

THE LIFE-BOAT.

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

1785-1900.

No. 5.

IN treating of Mr. Beeching's Life-boat (in the last article on this subject) which was sent to Ramsgate, and which proved so successful, omission was made of the fact that in 1853 she underwent considerable alterations, in consequence of the accidents to the Lytham and Rhyl Life-boats; her water ballast arrangements were removed and a heavy iron keel substituted, these being the most important changes made.

It has already been stated that although the Northumberland prize was awarded to Mr. Beeching, the committee were satisfied that his successful Life-boat could be improved upon, and they consequently commissioned one of their number, Mr. James Peake of Woolwich Dockyard, to prepare plans of a Life-boat which should combine the best qualities of those sent in by the competitors. The result of Mr. Peake's labours is to be seen in the plans on page 243. The Lords Commissioners of the Admiralty ordered a Life-boat according to those lines to be built at Woolwich Dockyard.

The drawings represent a boat of the following dimensions: length, extreme, 30 ft., of keel 24 ft., breadth of beam $8\frac{3}{4}$ ft., depth $3\frac{1}{2}$ ft., rake of stem and stern post $6\frac{1}{2}$ in., straight keel 4 in. deep, 5 thwarts 7 in. wide, 28 in. apart, 7 in. below the gunwale, and 15 in. above the deck, 10 oars pulled in grummets on thole pins. A cork fender 4 in. wide and $2\frac{1}{2}$ in. deep extends fore and aft at a distance of 4 in. below the gunwale.

On comparing Mr. Peake's drawings with those of Mr. Beeching (page 5, February *Journal*), the first thing that will attract attention is the manner in which the former has substituted cork for air to obtain extra buoyancy. Mr. Peake has filled up his boat below the deck with cork which was to serve the double purpose of ballast and buoyancy should the boat be stove in. No water ballast was provided for. It will also be seen that in order to comply with one of the points which the committee considered of importance, viz., "access to stem or stern," a passage about 18 in.

wide is left between the raised air cases to within 2 ft. of the stem and stern. This Life-boat had considerable sheer of gunwale—2 ft. 1 in.—which, in conjunction with her raised air cases at the ends, weight of cork in her bottom and the iron on her keel gave her the necessary self-righting power. Judged by her drawings she could not have been “a thing of beauty.”

This Life-boat, when built, was placed on the Northumberland coast in the autumn of 1852, and as the late Admiral Ward in his lecture on Life-boats delivered at the Royal United Service Institution in 1862 states, “after a long series of trials and after undergoing many alterations” the boat was presented to the Duke of Northumberland, who had three others built similar to her, and one on Mr. Beeching’s design. Admiral Ward, who was then the Inspector of Life-boats, tested these boats in heavy surfs, and the ROYAL NATIONAL LIFE-BOAT INSTITUTION proceeded to build others. Sketches of Mr. Peake’s boat, after the various modifications alluded to were made, are shown on page 244. Before proceeding further it would be as well to quote again from Admiral Ward’s lecture. Admiral Ward had made the self-righting Life-boat his especial protégée, and probably no man, living or dead, had so much experience in the smaller class of these boats. Referring to the improved Peake’s Life-boat, after explaining why it would be improper to describe her as either Mr. Beeching’s or Mr. Peake’s Life-boat, he says: “Since as I have thought it just to show that the sole authorship of the self-righting Life-boat now in use belongs neither to Mr. Peake nor Mr. Beeching, I have here designated it the “Self-righting Life-boat of the National Life-boat Institution.” This type of Life-boat has played such an important part in the history of the coast Life-boat, and was (with but slight

modifications) until quite recent times, the recognised boat of the Life-boat Institution, that it is desirable to give a description of the original boat which was put through the severe tests mentioned above, and which is shown in the sketch. In Figs. 1 and 2 the general exterior form of the boat is seen showing the sheer of gunwale, length of keel, rake of stem and stern posts. The dotted lines in Fig. 1 show the position and dimensions of the air chambers and of the relieving tubes.

A represents the deck; B, the relieving tubes (6 in number); C, the side air cases; D, the end air chambers.

