

# THE LIFE-BOAT.

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OF THE

### Royal National Life-Boat Institution.

(ISSUED QUARTERLY.)

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

1785-1900.

No. 3.

In the last number of the *Life-boat Journal* (August, 1900) this sketch was taken up to 1840, when the Liverpool type of Life-boat came into use, and the improvements in that type were traced up to the present date.

About December, 1841, there was a competition for Life-boat models held at South Shields. As not much reference is to be found to this "competition," it is probably right to assume that it was almost confined to the builders and designers of the North Country type.

George Farrow, boatbuilder, South Shields, and William Greener, of Aston New Town, Birmingham, both appear to have sent models to this competition, and also to that for the Northumberland prize in 1850, showing, in each instance, arrangements for carrying water-ballast in tanks. They each claimed to be the original inventors of the closed tank for water-ballast, a point on which the committee appointed to adjudicate on the merits of the various competing Life-boats declined to offer an opinion. At any rate, it is clear that the principle of carrying water-ballast in Life-boats in enclosed tanks, in contradistinction to carrying it in bulk, as was done in the

Norfolk and Suffolk Life-boats, came into vogue in the early forties, and continues to the present time.

The following describes the manner in which the above two competitors arranged for carrying water-ballast in their Life-boats:—

Mr. George Farrow's model represented a North Country type Life-boat of the usual paddle-box boat form, 30 feet long by 10 feet beam, and  $3\frac{3}{4}$  feet depth, and for ballast she had a tank amidships 15 inches deep, 14 feet long, extending across the boat, capable of holding 3 tons of water. This tank was divided by transverse partitions to prevent the water ranging in a seaway, with limber holes near the keel to keep up the communication, and others near the platform in case of the boat upsetting. The tank could be closed when full, and escape tubes for the air were provided.

Mr. Greener, in his model, which represented a boat 37 feet long, 12 feet beam, and  $2\frac{1}{2}$  feet deep, carried the water-ballast in a copper trunk placed fore and aft just above the keelson, the contents of which were about 10 cwt.

The next Life-boat to attract attention is that which was known as "Messrs.

Lamb & White's patent Life-boat," and now as Messrs. White's. A pamphlet published in 1870 (Gutch & Cox, 150 High Street, Southampton) has much useful information concerning these Life-boats. The original boats were built by Messrs. Thomas & John White, of Medina Docks, Cowes, Isle of Wight, as far back as 1846, and up to 1848 many had been supplied to the large shipping companies to be used on board their vessels, but none for coast use. In 1848 one of this type of Life-boat was built and stationed at Cardigan, where she won golden opinions. This boat was but 27 ft. long, 8 ft. beam, and 3 ft. deep, and was replaced by one 3 ft. longer, after the following experience. Extract from a letter from George Bowan, "master of the Cardigan Life-boat," dated 15th February, 1850: "I beg to say we were visited on the 6th of this month with a tremendous storm from N.N.W., and about 10 in the morning the brig *Thetis*, of Limerick, 296 tons register, in a sunken condition, came on our bar. We immediately manned the boat with a picked crew and got very near the vessel, when a tremendous sea broke on the boat and overpowered us. After making several other attempts the boat was manned with a fresh crew, which again failed. Again we got a fresh crew, but before we reached the brig she went to pieces; we, however, succeeded in saving two of the crew whom we found floating on the water. The remainder of the crew—eleven persons—were drowned." Although this letter chronicles a sad disaster, anyone experienced in Life-boat work will see that it was in no way the fault of the boat or the crews who manned her. A larger boat might possibly have done the work, and so the Cardigan men seemed to think, for they sailed their little boat to Cowes, and brought one back 3 ft. longer, "experiencing heavy weather, the boat behaving admirably."

In 1850 a White's Life-boat was placed at Broadstairs (30 ft. long), and another at Ilfracombe (32 ft. long, 8 ft. beam).

The Broadstairs Life-boat, which was named the *Mary White*, was, with her excellent crew, the means of saving a large number of lives, and an account—given in the above-quoted pamphlet—of a magnificent service done by her and another Broadstairs Life-boat on the same principle called the *Culmer White*, is well worth reading. On the occasion referred to, the two boats saved the crew, numbering twenty-three, of the American ship *Northern Belle*, which was at anchor in a heavy gale on a lee shore off Kingsgate. The crew of the second boat were partly drawn from Margate, and it is no doubt that in consequence of the experience these men had in this boat that an order was placed with Messrs. White by the watermen of Margate for a boat 32 ft. long a few months afterwards.

In 1850 Messrs. White sent in designs and a model to compete for the Northumberland prize; the designs are reproduced (see p. 799). Messrs. White have practically never departed from the details as shown, and although the boats have not been adopted by the Life-boat Institution as coast Life-boats (the Institution has only one under its management, namely, the Ryde Life-boat, 28 ft. long, 6 ft. 3 in. beam), nevertheless their popularity has been so great that, in addition to their being carried by many of the great ocean steamers and innumerable private yachts, they were adopted by the Admiralty and supplied to the royal yachts and many war-vessels; and, what is more to the point in this article, they were largely employed in the Coastguard Service. Many have also been supplied to foreign governments. Under these circumstances, no apology is needed for quoting at considerable length the description given in the Northumberland Report and the remarks of the jurors.

*Description.*—The general form of this boat is that of a whale-boat; slightly rising floor amidships, sides straight in a fore and aft direction, moderate rake of stem and stern post, carvel built and copper fastened. Length extreme, 32 ft.;

of keel, 27 ft.; beam, 8 ft.; depth, 3 ft.; sheer of gunwale, 12 in.; rake of stem and stern post, 6 in. in a foot; straight keel, 4 in. deep. The boat has six thwarts, 30 in. apart, 10 in. below the gunwale, and 17 in. above the flooring; pulls six oars single-banked.

Extra buoyancy is obtained by air-cases round the sides, 12 in. wide at the thwarts, and sloping off to the gunwale and floor, and in the head and stern

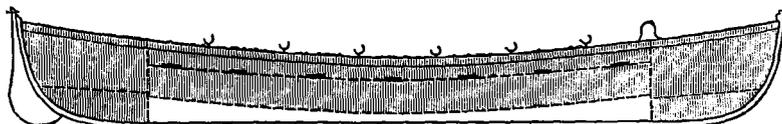
in her, 21 in.; weight of boat and fittings, 30 cwt.

*Remarks.*—This boat, from her form, would pull well in all weathers, would sail fairly well, and be a good sea-boat. Her moderate weight would make her easy to transport. The boat has much less extra buoyancy than is usually given to Life-boats, yet it is ample for all common purposes; but the air-cases being built into the sides renders them

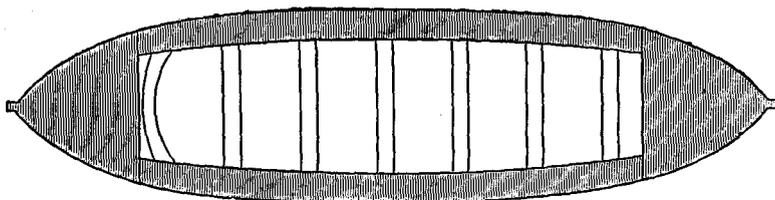
### LIFEBOAT, BY MESS<sup>RS</sup> WHITE, COWES, ISLE OF WIGHT.

SUBMITTED TO COMPETE FOR THE NORTHUMBERLAND PREMIUM.

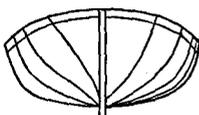
SHEER PLAN.



PLAN.



BODY PLAN



MIDSHIP SECTION.



AIR.



sheets for a length of 5 ft. up to gunwale height, the whole divided into compartments and built into the boat. Effective extra buoyancy, 70 cubic ft., equal to 2 tons. No ballast. Internal capacity up to the level of the thwarts, 105 cubic ft., equivalent to 3 tons. No means of freeing the boat of water. The provision for righting the boat consists in raised air-cases at the extremes for a length of 5 ft. Draught of water with thirty men

liable to be stove in approaching a wreck. The internal capacity for holding water is not large, but the boat has no means of freeing herself except by rolling a portion of the water out over the gunwales, a measure which is facilitated by the sloping form of the air-cases. It is not probable that a boat of this form would be upset; but should that accident occur, there is no sufficient provision for righting herself, as, owing to the small

sheer given, the raised air-cases, without any ballast or iron keel, would not effect it. The boat has rather less beam than is usual for the common purposes of a Life-boat.

The Northumberland Committee, in the body of their report, also remark as follows:—"Another class of boats offering, in form, a strong contrast to the Shields boats before mentioned, require notice, as they seem to be intended by their builders for contending with rapid tides and smoother water rather than the ordinary heavy open sea to which Life-boats are commonly exposed. Their dimensions are more those of a Deal galley, with breadth one-fourth their length; the models of Messrs. White, the well-known builders at Cowes, of Tredwen of Padstow, of Seumens & Thomas of Penzance, of Lieut. Sharpe, R.N., of Hanwell Park, of Sparke of Exeter, and of Bromley of Sheerness, belong to this group. As a rowing-boat in moderate weather, a boat after the model of the Messrs. White would distance many of those sent in for

competition, and it is known that in very heavy weather such a boat has been the means of saving life; but if the Committee have formed a right judgment as to the qualities essential in a Life-boat, it will be found on an inspection of the drawing and description that this boat is not adapted for that purpose. As a safety galley for the Coastguard service, the boat would be a great improvement upon those galleys now in use."

As already shown, the Admiralty adopted this type of boat for the Coastguard service, and they were widely distributed round the coasts of Great Britain and Ireland, so that most fishing and boating communities had good opportunities of seeing their power. However, there has never been any general desire expressed or application made to the Life-boat Institution in favour of these boats being supplied for Life-boat work; and if Life-boat men take an idea into their heads, they are anything but backward in pressing it.

(To be continued.)

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

**METHIL and BUCKHAVEN, FIFESHIRE.**—On the application of the local residents a new Life-boat station has been formed at Buckhaven, on the north side of the Firth of Forth, where there are plenty of fishermen available to work the Life-boat. There is a considerable number of vessels visiting this district in the course of the year, and several shipwrecks have occurred, with consequent risk of life to those on board in the absence of an efficient Life-boat. The boat specially built for this station, at the request of the local fishermen, is a non-self-righting boat of the Liverpool type; she is 35 feet long and 10 feet wide, and has a transporting-carriage provided with Tipping's plates, as the harbour at Buckhaven dries out to the South Pier head, and the ground is flat and soft in many places; pushing-poles have also been supplied to help in getting the boat afloat. A new

Life-boat house and a launching slipway have been built from the designs, and under the superintendence of, the engineer and architect of the Institution, and the Life-boat establishment may now be looked on as a perfect type of a modern Life-boat station.

The Committee decided to appropriate to the Life-boat the legacy of 2,000*l.* bequeathed to the Institution by the late Mrs. ISABELLA HAXTON, of Kirkcaldy, to provide a Life-boat to be named the *Isabella*, and placed on the Fife-shire coast.

