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THE EMPIRE MOURNS.

NEVER probably in the history of our country has public feeling been so moved and sorrow so universally felt and expressed as in the last few days, consequent on the almost sudden, and world-wide deplored death of the most beloved of sovereigns, QUEEN VICTORIA. In her long and eventful reign, longer than that of any of those in the long line of her illustrious predecessors, Her Majesty never failed to strive to promote with loving care and earnest devotion the best interests of her people and the glory of her Empire. With the sympathetic heart and discreet wisdom of a great and good woman, she was ever ready to console the sorrowful and to comfort the distressed, while her one aim was to encourage, aid and promote any and every good work having for its object and end the amelioration of the people and the welfare of the Empire. The death of QUEEN VICTORIA has been sorely felt and grieved over by all classes, from the

highest to the lowest, from the richest to the poorest; wherever the English tongue is spoken, wherever the British flag flies. It will be long before we recover, as a nation, from the great shock which has so sadly and so unexpectedly overwhelmed us in the removal from our midst of the most respected and purest of women. Ever since the Queen ascended the throne in 1837, she had been the Patron of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and during the 63 years of her wonderful reign she had never failed to take a warm interest in its work; whilst to the end of her useful life her generous financial support was never withheld. All those connected with and interested in the Life-boat cause will gratefully and thankfully remember the encouragement and sympathetic help so continuously and constantly received by the Institution from the beloved Queen who has been so suddenly taken from us.

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

1785-1900.

No. 4.

THE years 1850-1, next to the year 1785, were those of the greatest importance in the history of the Coast Life-boat, and in fact of the ROYAL NATIONAL LIFE-BOAT INSTITUTION also, for, as has often been pointed out, apathy in the Life-boat cause had allowed things to drift into a parlous state. The greater number of the so-called Life-boats on the coast were rotten, and except at a few places organization was conspicuous by its absence. Algernon, the 4th Duke of Northumberland, as is well known, came to the rescue, and the result of his offering a prize of one hundred guineas for the best model of a Life-boat must have been as astonishing to him as it was satisfactory.

The Committee who were appointed to examine the models and recommend to whom the prize should be awarded, began their report by congratulating his Grace on the liberal manner in which his offer had been responded to by boat-builders and others from all parts of the United Kingdom. There were also several foreign competitors who submitted models. 280 models and plans were sent into Somerset House, embracing nearly every conceivable form of boat or raft, and containing mechanical contrivances of almost every description, a wide assortment of material being used or recommended in their construction. Much attention was bestowed on giving the models self-righting power, and many ingenious methods employed to that end, mostly of far too complicated a nature to be of any practical value. Then, as now, much time and trouble was spent in applying manual power to drive screw propellers or paddle wheels, and many models were submitted illustrating the inventors' ideas

in this direction; of these, perhaps the most curious was one showing "one boat suspended within another propelled by a screw worked by six men." Another showed a method of propulsion brought about by "10 men pumping water," and another "by exhausting air," whilst a fourth was "propelled by a fishtail."

The application of steam to Life-boats was anticipated by Mr. G. Remington, C.E., of Warkworth, who sent in a model of a Life-boat showing a screw propeller to be worked by a steam-engine of 10 horse-power. She was to be of the following dimensions:—Length, extreme, 40 ft., of keel, 36 ft.; breadth, 8 ft.; depth, 6 ft. Sheer of gunwale, 9 inches. Weight, 300 cwt., and to cost 500*l*.

Great attention was paid to ballast, both liquid and solid, the generality of methods proposed being too complicated for Life-boat work although many were undoubtedly clever.

Self-baling or relieving the boat of water which might come on board, also had a large number of devotees, and here again there was a noticeable propensity shown for ingenious but too complicated methods. However, it must not be supposed that no practical advantage was gained in this direction, for the present extremely simple and efficient non-return valve fitted in all the Institution's Life-boats was the outcome of this competition. Prior to 1852 the "relieving tubes," which conveyed the water off the deck, were open at both ends, consequently, even in a slight sea, the water would spurt up through the tubes, making it anything but pleasant for the men sitting on the thwarts. The non-return valves being placed on the upper or deck end of the

tubes almost entirely stopped this disagreeable spurting.

Among the methods suggested for self-baling, were many boats fitted with scuppers with self-acting valves, for discharging the water through the sides instead of the usual system employed, viz., tubes connecting the deck with the bottom of the Life-boat. One competitor fitted his boat with siphons to take the water off; another provided an "hydrostatic apparatus for delivering the water" (hydrostatic apparatus for this purpose is continually being recommended, but as a rule is heavy and complicated). Many varieties of valves were also advocated.

Turning to the material used in the construction of the Life-boats and their various parts. Cork, of course, was much favoured, whilst gutta-percha, wickerwork, dried rushes, kamptulicon, and copper were, among other substances, employed in addition to wood and iron.

Many eccentricities were to be found in the form of the boats submitted for competition. Double-boats, and even a triple-bottomed boat, boats without bottoms and rafts of all descriptions, a boat with a rolling cylinder at bottom for land transport and one of wickerwork covered with canvas to be rolled along the beach to the site of the wreck and then opened out! Several of the competitors fitted their models with "centre-boards" or "sliding keels."

To show what was aimed at by the offer of the prize of 100 guineas, it might be convenient to quote from the notice to boat-builders, &c., which was published and circulated largely in October, 1850.

"Great loss of life having occurred from time to time on the coast of Northumberland and elsewhere by the upsetting of Life-boats, and especially in the case of the Shields Life-boat in December last, whereby twenty pilots were drowned, notice is hereby given that, with a view to the improvement of boats to be employed for such

purposes, His Grace the Duke of Northumberland offers the sum of 100 guineas for the best model of a Life-boat, which may be sent to the Surveyor's Department, Admiralty, Somerset House, London, by 1st February, 1851." Then follow the names of the Committee, and further, "It is considered that the chief objections to the present Life-boats, generally speaking, are:—

1. That they do not right themselves in the event of being upset.

2. That they are too heavy to be readily launched and transported along the coast in case of need.

3. That they do not free themselves of water fast enough.

4. That they are very expensive."

It will be seen from the above that self-righting was the "first plank in the platform," consequently it is not surprising that the prize was ultimately awarded to a boat embodying that principle.

In order to judge the various models the Committee agreed upon certain points which they considered essential qualities of a Life-boat, and apportioned values to them as follows:—

Qualities as a rowing-boat in all weathers	20
Qualities as a sailing-boat	18
Qualities as a sea-boat—as stability, safety, buoyancy forward for launching through a surf, &c.	10
Small internal capacity for water up to level of thwarts	9
Means of freeing boat of water readily	8
Extra buoyancy: its nature, amount, distribution and mode of application	7
Power of self-righting	6
Suitableness for beaching	4
Room for, and power of, carrying passengers	3
Moderate weight for transport along shore	3
Protection from injury to bottom	3
Ballast, as iron (1), water (2), cork (3)	3
Access to stem or stern	3
Timber heads for securing warps to	2
Fenders, life-lines, &c.	1
	<hr/>
	100
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In spite of the prominence given to "self-righting" in the circular, it will be seen that only a value of six was allotted for this property.

It might appear strange nowadays, considering the different circumstances under which Life-boat work is done, that a committee could be found to agree as to what was the best universal type of Life-boat. The following extract from their report explains to a certain extent how they were actuated: "It will be seen by the above formula (table of values) that the Committee consider it an essential requisite in a Life-boat that she should be a good rowing boat, able to get off the beach in any weather in which a boat can live at sea, as without the power of doing this other good qualities are of no avail. To this, then, is awarded the highest number. As on the coast of Norfolk and Suffolk, where the wrecks generally occur on outlying sands, all the Life-boats go off under sail, and, as it was evident some of the best models were prepared with this view, it was considered that these also were entitled to be placed on a par with boats built chiefly for pulling; but as rowing is the general rule around the coasts and sailing the exception, a slight difference was made in favour of the former."

The Committee selected the names of thirty-seven competitors for publishing in their report, with marks awarded to them varying from 84, obtained by Mr. James Beeching, of Great Yarmouth, whose model was awarded the prize, down to 60. This list included all the well-known Life-boat-builders of the day. Thirteen sets of drawings were also reproduced and attached to the report, showing the methods employed by the following competitors: James Beeching, of Great Yarmouth; Henry Hinks, Appledore, Devon; J. & E. Pellow-Plenty, of Newbury, Berks; William Teasdel, Great Yarmouth; Harvey & Son, Ipswich; George Farrow, South Shields; George Palmer,

Nazing Park, Essex; William Van Houten, Rotterdam; Messrs. White, of Cowes; Lieut. B. Sharpe, R.N., Hanwell Park; Commodore Lord John Hay, C.B. (then Superintendent of Devonport Dockyard); Thomas Costain, Liverpool; and James Peake, Assistant Master-Shipwright in H.M. Dockyard, Woolwich (and subsequently a member of the Committee of Management of the ROYAL NATIONAL LIFE-BOAT INSTITUTION). The last did not compete. He was one of the Committee, and was requested by his colleagues to prepare plans, in which, profiting by the experience gained in examining the models, all the best qualities should be combined.

It is not the province of this article to enter exhaustively into the history of "self-righting," or to take part in the controversy which has raged round it ever since the first Life-boat provided with self-righting powers was built, a controversy over which much ill temper and ill feeling has been generated in the past, and even up to within a very few years ago. Now many of the most violent partisans are no longer with us, and there is this to be said, that in nearly every instance, those who took the most prominent part in the controversy were only actuated by an honourable desire to put the best possible Life-boats into the hands of the men who have to use them, often in circumstances demanding great gallantry. In times gone by there is no doubt that the ROYAL NATIONAL LIFE-BOAT INSTITUTION advocated the use of self-righting Life-boats in a very marked degree; latterly, however, a broader view has been taken, and the self-righting boat is not put forward more than the other types. Greater experience of Life-boat work on the part of officers and men has resulted in more mutual trust, and the Life-boatmen are now allowed a considerable voice in the choice of their Life-boats; consequently, the relative position of the self-righting boat can

alone be established by the experiences of the future.

The Duke of Northumberland's prize of 100 guineas having been awarded to Mr. James Beeching, in 1851, he at once built a boat to the model submitted, and the Harbour trustees of Ramsgate having witnessed the satisfactory trials, purchased her, and stationed her at Ramsgate.

The model of Mr. Beeching's boat may

launched. The principle (a very simple one) of making a boat "self-right," or, in other words, return to its normal upright position after being capsized, had been known for very many years and had been experimented on, but Mr. Beeching's Life-boat was the first built that ever embodied this principle.

The body of the boat was of whale-boat form, and it will be observed that it closely resembles the yawls now in

LIFEBOAT, BY JAMES BEECHING. GT YARMOUTH.

