote inscribed on vellum and framed, to Sergeant THOMAS DANIELS, 4th Battalion South Staffordshire Regiment, for gallant services in saving life. On the 24th January, while the wind was blowing from W.N.W., accompanied by a moderate sea, Sergeant DANIELS and two

private soldiers went in a boat from Rocky Island to Spike Island, Co. Cork, and on the return journey, at about 7 p.m., the boat was capsized. Seeing that one of the soldiers was unable to swim (he sank twice before he could be reached) Sergeant DANIELS swam to his assistance, took him to the upturned boat and having enabled him to hold on to her, endeavoured to assist the other soldier, but unfortunately was unable to find him. Attracted by the men's shouts a boat's crew put off from Spike Island, rescued the soldier from the boat, picked up the sergeant, who was much exhausted by his exertions, and then searched for the missing man, but without success. For their services the crew of the boat were rewarded by the local military authorities. Sergeant DANIELS has since proceeded to South Africa on active service.

Also the Silver Medal of the Institution, accompanied by a copy of the vote inscribed on vellum and framed, to Messrs. FRANCIS GEORGE CLEMENTS and SAMUEL HUBBARD, for gallantly rushing into the surf and assisting, at great personal risk, to save the crew of four men of the schooner *Lizzie and Edith*, of West Hartlepool, which was totally wrecked at Eccles, Norfolk, in a strong N.E. gale and a very heavy sea, on the 14th February.

Also 6l. 3s. 3d., weekly allowances and medical expenses, to two men injured while on service with the Greencastle and North Berwick Life-boats.

Also 2l. to two men for wading into the water and rescuing three of the crew of the barque *Cashier*, of Antwerp, whose boat, while endeavouring to reach the shore at Little Haven, Pembrokeshire, was capsized in the breakers on the 18th February.

Also 1l. 17s. 6d. to five men for putting off in a boat and rescuing a man who had been carried out to sea in a boat from the ferry at Fethard, Co. Wexford, and was in an exhausted condition, having been in the boat about twenty-four hours. A strong breeze was blowing from N.N.E., and the sea was very rough.

Wednesday, 14th March, 1900.

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

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

The meeting was also addressed by the MARQUIS OF LONDONDERRY, K.G., the Right Hon. A. H. SMITH-BARRY, M.P., Captain ANTHONY THOMSON, C.B. (an Elder Brother of the Trinity House), J. AUSTEN CHAMBERLAIN, Esq., M.P. (a Lord of the Admiralty), Sir THOMAS BRADY, Sir EDWARD BIRBECK, Bart, V.P. (Chairman of the Institution), and Captain the Hon. JOHN M. YORKE, R.N.

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

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

THURSDAY, 12th April, 1900.

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

The following resolution was unanimously passed and ordered to be communicated to His Royal Highness the PRINCE OF WALES, K.G., President, and Her Royal Highness the PRINCESS OF WALES, Vice-Patron of the Institution:—

"That this Committee desire to express their horror and indignation at the attack recently made upon their President, His Royal Highness the PRINCE OF WALES and to convey to their Royal Highnesses their sincere and heartfelt congratulations on His Royal Highness' escape."

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 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 visits to Dunmore East, Hook Tower, Slade, Church Town, Fethard, Kilmore, Courtmacsherry, Giles' Quay, Dublin and Aranmore.

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

Northern District. — Eyemouth, Boulmer, Berwick-on-Tweed, Dunbar, North Berwick, Anstruther, Crail, St. Andrew's, Johnshaven, Broughty Ferry, Arbroath and Montrose (two boats.)

Eastern District. — Harwich (two boats), Walton-on-Naze, Clacton-on-Sea, Southend-on-Sea, Cromer, Staithes, Runswick, Saltburn, Sheringham and Aldeburgh.

Southern District.—Selsey, Porthleven, Polpear, Porthoustock, Cadgwith, Mullion, Falmouth, Mevagissey, Fowey, Looe and Sidmouth.

Western District.—Cardigan, New Quay, Aberystwyth, Penarth, Porthcawl, Ferryside, Tenby, Angle and Littlehaven.

Irish District.—Poolbeg, Kingstown (two boats), Howth, Skerries, Arklow, Dunmore East, Drogheda, Clogher Head, Wicklow, Kilmore and Courtmacsherry.