**HUNSTANTON, NORFOLK; DUNGEVAN, CO. WATERFORD; WALTON-ON-THE-NAZE and WEXFORD.**—The Life-boats which have been doing good work on these stations for many years have recently been replaced by new and improved boats. The first-named one is a self-righting

boat, 35 feet long,  $8\frac{1}{4}$  feet wide, and rowing 10 oars double-banked; like the boat she superseded, she is named the *Licensed Victualler*. The Walton-on-the-Naze boat is a large sailing-boat of the improved Norfolk and Suffolk type, 43 feet long and  $12\frac{1}{2}$  feet wide, and is named *James Stevens No. 14*; and the Dungarvan and Wexford new boats are "Watson" sailing-boats, 40 feet long, named respectively *James Stevens Nos. 15 and 16*, having been provided from the munificent bequest left to the Institution by the gentleman of that name who resided in Birmingham. The two last-named boats were sailed to their stations from the Thames, and the

master who was in charge of the Wexford boat reported that he had a good chance of trying her when about ten miles off Cape Cornwall, with a strong wind blowing from the E.S.E. and a heavy head sea from N.N.E. Carrying all sail, she put her lee bow under water, and was partly filled by the seas. She was being hard pressed, in fact, being without ballast; but with a double reef in her sails she did much better, and proved herself to be possessed of the finest sailing qualities, sailing 8 or 10 knots without trouble. She is a splendid boat, and fit to go anywhere in any weather.

#### THE LIFE-BOAT SATURDAY FUND.

THE Life-boat Saturday Fund season for 1900 is now drawing to a close, and it has been one of great anxiety, not only to the Central Committee of the Fund and their officials, but also to the numerous Local Committees and Auxiliaries throughout the country. Notwithstanding the splendid and enthusiastic efforts of these important coadjutors in the work, it has been impossible to obtain the financial results, which at any other time such self-denying and generous work would certainly have secured, but "the Fates" have been obdurate. All through the year, and more particularly during the earlier months, when the preparations are generally taken in hand for the Saturday demonstrations and collections, the special and necessary appeals which were made from one end of the country to the other in connection with the war in South Africa have

proved a terrible obstacle to successful appeals either for the Saturday Fund, or indeed for any other charity, and during the last few weeks when good friends and hard-working committees in various important centres were hoping to secure better results for their efforts, the Parliamentary General Election came upon them, at once stopping altogether or at all events to a great extent, any further action in the interests of the Saturday Fund during the current year. Friends must not be disheartened, however, and we are confident that although the cloud has been a heavy one the silver lining will ere long appear and that better times are in store for the Fund. We can only now tender our sympathy, if not our congratulations, to the workers, and encourage them to hope for and expect a coming "good time" in next year's campaign.

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

**RUNSWICK, YORKSHIRE.** — Fourteen Whitby cobs being overtaken by a rough sea while fishing on the 13th Feb. 1900, were unable to return home and were seen to be making for Runswick. The Life-boat *Cape of Good Hope* was launched at 1.30 P.M. and remained out until 6.30,

by which time all the boats had safely reached the shore.

A fishing coble having been disabled by a sudden squall on the morning of the 25th June, when about three-quarters of a mile from the shore, a pilot coble which was near at hand proceeded to her and rendered

assistance. A moderate gale was blowing at the time, and as there was a heavy sea, the Life-boat *Cape of Good Hope* put off and stood by both boats until they safely reached the land.

ALDEBURGH.—In response to messages by telephone received on the 15th February while a whole gale was blowing from S. by W., the Reserve Life-boat, temporarily placed at this station, was launched at 10.30 P.M. Terrific seas were breaking on the beach; in fact, they are stated to have been the heaviest ever witnessed on this coast, and they extended as far outwards as the eye could see, but the Life-boat men did not hesitate one moment, and after gallantly crossing the shoals, encountered a tremendous sea in crossing Sizewell Bank to reach the spot where the vessel had been reported in distress. Nothing, however, could be seen owing to the blinding rain and sleet, so the boat anchored just inside the bank and burned lights. She received no reply until about 4 A.M. when two rockets were sent up about half a mile northward. Proceeding in that direction, the Life-boat men found the *s.s. Hylton*, of London, riding in a very dangerous position in five fathoms of water, having lost her rudder and propeller. The master stated that the vessel had been aground on Sizewell Bank and those on board, twenty-one men in all, had had a fearful experience, the seas breaking clean over the ship, washing the hatches off and smashing the starboard Life-boat. The weather moderating, the Life-boat left two of her crew on board the steamer, proceeded to Lowestoft, and having secured the services of steam-tugs returned with them, and the vessel was towed to Gravesend, the Life-boat accompanying her.

ATHERFIELD, ISLE OF WIGHT.—The Life-boat *Catherine Swift* was launched at about 5.30 P.M. on the 15th February, the coxswain, while on the cliff, having observed a large barque strike on the Eastern Ledge at Atherfield and immediately swing round with her bow outwards. The weather was very hazy and thick at the time. The Life-boat proceeded to sea and made several attempts to reach the vessel, being frequently almost buried, but the force of the wind, which was blowing a very strong gale

from S., and the great quantity of broken water encountered prevented the boat from reaching her, and after about an hour's hard pulling the Life-boat men reluctantly returned ashore and placed the boat on the slipway resolving to make another attempt when the tide turned. At about 2.30 A.M., the wind having changed to W. and decreased in force, but blowing even then a strong gale and the sea still being heavy, the Life-boat again put off and after crossing the Eastern Ledge succeeded in reaching the vessel and saved her crew consisting of eighteen men. In order to avoid having to cross the Ledge again the Life-boat was beached opposite the wreck and the rescued men were safely landed. The vessel was the barque *Auguste*, of Brake, bound from Fremantle, W. Australia, for London with a cargo of jarrah wood. She became a total wreck.

BANFF.—At 3.15 P.M. on the 17th February the Life-boat *Help for the Helpless* was launched, a telephone message having been received from Macduff intimating that three fishing boats about a mile outside the harbour were in urgent need of assistance. A moderate wind was blowing from S.S.E. and the sea was very heavy, rendering the approach to the harbour very dangerous, but with the help of the Life-boat, which remained in attendance on them, the boats were able to effect a safe entry. The Life-boat men were enthusiastically applauded by a large number of people who witnessed the service they rendered.

On the 19th February, while a strong easterly wind was blowing, accompanied by a heavy sea and snow showers, the barque *Ebenezer*, of Porsgrund, bound from Grimsby for Norway, with a cargo of coal, was seen to the eastward of Banff with her sails in ribbons. As she was drifting towards the shore, the Life-boat was manned and proceeded from Macduff Harbour, where she was lying, to her assistance. Before she could be reached, however, the vessel struck the rocks at Whitehills and immediately broke up. Seven of her crew were picked up from the wreckage and were landed at Whitehills in a terribly exhausted condition. It being ascertained that the crew had consisted of ten men the Life-boat returned to the scene of the casualty and

remained in the vicinity for an hour and a half, but unfortunately nothing could be seen of the other three men.

**NORTH SUNDERLAND, NORTHUMBERLAND.**—On the 19th February during a heavy gale from the S.E., the Coxswain of the Life-boat *Thomas Bewick* received a message from the Trinity boatman requesting that the Life-boat might be sent to the Longstone Lighthouse. The message which he had received did not state the reason for the request and it was impossible to obtain any information, the hazy weather and blinding snow-showers preventing further signalling. The Life-boat was launched, taking out the Trinity boatman and a relief Light-keeper, but found the sea at the harbour mouth so extremely heavy and dangerous that it was decided, after struggling for two hours, that it was not advisable to proceed further. On the following evening signals were shown indicating that the services of the Boat were required for the purpose of landing the principal keeper who was ill, and in the morning, the coxswain having been apprised of this, decided to make another attempt. There was still a very heavy sea and a strong wind was blowing from N.W. Having received authority from the Trinity House doctor to land the man, the boat was launched, taking off the Trinity boatman, a relief keeper and provisions, succeeded in reaching the lighthouse, took on board the sick man, landed the substitute and provisions, and regained her station at 11.30 A.M.

**DUNBAR.**—While a moderate E. gale was blowing, accompanied by a heavy sea and thick weather, on the morning of the 23rd February, intelligence was received that a large vessel, which was subsequently ascertained to be the four-masted barque *Ecclefechan*, bound from Calcutta for Dundee with a cargo of jute, was stranded on the Chapel rocks, at Skateraw Point, between Dunbar and Cockburnspath. The Dunbar and Thorntonloch Life-saving Brigades proceeded to the rescue, but the vessel was too far distant from the shore to admit of communication being obtained by means of their apparatus, all the rockets fired falling short. The Dunbar Life-boat *Sarah Pickard* was therefore launched at

9.45 and in two trips rescued twenty-four of the crew. The captain and three of the crew declined to leave the ship in spite of repeated warnings from the Assistant-Coxswain, who was in command of the Boat in the absence of the Coxswain, but they were afterwards taken off by a steam-tug, the vessel becoming a total wreck. On the first trip fourteen men were taken into the Life-boat and were landed at Skateraw harbour. On the second occasion ten men were rescued and landed at Dunbar, the arrival of the Life-boat being greeted by loud cheers from a large number of people who had assembled to witness the proceedings.

**PORT EYNON, GLAMORGANSHIRE.**—The s.s. *Ethiopia*, of London, in ballast from Hamburg for Port Talbot, stranded at Oxwich Point in a very thick fog, a moderate S.W. breeze and a heavy ground swell, on the night of the 23rd February. She was sighted in the morning and information was given to the Coxswain of the Life-boat; he summoned the crew, and as soon as possible the Life-boat *A Daughter's Offering* was launched and proceeded to the vessel around which a heavy ground sea was breaking. At the request of the captain the Life-boat stood by, and when two steam-tugs and a steam pilot-boat arrived, ropes were got from the *Ethiopia* to those steamers, which endeavoured to tow her off. They, however, found it impossible to move her. The captain then hailed the Life-boat, which went alongside and took him to one of the tugs, in which he proceeded to Swansea, the rest of the crew remaining on board the steamer and the Life-boat afterwards returning to her station. During the night the vessel was carefully watched from the shore, arrangements having been made with the mate for signalling in case of emergency. Salvage operations were subsequently commenced, and eventually she was dry-docked at Port Talbot.

**PALLING, NORFOLK.**—While a moderate wind was blowing from E. by N., accompanied by a heavy sea and a dense fog, on the 26th February, the Coxswain of the Life-boat was informed that a vessel was riding in a dangerous position near the outer bank at Waxham and about a mile south of Palling. The crew and

helpers were at once summoned, horses were obtained and the Life-boat *Good Hope* was taken on her transporting carriage to Waxham, where she was launched at 11.15 A.M., and found the vessel was the ketch *Ada Gane*, of and from Harwich for South Shields, in ballast. The Life-boat stood by her two and a half hours, when the tide flowed and, the wind having shifted to S.E., she was able to get out of danger.