SUBMITTED TO COMPETE FOR THE NORTHUMBERLAND PREMIUM.

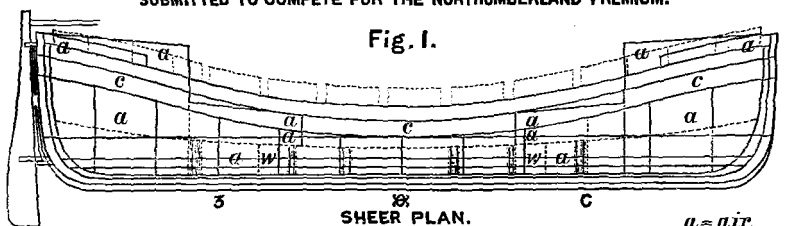


Fig. 1.

SHEER PLAN.

a = air.
c = cork.
w = water.

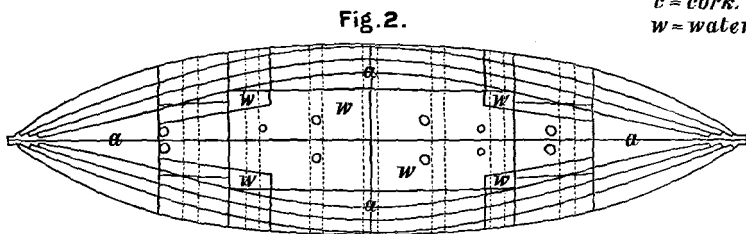


Fig. 2.

PLAN.

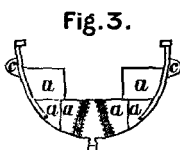


Fig. 3.

SECTION AT 3.

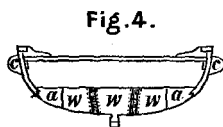


Fig. 4.

SECTION AT X.

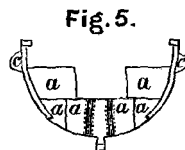


Fig. 5.

SECTION AT C

be seen in the Museum of the Royal United Service Institution, in the Banqueting Hall, Whitehall.

The plans which are reproduced will show at once the description of boat, and although our eyes are now accustomed to the unsightly high end boxes in the bow and stern of self-righting Life-boats, no doubt her appearance must have called forth considerable surprise and criticism when she was first

use on Yarmouth beach. The floor was slightly rounded and the sides round in the fore and aft direction. Stem and stern-post nearly upright. The boat was clinker-built of wainscot oak and iron-fastened.

Length, extreme, 36 ft., of keel, 31 ft.; breadth of beam, $9\frac{1}{2}$ ft.; depth, $3\frac{1}{2}$ ft.; sheer of gunwale, 36 ins.; rake of stem and stern post, 5 in.; straight keel, 8 in. deep; 7 thwarts, 27 ins. apart,

7 ins. below the gunwale and 18 ins. above the floor; pulls 12 oars, double banked with pins and grummets. A cork fender, 6 ins. wide and 8 ins. deep, ran outside at 7 ins. below the gunwale.

Extra buoyancy was given by air-cases, 20 ins. high, in the bottom of the boat under the deck; round part of the sides, 24 ins. wide by 18 ins. deep, up to the level of the thwarts, *leaving 10 ft. free amidships*; and in the head and stern sheets for a length of $8\frac{1}{2}$ ft. to the height of the gunwale; the whole divided into compartments and *built into the boat*. Extra buoyancy was also given by the cork fender, the total amount being 300 cubic ft., equal to $8\frac{1}{2}$ tons.

A water ballast tank divided into compartments occupied the midship portion of the boat, 14 ft. long by 5 ft. wide, and 15 ins. high, containing when full $2\frac{1}{4}$ tons. An iron keel weighing 10 cwt. was also provided. The means for freeing the boat of water was by 8 tubes of 6 ins. diameter, and 4 of 4 ins. diameter, making a total discharging area of 276 sq. ins. Rig—lug foresail, and mizen. Draft of water with 30 persons on board, 26 ins.; weight of boat, 50 cwt., of gear, 17. Supposed to be capable of carrying 70 persons. Cost, with gear, 250*l*.

A glance at the drawings will show that this Life-boat, apart from the self-righting arrangements, was an extremely powerful boat, more efficient for sailing than for pulling, and likely to be a very good sea boat.

The self-righting properties were obtained by giving the boat considerable sheer of gunwale, providing raised air-cases at her ends, the absence of side air-cases for a length of 10 ft. amidships, the introduction of $2\frac{1}{4}$ tons of water ballast, and her iron keel. That is to say, if the boat were capsized the bow and stern air-chambers, having sufficient buoyancy to support the whole weight of the boat when keel up, she would, consequently, be resting on two points, with the iron keel and water ballast

carried in an elevated position above the centre of buoyancy, forming an unstable equilibrium, in which position the boat could not remain, unless most carefully balanced, for the weight of the keel and ballast would be sure to fall a little on one side or the other, and, consequently, drag the boat round to her normal position. It appears that Mr. Beeching must have trusted to a large extent to the weight of the water ballast to "right" the boat, for the small amount of iron, viz., 10 cwt., on the keel, would have been a very unimportant factor in the process in so large a boat. By leaving out the side air-cases for a length of 10 ft. amidships it is quite clear that Mr. Beeching was fully alive to the deterrent effect on self-righting exercised by large side air-cases; a moment's consideration will reveal the fact that they must act towards preventing a boat from righting.

The principles employed by Mr. Beeching are of course not the only ones by which self-righting power may be obtained, but they are the simplest, and for that reason have continued to remain in force up to the present date, with the exception that a heavy iron keel has been substituted for the water ballast, and continuous moderate-sized side air-cases take the place of the arrangement made in the prize Life-boat. In some of the self-righting boats of the present day it is true water ballast is used but it is not one of the factors in self-righting; in fact, it sometimes reduces the self-righting power in an infinitesimal degree.

Before leaving Mr. Beeching's life-boat it must be recorded that the first boat which has been described was an unqualified success, and did an enormous amount of work at Ramsgate until she was worn out and replaced. With some of his other boats he was not so successful. In 1852 two Life-boats built by him capsized and failed to right, several lives being lost; one was stationed at Rhyl and was 26 ft.

long, 7 ft. beam, 3 ft. deep, carrying 18 cwt. of water ballast ; and the other was stationed at Lytham and of the following dimensions, 28 ft. long, 7 ft. beam, 3½ ft. deep, and carrying 25 cwt. of water ballast. Both of these boats were *supposed* to be self-righting boats, but an article in the December 1852 number of the *Life-boat*, page 124, points out that the end air-cases, "instead of being water-tight as in the prize model, are lockers with doors in them ; that the water ballast escapes by the pump hole every time the boat rolls, and the tank thus not being full the ballast becomes shifting ballast." The

mere fact of the end boxes being used as store lockers was quite enough to neutralize the self-righting arrangements ! Be that as it may, these accidents gave a handle to the anti-self-righting party, and the controversy, which had already begun, was fanned into flames which have only died out in recent years.

Pursuing the course adopted in these articles, the history and development of the self-righting boat will be brought up to the present day before returning to treat with some other Life-boat models submitted to compete for the Northumberland prize.

(To be continued.)

THE "ADMIRAL BRIGGS" MEMORIAL LIFE-BOAT STATIONED AT HILBRE ISLAND, CHESHIRE.

"AND there is no more sea."
Heart of my heart!
All is alike to thee
Where thou art.
But storms down here below
Are just the same,

And God will let thee know
That the old name
Is working bravely still—
Doing its noble best
Its mission to fulfil,
Though thou'rt at rest.

ALICE J. BRIGGS.

LIFE-BOAT SATURDAY FUND.

THE past year was an anxious one for the Central Committee of the Life-boat Saturday Fund and for the Life-boat Saturday Committees generally throughout the country. Owing to the appeals which were made practically in every district, city and town in the United Kingdom on behalf of the many funds formed in connection with the South African War and the Indian Famine, collectors for other benevolent and charitable objects found themselves heavily handicapped in their efforts to obtain a hearing and to secure financial support. The case of the Life-boat Saturday Fund was not an exception to

this unfortunate state of affairs. Notwithstanding all difficulties, however, the Life-boat Saturday workers put their "shoulder to the wheel," and, in the face of much discouragement in many directions, they persevered with even increased enthusiasm, the result of their united efforts proving as good as, and even better than, could have been expected in such adverse circumstances. The nett amount transferred at the close of the year to the Committee of Management of the ROYAL NATIONAL LIFE-BOAT INSTITUTION was the no mean sum of 11,666*l.* 5*s.* 9*d.* This amount, having regard to the unfortunate circumstances

of the year, may be considered as a satisfactory one, even although it is less by 7,149l. 2s. 4d. than the nett proceeds of the previous year's work. The total number of cities and towns in which Life-boat Saturday Demonstrations and Collections were made in 1900 was 93, and of these 4 had not previously participated in the movement.

We anticipate and expect better times in the new year and would encourage all good friends to the cause to do their utmost to arouse in their neighbours a greater interest than they have hitherto evinced in the great life-saving work of the Institution, a work which is second to none in its national importance.

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

HOLYHEAD.—While a strong gale was blowing from N.W., accompanied by a heavy sea and rain, on the evening of the 6th Aug., 1900, the Coxswain of the Life-boat observed a barque dragging her anchors and driving towards the Nimrod rocks. He summoned the crew of the Life-boat *Joseph Whitworth* and at 7.10 the Boat was launched. On reaching the vessel, which was the *Islamount*, of Dundee, bound from Limerick for Liverpool, in ballast, it was found that her anchors had caught on the rocky bottom, but it was feared this was merely a temporary holding and that she would soon be again adrift; therefore the master, his wife, the crew of fourteen men, and a passenger got into the Life-boat and at 8.30 were safely on land. At midnight the Life-boat took back the master, at his request, some of the Life-boatmen remained on board with him during the night, and at daylight the Boat took the crew off to the barque, some of the Life-boatmen afterwards helping to get her to a safer anchorage.

CRESSWELL, NORTHUMBERLAND.—A message by telephone was received by the Coxswain of the Life-boat stating that a vessel was ashore S. of the Coastguard house, on the morning of the 15th August. A moderate breeze was then blowing from S.E., the sea was moderate and the weather very foggy. At 3 P.M. the wind increased, and as it was known that the crew were still on board the vessel, it was considered desirable that the Life-boat *Ellen and Eliza* should be

launched and proceed to their assistance. This was done, and the vessel was found to be the French fishing lugger *Arago*. She had stranded on the Headigy Rocks, had about nine feet of water in her, and would probably be a total wreck. Ten of her crew desired to leave her and were landed by the Life-boat, but the other eleven men decided to remain on board the lugger.