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

	£	s.	d.
HER MOST GRACIOUS MAJESTY THE QUEEN (annual subscription)	50	—	—
W. R. TEAGE, Esq.	100	—	—
GEORGE RICHMOND, Esq.	52	10	—
J. AUSTEN CHAMBERLAIN, Esq., M.P.	21	—	—
Residuary Legatees of the late Miss SARAH GUION PAYNE, of Upper Norwood	20	—	—
R. A. LUBBOCK, Esq. (additional)	20	—	—
Mrs. STEWART SAYILE (annual subscription)	20	—	—
"M. H."	15	—	—
Trustees of Berman's Charity (additional)	10	10	—

—To be severally thanked.

Also the receipt of the following legacies:—
£. s. d.

The late THOMAS LOCKWOOD, Esq., of Harrogate, to be devoted in whole, or in part, as may be requisite, to the building and maintaining a Life-boat to be called the <i>Mary Ann Lockwood</i> 2,000	—	—	—
The late Mrs. SARAH BEACH, of James Street, Westbourne Terrace, W., to provide a Life-boat to be called the <i>Philip Beach</i> , and stationed on the English coast, elsewhere than round the Isle of Wight, in memory of her late husband	1,000	—	—
The late STEPHEN BUSK, Esq., of Upper Brook Street, W.	1,000	—	—
The late Miss A. A. ASHWIN, of Holloway Road, N.	449	18	3
The late W. D. HART, Esq., of Stoke Newington	200	—	—
The late Miss AMELIA ELLIS, of King's Norton	100	—	—
The late Mrs. H. E. MARTIN, of Newton Abbot	90	—	—
The late LEWIS JONES, Esq., of Beaumaris, in aid of Beaumaris Branch	88	19	—
The late Miss M. A. LEICESTER, of Bishop's Road, W. (additional)	24	10	3

The Committee expressed deep regret at the decease of Mr. ROBERT McCOWEN, J.P., who had occupied the office of Honorary Secretary of the Fenit (Tralee Bay) Branch of the Institution for 21 years, and it was decided to send a letter of sympathy to his family.

Voted the best thanks of the Committee to Mr. JOHN SINCLAIR, in recognition of his long and valuable services as Honorary Secretary of the Southwold Branch of the Institution, which office he had just resigned.

Paid 5,919*l.* for sundry charges on various Life-boat establishments.

Voted 76*l.* 16*s.* 9*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Cambois	Schooner <i>Frederick</i> , of Bremerhaven	5

Life-boat.	Vessel.	Lives saved.
Mablethorpe .	A derelict boat.	Saved
Newbiggin .	Schooner <i>Aspirant</i> , of Stavanger	6

The Brancaster, Margate No. 2, Porthoustock and Ramsgate Life-boats respectively, assisted to save the ketch *Queen Mab*, of London, ketch *Egremont*, of Exeter, with five persons on board, barque *G. B.*, of Fécamp, and brigantine *Eagle*, of Waterford.

Voted also 189l. 5s. 9d., to pay the expenses of assemblies of crews, watching or launches of the following Life-boats, with the view of assisting those on board vessels in distress:—Ballycotton, Brondstaire, Caieter No. 1, Craill, Cullercoats, Dunbar, Eyemouth, Margate No. 1, Montrose No. 2, North Deal, Queenstown No. 2, Roker, St. Peter's Port, Saltburn, Sheringham, Thorpeness, West Hartlepool and Wexford.

Voted 26l. to three men injured while on service with the Life-boats at Rhyll, Point of Ayr and Anstruther.

Voted the thanks of the Institution and 1l. 10s. each to FRANK RYAN, JAMES SWEETMAN, RICHARD SWEETMAN, THOMAS RYAN, STEPHEN RYAN, and CHRISTOPHER WILDE, Fishermen, for putting off in a boat and saving three of four persons from the fishing-boat *Village Belle*, of Dublin, which was swamped at Lough Shienny, co. Dublin, in a moderate gale from N.E. and a very heavy sea on the 27th February.

Similar rewards were also granted to EDWIN CUPMAN, JAMES BOYACK, EDWIN SYMONS, ROBERT SULLIVAN, Coastguards; and to WILLIAM FERGUSON, GEORGE WILDE, CHRISTOPHER WILDE, and FRANCIS RYAN, Fishermen, for putting off in another boat to the rescue and remaining out about half an hour searching for the other member of the boat's crew, but unfortunately without success. Great risk was incurred by the crews of each of the boats.