A message by telephone was received from the North Hasborough Light-vessel stating that a vessel was in need of assistance on the morning of the 5th June. The weather was foggy, the sea was very heavy and a moderate gale was blowing from N.N.E. At 7.40 A.M. the Life-boat *Hearts of Oak* was launched and when near the Wold Light-ship was taken in tow by a steam-tug towards the vessel which proved to be the steam trawler *City of Edinburgh*, of Grimsby. She had stranded in the night, and shortly before the arrival of the Life-boat had got off the sands but had lost her rudder. The Life-boat remained by her until a temporary rudder was fixed and the vessel proceeded in a northerly direction.

APPLEDORE.—On the 2nd March a message by telephone was received stating that a vessel was stranded on Baggy Leap. A moderate breeze was then blowing from N.N.E., the sea was smooth and the weather fine and cold. At about 12.10 P.M. the Life-boat *Jane Hannah MacDonald* was launched, and on reaching the vessel found she was the ketch *Fame*, of and from Barnstaple, bound for Cardiff, laden with gravel. As she was in a dangerous position the Life-boat stood by her and ultimately some of the Life-boat men boarded her at the master's request, assisted in throwing cargo overboard so as to lighten her, kept the pumps at work, and rigged up extra pumps. When she floated the Life-boat men set her sails, ran her into the harbour, the pumps being kept at work the whole time to prevent her from sinking, and moored her in a safe berth.

MABLETHORPE, LINCOLNSHIRE.—While a moderate wind was blowing from N., accompanied by a choppy sea, on the 6th March, a messenger arrived from Theddlethorpe and informed the coxswain

of the Life-boat *Heywood* that a small craft was drifting in a S.E. direction. He added that he had seen what appeared to be a man on board baling water out of the boat. The coxswain at once summoned the crew, and on looking at the boat it was seen that she was flying her jib and close to the mainmast was something that certainly appeared to be a man. At noon the Life-boat was launched and on reaching the boat found the jib was set and the mainsail hanging overboard, this was probably what had been thought to be a man, but no one was on board; she had, however, been recently occupied, as the condition of some bread and meat found in the cabin showed that they had not long been placed there. She was of about two tons burden and fore and aft rigged, but no trace of her name, port, or ownership could be found. She was taken in tow by the Life-boat and on reaching the shore was handed over to the Receiver of Wrecks.

RAMSGATE.—In answer to signal guns fired by the North Goodwin Light-vessel, on the 12th March, the Life-boat *Bradford* proceeded in tow of the harbour steam-tug *Aid* to the Sands, at 9.15 A.M., and found the Brigantine *Eagle*, of Waterford, laden with bone dust from London for Newport, had been aground, but had got afloat again. The weather at the time was thick, a light wind was blowing from N.N.E. and there was a slight sea. The vessel was well under way and declined any assistance, but very shortly afterwards she again went aground, and as the tide was falling the Life-boat men again offered their services, which were accepted. A tow rope was then taken from the tug to the vessel, which was towed off the Sands and was taken into Ramsgate Harbour, arriving there at noon.

MARGATE.—On the evening of the 18th March the coastguards reported that a vessel off the Margate Sandhead buoy had just lost her foremast and gear, but was not showing any signal for assistance. A strong gale was then blowing from S. by E., the sea was heavy and the weather thick, with snow and sleet. At 5.50 she hoisted a signal of distress, and eight minutes later the No. 2 Life-boat *Civil Service*, No. 1, was on her way to the vessel, which was found to be the

ketch *Egremont*, of Exeter, bound from Southampton for Chatham with timber and iron. Five of the Life-boat men boarded her and at the request of the captain the boat returned to the shore to obtain the services of a steam-tug. A message was despatched to Ramsgate, and as soon as possible the harbour tug *Aid* proceeded to the vessel, which had drifted near the Tongue light-vessel, and towed her into Ramsgate Harbour at about 4.15 A.M. The *Egremont* had a crew of five men.

BRANCASTER, NORFOLK.—A telegram was received from the coastguard reporting a vessel in distress off Burnham Flats, on the 19th March, and as she was showing a signal for help the Life-boat *Alfred S. Genih* put off to her assistance, at 1.45 P.M., and found she was the ketch *Queen Mab*, of London, bound from Dunkirk for Lynn. Her mast and sails had been carried away in a squall on the previous night, one of her crew had been killed by the falling gear, and the master and the other two men forming the crew had left the vessel, which was afterwards taken charge of by the crew of a fishing boat, and at their request the Life-boat men assisted to take her to Lynn.

CAMBOIS, NORTHUMBERLAND.—On the afternoon of the 22nd March, while a strong gale was blowing from E., accompanied by a very heavy sea, the coxswain of the Life-boat *Oswald, Sarah and Jane* saw a vessel strand on the South Bank at the entrance to the river Wansbeck. Her foremast went by the board and as her crew were evidently in danger he at once summoned the crew, and at 2 P.M. the Life-boat was launched and proceeded to the vessel, which proved to be the schooner *Fredrick*, of and from Bremerhaven, in ballast, for West Wemyss. The master and mate refused to leave their ship, but the crew of three men got into the Life-boat and were safely landed. The boat returned to the vessel and shortly afterwards the mate decided to leave her and got into the Life-boat, but the master adhered to his decision and would not leave. Just as the mate entered the boat a heavy sea struck her, carried her about fifty yards away, and caused three of the crew to lose their oars,

which, however, drifted ashore and were ultimately secured. The mate was landed and it was decided to place the Life-boat on her carriage and leave her at high-water mark ready for any emergency. Almost immediately after this had been done the captain signalled for help, whereupon the boat was once more launched and brought him safely to land. These services occupied the Life-boat men until about 5 P.M., and there was no doubt then that the vessel would be a total wreck.

NEWBIGGIN, NORTHUMBERLAND.—The schooner *Aspirant*, of Stavanger, ran into the bay, being unable to beat off the shore in a moderate E. gale, a heavy sea and thick weather, on the 22nd March. The Life-boat *Robert and Susan*, on her transporting carriage, was taken by horses to the most suitable place for launching, and shortly after 4 P.M. was on her way to the vessel, which was rapidly driving ashore. Within ten minutes after she had struck, the Life-boat had rescued and landed her crew of six men, the vessel being likely to be a total wreck.

PORTHOUSTOCK, CORNWALL.—At about 6 A.M., on the 23rd March, the Coxswain of the Life-boat *Charlotte*, was informed that a vessel was firing signals of distress, having stranded on the Manacles rocks. A light wind was then blowing from N.E., and the sea was moderate, but the weather was thick. The crew of the Life-boat were summoned, at about 6.30 the boat was launched, and on reaching the vessel found she was the barque *G.B.*, of and from Fécamp, bound for the Newfoundland fishery, and laden with salt. Having slightly struck the reef known as the Outer Main Voices, she had anchored, and was lying in a most dangerous position, close to a mass of sunken rocks. The Master refused any assistance from the Life-boat men, stating that all he required was a steam-tug, and ultimately one arrived, and with the help of some fishermen got a hawser on board, but it parted, and the tug, apparently not caring to face the danger of the rocks, did not make another attempt to effect communication with the vessel. Afterwards, the steam-tug *Eagle*, of Falmouth, arrived, and the services of two of the Life-boat men having been asked for, to pilot her amongst the

rocks, they were put on board; the hawser was attached to the barque, she was towed out of danger, and was taken into Falmouth harbour.

**GORLESTON, SUFFOLK.**—The Life-boat *Thora Zelma* was launched at 3.50 P.M., on the 7th April, information having been received that a three-masted schooner had stranded on the outer bank. A N.E. by N. wind was blowing; the sea was smooth and the weather fine but very thick, and there was a dense sea fog. The stranded vessel proved to be the *Brazilian*, of and from South Shields, bound for Waterford, with a cargo of coal. The Life-boat remained by her, some of her crew assisting at the pumps, and when the tide flowed at about 3 A.M., she was got out of danger.

The Coxswain of the Life-boat *Mark Lane* having been informed by a coast-guardsmen that a steamer was aground on the Cross Sand, while the wind was blowing from W., accompanied by a moderate sea and thick weather, on the 7th June, he at once summoned the crew, and at 10.55 A.M. the Life-boat was launched. On arriving at the south part of the sand, the s.s. *Flamingo*, of Hull, homeward bound from Dunkirk, with a general cargo, was found stranded, and the Life-boat stood by her for three hours, when she got off the sand and proceeded on her way.

At 2.43 P.M., on the 19th June, the Coastguard reported to the Coxswain of the Life-boat *Mark Lane* that a vessel was aground on the Cross Sand, and in seven minutes the Life-boat was launched. A south-easterly wind was blowing and there was a moderate sea. The stranded vessel was the schooner *Helene*, of Groningen, laden with cement, from Rochester for Kirkcaldy, and, with the help of the Life-boat men and a steam-tug, she was got off the sand at 11.35, the Life-boat regaining her station at 1.45 on the following morning.

**DUNGENESS (LYDD).**—The Life-boat *R.A.O.B.* was launched at 1.40 A.M., on the 11th April, while a moderate gale was blowing from W., accompanied by a rough sea, and proceeded to the assistance of the barque *Capella*, of Bremen, which, while proceeding homewards from the West Indies, with a general cargo, stranded

on the Newcombe Bar. At the master's request, the Life-boat stood by the vessel until the tide rose, and she got afloat again.

**STAITHES, YORKSHIRE.**—The sudden rising of the sea, on the 17th April, rendered it dangerous for some of the fishing cobles to return to the shore. The Life-boat *Jonathan Stott* was therefore launched at about 1.15 P.M. and assisted the last two boats which arrived.

**FENIT (TRALEE BAY), CO. KERRY.**—The Life-boat *John Willmot* was launched at 1 P.M. on the 19th April and proceeded to the fishing steamer *Salamander* which had stranded on a dangerous reef of rocks in Brandon Bay in a dense fog. The Life-boat was towed by the steamer *Queenborough*, a sister ship of the *Salamander*, and on reaching the latter found that seven of her crew had jumped overboard and had been washed ashore at Garry William Point. They were taken into the Life-boat and landed at Fenit. One of the men had been much injured in an unsuccessful endeavour to rescue the mate, who was washed overboard directly after the vessel struck. The steamer became a total wreck.

**SCARBOROUGH.**—The coxswain of the Life-boat *Queensbury* having been informed that some fishing cobles were in danger, the Life-boat was launched at 4.45 A.M. on the 25th April, while a moderate gale was blowing from N.E., accompanied by a rough sea. She proceeded in a south-easterly direction, and when about a third of a mile from the east pier met the coble *Snowdrop* and accompanied her to the harbour. The Life-boat went out again, proceeding in an easterly direction, but when about three quarters of a mile from the shore she was recalled by signal, news having been received that the cobles had arrived at Robin Hood's Bay.