PALLING, NORFOLK.—The Coastguard on duty having observed a small boat about a mile N. of the station, with a signal of distress flying, on the morning of the 26th August, informed the Coxswain of the Life-boat. He at once summoned the crew of the Life-boat placed here while a new boat was being built for the station, and at 7 o'clock she was launched. A moderate to fresh breeze was then blowing from N.N.E. and there was a heavy sea. The distressed boat was found to contain the crew of the fishing lugger *Masterpiece*, of Great Yarmouth, which had stranded on the Happisburgh Sands on the previous night and at once commenced to break up. The nine men were taken into the Life-boat and were landed at Horsey, four miles S. of Palling, the direction of the wind and tide preventing the Boat from being beached at her station.

While a strong gale was blowing from W.N.W., accompanied by a heavy sea and heavy rain at intervals, on the 27th October, the Coxswain of the Life-boat and Officer of Coastguard on the look-out observed a light from a vessel

stranded on the main at Eccles. The crew of the Reserve Life-boat temporarily placed on the station were summoned and horses were sent for. Meanwhile two men were sent forward with life-lines. With as little delay as possible the Boat was taken on her transporting carriage along the coast to the scene of the casualty. She was launched and with the aid of the rocket apparatus line succeeded in reaching the vessel which was the ketch *Oban*, of Goole, bound from London for Boston with guano. One of the crew jumped into the Life-boat, but before the other two men could do so the heavy seas carried her away from the vessel. With the help of the rocket apparatus line two ropes were got on board the vessel, and the two men, having fastened them round their bodies, were hauled into the Boat in a greatly exhausted condition, and safely landed at 9 A.M.

FOLKESTONE.—The fishing boat *Jessie*, of Folkestone, left the port on the afternoon of Sunday, 26th August, and after a rough night at sea was observed on the following morning brought up off Seabrook. At 11.20 the Life-boat *J. McConnel Hussey* was launched, a strong E.N.E. gale blowing at the time accompanied by a heavy sea and found the *Jessie* riding heavily and shipping large quantities of water; she had lost all her sails and her rudder was damaged. The crew of three men, who were exhausted by exposure and want of food, were taken into the Life-boat, and three of the Life-boatmen took their places in the fishing boat which was then brought safely into the harbour.

SUNDERLAND, SOUTH PIER.—On Sunday morning, 2nd September, three young men put off in a small boat from Sunderland for a pleasure trip. When they started the wind was blowing from the N.W. and the sea was choppy, but afterwards the wind increased to a moderate gale from N.E., and the sea became so heavy that the little boat was unable to face it and return to the harbour. The Coxswain of the Life-boat *Junius*, seeing that the boat was being driven in the direction of the rocks, where she would probably be dashed to

pieces, summoned the crew, and at 11.15 the Life-boat was launched and rescued the three men, their boat becoming a wreck 15 minutes after they had been taken out of her.

SUNDERLAND, NORTH DOCK.—While a strong N.N.E. gale was blowing, accompanied by a very rough sea and torrents of sleet and rain, on the 26th October, the ketch *Emma Walker*, of Sunderland, laden with coal for Wick, attempted to enter the harbour, but got too far southwards, became unmanageable, and stranded between the old south pier and the new south breakwater. Communication was effected by means of the rocket apparatus, but the crew of two men and a boy were unable to make use of it and called for the Life-boat. The Life-boat *George Woofindin* was launched at 11.45 P.M., Commander THOMAS HOLMES, R.N., Inspector of Life-boats in the Eastern District, who was on a visit of inspection at the station, going out in the Boat. In consequence of the darkness of the night and no lights being shown by the vessel, the Life-boat had great difficulty in finding her. After rowing about for nearly two hours, the Life-boat crew succeeded in rescuing the men, but were too much exhausted to return ashore against the heavy seas. The Boat therefore anchored, and rode until about 3.30 A.M., when there was sufficient depth of water for a tug to approach her and take her in tow. She returned home at about 3.45. Only the good seamanship of the Coxswain and his crew saved the Life-boat from being totally wrecked, as the current was very strong. Indeed, so great was the danger that a body of the life-brigade stood on the breakwater with life-lines, expecting every minute to see the Boat dashed to pieces against the masonry. In recognition of their good service on the occasion of this, the first service of this Life-boat, which had only recently been placed at the station, an extra reward was granted to the crew, and the Committee of Management expressed their thanks to Commander HOLMES for his services in going out in the Boat.

NEWBIGGIN, NORTHUMBERLAND.—The s.s. *Klondyke*, of Laurvig, in ballast from Hartlepool for Blyth, stranded in Cambois Bay while a moderate breeze was blowing from S.S.W., with a moderate sea, on the night of the 15th September. The weather was so thick that she could not be seen, and as the condition of the sea outside Newbiggin Bay was uncertain, and there are dangerous rocks in the locality it was considered expedient to launch the Life-boat *Robert and Susan*. At 1.30 A.M. the boat put off and stood by the steamer until the tide rose and she got afloat again.

RAMSEY, ISLE OF MAN.—Flares having been shown by a vessel at anchor in the bay while a moderate gale was blowing from S.E., accompanied by a heavy sea and thick weather, on the 4th October, the Life-boat *Mary Isabella* was launched at 5.50 A.M., and found the barque *Topdal*, of Mandal, bound from Apalachicola for Whitehaven with a cargo of pitchpine, dragging her anchors and in danger of being driven ashore. Her crew of eight men were rescued by the Life-boat and safely landed at 8.30. They stated that the vessel had driven a mile shoreward during the night.

CAMPBELTOWN, ARGYLLSHIRE.—The brigantine *Anna Sarah*, of Ipswich, while on her way from Ardrossan to a French port, with a cargo of coal, was overtaken by a gale from the S.S.E., when off the Maidens, on the coast of Ireland, and her sails were carried away. She tried to make for Lamash, Isle of Arran, but failed to do so, and eventually anchored in Saddell Bay on the 4th October. Fearing the gale and sea would increase, and that the vessel would, in that case, drive ashore, the master hoisted signals of distress. A telegram was at once despatched from Saddell to Campbeltown summoning the Life-boat, and at 1.30 P.M. the Life-boat *James Stevens No. 2* was launched, and, proceeding under sail through a very wild and confused sea in which the boat behaved splendidly, reached the vessel and rescued the crew of six men. Had the direction of the wind changed, nothing could have saved the vessel;

but fortunately the gale abated, her anchors held and on the following day she was towed into the harbour by a steam-tug.

CLOVELLY, NORTH DEVON.—While a moderate to strong gale was blowing on the 4th October, accompanied by a heavy sea, a vessel was seen by the Coastguard at the Watch Tower Station, and although she had no signal of distress flying she appeared to be in difficulties and was therefore kept under observation. The crew of the Life-boat *Elinor Roget* were summoned; the Boat was launched at 4.20 P.M., and at 5.30 reached the vessel, which had anchored off Westward Ho. She was the brigantine *Charles P. Knight*, of Newport, laden with coal, and had a crew of seven men. The master asked for assistance, but the Coxswain of the Life-boat was unable to allow any of his men to board the vessel as she was in such a dangerous position close to the S.W. tail of the Bar, on a lee shore; darkness was coming on, and there was no prospect of the vessel getting out of danger unless the direction of the wind changed. All that could be done was to save the lives of her crew, who got into the Life-boat, the vessel afterwards stranding at Westward Ho. The Life-boat took six hours to beat back to her station and during the whole of the time the weather was very bad and cold, with rain, hailstorms and lightning. At 11.45, however, she arrived, and her crew and those whom they had rescued safely landed.

The Life-boat *Elinor Roget* was launched at 3 A.M., on the 7th November, while a moderate to strong gale was blowing from N.W., accompanied by a heavy sea, and saved the crew of four men from the ketch *H. F. Bolt*, of Appledore, coal-laden, which had signalled for assistance while lying at anchor off Clovelly Quay.

PORT ST. MARY, ISLE OF MAN.—A severe storm was experienced here on the 4th October, the wind blowing from the S.E. with almost hurricane force, with a very heavy sea and heavy rain. The storm continued throughout the day, and in the evening the wind de-

creased to a strong bréeze, but there was still a heavy sea and rolling surf. At 8.30 the s.s. *Footah*, of Barrow, burnt flash lights and blew her whistle. She was about half-a-mile outside the Breakwater, and as she appeared to be in danger of stranding, the Life-boat *James Stevens No. 1* was launched at 8.40 and proceeded to her assistance. It was ascertained that her pumps were choked and as she was in a very perilous position the Assistant-Coxswain of the Life-boat boarded the steamer and piloted her into the harbour. She was bound from Barrow-in-Furness for Ardrossan with a cargo of iron ore.

RAMSGATE.—The schooner *Alnwick*, of Beaumaris, bound from London for Workington with cement, ran for the harbour from the Downs for shelter while a strong W.S.W. wind was blowing, on the evening of the 5th October, but missed the entrance and was carried by the strong tide to the back of the East pier, where she stranded, bumping heavily in the rough sea. As she was in much danger, the steam-tug *Yare* and Life-boat *Bradford* proceeded to her assistance at 7 P.M., and the small surf-boat from the East pier also put off to the rescue. The Life-boat anchored near the vessel, veered down to her and put some men on board to assist her crew, a line was taken to the steam-tug, which got a hawser on board and towed the schooner into the harbour at 9.15. She was leaking badly.

MARYPORT, CUMBERLAND.—On the evening of the 6th October the Coxswain of the Life-boat *Civil Service No. 5* received a telegram from Whitehaven warning him to watch for a barque coming up the Solway Firth. A strong gale was blowing from S.W. at the time and there was a very heavy sea. He at once went on the "look-out," but the thick weather, wind and rain rendered it impossible for him to see anything. At 9 o'clock the weather cleared, the wind abated, and the Harbour Master observing signals of distress, apparently a burning tar barrel, at once summoned the crew of the Life-boat. At 9.30 the boat was launched and on nearing the vessel,

which was the barque *Topdal*, of Mandal, timber laden, from Apalachicola for Whitehaven, stranded on the Robin Rigg where she became a total wreck, a quantity of timber was fallen in with rendering it dangerous to approach her. Meanwhile the s.s. *Kittiwake*, of Glasgow, was proceeding from Silloth for Liverpool, and when about half a mile W.S.W. of the Solway Light-vessel cries for help were heard but nothing could be seen. The master, however, headed the steamer in the direction from which the sounds came and ultimately sighted the wrecked vessel; her mizen lower mast alone standing and a portion of the poop deck awash, to which the crew were clinging. The steamer's starboard Life-boat was immediately launched and, manned by the mate and four able-seamen, succeeded, with considerable difficulty and danger, in rescuing the eight shipwrecked men, transferring them to the Maryport Life-boat which came up just as the men had been taken off the wreck.