The thanks of the Committee were voted to MESSRS. LAURENCE BAIN, THOMAS THOMASSON, PETER BROWN, THOMAS JEROMESON, jun., and LAURENCE BROWN, crofters, for putting off in a boat from Fetlar and rescuing nine of the crew of the barque *Hedevig* of Fredriksstad, which had stranded on the Island of Daacy. The men had taken refuge on the Island, which is uninhabited, the mate of the vessel was drowned in attempting to reach the islet, and one of the crew who succeeded in reaching it succumbed to exhaustion, the men not being seen from Fetlar until noon after the wreck, which occurred at 5 p.m. on the 17th October. A moderate gale was blowing from S.E., accompanied by a heavy sea and snow, at the time the men were rescued.

A letter of thanks was also ordered to be sent to Sir ARTHUR NICHOLSON, Bart., of Fetlar, for the kindness shown by Lady NICHOLSON and himself to the shipwrecked men who were taken to his house, where they received proper attention. On the 22nd October they were taken by steamer to Harwich.

Also 26l. 5s. to twenty-one fishermen for putting off in cobbles from Newton-by-the-Sea,

Northumberland, and rescuing nine of the crew of the s.s. *Ballycotton*, of Glasgow, who were on the Emblestone rock where their vessel had stranded in a whole gale from S.E., a very heavy sea and hazy weather on the 15th February.

Also 2l. 12s. 6d. to seven men for putting off in a boat and rescuing two men from a lighter which had been caught in a squall and had been driven on to the broken river wall at Drogheda, co. Louth, in a strong E.N.E. gale and a heavy sea on the 3rd March. The vessel sunk soon after the men had been taken off.

Also 2l. 10s. to two farmers for putting off in a boat, and, at moderate risk, rescuing eight persons from a boat which had been capsized in Legann Pass, between Lettermullen and Gorumna Island, co. Galway, in a moderate E. wind and a smooth sea, on the 31st January. The ninth occupant of the boat was drowned, and two of those who were rescued died from exhaustion.

Also 2l. 5s. to six men for putting off in a boat to the assistance of the lugger *Pride*, of Belfast, which had stranded and capsized off Cloughy, co. Down, in a strong E. wind and a rough sea on the 10th March. It was found, however, that the vessel's crew had landed in their own boat.

Also 1l. 10s. to Police-Constable WILLIAM JAMES, of the Pembrokeshire Constabulary, who rendered assistance in saving life on the occasion of the capsizing of a boat belonging to the barque *Cashier*, at Little Haven, Pembrokeshire, on the 16th February. Having had ambulance training, he was also able to render valuable help in resuscitating one of the men who was nearly drowned, and who, in the absence of such assistance, would probably have expired.

Police-Constable JAMES, who was for some years in the Mercantile Marine, generously returned the sum awarded to him as a donation in aid of the funds of the Institution, adding that his experience while at sea had enabled him to appreciate the value of the Institution.

Also 10s. to a man who, while in a small boat in a smooth sea and a light E. by N. wind, observed a boat sinking near the Guard Buoy, off Harwich. He sailed to the boat as quickly as possible and succeeded in rescuing three of the occupants, but the fourth man was drowned.

THURSDAY, 10th May, 1900.

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

Read and confirmed the minutes of the previous meeting.

Read letter from Sir FRANCIS KNOLLYS, K.C.B., K.C.M.G., dated the 19th April, 1900, expressing the warm thanks of H.R.H. the PRINCE OF WALES, K.G., President of the Institution, to the Committee of Management for their kind congratulations on His Royal Highness' merciful preservation from the recent attempt on his life.

Read the minutes of the Building, Finance and Correspondence, and Wreck and Reward

Sub-Committees, and ordered that their recommendations be carried into effect.

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

Read the report of the Chief Inspector of Life-boats on his recent visits to the Morthoe, Iffracombe and Watchet Life-boat Stations.

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

Northern District.—Port Erroll, Newburgh, Peterhead, Fraserburgh, Whitelink Bay, Gourdon, Stonehaven, Anstruther and Stornoway.

Eastern District.—Whitby (two boats), Uppang, Runswick, Robin Hood's Bay, Scarborough, Filey, Flamborough (two boats), Bridlington Quay, Hornsea, Withernsea, Palling (two boats) and Hasborough.

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

Western District.—Burnham, Weston-Super-Mare, St. David's, Fishguard (two boats), Aberdovey, Aberystwyth, Barmouth, Pwllheli, Abersoch, Porthdinllaen, Port Isaac, Padstow and Bude.