In Fig. 3 the exterior form of transverse sections at different distances from stem to stern is shown.

Fig. 4 represents a midship transverse section. A represents sections of the side air cases; B, the relieving tubes, which were bored through solid chocks of wood; C, spaces beneath the deck filled up over 6 ft. in length at the midship part of the boat with chocks of light wood or boxes of cork, forming a portion of the ballast; D, a section of a tier below the deck, having a movable hatch or lid in which the boat’s cable was stowed.

The proportions of the boat were as follows:—Length, 30 ft.; beam, 7 ft. 6 in.; depth amidships, exclusive of keel, 3 ft. 4 in.; height from floor to deck, 1 ft. 3 in.; from deck to thwarts, 1 ft. 3 in.; from thwarts to gunwale, 10 in.; length of end cases (D), 4 ft.; width of side air cases (C), extreme, 1 ft. 6 in.; weight, about 40 cwt.

The exact weight of the iron keel, one of the most important factors in a “self-righting” boat, is understood to have been 8 cwt. The first self-righting boats were built of elm and clenched or clinker built; but this style of building was soon discarded, fir being adopted instead of elm, and the boats built on the double diagonal principle.

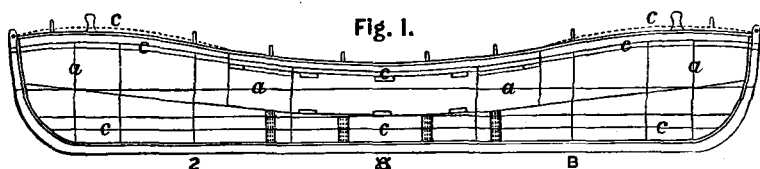
Later on fir gave place to mahogany. A few have been built of larch and some of oak.

In addition to the self-righting Life-boats, the type of which has just been described and which rowed from eight to twelve oars double-banked, it was found necessary to provide a lighter class for some localities; and some boats of less beam and weight, pulling six

by 7 ft. beam, and weighed about 25 cwt.

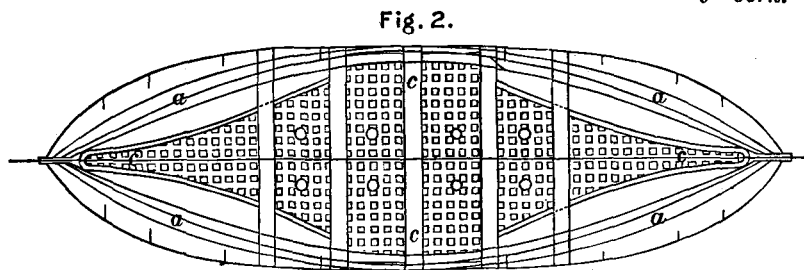
Prior to 1883 it was considered a sufficient test of self-righting power if the Life-boat would right herself, when turned over by a crane, *without any gear in her*; for it was taken for granted that in a sea sufficient to capsize a Life-boat there would be enough oscillation to assist the boat to right herself even

LIFE-BOAT BY MR. JAMES PEAKE, WOOLWICH.

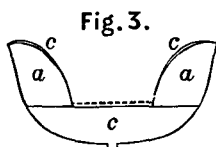


SHEER PLAN.

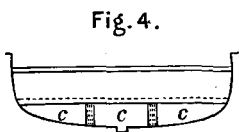
a = air.
c = cork.



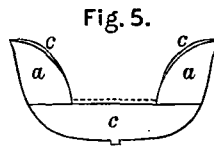
PLAN.



SECTION AT 2.



SECTION AT X.



SECTION AT B.

oars single-banked, but of the same design in other respects, were built and called "second-class Life-boats." Some very fine work was done in these Life-boats; but as they were found to capsize comparatively easily, and although they "self-righted," it was considered that the risks were too great, and this class was allowed to die out. These second-class Life-boats were usually 28 ft. long by 6 ft. beam, or 30 ft. long

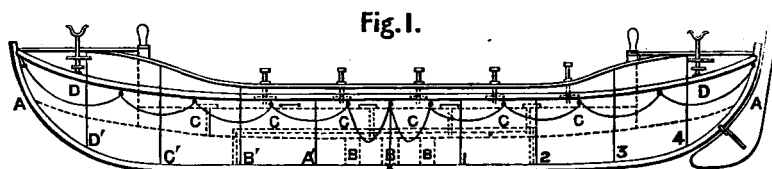
if the gear and part of the crew remained in her.