WALMER AND KINGSLOWNE.—On the morning of the 9th October the South Sand Head Light Vessel fired signals indicating that a vessel was in distress, and the Coastguard on duty at Walmer at once reported the fact to the Coxswain of the Life-boat *Civil Service No. 4*. He summoned his crew, and the boat was launched at 1.30. The signals were also seen and heard at Kingsdowne, and, the Coastguard there having called up the Coxswain, and the crew having assembled, the Life-boat *Charles Hargrave* was also launched. Both boats were on their way to the Goodwin Sands at 1.45, and on arriving there found the s.s. *Carlotta*, of Spezzia, a large vessel of about 1,800 tons, bound from Taganrog for Antwerp, stranded. She had a cargo of barley and rape seed and a crew of twenty-five persons on board. The Life-boatmen, assisted by the crews of several boats which came off from the shore, jettisoned some of the cargo with the object of lightening the steamer, and the services of steam-tugs were secured to try to tow the vessel; anchors were also laid out, but although the efforts were continued for a long time, they were unsuccessful.

While the men were still at work the vessel suddenly parted amidships and those on board signalled for the Life-boats to come alongside to take them off. Fifty-eight persons were in the vessel, this number including the men from the boats, their boats having been compelled to return to the shore in consequence of the state of the weather. As soon as possible the Life-boats approached the ship, rescued all of those on board, and brought them safely to land, the Walmer Life-boat reaching the shore at about 11 P.M., and the Kingsdowne boat at 9.15. Of the lives saved, 35 were rescued by the Walmer Life-boat, and 23 by the Kingsdowne Life-boat.

CAISTER, NORFOLK.—On the evening of the 13th October, a vessel, which proved to be the trawler *Corsair*, of Calais, was seen stranded on the Caister shoal. The Life-boat *Beauchamp* was launched at 7.45 and proceeded to the spot. In rounding the bow of the vessel, the boat struck the ground several times and heavy seas broke over her, but having anchored she veered down to the vessel and stood by her until she floated off and proceeded on her journey.

WINCHELSEA, SUSSEX.—On the morning of the 25th October, the coastguard watchman reported to the Coxswain that rockets were being sent up eastward of the Life-boat house, and as the Coxswain left his house he saw another rocket discharged. He at once summoned the crew, and at 4.30 the Life-boat *John William Dudley* was launched, and proceeded to the vessel which had fired the signals, having stranded three-quarters of a mile W. of Rye harbour. She was the *Helicon*, of Hamburg, a large full-rigged ship, bound from Hamburg for Port Talbot in ballast. At the master's request the Life-boatmen laid out an anchor and cable, by means of which the vessel was got off when the tide flowed.

HILBRE ISLAND.—A fisherman, observing a large steamer stranded on the East Hoyle Bank, on the morning of the 27th October, reported the cir-

cumstance, and at 8.24 the Life-boat *Admiral Biggs* was launched. A moderate gale was blowing from N.W. by W., the sea was rough, and the weather squally. On reaching the bank, the vessel—the *Oliveaga*, of Bilbao, in ballast from Workington for Garston—was so high on it that the boat had to wait two hours before there was sufficient water to enable her to get alongside. The Life-boat stood by the vessel—which, however, did not get off the sand—and afterwards landed the master and steward.

NEWQUAY, CARDIGANSHIRE.—On the morning of the 7th November, while a whole gale was blowing from the N., the dandy *Ann and Elizabeth*, of Cardigan, homeward bound in ballast, was seen drifting towards the beach. Efforts were made to save the crew by means of the rocket apparatus but they were unsuccessful, and the vessel then drifting away from the shore the Life-boat was launched at 5 o'clock and saved the crew consisting of two men and a boy. The vessel afterwards stranded and became a total wreck.

CARDIGAN.—Having received information that a vessel was in distress in Cardigan Bay, while a strong N.W. gale was blowing, on the 7th November, the Coxswain of the Life-boat *Lizzie and Charles Leigh Clare* summoned the crew, and at about 5 A.M. the Boat was launched. The vessel, which was the schooner *Mouse*, of Cardigan, bound from Chester River for Fishguard, had stranded on the Popit Sands and her crew had taken refuge in the rigging. Repeated attempts were made to reach her but the tremendous seas washing over her rendered all the efforts futile. After a hard struggle, however, the Boat succeeded in approaching within fifteen yards of the ship, a heaving cane was thrown to the men in the rigging, and by means of lines, a block and life-buoy, the crew numbering three men were hauled through the surf and were taken safely into the Life-boat.

The Officer of H.M. Coastguard at St. Dogmael's, who was an eye-witness of the service, highly commended the conduct of the Coxswain and crew of the Life-boat on this occasion.

UNITED STATES LIFE-SAVING SERVICE.

At the close of the fiscal year (30th June) 1899 the establishment of the Life-Saving Service of the United States embraced 265 stations. Of this number 193 were situated on the Atlantic and Gulf coasts, 56 on the coasts of the Great Lakes, 15 on the Pacific Coast and one at the Falls of the Ohio, Louisville, Kentucky. The total of stations showed an increase of one as compared with the preceding year. As explained in previous notices of this Service comparatively few of the stations are open all the year round as in Great Britain, local requirements apparently rendering it necessary for the great majority of the stations to be "active" only for periods ranging from two to ten months.

The number of disasters to documented vessels within the field of station operations during the year was 428, and there were on board these vessels 3,903 persons, of whom only 56 were lost. The estimated value of the vessels was \$6,072,635, and that of their cargoes \$2,032,005, making the total value of the property imperiled \$8,104,640. Of this amount \$6,261,900 was saved and \$1,842,740 lost. In addition to these there were 294 casualties to undocumented craft—sailing boats, rowing boats, etc.—carrying 671 persons, seven of whom perished. The value of the property involved in these instances was estimated at \$138,535, of which \$129,285 was saved and \$9,250 lost; 751 persons received assistance at the stations, the number of days' relief afforded aggregating 1,460.

From the foregoing statistics it would seem that 63 lives were lost within the scope of the Service during the year—a larger number, with a single exception, than in any year during the last two decades. Forty-four persons perished in one district, embracing only the coast of Massachusetts, and one-half of this number were on board vessels destroyed on islands and outlying rocks during the night where they could not be seen from the mainland, and the first knowledge of which was gained from wreckage

coming ashore. The unusually large loss of life on the part of the coast just mentioned was, it would seem, the result of a tempest which occurred at night and raged between Gay Head and Point Allerton.

There were during the year 97 persons rescued from positions of danger otherwise than from vessels, who would in all probability have perished but for the aid of the surfmen. 591 stranded vessels were floated off, repaired when damaged, piloted out of dangerous positions, and in similar ways assisted by the station crews. Minor assistance was also afforded to 382 vessels and small craft. 193 vessels running into danger of stranding were warned off by the signals of the patrol-men, most of them having been thus saved from either serious danger or total loss.

The surf-boat was used 773 times, making 1,089 trips. The self-righting and self-bailing Life-boat was used 132 times, making 163 trips. The gasoline launches (at City Point Station) were used 80 times, making 90 trips. Smaller boats were used 432 times, making 526 trips. The river life-skiffs (at the Louisville Station) were used 41 times, making 97 trips. The breeches buoy was used 11 times, making 55 trips. The wreck gun was employed 17 times, firing 29 shots, and the heavy stick was used 28 times. 949 persons were landed by the surf-boat, 111 by the Life-boat, 184 by the gasoline launches, 162 by the river skiffs, 151 by other station boats, and 55 by the breeches buoy. In addition to these 11 persons were rescued by men wading out into the surf, 6 by a ladder from shore to a stranded vessel, 6 by a line from a sinking vessel to a pier, 2 by means of heaving lines, and 1 person was hauled through the surf on the whip-line when the hawser was not set up.

The total cost of maintaining the U.S. Life-saving Service during the year ended 30th June, 1899, was \$1,549,411, of which sum \$39,580 went in the salaries of the officials at the head office.

LONGSHOREMEN IN WINTER.

Telling of the Winter Life led by the Stout-hearted Heroes who Man our Life-boats.

By HERBERT RUSSELL.

WHEN the shrill piping of the equinoctial gales has proclaimed the coming of the long bleak months of winter the boatmen of our coasts are seen to bustle into some show of activity. For the hoarse salt wind is a pleasant melody to the longshoreman's ears, and so he drops those postures of supine indolence in which he sprawls away the summer, dons his sea-boots and sou'-wester, and stands by ready for that opportunity which he hopes the mariners' distress may shortly furnish him with.

In truth, those who are familiar only with the British boatman as a prominent figure of the summer seaside holiday, know but one side of his life.

His monotonous refrain of "Boat, sir, boat? Beautiful day for a sail!" would meet with no response along the deserted esplanade or upon the vacant beach. His familiar bid for custom in the shape of his boisterous assurance that there are scores of fish as long as your arm waiting to be caught just outside the harbour might even be true for once; but of what avail is it when none but his fellow-boatmen are there to hear his persuasive voice?

This being so, how does the longshoreman live in winter?

He is not a fisherman, although he may "drift" for sprats and herrings alongshore; his pursuit is quite distinct from that of the smacksman.

MYSTERIOUS EXISTENCE.

The old lucrative business of hovelling, he assures you with a dismal shake of the head, is dead and gone; steam has killed it. A bit of smuggling may be well enough in its way, but it cannot be followed as a regular business.

The Life-boat may be called out at times, but he is scarcely likely to pay his rent by his earnings in her. At home, his wife cannot always be taking in washing, neither is she in perpetual brisk demand for charring jobs.

In short, the longshoreman is lugubriously blowed if he knows how he lives during six months of the year. And yet he never fails to drink his nightly pints, and puff his reeking Cavendish from an inch of sooty clay, in the cosy little tap-room of the "Jolly Roger."

I believe we all must have a sneaking kindness for the longshoreman, if only from the association of his burly form with the holiday spell down by the wash of the surf. He is usually a cheerful companion, resting upon his oars while his wherry drifts with the babbling tide, and spinning astonishing yarns in a confidential voice, keenly conscious meanwhile that the eighteen-penny trip is being insensibly prolonged into a half-a-crown's worth.

And yet, for all I have said, to view the longshoreman at his best you must see him in winter. Take a scowling December day, when the billows are driving in frothing ridges from out of the scud-swept horizon, and the level rush of the gale staggers you as you walk.

MAN THE LIFE-BOAT.

Away out in the sullen gloom you may catch the flickering of the breakers playing madly upon the perilous shoal; and note, with a quickening of the pulse, that the dark leaning shaft of canvas which for hours has been buffeting the seas, close-hauled, is steadily but surely gaining the shore.