Irish District.—Aranmore, Giles Quay, Greenore, Kingstown, Cahore, Courtown, Wexford, Rosslare Harbour, Kilmore and Portrush.

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

	£	s.	d.
Trustees of the late W. THORNGATE, Esq. (annual subscription) . . .	80	—	—
RICHARD EDRIDGE, Esq., Wolverhampton, per Wolverhampton Branch, "to be appropriated to the Endowment Fund" . . .	20	—	—
Collected on board the R.M.S. <i>Tantallon Castle</i> , per Captain TRAVERS . . .	10	10	—
Collected at the North Shields Mercantile Marine Office, per JAMES T. REES, Esq.	10	5	—
Collected on board the S.Y. <i>Argonaut</i> on her last cruise, per F. G. Harman, Esq.	6	12	4
Collected at a Sunday evening service in Rochester Cathedral, per the Very Rev. the Dean	6	3	4
—To be severally thanked.			

Also the receipt of the following legacies:—

	£	s.	d.
The late ROGER ROWSON ROSS, Esq., of Chorlton-upon-Medlock, to provide a Life-boat to be named the <i>John Linguard Ross</i> , and stationed on the English or Scotch Coast; the surplus, if any, to be applied to the general purposes of the Institution	900	—	—
The late JAMES J. FROST, Esq., of Streatham Common	270	—	—
The late Mrs. ELIZABETH YOUNG, of Tufnell Park, N.	179	17	6
The late Miss MARGARET PATTERSON, of Southampton	30	—	—
The late Mrs. SARAH BURDEN, of Malvern	25	—	—
The late Mrs. F. E. THOMAS, of Nunney, Somerset (additional)	2	19	10

Deep regret was expressed at the death of of His Grace the DUKE OF ARGYLL, K.G., who had been for many years one of the Vice-Presidents of the Institution.

Also at the death of Mr. F. O. Pinkney, the Honorary Secretary of the Sunderland Branch of the Institution.

Decided that the Life-boat Station at Morthoe (Devonshire) be discontinued.

Reported the transmission to its station of the new Life-boat for Porthleven (Cornwall).

Paid 3,513*l.* for sundry charges on various Life-boat establishments.

Approved of the grant of 1,000*l.* which, by direction of members authorised at the preceding Meeting of the Committee, had been remitted, as the Institution's contribution, to the fund being raised locally for the relief of the dependents of eight men who unfortunately lost their lives on the occasion of the capsizing of the Padstow steam Life-boat while on service on the 11th April. Four widows and fourteen young children were left to be provided for.

Read the Report of the Inquiry, held by the Board of Trade, into the circumstances attending the accident: also reports from the Chief Inspector of Life-boats and the Surveyor of Life-boats.

The steam Life-boat was completely wrecked and the pulling Life-boat, *Arab*, was damaged beyond repair. Decided to replace the latter by a new Life-boat, a reserve boat being placed at the station pending the building of the new boat.

Voted the sum of 5*l.* to each of the crew of the Life-boat *Arab*, and to each of the deck hands, or their representatives, of the steam Life-boat.

The expenses of medical attendance on the survivors and of the funerals of the four men whose bodies had been recovered were defrayed by the Institution.

Voted 109*l.* 12*s.* to pay the expenses of the following services by Life-boats:—

Life-boat.	Vessel.	Lives saved.
Dungeness	{ Barque <i>Capella</i> , of Bre-	men. Stood by vessel.
No. 1	men. Stood by vessel.	
Fenit	S.S. Trawler <i>Salamander</i> , of Great Yarmouth. Landed 7.	
Robin Hood's Bay	{ Coble <i>Star of Bethlehem</i> , of Scarborough. Rendered assistance.	
Scarborough	Coble <i>Snowdrop</i> . Rendered assistance.	
Staithes	Two cobsles. Rendered assistance.	
Thurso (Manned by Wick crew)	S.S. <i>Shaw</i> , of Aberdeen	
Winterton No. 2	Lugger <i>Ste. Marie mère de Dieu</i> , of Gravelines. Stood by vessel.	

The Buckie Life-boat saved the lugger *Mary*, of Buckie with nine men on board, and the Gorleston No. 3 Life-boat assisted to save the three-masted schooner *Brazilian*, of South Shields.

Voted also 153*l.* 10*s.* 3*d.* to pay for assemblies

of crews, watching, or launches of the following Life-boats with the view of assisting those on board vessels in distress:—Caister No. 1, Dunbar, Gorleston No. 1, Gourdon, Huna, Palling No. 2, Shoreham and Wick.