Experience however proved that some of the Life-boats had not been given sufficient self-righting power, and the effect of the sea in helping to right a capsized boat had been overestimated. In 1883 the attention of the late Chief Inspector of Life-boats, Capt. The Hon. H. W. Chetwynd, R.N., was directed towards this self-righting

power and the method employed for testing it, and in a report to the Committee of Management of the Institution, dated the 31st October, 1884, he stated that he was firmly of opinion that the test hitherto used was insufficient and misleading, and that since August, 1883, he had seen that all self-righting Life-boats had been built to answer a test which comprised self-righting in smooth water, with all the gear in them except the sails.

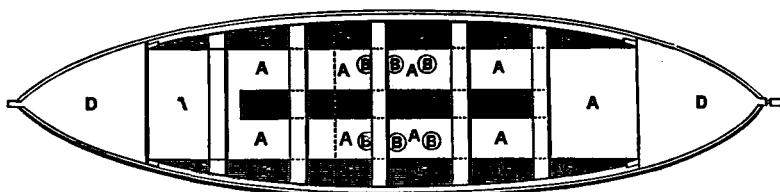
The Life-boats had to answer this test both with the water-ballast tanks full and empty (water-ballast having been reintroduced into self-righting Life-boats in 1884), and no self-righting Life-boat built in 1887 or since has ever been sent to her station without passing this severe ordeal.

This great increase made to the self-righting power of the Life-boats of course involved a considerable increase in the weight of the iron keel and in



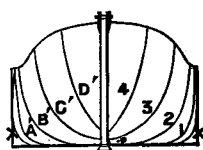
PROFILE.

Fig. 2.



DECK PLAN.

Fig. 3.



BODY PLAN.

Fig. 4.



MIDSHIP SECTION.

In 1887, after some very serious Life-boat accidents, the whole subject of the self-righting power of the Institution's Life-boats was again under review, and it was decided that all self-righting Life-boats should be proved to "right" with their full crew (represented by deadweights, taking 11 stone as the average weight of a man) on board, in addition to all their gear; and further, that they should "right" with their sails set, but the foresheet not belayed.

the capacity of the end air-chambers, these latter being made longer, higher, and wider at the tops. The weight of the boat consequently was much added to, and the space for the crew considerably encroached on by the larger end boxes; in addition to this, as great "beam" is a factor acting against self-righting power, a large number of boats with beam of less proportion to length than had hitherto been employed were built. For the sake of illustration

of the effect of increasing the self-righting power, a comparison between a 33 ft. by 8 ft. Life-boat built prior to 1884, and a 34 ft. by 7 ft. 6 in. Life-boat built after 1884, is interesting. The former was a boat built for *Southwold* No. 2 station in 1866, and the latter a boat built for Littlehampton in 1888:—

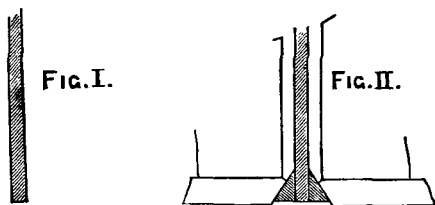
Southwold No. 2, 33 ft. x 8 ft. ...	Weight. 50 cwt.	Length of End Air-chambers. 5 ft. 10 in.
Littlehampton, 34 ft. x 7 ft. 6 in.	66 cwt.	6 ft. 6 in.

In the old records only the length of the end air-cases is given; unfortunately the height is not entered, nor the capacity recorded.