Then it is that the longshoreman becomes no longer a resemblance of his former lounging self.

The doors of the Life-boat house are open: he awaits but the boom of the lightship's gun before breaking into a headlong rush to be first in the scramble for a cork belt, and the privilege of hurling himself at Death.

More than once have I witnessed the figure of a longshoreman rushing through the lamp-glimmering streets on a howling January midnight, in the attire in which he has sprung from his bed, to capture one of the coveted belts which ensures him a seat in the Life-boat, and then returns to his cottage to clothe himself and kiss his wife before setting forth upon his bitter, dangerous mission of mercy.

God bless these stout hearts! say I. For the twenty shillings with which the Royal National Life-boat Institution rewards their splendid and heroic acts cannot be deemed the only inducement which makes men race to face eternity.

That the longshoreman's pursuit during the winter months is often more than precarious I have already pointed out, in referring to the mystery of his existence during that period of the year. But the fault is none of his.

WHEN THE STORMY WINDS DO BLOW.

Take, by way of example, that fine and hardy race of longshoremen, the Deal boatmen. These men are what sailors term hovellers; that is to say, their business lies in rendering assistance to vessels in distress.

Time was when the Downs, that famous roadstead whose waters flow to the shingle slopes of his little Cinque Port town, was a happy hunting-ground for the Dealmen in winter. Never a sou'-westerly gale blew but that two or three of the tossing and tumbling craft which flocked thither for shelter dragged their anchors or parted their cables, and, with the white smother of the Goodwins to leeward, their plight became one of great peril.

This was the Deal boatman's opportunity. Let the gale blow as fierce as it would, away sped his lugger down the beach, slap into the avalanche of surf, and romped in buoyant flight after the drifting vessel, with a fresh anchor and chain stowed in her well. It was a case of salvage, and when the longshoreman succeeded in bringing the ship to a mooring again he would be rewarded by a sum that might run into hundreds of pounds.

But the steam-tug, in combination with the

decay of the sailing-ship, has killed this chance. And this is equally true of all parts of our coast. The hovelling jobs have become like the angels' visits, very few and far between; for the rhythmic champing of the engines now chants defiance to the screaming gale, and the whirl of snow kicked up by the racing screw gives the boatman to know that the lee shore is a matter of no moment whatever to the courtseying shape of iron which is being thrust on by those irresistible blades.

Reprinted from "The Daily Express."

LIFE-LINES.

BONNIE little Life-boat!
Going out to sea!
What a splendid picture,
Wherever she may be!

Valiant little Life-boat!
We know the signal well;
Of vessels in distress,
As rings the Life-boat bell.

Useful little Life-boat!
Saving precious life;
Better this than joining,
In warfare, or in strife.

Steady little Life-boat!
See her cross the wave:
Where, if she were missing,
Some might find a grave.

Pretty little Life-boat!
Coming back to land
With the rescued strangers,
Safely to the strand.

Happy little Life-boat!
Crossing o'er the tide;
Tell we of her victories,
With honest English pride.

Sad the little Life-boat!
Gone her gallant men!
None return to tell us
How they died, or when.

Only One can reckon
For the battle won:
His the hand to beckon,
To His golden throne.

God bless all the Life-boats!
Work and crews and friends,
Keep them true and earnest
Till earth's lifework ends.

Till they stand in glory
By the sea of glass,
With those they loved on earth
Their joy ne'er more to pass.

M. E. HALL.

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CIVIL SERVICE LIFE-BOAT FUND.

THE 34th Annual Meeting of the Committee of this Fund was held on the 17th January, 1901, and was presided over by Mr. Charles G. Turner, C.B. Mr. Charles Dibdin, the Honorary Secretary, reported that notwithstanding the numerous appeals and claims made during the past year on the Civil Service in connection with the South African and Indian Famine Funds, the Fund had continued to prosper, and the Committee at the close of 1900 had been able to pay to the Royal National Life-boat Insti-

tution the large sum of 1045*l.* 5*s.* 6*d.* to recoup the Institution every expense entailed during the year by the seven Civil Service Life-boats and Stations, besides contributing 100*l.* to pay off the balance of the cost of the Margate Life-boat slipway, and 260*l.* towards the cost of the Life-boat house and slipway being erected at Kingstown. The Civil Service Life-boats saved 102 lives in 1900. The total amount received by the Institution altogether from this source has been 26,111*l.* 6*s.* 1*d.*

SUMMARY OF THE MEETINGS OF THE COMMITTEE.

THURSDAY, 11th October, 1900.

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

Read and confirmed the minutes of the previous meeting.

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

Read the report of the Chief Inspector of Life-boats on his recent visits to Minehead and Watchet.

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

Northern District.—Longhope, Dornoch Firth and Stornoway.

Eastern District.—Caister (two boats), Lowestoft, Kessingland (two boats), Staithes, Runswick, Uppang, Whitby (two boats), Robin Hood's Bay, Scarborough, Filey, Bridlington Quay, Mablethorpe and Hornsea.

Southern District.—Newhaven, Hope Cove, Salcombe, Brixham and Torquay.

Western District.—Aberdovey, Aberystwyth, Appledore (two boats), Clovelly, Bude, Port Isaac, New Quay (Cornwall), Padstow and Ilfracombe.

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

Proceeds of Concert on Clacton-on-Sea Pier, per the Coast Development Company, Limited . . .	£	s.	d.
Isaac Hoyle, Esq. (additional) . .	26	7	11
Hearts of Oak Benefit Society, further towards endowment of "Hearts of Oak" Life-boat at Palling . . .	10	-	-
Collected on board the R.M.S. <i>Tantallon Castle</i> , per Capt. TRAVERS . . .	5	5	-
Collected in West Lulworth (Dorset) Parish Church on Sunday, 9th Sept., per E. J. RANDALL, Esq. . .	3	7	3
—To be severally thanked.			

Also the receipt of the following Legacies:—

The late Charles John Peele, Esq., of Chertsey, to be applied with the permission of the Executors and the High Court of Justice to providing a Steam-Tug to be named the <i>Helen Peele</i> , for the Padstow Life-boat Station . . .	£	s.	d.
The late Mrs. MARIAN LEIGH, of Summerfield, Halifax . . .	500	-	-
The late WILLIAM DEBENHAM, Esq., of Tunbridge Wells (balance) . . .	454	5	5
Making a total of £1,038 8s. 8d.			
The late Miss E. C. S. HARE, of Glasgow . . .	450	-	-
The late E. G. BRACEBRIDGE, Esq., of Holloway . . .	450	-	-
The late Mrs. E. S. B. HAINS, of Plymouth . . .	200	-	-
The late W. A. HUMM, Esq., of Middlesbrough . . .	25	-	-

Deep regret was expressed at the death of Mr. WILLIAM HEARLE LYALL, M.A., who had been a member of the Committee of Management of the Institution for eighteen years, and it was decided to send a letter of sympathy to his family.

Voted the best thanks of the Committee to Mr. JOSEPH BRIERLEY, C.E., in recognition of his valuable co-operation for many years as Honorary Secretary of the Blackburn Branch of the Institution, which office he had just resigned.

Decided that a new Life-boat station be formed at Minehead, Somersetshire.

Paid 10,537*l.* for sundry charges on various Life-boat establishments.

Voted 207*l.* 13*s.* 2*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Aldeburgh . .	Barque <i>Antares</i> , of Carliskrona . .	11
Campbeltown . .	Brigantine <i>Anna Sarah</i> , of Ipswich . .	6
Clovelly . .	Brigantine <i>Charles P. Knight</i> , of Newport . .	7
Maryport . .	Barque <i>Topdal</i> , of Mandal. Landed 8.	
Newbiggin . .	S.S. <i>Klondyke</i> , of Laurvig. Remained by vessel.	
Port St. Mary.	S.S. <i>Footah</i> , of Barrow. Assisted to save vessel.	
Ramsey . .	Barque <i>Topdal</i> , of Mandal . .	8

The Ramsgate Life-boat was taken out twice, and on the second occasion assisted to save the schooner *Abnwick*, of Beaumaris.

Voted also 142*l.* 3*s.* to pay for launches, assemblies of crews, or watching at the following Life-boat Stations, with the view of assisting distressed vessels:—Aldeburgh, Balcary, Cemlyn, Gorleston No. 1, Holyhead (steam Life-boat), Ilfracombe, Newhaven, Plymouth, Salcombe, Scarborough and Selsey.

Voted 7*l.* 10*s.*, including medical expenses, to a man who was injured while assisting to haul up the Newbiggin Life-boat after a launch for service on the 16th September.

Voted 1*l.* to two pilots for putting off in a boat from the cutter *Seeker* and rescuing the crew of four persons from the ketch *Antoinette*, of Brest, which sprung a leak and sunk off St. Martin's Point, Guernsey, in a strong S.W. breeze, a rough sea and thick weather, on the 22nd August.

The sum of 2*l.* 10*s.* was granted to the crew of the cutter as compensation for the loss of pilotage service in consequence of effecting this rescue.

Also 10*s.* to a man who put off in a boat from a yacht and rescued the crew of three persons from the yacht *You-Know-Me*, which was capsized off Southend-on-Sea, in a strong breeze and rough sea, on the 16th June.

Also 10*s.* to two men for rescuing a gentleman whose boat had been capsized on the Hook Sand shoal, off Poole, Dorset, in a moderate wind and sea on the 14th September.

THURSDAY, 8th November, 1900.

Captain the Hon. JOHN M. YORKE, R.N.,
in the Chair.

Read and confirmed the minutes of the previous meeting.

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

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

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

Northern District: Lossiemouth, Methil and Buckhaven, Whithorn, Port Logan and Port Patrick.

Eastern District: Withernsea, Blakeney, Wells, Cromer, Hasborough, Palling (two boats), Winterton (two boats), Donna Nook, Sutton and Skegness.

Southern District. — Yealm River, Plymouth, Exmouth, Sidmouth, Poole and Bournemouth, Swanage, Weymouth, Lyme Regis, Mullion, Cadgwith and Porthoustock.

Western District. — Lynmouth, Watchet, Holyhead (two boats), Porth Rhuffydd, Cemaes, Cemlyn and Point of Ayr.

Irish District. — Peel, Port St. Mary, Port Erin, Ramsey, Rosslare Harbour, Kilmore, Wexford, Fethard, Dungarvan Bay, Youghal, Ballycotton, Queenstown and Courtmacsherry.

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

	£	s.	d.
James Coats, Jun., Esq.	150	-	-
Archibald Muir, Esq. (additional)	100	-	-
Collected on board the s.s. <i>Royal Sovereign</i> , per Capt. HOLLAND	15	11	9
Collected on board H.M.S. <i>Crescent</i> , per the Rev. W. H. HARVEY ROYCE, R.N.	5	-	-
Collected on board the s.s. <i>Kildonan Castle</i> , at early celebrations of Holy Communion during the voyage from South Africa, with sick and wounded, per the Rev. E. VERNON HANSON, M.A.	2	6	-
—To be severally thanked.			