Voted the sum of 5l. to T. PLUMB, a foreman launcher, who was injured while on service

with the Dungeness No. 2 Life-boat on the 29th December.

Also 1l. 17s. 6d. to five fishermen for rescuing the crew of four men from the fishing-boat *Glee Maiden*, which had been capsized off Greencastle, co. Donegal, in squally weather on the 24th April.

THE WILD SIDE OF SCARBOROUGH.*

I LOOK out of my window, and find that the snow is falling thickly, and that the wind is blowing in from the sea. I raise the sash and listen, and hear the roar of the rising tide upon the beach. It is the boom of the growing gale. I get into my heaviest clothing, and hurry down the Valley to the foreshore. Here I find that wind and wave are waging war, and are driving landward with united voices. Eastward there are tumbling yellow seas, and ghostlike in the South Bay are steamboats, which are waiting till the tide serves, so that they may seek the shelter of the harbour. The air is thick—like fog—with snow and spray, and already, three hours before high water, there are signs of what the sea will be when we have reached the top of the flood. Waves are rushing and swirling round the end of the East Pier, and the mass of stonework is from time to time smothered in the breaking waters. The combers are thundering on the beach, and the surf is whipped from the crests and carried toward in a great grey cloud. Above is the leaden, sullen sky, ahead is the gloomy Castle Hill, alongside is the long procession of the seas, underfoot is the slushy snow, and about you is the swiftly growing storm. From the chimneys of the old town, rising on the hillside, comes the smoke, which is caught by the levelling wind, and mingles with the ocean's spray.

I fight my way along the foreshore, and as I pass the Life-boat house the doors are flung wide open, oil-skinned men are putting on their life-belts, and the crew are standing by in readiness to meet a call. The first of the steamboats, a battered paddle-vessel, is making for the harbour, although the tide-ball has not yet been hoisted. I press along, and struggle down the lighthouse pier, and there I learn once more what a winter's gale at Scarborough is like, and what it means to those in charge of the old-time harbour.

Harbour-master, deputy harbour-master, and staff are all clothed in oil-frocks, sou'-westers, and heavy top-boots—clothing which you would think would defy the weather of the Horn itself; and yet there is not one who is not wet to the skin. Rain and snow and deluge of sea beat through their garments, and the glistening figures flounder at their duty in the perfection of discomfort.

On the lighthouse pier there is thud of sea, groan of machinery, clank of paddle, howl of wind, and roar of human voice. At the harbour mouth there is confusion and disorder, for

the London boat, an ugly lump of a coaster, has got athwart the entrance, and there is not water enough to float her. She is a danger to herself and the incoming, rushing steamboats, and desperate is the effort that is made to berth her, so that she shall be herself in safety, and removed from the track of the traffic. While men on board and ashore are getting her away, the steamboats are running home. They ride in on the swelling seas, lost to view time after time in the snow and spray-filled air. They come, now wallowing in the trough, now rising on some huge crest; at times caught broadside and swept toward the bay with an appalling force. You hold your breath as they beat gallantly in. You see the great waves crumble at the end of the East Pier, you notice the swirl of the tide, and you see dimly, as through a mist, that fatal shore on which so many ships and men have perished. Over the bay, in the welter, you discern the Spa, and wonder if that storm-beaten spot can ever be the chosen haunt of much that is fairest and brightest in the country.

"'Ere she comes! 'Old her up, Skipper! Now she does it! No she doesn't! She'll miss it! No she won't!" You are standing under the lee of the waterhouse sheltering with a group of fishermen, and you hear their excited comments as the brave old weather-beaten trawlers—the like of which you will not find elsewhere than off the Tyne and Scarborough—rush round the pier-head, with their paddles thumping and their oil-clad crews at their stations on the sea-swept deck. There is heaving of ropes, bawling of orders, twirling of steering-wheels—and the ancient craft steam calmly into the harbour and up to their buoys. They have fought another fight, and it is still well with them.

The sea is growing mightily, and a little screw-boat—she is a "Hullman"—with a free-board of something like three feet, comes through the smother of the gale and is swept onward like a shell. Three men are in her wheelhouse, and they rush her round as no one but North Sea smackmen can rush a trawler round the race of Castle Hill. Still all is bustle, for the boats keep coming in. Then as the evening closes, harbour-master, deputy, and staff sigh with relief, for the worst is over for the present; their time of greatest anxiety has passed and they can seek temporary refuge from the storm.