In 1884 several self-righting Life-boats were built with water ballast tanks in them. The first boats chosen for this innovation were 34 ft. long by 8 ft. beam. Four simple oblong tanks were fitted amidships under the deck, 4 ft. long, 16 in. wide, and 18 in. deep; each tank was fitted with a plug to let the sea-water in and a pump to empty the tank when required. Since the introduction, or rather the re-introduction of water ballast (for it must not be forgotten that the Northumberland Prize self-righting Life-boat was fitted with water ballast), the method of carrying it has been a subject of much discussion and experiment. In 1887-8, two very complicated systems were introduced, the object being to keep the water down as low as possible in the boat, and prevent it from rolling to leeward. The theory was excellent, but the means taken for carrying it out much too complicated, and after about six years' trial it was found expedient to return to the simple arrangement introduced in 1884. The self-righting Life-boat of to-day is fitted with water ballast, or not, according to the work she has to do, and to the wishes of her crew. Should the Life-boat be required for a station where she has to be transported about on a carriage, and launched from flat open beaches, water ballast is usually arranged

for, so as to keep the boat as light as possible for transport and to provide her with means for increasing her stability as soon as she is afloat. At stations where Life-boats are launched down a slip-way into deep water, water ballast is unnecessary, for better results are obtained by putting extra weight on the keel, and at these places there is no particular object in cutting down the weight of the boat.

Exceptional difficulty has been experienced in making water ballast tanks perfectly water-tight, and the Life-boats of the Institution have suffered severely on account of this difficulty. It is by no means so easy to conquer this defect as it might appear. Life-boats, in the nature of their work, have to meet with very severe usage.



Afloat, they have to contend with very heavy seas, and when they return to shore, they are frequently thrown on the beach with great violence. Consequently, it will be readily understood that bulk-heads are difficult to keep tight. Many systems have been tried, but although every care has been taken, and the coxswains paid extra allowances for looking after the water ballast tanks, it cannot be said that the difficulty has been entirely coped with.

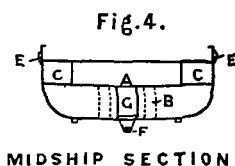
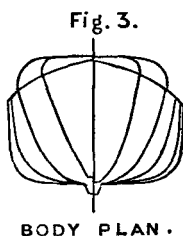
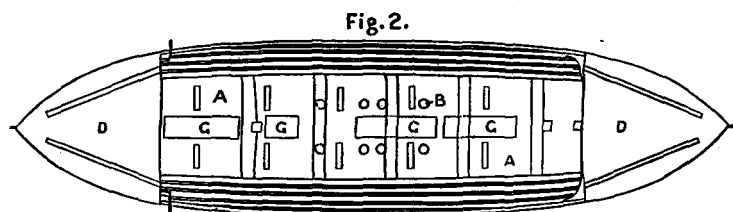
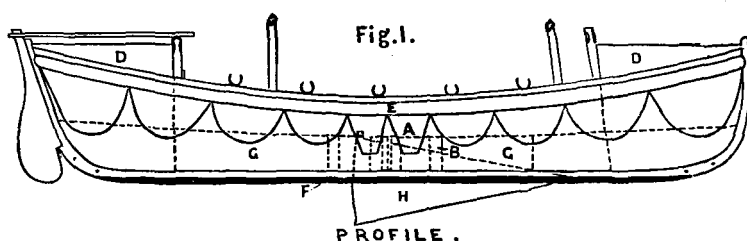
Shortly after the introduction of water ballast, the use of cork in cases under the deck was discontinued, and to take its place, the whole of the space under the deck was filled up with air cases—in fact, “honeycombed” with them. This is the method which obtains at the present time, except in one particular class of Life-boat.

A very light self-righting Life-boat was required for Dungeness, in 1894, and Mr. Rubie, one of the surveying Staff of the Institution, took the matter in hand. Among other methods for gaining lightness, he conceived the idea of giving the boat a double bottom of rot-proof canvas, divided into compartments, instead of filling up the space under the deck with air cases. Several Life-boats of this class have been built,

required for Clacton, had the honour of being the first in the field. She was launched in January 1885. Of course the idea was by no means original, even so far as Life-boats were concerned, for several of the designs sent in for competition for the Northumberland Prize showed Life-boats fitted with drop keels.