Also the receipt of the following legacies:—

	£	s.	d.
The late W. C. Brocklehurst, Esq., of Prestbury	500	-	-
The late Hon. Georgina Albinia Irby	100	-	-
The late George Muller, Esq., of Bexley	100	-	-

Deep regret was expressed at the death of Mr. HUGH TAYLOR, a Vice-President of the Institution, who had been connected with the Institution since 1862, and it was decided that the sympathy of the Committee be conveyed to his family.

Also at the decease of Mr. MATTHEW SIMPSON, who had for a very long period been Honorary Secretary of the Lancaster Branch

of the Institution, and it was decided to send a letter of condolence to his family.

Voted the best thanks of the Committee to Mr. T. WILSON STRANGMAN, in recognition of his valuable co-operation for many years as Honorary Secretary of the Ballycotton Branch of the Institution, which office he had just resigned.

Reported the transmission to their stations of the Cambois (Blyth) Johnshaven, Porthoustock, Sunderland (North Dock), and Winchelsea new Life-boats.

Paid 6,930*l.* for sundry charges on various Life-boat establishments.

Voted 240*l.* 4*s.* 6*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Caister No. 2.	Dandy <i>Corsair</i> , of Calais. Stood by vessel.	
Hilbre Island	S.S. <i>Olaveaga</i> , of Bilbao. Stood by vessel and landed master and steward.	
Kingsdowne.	S.S. <i>Carlotta</i> , of Spezzia	58
Walmer		
Palling No. 1.	Ketch <i>Oban</i> , of Goole	3
Sunderland, } North Dock } Sunderland }	Ketch <i>Emma Walker</i> , of Sunderland	3

Thanks were accorded to Commander THOMAS HOLMES, R.N., Inspector of Life-boats of the Institution in the Eastern District, for going out in the North Dock, Sunderland, Life-boat on the occasion of the rescue of the crew of three men from the ketch *Emma Walker*, of Sunderland, which was wrecked in a strong N.N.E. gale and a very rough sea, on the 26th October.

This was the first service rendered by the Life-boat, which had only been forwarded to her station four days previously, and was attended by considerable risk. An extra reward was granted to the crew of the boat.

The Winchelsea Life-boat rendered assistance to the ship *Helicon*, of Hamburg.

Voted 90*l.* 17*s.* 6*d.* to pay the expenses of launches or assemblies of crews of the following Life-boats with the view of assisting those on board vessels in distress:—Ballantrae, Hastings, Hauxley, Huna, Palling No. 2, Sunderland (South Outlet) and Whithorn.

Voted the Silver Medal of the Institution, accompanied by a copy of the vote inscribed on vellum and framed, and the sum of 2*l.*, to Constable JOHN RYLE, R.I.C., and 1*l.* each to Constable J. F. MOORE, R.I.C., and Mr. TOM WALLACE, for services rendered on the occasion of the wreck of a fishing-boat at Boffin Island, Co. Galway, in a moderate gale and a heavy surf, on the 9th July. Observing the accident the two constables at once divested themselves of some clothing and, notwithstanding the remonstrances of the crowd which had gathered, went to the rescue of the crew of four men, two of whom were struggling in the water, the other two having succeeded in getting hold of a rock. Constable RYLE, at the risk of his life, swam to the men in the water and succeeded in keeping one of them afloat until rescued by a boat. The other man, unfortunately, was washed away and drowned. Constable MOORE and Mr. WALLACE,

an inhabitant of the island, waded to the rock and rescued the two men who were clinging to it. A reward of 5s. each was granted to the two men who put off in the boat referred to.

Also an aneroid barometer, bearing a suitable inscription, accompanied by a letter of thanks, to Captain D. CAMPBELL, of the s.s. *Kittiwake*, of Glasgow, and 1l. each to five of the crew of that vessel, for their services on the occasion of the wreck of the barque *Topdal*, of Mandal, on Robin Rigg Bank, Solway Firth, in a strong S.W. gale, a very heavy sea, and thick weather, on the 6th October. Hearing cries for help, Capt. CAMPBELL altered his course and proceeded in the direction from which the shouts came; a boat was lowered, manned by the mate and four able-seamen, and rescued the barque's crew of eight men with considerable difficulty and risk, owing to the heavy swell and floating wreckage and timber. The rescued men were transferred to the Maryport Life-boat, which arrived just after they had been taken off.

Also 1l. each to seven Coastguards for putting off in the whale boat from Dunmore Station, Co. Waterford, and landing the crew of eight men from the fishing lugger *Amazon*, of Peel, Isle of Man, which was in danger in Dunmore Bay, in a strong S.S.W. gale and a rough sea, on the 4th October.

Also 1l. each to five men for rendering assistance to the fishing-boat *Young Thomas*, off Dungarvan, on the 6th October. They proceeded in a boat to the vessel, taking some sails to replace her own which had been carried away, and enabled her to get into safety.

Also 15s. each to six men for saving the crew of seven men from the schooner *N. C. Bull*, of Newhaven, in a moderate S. W. gale and a moderate sea, on the 27th September. The sailors who were in the lugger *Cosmopolite*, of Deal, stood by the schooner, which had stranded about three-quarters of a mile from the shore at Dungeness. She suddenly sunk, and the men then lowered their boat and rescued the crew.

Also 1l. each to four men for putting off in a boat and landing the crew of three men from the schooner *Thomas*, of Carnarvon, which was dragging her anchor in the outer roadstead at Holyhead, in a strong S.W. gale and a rough sea, on the 26th September.

Also 1l. to Mr. J. WRIGHT, coxswain of the Piel, Barrow, Life-boat, for wading and swimming a distance of thirty or forty yards to the fishing-boat *Ada*, of Fleetwood, which had stranded in a whole gale from W.S.W. and a very heavy sea, on the 6th October. Wright took with him a line, one end of which was held by men on shore, and by means of this the boat's crew of two men were rescued.

THURSDAY, 13th December, 1900.

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

Read and confirmed the minutes of the previous meeting.

Also read those of the Building, Finance and Correspondence and Wreck and Reward

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

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

Northern District.—Southend (Cantyre), Campbelltown, Berwick-on-Tweed, Workington, Maryport, Whitehaven, Nairn, Buckie, Stonehaven, Johnshaven, Montrose (two boats), Arbroath, Broughty Ferry, Peterhead, Newburgh, Port Erroll, Fraserburgh and Whitelink Bay.

Eastern District.—Flamborough (two boats), Sunderland (North Dock), Sunderland (South Outlet), Hunstanton, Brancaster, Aldeburgh, Grimsby, Saltburn, Redcar, Hartlepool (three boats), Seaton Carew, West Hartlepool, Seaham and Whitburn.

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

Western District.—Bull Bay, Moelfre, Rhosneigr, Llanddulas, Rhyl, Llanddwyn, Penmon, Rhoscolyn, Llandudno, Porthdinllaen, Llanaelhaiarn, Pwllheli, Abersoch, Crickieth, Barmouth, Porthcawl, Watchet and Lynmouth.

Irish District.—Fenit (Tralee), Tramore, Dunmore East, Arklow, Wicklow, Cahore and Kingstown (two boats).

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

	£	s.	d.
Anonymous	100	-	-
Independent Order of Oddfellows (M.U.). Annual Subscription, 50l.; Donation, 7l. 19s. 6d.	57	19	6
Collected on board R.M.S. <i>Tantallon Castle</i> , per Captain FRANCIS	10	10	-
Collected in Hadnall Church, Salop, on Sunday, 4th November, 1900, per the Rev. BROOKE C. MORTIMER, M.A.	7	16	-
—To be severally thanked.			

Also the receipt of the following legacies:—

	£	s.	d.
The late Miss EMILY F. DALTON, of Leicester	3,000	-	-
The late T. T. TAYLOR, Esq., of New Kent Road, S.E. (additional)	509	1	3
The late RICHARD B. SANDERS, Esq., of Parsonstown	200	-	-
The late Miss SUSANNAH BARNETT, of Ore, near Hastings (to Hastings Branch, in memory of her late brother, William Barnett)	100	-	-
The late Dr. MONTAGU MARTIN MAHONY, of Chelsea (additional)	93	18	10
The late Miss MARY HAMILTON MOORE, of Rochdale	50	-	-

Voted the best thanks of the Committee to CHARLES G. TURNER, Esq., C.B., in recognition of his valuable co-operation for the long period of 25 years as Treasurer of the Civil Service Life-boat Fund, which office he had just resigned.

The Committee also specially recognised the good services rendered by Dr. C. L. FRASER

as Honorary Secretary of the Berwick-on-Tweed Branch of the Institution.

Deep regret was expressed at the death of Mr. A. HARDING, Honorary Secretary of the Kessingland 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 Holy Island No. 2 new Life-boat.

Paid 10,006*l.* for sundry charges in various Life-boat Establishments.

Voted 585*l.* 15*s.* 6*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Alnmouth	Steam trawler <i>Lily Dale</i> , of North Shields. Landed 8	
Appledore No. 1	Schooner <i>Shamrock</i> , of Barnstaple	3
Ardrossan	Steamer <i>Emily</i> , of Chester	5
Berwick-on-Tweed	3 fishing-boats of Spittal. Stood by boats.	
Blyth	S.S. <i>Fram</i> , of Bergen	16
Cadgwith	Barque <i>Glimt</i> , of Stavanger	1
Campbeltown	A fishing skiff. Landed 3 men from Davaar Island.	
Cardigan	Schooner <i>Moose</i> , of Cardigan	3
Clacton-on-Sea	Barque <i>Norman</i> , of Laurvig. Stood by vessel.	
Clovelly	Ketch <i>H. F. Bolt</i> , of Appledore	4
Filey	Fishing cobs. Stood by boats.	
Flamborough No. 1.	15 fishing cobs. Stood by boats.	
Gourdon	Fishing-boats. Rendered assistance.	
Johnshaven	Fishing-boats. Rendered assistance.	
Newbiggin	Fishing cobs. Attended boats.	
New Quay (Card.)	Dandy <i>Ann and Elizabeth</i> of Cardigan	3
"	Fishing-boat <i>Ranger</i>	3
Polpear	Barque <i>Glimt</i> , of Stavanger	4
Port Patrick	Fishing-boat <i>Irex</i> , of Port Patrick. Rendered assistance.	
St. Ives	Ketch <i>Star</i> , of Scilly	3
Scarborough	S.S. <i>Lord Warwick</i> , of Shields. Stood by vessel.	
Whitby No. 2.	Coble <i>Victoria</i> , of Whitby. Saved boat and	2
Wick	Steam trawler <i>Champion</i> . Salvage party at,	5
Withernsea	S.S. <i>Angelo</i> , of Hull. Stood by vessel.	