**WINTERTON, NORFOLK.**—Signals having been fired by the Wold light-vessel on the night of the 26th April, the Life-boat *Margaret* was launched at 11.30. A south-westerly wind was then blowing and the sea was moderate. Proceeding in the direction of the Hasborough Sand, flares were shown by a vessel stranded there, and on reaching her she was found

to be the fishing dandy *Ste. Marie mère de Dieu*, of and from Gravelines, bound for Wick. A boy was taken into the Life-boat, which remained by the vessel until she floated, when the boy was put on board again and the Life-boat made for her station, the master of the fishing-boat requiring no further help.

**ROBIN HOOD'S BAY, YORKSHIRE.**—The fishing coble *Star of Bethlehem*, of Scarborough, was seen some distance off the bay, on the morning of the 30th April, and, as the heavy sea then running would render it very dangerous for her to attempt to land, the Life-boat *Ephraim and Hannah Fox* was launched at 6.30, took the fishing-boat in tow and brought her safely to land.

**BUCKIE, BANFFSHIRE.**—The lugger *Mary*, of Buckie, was taken off the beach, at about midnight on the 30th April, in order to proceed to Cluny Harbour to be fitted out for the west coast herring fishery. A whole gale suddenly sprung up from N.N.W., accompanied by a heavy sea, and the boat failed to enter the harbour and was carried past it. She immediately dropped her anchor, but it dragged for a considerable distance and the boat gradually drifted near the rocks at Janstown, near Buckie. The crew of the Life-boat *James Sharpe* were summoned, and when it was seen that the lugger would certainly be driven ashore unless she had assistance the boat was launched, taking out an anchor, two chains and a spring rope belonging to the owners of the fishing boat. The boat by means of this tackle was securely moored, and rode out the gale, which shortly afterwards moderated, her crew of nine men getting into the Life-boat and reaching the land at 9 A.M.

**THURSO AND WICK, CAITHNESS-SHIRE.**—While a moderate breeze was blowing from S., accompanied by a rough sea, on the 2nd May, the coxswain of the Wick Life-boat received notice, at 6.30 A.M., that a steamer was aground at the back of the North Quay of Wick Harbour and in need of assistance. He at once summoned his crew and manned the Thurso Life-boat *Co-operator No. 3*, which was lying afloat in the harbour at Wick, having put in there after proceeding to

the assistance of a distressed vessel on the previous day. The stranded vessel proved to be the s.s. *Shaw*, of Aberdeen, a line fishing-boat, homeward bound from Stornoway, where her crew had left her, and having only the master and engineer on board. They got into the Life-boat and landed at about 8.30.

**MONTROSE, FORFARSHIRE.**—Nine of the large fishing-boats went out to the line fishery grounds, about ninety miles distant from the land, on the morning of the 8th May. On the following evening the wind, which was blowing from E.N.E., increased to a moderate gale, causing a very heavy sea, and, as it was expected that the boats would be compelled to return to the harbour for safety, a good look out was kept for them. About half-an-hour after midnight the coxswain of the Life-boat received a telephone message from the coastguard station at Usan, stating that flares were seen in the offing and that they had evidently been shown by the boats. He was also informed that one of them had arrived in the harbour and that her crew reported there was a heavy sea on the bar and that it was advisable that the Life-boat should proceed there to help the other boats. At about 1 A.M. the reserve Life-boat, temporarily placed on this station, was launched and saw the four boats which were the last to come in safely across the bar; they were the *Camelia*, *Magdalene*, *Mon Ami* and *Annie Mearns*. The crew of the *Rose* decided not to incur the risk of crossing the bar and made for Arbroath, where they arrived safely, and the boat *Pilgrim* kept at sea until about 11 A.M., when the weather moderated and she was able to enter the harbour. The Life-boat remained afloat until 9 A.M.

**SOUTHEND-ON-SEA, ESSEX.**—While a moderate gale was blowing from the E., accompanied by a rough sea and rain squalls, on the 14th May, the coxswain of the Life-boat *James Stevens No. 9*, was informed that the light-vessel was firing signal guns for a three-masted schooner aground on the Nore Sand. The water was then low, but fearing that as the tide rose the sea would become heavier, he summoned the crew; the Life-boat was launched at 7 A.M., and on reaching the vessel, at 8 o'clock, found she was the

*Sidney Smith*, of Portmadoc, bound from London for Falmouth with cement and ballast and having on board the master, his sister and a crew of five men. The master having engaged the services of the Life-boat men, they succeeded in getting the vessel off the sand and took her to Gravesend, arriving there at about 1 p.m. Having moored her to a buoy the boat returned to her station, which was reached at 4.30.

LOWESTOFT.—The attention of the coxswain of the Life-boat, *Samuel Plimsoll*, was called to a steamer which was showing flares for a pilot, on the night of 15th May, and on looking at her he saw that her course was taking her towards the N.E. Newcome Sand; five minutes later she went aground. A moderate gale was blowing from N.E. by E., and there was a short, choppy sea. The crew of the Life-boat were summoned; at nine o'clock the boat was launched, starting under sail but being picked up by the steam-tug *Lowestoft* which towed her near the vessel. On arriving alongside it was found she was the s.s. *Skulda*, of Grangemouth, bound from Windau for Lowestoft, laden with sleepers, and having on board a crew of seventeen persons. The master asked the Life-boat men to remain by him and render assistance. Some of the men helped to throw overboard the deck cargo so as to lighten the ship, an anchor was laid out, a tow rope was taken from the tug to the *Skulda*, and at about 6.30 on the following morning she was got off the sand and was taken into Lowestoft harbour.

DOVER.—Signals of distress were fired by the light-vessel moored off the works in progress at the Admiralty pier, on the night of the 16th May, while a strong breeze was blowing from N.E. The Life-boat, *Lewis Morice*, was launched at 10.15, and ascertained that the lightship had been run into by a large steamer. The boat remained by the vessel until daylight, when it was found that there was no need to stay longer.

CADGWITH, CORNWALL.—The full-rigged ship, *Wandsbek*, of Hamburg, struck on the Dales rocks at the Lizard Point, on the 26th May. Rockets were fired from

the signal station, the Life-boat *Minnie Moon* was launched at 4.5 p.m. in response to them, and remained during the night by the vessel on board of which the captain remained, the crew having left in the ship's boats. The ship was firmly fixed on the rocks which penetrated her, her cargo of wheat being sodden with water became swollen, burst the decks, and she became a total wreck. She had anchored at Falmouth a few days previously, from Portland, U.S., awaiting orders, and was on her way to Liverpool to discharge her cargo when the casualty overtook her.

BROADSTAIRS.—At 4.45 a.m. on the 29th May, the Life-boat *Francesa Forbes Barton* was launched and proceeded to the brig *Danube*, of Whitby, coal laden from Shields for Dover, which was stranded on the N. Goodwin Sands. A N.N.W. wind was blowing and the sea was moderate. The Life-boat stood by until the vessel floated and was towed by a steam-tug clear of the sands.

A dismasted yacht being seen off the North Foreland while a moderate gale was blowing, accompanied by a heavy sea, on the 5th June, the Life-boat *Francesa Forbes Barton* was launched at 5 p.m., and on reaching the vessel found she was the yawl *Dorothy*, of Southend. She was drifting towards the Longnose rocks. Some of the Life-boat men boarded her, with difficulty a tow rope was got on board, and she was towed clear of the broken water and was taken to Ramsgate. There were two persons on board, and the master stated that a heavy sea breaking on the mainsail had caused the mast to go over the side of the vessel.

SHERINGHAM, NORFOLK.—On the 29th May the private Life-boat *Henry Ramey Upcher* was launched to the assistance of seven boats which were returning from fishing off Blakeney, in a moderate to strong gale from N.N.E. and a rough sea. As the Life-boat had to pull for three miles or more against wind and tide, a double crew was taken and having embarked a further number of seventeen men from the fishing boats she was over-loaded and her Coxswain felt some anxiety as to her safety in returning through the broken water, which extended nearly a mile out from the shore. He

therefore signalled for the Institution's Life-boat *William Bennett*, which put off at about 3 P.M., and stood by the other boat until all danger was past. The fishermen's boats had to be left to drift ashore; five of them were washed up safely and were secured, but the other two were dashed to pieces.

HOYLAKE, CHESHIRE.—The Coastguard on duty having observed a vessel aground on the East Hoyle bank, while a S.W. gale was blowing with a rough sea on the 29th May, informed the Coxswain of the Life-boat *Coard William Squarey*, and at 7.22 P.M. the boat was launched. The vessel was found to be the s.s. *Dolphin*, of Manchester, and the Life-boat stood by her until she floated at 4.30 on the following morning.

RHOSCOLYN, ANGLESEY.—A very thick fog prevailed here on the night of the 15th June, and at about 5.30 on the following morning the coxswain of the Life-boat, who had been watching during the night, heard voices close to the signal and look-out station. He, as soon as possible, fired signals to summon the crew, and putting off with others in small boats found the s.s. *Avon*, bound for Liverpool with fire-clay, stranded on the rocks under the flagstaff, but the captain declined any assistance. Shortly after seven o'clock the sea, which had been up to that time smooth, became lumpy and dangerous for the small boats, and it was therefore decided to return to the shore and take out the Life-boat *Ramon Cabrera* to stand by the steamer in case she should get free of the rocks with the rising tide and her crew be in danger, it having been stated that the ship was leaking. Just as the Life-boat arrived the steamer floated, hoisted her two boats which had been lowered, and proceeded on her journey. The Life-boat followed her until she was out of the bay.

HUNA, CAITHNESS-SHIRE.—On receipt of a telegram from Brough, the Life-boat *Caroline and Thomas* was launched at 6 P.M. on the 21st June, proceeded to the Pentland Skerries and found the fishing lugger *Magdalen Hughes*, of Kirkcaldy, stranded on the S.W. point of Little Skerry. Her crew had landed, and the Life-boat men assisted them to save

their nets and other materials, it being probable that the lugger would become a total wreck. The weather was thick at the time of stranding, a light E. wind was blowing and the sea was smooth.

REDCAR, YORKSHIRE.—At about 10 A.M., on the 25th June, a rowing boat, which had gone out early in the morning to gather mussels in the Tees, attempted to make for Redcar. Her crew of a man and two boys were in danger as the wind had increased and the sea had become rough, and the Life-boat *Brothers* therefore proceeded to their assistance and brought them safely ashore.