I have long since sought refuge in the office at the base of the lighthouse. Time after time the seas sweep in almost solid sheets against the rounded side, and the little window by the

* From the *Yorkshire Post*.

desk is deluged. At intervals there comes a sea which smashes upon and over the East Pier, with a force so terrific that the lighthouse positively jumps, for the shock comes through to the structure by way of the booms connecting the outer breakwater with the head of the Lighthouse Pier.

The door opens, and in come the harbour-master and the deputy. They are drenched with the seas and the soft snow, and numb with their exposure. They will, they say, want "a dry shift from clew to earing," and one proceeds to remove his "soul and body lashing," as he terms it—in other words, a rope which he has fastened round his body to keep his oil-frock secure.

I accompany the deputy harbour-master to the lantern to light the flashing apparatus. There I feel the Lighthouse tremble with the shocks of the charging seas. I look through the windows, too, towards the whitening hill—the other panes are thick with snow and ice—and there I beheld a spectacle such as few even of the Scarborough residents have been privileged to witness. The gale is now at its height, and it is the top of the flood. The panorama is appalling in its grandeur. Billow charges upon billow, in one wild whirl, and with irresistible fury charges the massive breakwater. There is the collision, the spouting high in air of the torn sea, and the sweep-

ing over the two harbours of spray so thick that it looks like an enormous cloud of steam. Vessels at their moorings are swallowed up in the spray, and the water rolls down the inner side of the pier like a gigantic cataract.

Warily, we struggle out of the little door of the lantern, and look at the advancing seas. Even at that height above the water the spray is carried far above our heads; it is impossible to face the fury of the storm, and the stoutest heart must almost quail at that furious plain of water. It is well that my friend assures me that this is as nothing compared with the same sight from a steamer's bridge. I clamber with him back into the lantern, down the steps, and back into the office, and thence on to the pier. Before I leave I wrest from the heads of the harbour the admission that the gale is a hard one, and that the wind is blowing something like ninety miles an hour. As I struggle homeward the old house fronts are white to the eaves with snow, and the relentless wind is wrenching out the weakest bricks and slates.

It is a wild, uncompromising night; it is the sort of weather to make you raise your hat to the harbour-master and his staff, and the oil-skinned figures who tug at wheel and tiller, and keep their craft up in the race that runs round Castle Hill when the gale comes in from the east or north.

WALTER WOOD.

THE LIFE-BOAT.*

The sky is black with the tempest wrack,
And the waves roll mountains high,
And the wild winds shriek o'er the head-lands bleak,
And the startled sea-mews cry;
For the Storm Fiend rides the boiling foam,
And his deep and panting breath
Is the roaring blast that cracks the mast,
And brings to the sailor death!
But the Life-boat crew
Stand steady and true,
Ready to die to save
A human life
From the tempest's strife,
And a lonely ocean grave.

The big guns boom through the stormy gloom,
And the great ship heaves in sight;
Battered, storm-tossed, she is all but lost,
And a wreck she will be to-night.
And the Storm-Fiend laughs at her crew's despair,
For their prayers have seemed in vain;

* From the *Eastbourne Gazette*.

And with mighty shocks on the hungry rocks
The good ship shivers in twain.
But the Life-boat crew
Are steady and true;
Their boat they man, and save
The crew of the ship
From the Storm-Fiend's grip,
And a lonely ocean grave!

Shall the Life-boat crew ask in vain of you
For help for the craft they man—
To keep her trim 'gainst the Storm-Fiend grim,
And the tempest's deadly plan?
They are humble and modest, ready and rough,
But at heart they are brave and bold;
And they give their lives for children and wives—
You must give, freely give, your gold!
For the Life-boat crew
Stand steady and true,
Ready, aye ready to save
All who draw God's breath
From the jaws of death,
And a lonely ocean grave!

NOTICE.

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

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

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 ("GERRARD
 XCHANGE.")

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 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 42,172. The rewards and recognitions granted by the Institution in the same period comprise 98 Gold Medals and Clasps, 1,190 Silver Medals and Clasps, 304 Binocular Glasses, 15 Telescopes, 27 Aneroid Barometers, 1665 Votes of Thanks, inscribed on vellum and framed, 125 Certificates of Service framed, and £206,800 in money.

The Committee earnestly appeal to the British Public for Funds to enable them to maintain their 288 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 August, 1900.