The Broadstairs, Caister No. 2, Gorleston No. 2, Kingsdowne, Margate Nos. 1 and 2, St. Mary's and Walmer Life-boats rendered the following services:—S.S. *Sir Robert Peel*, of London, assisted to save vessel and 13 lives; schooner *St. Austell*, of Fowey, saved vessel; brigantine *Northern Star*, of South Shields, rendered assistance; dandy *Workman*, of Great Yarmouth, saved vessel and 10; s.s. *Sardonyx*, of London, rendered assistance and saved 48; s.s. *Duisburg*, of Bremen, stood by vessel; three-masted schooner *Anna*, of Riga, assisted to save vessel and 7; barque *Dovre*, of Porsgrund, assisted to save vessel and 13; barque *Superbo*, of Fiume, saved vessel and 11.

Voted 778*l.* 11*s.* 3*d.* to pay for watching, assemblies of crews or launches of Life-boats at the following stations with the view of assisting the crews of distressed vessels:—Aldeburgh, Bridlington, Dunbar, Flamborough No. 1, Formby, Gorleston No. 1, Grimsby (steam Life-boat), Hartlepool No. 1, Harwich (steam Life-boat), Hayle, Hayling Island, Holyhead (steam Life-boat), Hoylake, Huna, Kirkcudbright, Lowestoft No. 2, Margate No. 2, New Brighton No. 1, New Brighton (steam Life-boat), Padstow, Palling No. 2, Penzance, Porthdinllaen, Rhoscolyn, St. Helier's, Jersey, St. Ives, Stonehaven, Walton-on-the-Naze, West Hartlepool and Weymouth.

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

Voted the Silver Third Service Clasp to Mr. JAMES CABLE, coxswain of the Aldeburgh Life-boat, in recognition of his gallant services in the Life-boat to the vessels *Hylton* and *Antares* on the 15th February and 4th October last. He had already been awarded the Silver Medal of the Institution and Second Service Clasp for gallantry in assisting to save life from shipwreck.

Voted also 3*l.* to three fishermen for saving one of two men from a small boat, which had been capsized off Bernera Island, Inverness, in a strong W. breeze and a very choppy sea on the 5th October. The body of the other man, who was drowned, was recovered by the salvors.

Also 2*l.* to the crew of the surf-boat *Maggie Law*, of Gourdon, for co-operating with the Institution's Life-boat at that port in assisting several fishing-boats which had been overtaken by a very heavy sea on the 21st November.

NOTICE.

The next number of the LIFE-BOAT JOURNAL, containing the Annual Report, &c., will be published on the 1st May.

Vol. XVII., price 15*s.*, of THE LIFE-BOAT JOURNAL, is now ready and procurable at the Institution, or by order of any bookseller. The Title-page and Index of that Volume can also be obtained separately.

Services of the Life-boats of the Institution during 1900.



			Lives saved.
1900.			
Jan.	2.	1.45 a.m. Barrels Rock light-vessel. Kilmore Life-boat landed a sick man.	
"	2.	5. 0 a.m. S.S. <i>Knud</i> , of Copenhagen. Robin Hood's Bay Life-boat saved	13
"	4.	5.30 p.m. Fishing cobs. Staithes Life-boat remained in attendance.	
"	7.	3.40 a.m. Schooner <i>Demarius</i> , of Goole. Grimsby Steam Life-boat saved vessel.	
"	18.	4.40 a.m. Ketch <i>Temperance Pledge</i> , of Scarborough. Caister No. 2 Life-boat rescued	2
"	23.	10.10 a.m. Schooner <i>Caroline</i> , of Padstow. Hayle Life-boat saved	7
"	24.	11.40 a.m. Lugger <i>Irish Girl</i> , of Dundalk. Clogher Head Life-boat saved vessel and	6
"	28.	10.35 p.m. S.S. <i>North Tyne</i> , of Newcastle. Point of Ayr Life-boat stood by vessel.	
"	29.	12.30 p.m. Fishing cobs. Filey Life-boat stood by boats.	
"	29.	11. 0 p.m. Barque <i>Theodor</i> , of Elsfleth. Winterton No. 1 Life-boat rescued	13
Feb.	2.	10.15 a.m. Schooner <i>Edwin</i> , of Portmadoc. Brancaster Life-boat assisted to save vessel.	
"	3.	10.30 a.m. Coble <i>Thistle</i> , Cullercoats Life-boat rendered assistance.	
"	6.	10.45 a.m. Schooner <i>Eclipse</i> , of Peel, I.M. Formby Life-boat rendered assistance.	
"	10.	7. 0 a.m. S.S. <i>Strathbeg</i> , of Fraserburgh. Holy Island No. 1 Life-boat rescued	7
"	11.	1.15 a.m. (Ketch <i>The Volunteer</i> , of Aberystwyth) Fishguard No. 2 Life-boat (Schooner <i>Sarah Davies</i> , of Aberystwyth) rescued	5
"	11.	2.10 a.m. Ketch <i>Sunbeam</i> , of Teignmouth. Ramsgate Life-boat saved	4
"	11.	2.20 a.m. Schooner <i>Picton</i> , of Carnarvon. Margate No. 2 Life-boat saved crew (5) and a dog	5
"	12.	11.30 a.m. Fishing-boats. Holy Island No. 1 Life-boat stood by boats.	
"	12.	12.30 p.m. Fishing cobs. Whitby No. 2 Life-boat attended boats.	
"	12.	12.30 p.m. Fishing boats. Boulmer Life-boat remained in attendance.	
"	13.	9.15 a.m. Steam trawler <i>Viking</i> . Scarborough Life-boat assisted to save vessel.	
"	13.	1. 0 p.m. Six crab boats of Looe. Looe Life-boat attended boats.	
"	13.	1.30 p.m. Fishing cobs of Whitby. Runswick Life-boat remained in attendance.	
"	14.	9.20 a.m. Barge <i>Mizpah</i> , of Harwich. Margate No. 1 Life-boat saved vessel and	3
"	14.	4. 5 p.m. Barge <i>Mary Kate</i> , of London. Broadstairs Life-boat assisted to save vessel and	3
"	15.	11.45 a.m. Schooner <i>Albion</i> , of Runcorn. Holyhead Steam Life-boat assisted to save vessel.	
"	15.	5. 0 p.m. Barque <i>Cashier</i> , of Antwerp. Littlehaven Life-boat saved	23
"	15.	5.10 p.m. Ketch <i>R.T.B.</i> , of Bridgwater. Looe Life-boat saved	4
"	15.	10.30 p.m. S.S. <i>Hyllon</i> , of London. Aldeburgh Life-boat assisted to save vessel and	21
"	16.	2.30 a.m. Barque <i>Auguste</i> , of Brake. Atherfield Life-boat saved	18
"	17.	3.15 p.m. Fishing-boats. Banff Life-boat attended boats.	
"	19.	1.20 p.m. Barque <i>Ebenezer</i> , of Porsgrund. Banff Life-boat saved	7
"	21.	8. 0 a.m. Longstone Lighthouse. North Sunderland Life-boat landed a sick keeper and took off a substitute.	
"	23.	8.45 a.m. S.S. <i>Hopeful</i> . Ramsgate Life-boat stood by vessel.	