WALTON-ON-THE-NAZE.—In a light wind, a moderate sea and hazy weather, on the morning of the 28th June, a telephone message was received from the Gunfleet Lighthouse reporting a barque ashore. The crew of the Life-boat *Honourable Artillery Company* were summoned and the boat was taken on her transporting carriage along the beach and launched at the East Terrace breakwater at 7.15. Proceeding under oars and sail the boat was picked up by a steam-tug, which kindly towed her near the stranded vessel, which was the *Argo*, of Tvedestrand, bound from Husum for London with firewood. She was reached at 8.45, and on boarding her the coxswain of the Life-boat ascertained that she was leaking badly, and he agreed with the master that the Life-boat men should assist at the pumps and help to throw the deck cargo overboard, so as to lighten the ship. These operations were continued until high water, but she did not get off the sand. The wind then springing up from the E. caused the sea to increase, and the Life-boat men consented to remain until the tide again made, when, with the help of two steam-tugs, the barque was got clear of the sand; only just in time, for as she left it the tide was commencing to ebb. She was assisted into Harwich, her rudder being disabled, and was left at anchor there, the Life-boat regaining her station shortly after noon on the following day. The barque had a crew of thirteen men.

SCARBOROUGH.—Two boatmen who were looking out from the Castle Yard, on the morning of the 21st July, observed a

vessel stranded about three miles N. The weather was thick, no wind was blowing and the sea was moderately rough. The Life-boat *Queensbury* was launched at 4.30, proceeded to the steam trawler *Industry*, of Hull, which was lying in the bay awaiting the tide, and was towed by her to the stranded vessel which proved to be the brigantine *Kathleen*, of South Shields, bound from Newhaven for the Tyne in ballast. She had run aground in a dense fog which had prevailed during the night. Considerable difficulty was experienced by the Life-boat in getting near her, owing to the heavy sea and the dangerous rocks on which the vessel was striking heavily, but ultimately the boat succeeded in getting alongside and rescued the crew of six men and a retriever dog. The vessel was half full of water, had lost her rudder, and was otherwise much damaged.

COURTMACSHERRY, Co. CORK.—On the evening of the 20th July a large steamer was reported in distress in Sevenheads Bay. The weather at the time was foggy, there was no wind, and the sea was smooth. At 6 p.m., the Life-boat *Farrant* proceeded to the assistance of the vessel and found her to be the *Texan*, of and from Liverpool, bound for St. Thomas, with a general cargo, and having about two hundred persons on board. She had a large hole amidships, having been in collision with another steamer in the fog, and would have been in a critical condition if the sea had risen. The Life-boat remained by her until two steam tugs arrived from Queenstown and took her in tow.

DOUGLAS, ISLE OF MAN.—At about 4 p.m. on Saturday, the 21st July, the steamer *Lily*, of Liverpool, which had left that port in the morning with six hundred and twenty-eight passengers for Douglas, ran aground on the rocks at Onchan Harbour, North Bay, Douglas, in a dense fog. Signals were fired from the Rocket Station and the Life-boat *Civil Service*, No. 6, put off in response, the launch occupying only five minutes, and stood by the vessel. Fortunately the weather was calm and the sea smooth, so that those on board, many of whom were women and children, were in no immediate danger. Steam ferries, a number of harbour boats and pleasure boats, proceeded to the

stranded vessel, the rocket brigade effected communication with her and all rendered valuable help in getting the people ashore, the boats also landing some of the passengers' luggage. Several residents and visitors also arrived from the Howstrake district and assisted the rescued people up the cliff side, and in about an hour after the time of striking the rocks all of them were safe on shore. On the following morning the vessel slid off the rocks at high water and proceeded under her own steam to the Victoria Pier, where she was berthed, a large concourse of people watching the operation from the cliffs.

PORT ERROLL, ABERDEENSHIRE.—At about 7 o'clock on the morning of the 29th July a dense fog, which had prevailed about eight hours, lifted and disclosed a vessel close in shore at Whinnyfold, South of Cruden Scars, and apparently on the rocks. A crew for the Life-boat *Frances Camilla Howard* having been obtained, the boat was launched, proceeded to the vessel, and found she was the barque *Lady Penrhyn*, of Christiania, from Hamburg, in ballast, bound, it was understood, for St. John's. She was not on the rocks, as had been supposed, but was lying about a hundred yards from them and was unable to get away from her dangerous position without the aid of a steam-tug. At the master's request the Life-boat returned to Port Erroll, landed one of her crew to telegraph to Aberdeen for a tug, and again proceeded to the vessel, remaining by her until no further help was needed.

MARGATE.—Signals were shown by a vessel in Margate Roads, while a whole gale was blowing from N.W., accompanied by a very heavy sea and thick weather, with rain, on the 3rd August. The Life-boat *Civil Service*, No. 1, was launched at 11.40 p.m. and found the vessel was the barge *Intrepid*, of Ipswich, bound from London for Dover, laden with maize, and having on board the master, the mate, and the master's wife. The vessel was riding at anchor, she was very low in the water, and it was feared that she would founder. Three times the Life-boat got a rope attached to her, but on each occasion it parted. At the last attempt, owing to the barge driving on the main, the Life-boat

had not sufficient time to hoist her sails before she touched the rocks; her anchor was at once let go, and she rode with her head to sea, but finding it impossible to get off, and those on board the barge continuing to signal for help, it was decided to cut the cable, losing about two fathoms of it and the anchor, the latter being subsequently recovered, and make another attempt to reach the vessel. A rope was got on board, and having been made fast, the three persons were taken into the boat. It was then daylight and the Life-boat remained by the barge for about two hours, the captain and five men were put on board her, the anchor was slipped and she was taken to Ramsgate, the master's wife and the mate being taken ashore in the Life-boat.

**BROADSTAIRS.**—Messages by telephone were received on the morning of the 4th August, intimating that the services of the Life-boat were required. A whole gale was then blowing from N.W., there was a heavy sea and rain was falling at intervals. The Life-boat *Francis Forbes Burton* was launched at 6 A.M., and proceeding to Margate Roads found the ketch *Thomas and Edwin*, of Plymouth, laden with cement from London for Dartmouth, and having a crew of three men. She had lost her anchor and chain and her rigging, etc., was in a damaged condition. Four of the Life-boatmen boarded her and with their help she was taken to Ramsgate and was safely berthed in the harbour at 9 A.M. The Life-boat then went in the direction of two other vessels which were showing signals of distress, but two steam-tugs arrived and each of them took one of the vessels in tow to Ramsgate.

**RAMSEY, ISLE OF MAN.**—At about 12.15 P.M., on the 3rd August, the fishing smack *Queen*, of Douglas, was observed making for the harbour, and in attempting to enter she struck on the bar and stranded opposite the Life-boat House. As a moderate gale was blowing from N.E., and there was a heavy sea, the Life-boat *Mary Isabella* put off to her assistance and rescued her crew, consisting of three men, safely landing them at 1.15. Two hours later the smack, which had been got afloat, was taken into the harbour.

**WEST HARTLEPOOL.**—On the afternoon of the 3rd August, the brigantine *William Crow*, of Great Yarmouth, was seen to be drifting ashore. A whole gale was blowing from E.N.E., the weather was thick and there was a heavy sea, and as it did not seem probable that she would get out of danger the crew of the Life-boat *Forester's Pride* were summoned, and at 5.30 P.M. the Boat was launched. With considerable difficulty the vessel was reached and her crew of four men were rescued and landed at 7 o'clock.

**FISHGUARD, PEMBROKESHIRE.**—While a strong gale was blowing from N.N.W., accompanied by a rough sea and squally weather, on the 3rd August, signals of distress were shown by the schooner *Albion*, of and from Runcorn, for the Yealm river, Devonshire, with coal, which was riding heavily at anchor in the bay. The Life-boat *Appin* was launched at 6.30 P.M., reached the vessel in six minutes, and rescued her crew consisting of the master and three men. While the boat was taking these men off the vessel, another schooner, which was at anchor close by, and also riding heavily, showed signals for assistance. The Life-boat therefore proceeded to her and took off her crew of the master and four men. This vessel was the *Ether*, of and for Plymouth, from Runcorn, with a cargo of coal. The two schooners rode out the gale which shortly afterwards abated; the *Ether* however parted one of her cables.

**EASTBOURNE.**—On the 3rd August, while a gale was blowing from S., accompanied by a very heavy sea and rain, the schooner *Caroline*, of London, bound from Goole for Portland with a cargo of coal, parted her cable and drifted towards the shore, ultimately stranding about two miles eastward of the Life-boat house where she became a total wreck. The crew of the Life-boat *James Stevens, No 6*, were summoned, and at 9.30 A.M., the Boat was launched, rowed to the weather side of the vessel, anchored and veered down to her. Her crew of three men got into the Life-boat and were taken safely ashore at about 11.15. The master, however, refused to leave the vessel, but the wind increased and the schooner drifted on to the main, and at 11.30 the Coast-guards fired a line over the ship by means



**SUMMARY**

During the year ended the 30<sup>th</sup> June 1899, the Number of Vessels lost or damaged on the coasts, and in the seas of the United Kingdom including cases of minor damage, was 5040 and the loss of Life as far as can be ascertained was 520.

*Life Boats, Rocket & Stations.*

There are	212	213	in England & Wales.
"	47	45	" Scotland.
"	35	51	" Ireland.
"	6	4	" Isle of Man.
"	2	0	" Channel Islands.

# WRECK CHART OF THE BRITISH ISLES

FOR THE YEAR

1898-99.

Compiled from the Board of Trade Register.

SHOWING ALSO THE PRESENT  
LIFE BOAT STATIONS.

OF THE  
ROYAL NATIONAL LIFE BOAT INSTITUTION.

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

Scale of Nautic Miles  
10 0 50 100



of the rocket apparatus, and the captain was hauled ashore.

WELLS, NORFOLK.—The ketch *Hopewell*, of Lynn, bound for Wells from Hull with corn and cake, arrived in Holkham bay on the afternoon of the 3rd August, just after high water, and was lying there awaiting the next tide when she would proceed to the quay. A heavy gale however sprung up at about ten o'clock at night and the vessel dragged her two anchors, drove on the East bar about 4 A.M., and at once sunk, the master and crew of two men taking to the rigging. The weather was so thick and the rain so heavy that unfortunately the men were not observed from the shore until about 8 o'clock. The crew of the Life-boat *Baltic* were summoned, the Boat was launched, and on reaching the Scalp Beacon was taken in tow by the steam tug *Marie*, which took her to windward of the wreck; the Boat then sailed down to the vessel and with some difficulty succeeded in rescuing the men, who were greatly exhausted, from their perilous position. One of the crew of the Life-boat had a narrow escape while assisting to get them from the rigging. He was washed out of the Boat on the windward side and came up on the leeward side, when he was at

once grasped by his companions and pulled on board.

In connection with this service, a gratifying letter, of which the following is a copy, was received by the Honorary Secretary of the Wells Branch of the Institution:—

“Wells-next-the-Sea,

“11th August, 1900.

“I, R. W. Green, late of the ketch *Hopewell*, stranded off Wells on the 4th inst., on behalf of myself and crew who were rescued by the Life-boat *Baltic*, feeling desirous of conveying our heartfelt thanks to the National Life-boat Institution, and more particularly the Wells Branch, beg that you, Sir, will be the medium of conveying the same.

“Had it not been for the promptness in launching and the skilful handling of the boat by Coxswain Crawford and crew, I feel assured the result must have been different.

“Again I thank all concerned in the rescue.

“I am, Sir,

“Yours faithfully,

(Signed) “R. W. GREEN.”

“H. E. LOYNES, Esq.,

“Bank House,

“Wells.”

THE WRECK REGISTER AND CHART FOR THE YEAR ENDED  
THE 30TH JUNE, 1899.

THE people of a maritime nation like Great Britain should be especially interested in any statistics relating to ships and sailors, and such matters are it may be assumed of particular importance to the friends and supporters of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, the sole object and aim of which is to save life from shipwrecks on the coasts of the United Kingdom. We purpose therefore, according to our annual practice, to place before our readers a digest of the latest of the invaluable tables of statistics issued by the Board of Trade in their

well-arranged Blue-Book, relative to shipping casualties on or near our coasts during the year ended the 30th June of last year; and in doing so we feel sure that it must be evident to every thoughtful reader how important a matter it is that the fullest and strongest support should be given to any work, the intention and the result of which is to minimize, and as far as possible to prevent the loss of life in connection with shipping casualties on our rock-bound shores.

It is shown that the total number of

shipping casualties which occurred on or near the coasts of the United Kingdom in the year 1898-9 was 5,040, this total being unfortunately an increase of 76 as compared with the preceding twelve months. The total number of lives lost as a result of these casualties was 520, no less than 225 more than in the year 1897-8. On examination, however, it is found that nearly half of this large increase was due to the sad wreck of the *s.s. Mohegan* on the Manacles (Cornwall), on the 14th October, 1898, when 106 souls perished.

The total of casualties (5,040) included accidents of every description befalling all classes of vessels—collisions, foundering, strandings, missing vessels, etc. We classify these casualties as follows: (1), Total loss; (2), Serious casualties; (3), Minor casualties. Under the first two of these headings there was a considerable decrease, the cases of total loss and serious casualties falling from 1,367 (the total for the year 1897-8) to 1,276, a reduction of 91; but the cases of minor casualties showed an increase of 167, the total number being 3,764. We regret to report that life was lost in 131 instances—a considerable increase of 34 as compared with the previous twelve months.

As has almost always happened, the cases of collision represented in the year 1898-9 a large proportion of the casualties, the total being 1,715, or 7 more than in the preceding year, and the casualties which involved total loss, collisions *not* being included, increased from 279 to 309. The total of serious casualties, however, fell from 696 to 644, the minor casualties rising to 2,372 from 2,281.

Of the total casualties (5,040) 4,434 befel British and Colonial vessels and 606 foreign vessels. It is gratifying to note, however, that the total of the British and Colonial casualties was 21 less than that of the year 1897-8. On the other hand,

the total of foreign casualties showed a much to be regretted increase of 97 cases.

The localities of the casualties, *excluding* collisions, were as follows:—East Coast of England, 763, or 161 less than the preceding year; south coast, 560, or 10 less than in the previous year; west coast of England and Scotland and east coast of Ireland, 1,357, or 162 more than in the year 1897-8; north coast of Scotland, 105, a decrease of 52; east coast of Scotland, 272, an increase of 110; other parts, 268, an increase of 20—total, 3,325, or 69 more than the preceding year.

The *loss of life*, which, after all, is the most important matter, resulting from the casualties in the various districts, *including collision cases*, was as follows: East coast of England, 93, or 4 more than in 1897-8; south coast of England 148 (including 106 lives—62 crew and 44 passengers—lost at the wreck of the *Mohegan*), or 116 more than the preceding year; west coast of England and Scotland and east coast of Ireland, 118, *double* the number of the previous year; north coast of Scotland, 14, or 22 less than in 1897-8; east coast of Scotland, 55, a remarkable increase of 54; other parts, 92; total, 520.

On the Chart of the United Kingdom, which we publish annually, will be found a black dot entered against each spot on which any *serious* shipping casualty occurred during the year ended the 30th June, 1899; also the precise position of each of the 287 Life-boats of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, so that at a glance it will be seen that the boats have been judiciously and usefully placed.

Between the year 1861 and the 30th June, 1899, 5,974 British, Colonial and Foreign vessels were wrecked on or near our coast, involving loss of life in every case, the total number of lives so sacrificed being 25,951. Of the 520 persons who were drowned in the year

1898-9, 407 were from British and Colonial vessels, and 113 from Foreign vessels. These statistics compared with those of the preceding year (1897-8) give an increase of 187 in the lives lost from British and Colonial vessels, and an increase of 88 in those lost from Foreign vessels.

Of the 520 lives lost in the year under consideration (1898-9), 46 were lost in foundered vessels, 76 in collisions, 253 in stranded vessels, or 162 more than in the previous year; 56 in missing vessels, an increase of 6 as compared with the year 1897-8; and 89 in explosions, washed overboard, etc. Only 65 out of the 520 persons who perished were passengers, 455 of them being either officers or members of the crews of the vessels.

The number of vessels meeting with casualties on or near the coasts of the United Kingdom must of necessity vary from year to year, sometimes increasing and sometimes, happily, decreasing. The following table furnishes the statistics for the last 46 years:—

1854 (last six months), 458; 1855, 1,141; 1856, 1,153; 1857, 1,143; 1858, 1,170; 1859, 1,416; 1860, 1,379; 1861, 1,494; 1862, 1,827; 1863, 2,001; 1864, 1,741; 1865, 2,012; 1866, 2,289; 1867, 2,513; 1868, 2,131; 1869, 2,594; 1870, 1,865; 1871, 1,927; 1872, 2,381; 1873 (first six months), 1,206; 1873-4, 2,191; 1874-5, 4,259; 1875-6, 4,554; 1876-7, 5,017; 1877-8, 4,436; 1878-9, 3,716; 1879-80, 3,138; 1880-1, 4,297; 1881-2, 4,367; 1882-3, 4,363; 1883-4, 4,405; 1884-5, 3,764; 1885-6, 3,596; 1886-7, 4,224; 1887-8, 4,004; 1888-9, 4,272; 1889-90, 4,344; 1890-1, 4,198; 1891-2, 4,710; 1892-3, 3,499; 1893-4, 4,951; 1894-5, 4,917; 1895-6, 4,620; 1896-7, 5,277; 1897-8, 4,964; 1898-9, 5,040.

Total, 144,964.

Although during a period little exceeding a generation the number of lives perishing from shipwreck on or near our

shores has amounted to the terrible total of 29,790, it is consoling to know that, had it not been for the work done by the Life-boats and crews of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, &c., the number of lives lost would have been considerably more than doubled, the total number of lives rescued by these means in the same period being 32,039, so that the lives thus saved exceeded those which were lost by 2,249.

The Institution granted rewards in 1899 for saving 609 lives from shipwreck and for the landing of 67 other persons, by means of Life-boats, from apparently perilous positions.

The 313 rocket apparatus and other stations, which are so well managed by the Board of Trade and admirably worked by the Coastguard and Rocket Brigades, perseveringly carry on their important life-saving duties, and were instrumental in the year 1898-9 in rescuing 223 persons from a watery grave. This total was an increase of 92 as compared with that of the previous year.

Having regard, therefore, to the great national work in life-saving rendered year by year to the country, and indeed to the world at large, by the ROYAL NATIONAL LIFE-BOAT INSTITUTION, the Committee of Management earnestly appeal for help. During the past year the maintenance of the Life-boat service has been rendered more than usually difficult owing to the numerous appeals which have been made, and so generously responded to by the British public, in connection with the war in South Africa; but the Committee hope that it will be borne in mind, that whether there be peace or war, there is never a cessation of the need of help for the shipwrecked and storm-tossed sailor.

The total number of lives, for the saving of which the Institution has granted rewards, has exceeded 42,200.

SUMMARY OF THE MEETINGS OF THE COMMITTEE.

THURSDAY, 14th June, 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 Deputy Chief Inspector of Life-boats on his recent visits to Aberdeen, Dunbar and Poolbeg.

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

Northern District.—Nairn, Dornoch, Thurso, Ackergill, Wick, Stromness, Longhope, Huna, Lossiemouth, Buckie, Banff, Whitehaven, Workington, Maryport, Ballantrae, Girvan and Ayr.

Eastern District.—Blakeney, Wells, Hunstanton, Brancaster, Donna Nook, Mablethorpe, Sutton, Skegness, Grimsby (two boats), Cromer, Sheringham, Seaton Carew, West Hartlepool and Hartlepool (three boats).

Southern District.—Eastbourne, Newhaven, Lyme Regis, Poole, Hayling Island, Bembridge, Southsea, Atherfield, Brightstone Grange, Brooke, Totland Bay and Ryde.

Western District.—Ilfracombe, Morthoe, Watchet, Holyhead (two boats), Porth Rhuffydd, Moelfre, Cemaes, Cemlyn, Bull Bay, Penmon, Rhoscolyn, Rhosneigr, Llandudno, Llauddwyn, Point of Ayr, Llanddulas, Llanaelhaiarn, Criccieth and Rhyl.

Irish District.—Newcastle, Cloughy, Ballywalter, Groomsport, Carrickfergus, Greencastle, Culdaff, Blackrock, Dunmore East, Tramore, Youghal, Ballycotton, Queenstown and Fenit.

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

	£	s.	d.
Mrs. JULIA NEWBERRY, Southport, in memory of her late husband, Mr. HENRY OSMORE NEWBERRY; the interest only to be expended by the Institution for payment of the men and otherwise for its general purposes out of its annual revenue account . . . . .	1,000	-	-
Colonel F. C. TRENCH GASCOIGNE, additional . . . . .	150	-	-
Collected on board the S.Y. <i>Argonaut</i> , per F. G. HARMAN, Esq. . . . .	14	5	7
Collected on board the S.S. <i>Oruba</i> , per Captain LINKLATER . . . . .	10	-	-

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late SAMUEL W. HOPWOOD, Esq., of Queen Anne's Mansions, Westminster, to provide a Life-boat . . . . .	1,000	-	-

	£	s.	d.
The late Mrs. CAROLINE COURTNEY, of Exmouth, for a <i>James, William, and Caroline Courtney</i> Life-boat, equipment, carriage and house, to be stationed at, or as near as possible to, Budleigh Salterton . . . . .	1,000	-	-
The late ALEXANDER BROWN LAWSON, Esq., of Brora, Sutherlandshire . . . . .	500	-	-
The late THOMAS CROCKETT, Esq., of Halesowen, Birmingham . . . . .	315	-	-
The late H. M. SPENCER, Esq., of Tavistock . . . . .	100	-	-
The late W. H. DEAN, Esq., of Stratford (additional) . . . . .	67	2	7
The late STEPHEN BURDEN, Esq., of Great Malvern . . . . .	22	10	-
The late JOHN BROWNJOHN, Esq., of Bath . . . . .	17	19	2

Deep regret was expressed at the death of Mr. JAMES C. HOLDEN, Honorary Secretary of the Carrickfergus Branch of the Institution, and it was decided to send a letter of sympathy to his family.