			Lives saved.
1900.			
Aug. 4.	6. 0 a.m.	Ketch <i>Thomas and Edwin</i> , of Plymouth. Broadstairs Life-boat saved vessel and	3
" 4.	9. 0 a.m.	Ketch <i>Hopewell</i> , of Lynn. Wells Life-boat saved	3
" 6.	7.10 p.m.	Barque <i>Islamount</i> , of Dundee. Holyhead No. 2 Life-boat rescued	17
" 15.	3.30 p.m.	French lugger <i>Arago</i> . Cresswell Life-boat landed 10.	
" 26.	7. 0 a.m.	Lugger <i>Masterpiece</i> , of Great Yarmouth. Palling No. 1 Life-boat saved	9
" 27.	11. 0 a.m.	Fishing-boat <i>Jessie</i> , of Folkestone. Folkestone Life-boat rescued	3
Sept. 2.	11.15 a.m.	A boat. Sunderland South Pier Life-boat rescued	3
" 16.	1.30 a.m.	S.S. <i>Klondyke</i> , of Laurvig. Newbiggin Life-boat remained by vessel.	
Oct. 4.	5.50 a.m.	Barque <i>Topdal</i> , of Mandal. Ramsey Life-boat rescued	8
" 4.	12.56 p.m.	Barque <i>Antares</i> , of Carlskrona. Aldeburgh Life-boat saved	11
" 4.	1.30 p.m.	Brigantine <i>Anna Sarah</i> , of Ipswich. Campbelltown Life-boat rescued	6
" 4.	4.20 p.m.	Brigantine <i>Charles P. Knight</i> , of Newport. Clovelly Life-boat saved	7
" 4.	8.40 p.m.	S.S. <i>Footah</i> , of Barrow. Port St. Mary Life-boat assisted to save vessel.	
" 5.	7. 0 p.m.	Schooner <i>Alnwick</i> , of Beaumaris. Ramsgate Life-boat assisted to save vessel.	
" 6.	9.30 p.m.	Barque <i>Topdal</i> , of Mandal. Maryport Life-boat landed 8.	
" 9.	1.45 a.m.	S.S. <i>Carlotia</i> , of Spezzia. Walmer Life-boat rescued	35
" 9.	1.45 a.m.	" " " Kingsdowne Life-boat rescued	23
" 13.	7.45 p.m.	Dandy <i>Corsair</i> , of Calais. Caister No. 2 Life-boat stood by vessel.	
" 25.	4.30 a.m.	Ship <i>Helicon</i> , of Hamburg. Winchelsea Life-boat rendered assistance.	
" 26.	11.45 p.m.	Ketch <i>Emma Walker</i> , of Sunderland. Sunderland North Dock Life-boat saved	3
" 27.	6.30 a.m.	Ketch <i>Oban</i> , of Goole. Palling No. 1 Life-boat saved	3
" 27.	8.24 a.m.	S.S. <i>Olaveaga</i> , of Bilbao. Hilbre Island Life-boat stood by vessel and landed master and steward.	
Nov. 1.	7.45 p.m.	Steam trawler <i>Lily Dale</i> , of North Shields. Alnmouth Life-boat landed 8.	
" 2.	3.45 p.m.	Schooner <i>Shamrock</i> , of Barnstaple. Appledore No. 1 Life-boat rescued	3
" 7.	3. 0 a.m.	Ketch <i>H. F. Bolt</i> , of Appledore. Clovelly Life-boat rescued	4
" 7.	5. 0 a.m.	Dandy <i>Ann and Elizabeth</i> , of Cardigan. Newquay (Cardiganshire) Life-boat saved	3
" 7.	5. 0 a.m.	Schooner <i>Mouse</i> , of Cardigan. Cardigan Life-boat saved	3
" 7.	7.30 a.m.	Ketch <i>Star</i> , of Scilly. St. Ives Life-boat saved	3
" 7.	12.15 p.m.	Barque <i>Dovre</i> , of Porsgrund. St. Mary's Life-boat assisted to save vessel and	13
" 8.	9. 0 a.m.	Steamer <i>Emily</i> , of Chester. Ardrossan Life-boat rescued	5
" 8.	noon.	Fishing coble <i>Victoria</i> , of Whitby. Whitby No. 2 Life-boat saved boat and	2
" 11.	2. 0 a.m.	Steam trawler <i>Champion</i> , salvage party at. Wick Life-boat rescued	5
" 12.	1.30 a.m.	S.S. <i>Angelo</i> , of Hull. Withernsea Life-boat stood by vessel.	
" 12.	7. 0 a.m.	Fishing-boat <i>Ranger</i> . Newquay (Cardiganshire) Life-boat saved	3
" 12.	7.15 p.m.	Barque <i>Superbo</i> , of Fiume. Walmer Life-boat saved vessel and	11
" 13.	9.10 p.m.	S.S. <i>Sardonyx</i> , of London. Margate No. 2 Life-boat assisted to jettison cargo and saved	26
" 15.	8. 0 a.m.	Fishing cobsles, of Newbiggin. Newbiggin Life-boat attended boats.	
" 15.	9.45 a.m.	Six fishing cobsles. Filey Life-boat stood by boats.	
" 15.	10.20 a.m.	S.S. <i>Lord Warwick</i> , of North Shields. Scarborough Life-boat stood by vessel.	
" 16.	6.30 a.m.	S.S. <i>Sardonyx</i> , of London. Margate No. 2 Life-boat assisted to jettison cargo and saved	22
" 17.	11. 0 a.m.	Barque <i>Norman</i> , of Laurvig. Clacton-on-Sea Life-boat stood by vessel.	
" 18.	6.40 a.m.	S.S. <i>Sir Robert Peel</i> , of London. Broadstairs Life-boat assisted to save vessel and	13
" 18.	2. 0 p.m.	S.S. <i>Duisburg</i> , of Bremen. Margate No. 1 Life-boat stood by vessel.	
" 18-20.		S.S. <i>Sardonyx</i> , of London. Kingsdowne Life-boat rendered assistance.	
" 21.	7.30 a.m.	Fishing-boats. Gourdon Life-boat rendered assistance.	
" 21.	6. 0 p.m.	Three fishing-boats. Johnshaven Life-boat rendered assistance.	
" 24.	2.50 a.m.	Schooner <i>St. Austell</i> , of Fowey. Caister No. 2 Life-boat saved vessel.	
" 24.	3.40 a.m.	Barque <i>Glimt</i> , of Stavanger. Cadgwith Life-boat rescued	1
" 24.	4. 0 a.m.	" " " Polpear Life-boat rescued	4
" 24.	4.50 p.m.	Fishing-boat <i>Irex</i> , of Port Patrick. Port Patrick Life-boat rendered assistance.	
" 26.	7.10 a.m.	Brigantine <i>Northern Star</i> , of South Shields. Caister No. 2 Life-boat rendered assistance.	

			Lives saved.
1900.			
Nov. 28.	5.40 a.m.	Dandy <i>Workman</i> , of Great Yarmouth. Gorleston No. 2 Life-boat saved vessel and	10
" 28.	10.30 a.m.	S.S. <i>Fram</i> , of Bergen. Blyth Life-boat rescued	16
" 29-Dec. 1.		Three-masted schooner <i>Anna</i> , of Riga. Margate No. 1 Life-boat assisted to save vessel and	7
" 30.	1.30 p.m.	Three fishing-boats, of Spittal. Berwick-on-Tweed Life-boat stood by boats.	
Dec. 1.	10.30 a.m.	Fifteen fishing cobs. Flamborough No. 1 Life-boat stood by boats.	
" 10.	7.45 p.m.	A fishing skiff. Campbeltown Life-boat landed 3 from Davaar Island.	
" 11.	5. 0 a.m.	S.S. <i>Stapelayder</i> , of London. Montrose No. 1 Life-boat rescued	7
" 17.	4.10 a.m.	Schooner <i>Rheidol Vale</i> , of Aberystwith. Ramsey Life-boat rescued	3
" 18.	1.40 a.m.	Brigantine <i>Nina</i> , of Tynemouth. Clacton-on-Sea Life-boat saved	6
" 20.	5.30 p.m.	S.S. <i>Cufic</i> , of Liverpool. Holyhead steam Life-boat rescued	41
" 20.	10. 0 p.m.	Barque <i>Delta</i> , of Fredrikstad. Southend-on-Sea Life-boat saved vessel and	10
" 20.	midnight.	S.S. <i>Delorane</i> , of Glasgow. Holyhead No. 2 Life-boat rend. assist.	
" 21.	12.15 a.m.	Schooner <i>Julia</i> , of Gloucester. Holyhead steam Life-boat rescued	4
" 21.	7. 0 a.m.	Hopper No. 16, of Preston. St. Anne's No. 2 Life-boat assisted to save vessel.	
" 21.	8.30 a.m.	Ship <i>Bardowie</i> , of Glasgow. Whitehaven Life-boat rescued	6
" 21.	9.25 a.m.	S.S. <i>Angola</i> , of Glasgow. New Brighton steam Life-boat stood by vessel.	
" 21.	11.30 p.m.	Schooner <i>Mary Jones</i> , of Chester. Greencastle Life-boat stood by vessel and landed master.	
" 21.		Four-masted ship <i>Chiltonford</i> , of Glasgow. Lytham Life-boat assisted to save vessel.	
" 24.	11.20 a.m.	Four fishing cobs of Spittal. Berwick-on-Tweed Life-boat rendered assistance and saved	2
" 24.	2.50 p.m.	Schooner <i>Supply</i> , of Barrow. Dungarvan Bay Life-boat stood by vessel.	
" 24.	9.30 p.m.	S.S. <i>Matin</i> , of Sunderland. Poole Life-boat stood by vessel.	
" 27.	9.45 a.m.	Brigantine <i>Hans Olsen</i> , of Stavanger. Newhaven Life-boat rendered assistance.	
" 27.	7.15 p.m.	Barque <i>Queen of Cambria</i> , of Carnarvon. Falmouth Life-boat rendered assistance.	
" 27.	10.30 p.m.	Fishing lugger <i>Honor</i> , of St. Ives. St. Ives Life-boat saved	5
" 28.	6.30 a.m.	Steamer <i>Christiana</i> , of Haugesund. Kessingland No. 1 Life-boat rendered assistance.	
" 28.	10.15 a.m.	Flat <i>Caliban</i> , of Liverpool. Porthdinllaen Life-boat saved	2
" 28.	11. 0 a.m.	R.W.T., of Plymouth. Swansea Life-boat rescued	2
" 28.	11. 0 a.m.	<i>Lizzie</i> , of Padstow. Swansea Life-boat rescued	3
" 28.	11. 0 a.m.	<i>Careless</i> , of Ilfracombe. Swansea Life-boat rescued	2
" 28.	noon.	Schooner <i>Llanddulas</i> , of Liverpool. Abersoch Life-boat saved	3
" 28.	12.15 p.m.	Barque <i>Zeffiro</i> , of Castellammare. Penarth Life-boat saved	10
" 28.	12.30 p.m.	Fishing boats. Berwick-on-Tweed Life-boat stood by boats.	
" 28.	12.55 p.m.	Schooner <i>Ebenezer</i> , of Carnarvon. Holyhead steam Life-boat rescued	
" 28.	2. 0 p.m.	Ship <i>Pass of Balmaha</i> , of Glasgow. Moelfre Life-boat rescued	26
" 28.			2
" 29.	9.15 p.m.	Barque <i>Polykarp</i> , of Grimstad. Porthleven Life-boat landed 2.	
" 29.	10. 0 p.m.	Brig <i>Ocean Belle</i> , of South Shields. Holyhead No. 2 Life-boat rendered assistance.	
" 30.	12.50 a.m.	S.S. <i>Rosabelle</i> , of Bangor. Groomsport Life-boat stood by vessel.	
" 30.		Barque <i>Polykarp</i> , of Grimstad. Porthleven Life-boat rendered assistance.	
" 31.	9.45 a.m.	Schooner <i>Mette</i> , of Marstal. Ryde Life-boat rescued	4
" 31.	10. 0 a.m.	Four-masted ship <i>Oranasia</i> , of Liverpool. Bridlington Life-boat rendered assistance.	
" 31.	10.25 a.m.	Four-masted barque <i>Lizbeth</i> , of Hamburg. Grimsby steam Life-boat stood by vessel.	

Total lives saved by the Life-boats in 1900, in addition to 35 vessels. 690

The Life-boats also landed 43 persons, some of whom had taken refuge on board light vessels, while others were brought ashore in the Life-boats as a precautionary measure.

Rewards were also granted by the Institution in the same period for saving by means of Fishing and other Boats, etc. . . . 175

Total for 1900 865

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

President—His Most Gracious Majesty the King.

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

Deputy-Chairman—Colonel FITZROY CLAYTON, V.P.

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

Telegraphic Address :

"LIFE-BOAT
INSTITUTION
LONDON."



Telephone :
No. 2964
("GERRARD
EXCHANGE.")

APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that during the past year (1900) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £79,049 on its Life-boat Establishments.

GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING 1900.

Number of Lives rescued by Life-boats, in addition to 35	£	s.	d.
Vessels saved by them and 43 persons landed from			
vessels in distress and lightships	690	...	...
Number of Lives saved by Shore-boats, &c.	175	...	...
Amount of Rewards granted during the Year	10,662	-	1
Honorary Rewards :—Silver Medals and Clasps	11	...	...
Binocular Glasses	16	...	...
Aneroid Barometers	4	...	...
Votes of Thanks on Vellum	36	...	...
Certificates of Service	11	...	...
Total	78	865	£10,662 - 1

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 42,707. The rewards and recognitions granted by the Institution in the same period comprise 98 Gold Medals and Clasps, 1,192 Silver Medals and Clasps, 305 Binocular Glasses, 15 Telescopes, 28 Aneroid Barometers, 1,672 Votes of Thanks, inscribed on vellum and framed, 127 Certificates of Service framed, and £211,348 in money.

The Committee earnestly appeal to the British Public for Funds to enable them to maintain their 286 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-boatmen, 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 February, 1901.