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

Paid £5,304 for sundry charges on various Life-boat Establishments.

Reported that HER MAJESTY THE QUEEN had contributed 25*l.*, and HIS ROYAL HIGHNESS THE PRINCE OF WALES, DUKE OF CORNWALL, the sum of 20*l.* in aid of the Padstow Life-boat Disaster Fund.

Voted 146*l.* 9*s.* to pay the expenses of the following Life-boat services.

Life-boat.	Vessel.	Lives Saved.
Broadstairs . . . . .	Brig <i>Danube</i> , of Whitby. Stood by vessel.	
Cadgwith . . . . .	Ship <i>Wandbek</i> , of Hamburg. Stood by Vessel.	
Dover . . . . .	Pier Works Light Vessel. Stood by vessel.	
Gorleston No. 1. S.S. <i>Flamingo</i> , of Hull. Stood by vessel.		
Hoylake . . . . .	S.S. <i>Dolphin</i> , of Manchester. Stood by vessel.	
Montrose No. 1. Four Fishing-boats. Attended boats.		
Palling No. 2. Steam Trawler, <i>City of Edinburgh</i> . Stood by vessel.		
Sheringham . . . . .	Life-boat <i>Henry Ramey Upcher</i> (landing crews of fishing boats). Stood by.	

The Broadstairs, Lowestoft No. 1, and Southend-on-Sea Life-boats respectively rendered the following services:—Yacht *Dorothy*, of Southend, saved vessel and 2 lives; S.S. *Skulda*, of Grangemouth, assisted to save vessel and 17; Schooner *Sidney Smith*, of Portmadoc, saved vessel and 7.

Voted 167*l.* 9*s.* 6*d.* to pay for launches, watching or assemblies by the crews of the

following Life-boats with the view of assisting those on board vessels in distress:—Broadstairs, Caister No. 1, Hastings, Hunstanton, Longhope, Margate Nos. 1 and 2, North Deal, Polpear, Port Eynon, Swansea, Wick, Winterton Nos. 1 and 2.

Also 3*l.* to two men who were injured while on service in the Winterton No. 2 Life-boat on the 18th May.

The Ramsgate Life-boat was also taken out for service but her assistance was not ultimately needed.

Voted 1*l.* 10*s.* to four men for putting off in a boat and rescuing four boys who were in danger off Workington, Cumberland, their boat having been driven out to sea, in a light wind from E.S.E., and a moderate sea, on the 6th May.

Also 1*l.* 10*s.* to two men for rescuing, at considerable risk, a man whose boat had been capsized off Caldy Island, South Wales, in a strong S.E. wind and a rough sea, on the 11th May.

Also 1*l.* 10*s.* to three men who rescued two men whose boat had been capsized off Cullercoats, Northumberland, in a moderate S.E. wind and a rough sea, on the 23rd April.

Also 1*l.* to four men for saving four men from a yawl which had been capsized off Youghal, Co. Cork, in squally weather, on the 23rd May.

Also 2*l.* 19*s.* 6*d.* to seven men for rescuing, by means of lines, the crew of four men from the schooner *Poultney*, of Whitby, which drifted ashore at Workington, Cumberland, in a heavy surf, on the 15th April.

THURSDAY, 12th July, 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 Deputy Chief Inspector of Life-boats on his recent visits to the Montrose, Dunbar, Stonehaven, Johnshaven and Gourdon Life-boat Station.

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

Northern District.—Gourdon, Stonehaven, Johnshaven, Montrose (two boats) Dunbar, Campbeltown, Southend (Cantyre), Kirkcubright, Balcary, Whithorn and Port Logan.

Eastern District.—Seaham, Whitburn, Sunderland (South Pier), Saltburn, Redcar, Dungeness (two boats), New Romney, Folkestone, Hythe, Walmer, Kingsdowne, North Deal, Dover and Ramsgate.

Southern District.—Selsey, Worthing, Shoreham, Littlehampton and Eastbourne.

Western District.—Penarth, Appledore (two boats), Clovelly and Lynmouth.

Irish District.—New Brighton (two boats), Formby, Hoylake, Hilbre Island and Southport (two boats).

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

	£	s.	d.
"S.D.R.S.D." . . . . .	95	-	-
EDWARD F. WHITE, Esq. (annual subscription) . . . . .	50	-	-
Miss S. E. WHITE (annual subscription) . . . . .	25	-	-
JOSEPH GOODRICH, Esq. . . . .	25	-	-
CHARLES DENNY, Esq. . . . .	25	-	-
Offertory in Holy Trinity Church, Cowes, per the Rev. JOHN BAILEY, M.A., and Miss FRANCES H. LOYD . . . . .	8	16	5
Offertory in Highfield School Chapel, per the Hon. Treasurer of the Highfield Benevolent Society . . . . .	3	10	8

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late Mrs. MARY ANN MAW, of Nottingham . . . . .	400	-	-
The late Miss CHARLOTTE M. LASCELLES, of Brighton . . . . .	270	-	-
The late JOHN HARTLEY, Esq., of Latchford . . . . .	50	-	-
The late ALEXANDER MACKENZIE, Esq., of Glasgow . . . . .	45	-	-

Reported the transmission to its station of the new Life-boat for Walton-on-the-Naze.

Paid 10,159*l.* for sundry charges on various Life-boat establishments.

Voted 251 15*s.* 6*d.* to defray the expenses attending the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Huna . . . .	Lugger <i>Magdalen Hughes</i> , of Kirkcaldy. Rendered assistance . . . . .	
Redcar . . . .	A fishing boat . . . . .	3
Rhoscolyn . . . .	S.S. <i>Acon</i> . Stood by vessel . . . . .	
Runswick . . . .	Two cobbles. Stood by boats.	

The Gorleston No. 1 and Walton-on-the-Naze Life-boats respectively assisted to save the schooner *Helene*, of Groningen, and the barque *Argo*, of Tvedstrand, and her crew of thirteen men.

Also 69*l.* 14*s.* to pay the expenses of the following Life-boats in proceeding out with the view of assisting distressed vessels:—Harwich (steam Life-boat), Kilmore, Kingstown No. 1, Mullion and Walton-on-the-Naze.

THURSDAY, 2nd August, 1900.

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

Read and confirmed the minutes of the previous meeting.

The Committee expressed deep regret at the lamented death of H.R.H. the DUKE of SAXE-COBURG and GOTHA, DUKE of EDINBURGH, K.G., Vice-Patron of the Institution, who had been officially connected with the Institution since 1879, and it was decided that an humble message of condolence be addressed to HER MAJESTY the QUEEN, Patron of the Institution.

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

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

**Northern District.**—Port Patrick, Girvan, Troon, Irvine, Kildonan, Ardrossan, Creaswell, Blyth, Cambois, Newbiggin and Callerscoats.

**Eastern District.**—Broadstairs, Margate (two boats), Calster (two boats), Gorleston (three boats), Winterton (two boats), Yarmouth, Lowestoft (two boats), Kessingland (two boats), and Pakefield.

**Southern District.**—Hastings, Wintchelsea, Rye, Brighton, Porthleven and Polpear.

**Irish District.**—St. Anne's (two boats), Fleetwood, Piel (Barrow), Lytham, Blackpool, Groomsport, Douglas and Castletown.

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

	£	s.	d.
Mrs. BIRT-DAVIES-COLEMAN, for providing and endowing a Life-boat to be named after her late husband, the "Richard Coleman" . . . . .	3500	-	-
Ancient Order of Foresters, annual subscription in aid of the support of their three Life-boats . . . . .	110	-	-
Collected on board H.M. Transport <i>Assaye</i> , per Captain G. W. F. BROWNE . . . . .	17	2	-
Collected on board the S.S. <i>Tantallon Castle</i> , per Captain H. D. TRAVERS . . . . .	4	14	6
Collected on board the S.S. <i>Lovaine</i> , per Captain W. R. ANDERSON . . . . .	3	3	6

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late Lady WALLACE, balance . . . . .	4437	10	-
(Making a total of £8875).			
The late Mrs. A. S. WHYMPER, of Eaton Terrace, S.W. . . . .	300	-	-
The late Mrs. FORBES IRVINE, of Aberdeen . . . . .	237	8	1
The late C. J. W. BARWELL, Esq., of Birmingham . . . . .	100	-	-
The late James LEE, Esq., of Stoke St. Mary, Taunton . . . . .	45	-	-

Reported the transmission to their stations of the new Life-boats for Dungarvan Bay and Wexford.

Paid 3987l. for sundry charges on various Life-boat establishments.

Voted 47l. 18s. 6d. to pay for the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Courtmacsherry	S.S. <i>Texan</i> , of Liverpool, Stood by vessel . . . . .	
Douglas . . . . .	Steamer <i>Lily</i> , of Liverpool, Stood by vessel . . . . .	
Scarborough . . . . .	Brigantine <i>Kathleen</i> , of South Shields . . . . .	6
(Also saved a dog.)		

Also 2l. 6s. 6d. to the crew, etc., of the Totland Bay Life-boat for assembling in readi-

ness to proceed, should it have been necessary, to the assistance of a vessel in distress.

Also 5l. to a man who was injured while on service with the Aldeburgh Life-boat on the 7th December last.

Also 63l. 12s. weekly allowances and medical expenses to a man who was injured while on service in the Ardrossan Life-boat, on the 10th November last, and had been thereby incapacitated for work until recently.

Also 1l. to four men for putting off in a boat and rescuing three men whose boat had been capsized at Kingsdowne, Kent, in a moderate S.W. breeze, on the 15th June.

Also 1l. to JOHN FLETT, in recognition of his services on the occasion of the stranding of the fishing-boat *Magdalen Hughes*, on the Pentland Skerries, in a light wind, a smooth sea and thick weather, on the 21st June. FLETT, who was one of the crew of the vessel, swam to the shore, taking the end of a rope, and would probably have been the means of rescuing the other six men on board had not a boat put off from South Ronaldshay to their assistance.

THURSDAY, 13th September, 1900.

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

Read and confirmed the minutes of the previous meeting.

Read letter from Her Majesty's Principal Secretary of State for the Home Department, stating that he had laid before HER MAJESTY THE QUEEN the resolution of the Committee conveying a message of sympathy in the bereavement sustained by Her Majesty through the death of His Royal Highness the DUKE OF SAXE-COBURG and GOTHA, DUKE OF EDINBURGH, and that Her Majesty was pleased to receive the message very graciously.

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

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

**Northern District.**—Tynemouth (two boats), Boulmer, Hauxley, North Sunderland, Alnmouth, Holy Island (two boats), Eyemouth, Berwick-on-Tweed, Anstruther, Crail, Gourdon, Montrose (two boats), St. Andrews, Methil and Buckhaven, Nairn, Huna, Ackergill, Wick, Thurso and Stromness.

**Eastern District.**—Palling (two boats), Dunwich, Southwold (two boats), Cromer, Aldeburgh, Harwich (two boats), Walton-on-the-Naze, Clacton-on-Sea, Hunstanton, Mablethorpe, Sutton, Grimsby (two boats), Skegness, Southend - on - Sea, Hasborough, Sheringham, Wells, Blakeney and Brancaster.

**Southern District.**—Porthoustock, Cadgwith, Mullion, Falmouth, Mevagissey, Fowey, Looe, Teignmouth, St. Helier's and St. Peter's Port.

**Western District.**—St. Mary's, St. Agnes, St. Ives, Penzance, Sennen Cove, Hayle, Ferry-side, Swansea, Port Eynon, Bury Port, Tenby, Littlehaven, Angle, St. David's, Fishguard

(two boats), Cardigan, New Quay and Barmouth.

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

	£	s.	d.
Oldham Branch, for one year's maintenance of the <i>Oldham</i> Life-boat at Abersoch . . . . .	70	-	-
Proceeds of concert in Rhosneigr Life-boat house, per Mr. Wm. JONES . . . . .	14	-	-
Collected on board the S.S. <i>Apollo</i> , per Captain PICKTHORN . . . . .	4	-	-
Collected in Palling and Waxham Churches on 2nd September, 1900, per the Rev. A. GAWWAY ATKINS, B.A., through Palling Branch . . . . .	3	7	6
Officers and crew of ship <i>Loch Torridon</i> , per Captain PATTMAN . . . . .	2	16	6
Collected at a Church Parade by members of Court Flower of Suffolk, No. 2695, Ancient Order of Foresters, per Mr. W. GIBBS, Woolverstone, Ipswich . . . . .	2	5	-
Collected in Devonport Dockyard Chapel, per the Rev. J. M. CLARKSON, R.N. . . . .	1	2	9

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late Miss M. A. PEAKE, of Inverness Terrace, W., in or towards a Life-boat to be named the <i>Dash</i> , equipment, Life-boat house, tackle, etc. . . . .	50	7	8
The late Captain W. H. PAYNE, R.N., of Fishbourne, Isle of Wight . . . . .	100	-	-
The late Mr. S. W. BUNN, of Kinder, Staffordshire . . . . .	50	-	-

Deep regret was expressed at the death of Mr. JOHN EMSLIE, Honorary Secretary of the Ardrossan Branch of the Institution, and it was decided to send a letter of sympathy to his family.

Voted the best thanks of the Committee to Dr. J. G. LOCK and Mr. DAVID MORTON in recognition of their past valuable co-operation as Honorary Secretaries respectively of the Tenby and Crail Branches of the Institution, which offices they had just resigned.

Decided that the Grimsby No. 1 Life-boat Station be discontinued.

Reported the transmission to their stations of the Methil and Buckhaven, and Hunstanton new Life-boats.

Paid 5,044l. for sundry charges on various Life-boat Establishments.

Voted 142l. 3s. 3d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives Saved.
Cresswell . . . . .	French lugger <i>Arago</i> Landed 10.	
Eastbourne. . . . .	Schooner <i>Caroline</i> , of London . . . . .	3

Life-boat.	Vessel.	Lives saved.
Fishguard No.2	Schooner <i>Albion</i> , of Runcorn . . . . .	4
Ditto	Schooner <i>Ether</i> , of Plymouth . . . . .	5
Folkestone . . . . .	Lugger <i>Jessie</i> , of Folkestone . . . . .	3
Holyhead No. 2	Barque <i>Islamount</i> , of Dundee . . . . .	17
Palling No. 1 . . . . .	Lugger <i>Masterpiece</i> , of Great Yarmouth . . . . .	9
Port Erroll. . . . .	Barque <i>Lady Penrhyn</i> , of Christiania. Stood by Vessel . . . . .	
Ramsey	Smack <i>Queen</i> , of Douglas . . . . .	3
Sunderland (South Pier)	A boat . . . . .	3
Wells	Ketch <i>Hopewell</i> , of Lynn . . . . .	3
West Hartlepool	Brigantine <i>William Crow</i> , of Great Yarmouth . . . . .	4

Also 198l. 9s. to pay for assemblies of Life-boatmen, watching or launches to the assistance of distressed vessels at Aberdovey, Blyth, Broadstairs, Caister, Cresswell, Criccieth, Dunbar, Eyemouth, Hartlepool, Margate, Newquay (Cardiganshire), North Deal, Point of Ayr, Port St. Mary, Uppang, Wells and Whitby.

The Broadstairs Life-boat saved the ketch *Thomas and Edwin*, of Plymouth, with three men on board; the Margate No. 2 Life-boat saved the barge *Intrepid*, of Ipswich, and three men; and the Ramsgate Life-boat was taken out on two occasions, but her services were not ultimately needed.

Voted the thanks of the Institution, inscribed on vellum, and framed, with the sum of 1l., to Mr. RODERICK MATHESON, master of the fishing-boat *Annie*, of Broadford, for saving the master of the fishing-boat *Princess May*, who had been knocked overboard from his vessel when about three miles W. of the Sound of Rona, in squally weather, on the 23rd July, Matheson, who was unable to swim, was wearing heavy clothing and sea boots at the time, but he fastened a line round his body, sprung overboard and grasped the drowning man, both being then hauled on board the *Annie* by the crew of that vessel.

Also a letter of thanks to Mr. SNOWDON and the sum of 7s. 6d. to a fisherman for putting off in a boat from Newbiggin, Northumberland, and rescuing four persons from the boat *Oscar*, which had been carried some distance from the land in a strong W. breeze and a somewhat rough sea, on the 30th July.

Also 2l. to four men for putting off in a boat and rescuing the crew of three men from the rigging of the ketch *Eva Lena*, of Runcorn, which sunk in Llandudno Bay in a fresh breeze from N.W. and a rough sea, on the 7th August.

The sum of 2l. 7s. was granted to eleven men who rendered assistance on the occasion.

Also 3l. 15s. to fifteen men for putting off in two boats and saving the ketch *Benown*, of Swansea, with three persons on board, which was disabled by loss of sails, in a whole gale from N. and a very heavy sea, on the 3rd August.

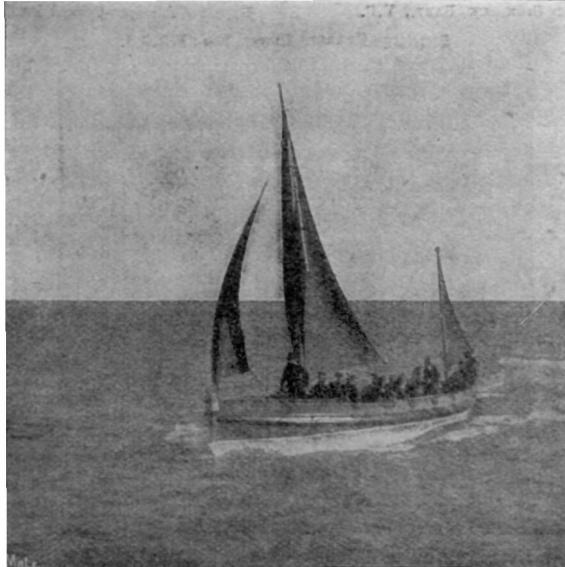
Also 2l. to four quarrymen for putting off

twice in a boat and rescuing nine persons from a boat which had been capsized at Porth y Pick, Anglesey, on the 22nd July. A further reward of 5s. was granted to one of the rescuers who swam to the shore with a child, thus lightening the boat, which was heavily laden.

Also 1l. 5s. to five fishermen for putting off in a boat and saving the crew of four men from

the yacht *Daisy*, of Youghal, which foundered in Youghal Bay, in a strong E.S.E. breeze and a rough sea, on the 27th July.

Also 1l. to two men for rescuing four of the crew of the s.s. *Greenwood*, of Newcastle, which sunk after collision with another steamer at the mouth of the Tyne, in a dense fog, on the 20th August.



THE "CITY MASONIC CLUB" LIFE-BOAT AT POOLE.

A CALL FOR THE LIFE-BOAT.

Dark is the night, and fierce are the winds—  
When lo, a cry  
Rings wildly forth—"A ship on the rocks,  
The crew will die!"

But swift to hear are the Life-boat men  
When danger's rife,  
And swift to fight with the raging sea  
For human life.

With eager hands, and sinews strained,  
They launch their boat,  
And strong brave men on the seething waves  
Are now afloat!

Oh, aid them, aid, Great King of the storm,  
With strength from Thee—  
Many a wife and a bairn doth pray  
For those at Sea;

Many a home is awaiting them,  
Oh, grant in love  
That one deed more by our Life-boat men  
Be writ Above.

On, gallant bark! to the sinking ship,  
Nor wind, nor wave  
Can daunt the hearts that are risking death  
Others to save.

Now praise to God, for the wives and bairns  
Are spared their tears,  
And hearts are glad that would have been sad  
For years and years.

And praise to this, our National Boon—  
The grand Life-boat,  
For all the lives that its aid hath saved  
Since first afloat!—

And may the Cause—such a noble cause—  
"The Life-boat Call,"  
Be ever met with a glad response  
From one and all.

May all the help that it needs to-day—  
With hearty will—  
Be given, aye, and ev'ry heart pray  
"God Speed it still!"

MALMSMEAD, KINGSTON. MAUD MADDICK.  
(Mrs. A. Doughty.)

NOTICE.

The next number of the LIFE-BOAT JOURNAL will be published on the  
1st February, 1901.

# ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patron—Her Most Gracious Majesty the Queen.

Vice-Patrons—  
 HIS ROYAL HIGHNESS THE PRINCE OF WALES, K.G.  
 HER ROYAL HIGHNESS THE PRINCESS OF WALES.  
 CAPTAIN HIS ROYAL HIGHNESS THE DUKE OF YORK, R.N., K.G.

President—His Royal Highness the Prince of Wales, K.G.

Chairman—Sir Edward Birbeck, Bart., V.P.

Deputy-Chairman—Colonel Fitzroy Clayton, V.P.

Secretary—Charles Dibdin, Esq., F.R.G.S.



Telegraphic Address

"LIFE-BOAT  
 INSTITUTION  
 LONDON."

Telephone:

No. 2964  
 ("GERRARD  
 EXCHANGE.")

## APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that during the past year (1899) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £69,195 on its 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	...	...
<b>Total . . . . .</b>	<b>64</b>	<b>609</b>	<b>£10,219 8 5</b>

The number of Lives saved either by the Life-boats of the Society, or by special exertions for which it has granted rewards since its formation, is 42,288. 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, 1668 Votes of Thanks, inscribed on vellum and framed, 126 Certificates of Service framed, and £207,709 in money.

The Committee earnestly appeal to the British Public for Funds to enable them to maintain their 287 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. COURTS and Co., 59 Strand; and by all the other Bankers in the United Kingdom.—1st November, 1900.