Many difficulties have had to be overcome to fit drop keels to Life-boats in

SELF-RIGHTING TYPE.



with, so far as the present experience has shown, excellent results. These boats are 34 feet long, 8 feet broad, and weigh a little under 2 tons.

In addition to the re-introduction of water ballast in 1884, that year marks a far more important improvement, for in 1884 the first Life-boat belonging to the ROYAL NATIONAL LIFE-BOAT INSTITUTION was ordered to be fitted with a centre-board or drop-keel. A self-righting Life-boat, 39 ft. long and 9 ft. broad,

a satisfactory manner, the greatest of which was to keep them from being jammed by shingle and sand getting into the drop keel casings. This was at last overcome by fitting the bottom of the drop keel plate as shown in the accompanying sketch; Fig. 1 (page 245) gives a section of the first drop keel, which was unsatisfactory; Fig. 2 (page 245) the shaded part shows a section of the lower part of the drop keels now in use and found satisfactory.

The first drop keels were made rectangular and lowered by pendants at each end, which pendants could be cut and the drop keel slipped clear of the boat if necessary. This shape, however, was not found satisfactory because of the difficulty experienced in lowering and raising, the present triangular form was therefore adopted (see sketch of self-righting Life-boat on page 246), Life-boats less than 37 ft. in length being fitted with one, whilst those of that length and over are fitted with two. The fore end of the drop keel is so arranged that if (should it become necessary to slip the drop keel) the pendant which lowers the after end is cut, the action of the after end dropping unhooks the fore end and the drop keel is freed from the boat.

Nearly all the Life-boats belonging to the Life-boat Institution are now fitted with drop keels, and their weatherly qualities have consequently been considerably improved.

On page 246 may be seen sketches of the small class of self-righting Life-boat now in use, furnished with one drop keel and fitted with water ballast, which should be compared with those of the Institution's first self-righting Life-boat

shown on page 243. At the present time there are 236 self-righting Life-boats on the coast of Great Britain and Ireland, varying considerably in size. Since 1895 the following dimensions for self-righting Life-boats have mostly found favour on the coast, 35 ft. \times 8 ft. 3 in., 35 ft. \times 8 ft. 6 in. being Life-boats principally used under oars, but also sailing well; 37 ft. \times 9 ft. 3 in., this class is on the border line between Life-boats intended for use under oars and the larger ones which practically do all their work under sail. These 37 ft. \times 9 ft. 3 in. Life-boats sail extremely well, whilst a good deal can be done with them under oars alone, whereas the larger classes, 40 ft. \times 10 ft. 6 in. and 42 ft. \times 11 ft. 6 in., cannot be expected to work under oars. All the above dimensions have been popular with Life-boat's crews who select self-righting Life-boats.

Most careful records are kept of every Life-boat, and at the end of this article will be found a blank copy of a measurement and harbour trial sheet, which has to be carefully filled up for each boat. The numbers on the form correspond with those in the "Record Book" kept at the Institution.

Life-boat, No. _____

NAME OF STATION _____

NAME OF BOAT _____

QUESTIONS.

3. Builder? Builder's Initial and No.?
5. Description of Boat and Rig?
6. Length over all—Beam to outside of planking at gunwale?
7. Depth amidships from bottom of keel to gunwale capping?
Do. to top of end boxes at stem-end and stern-post?
8. End boxes—Length from inside posts?
Do. Height of bulkhead above deck?
Do. Width at gunwale?
Do. below horizontal line?

ANSWERS.

- 3.
- 5.
- 6.
- 7.
- 8.

9. Height—Inner side of skin to upper side of deck?
 Do. Upper side of deck to upper side of thwarts?
 Do. Upper side of thwarts to gunwale capping amidships?
10. Relieving tubes—Number? Size?
11. Keel—Depth? Wood? Iron?
 Do. Width at top? Bottom?
 Do. Weight of iron?
 Do. Length of straight part of bottom?
12. Sliding keel—No.? Material? Weight?
 Do. Length? Drop at each end?
13. Bilge keels—Length? Depth?
 Do. Spread from centre to centre at bottom?
 Do. Height of bottom (at centre) above bottom of keel?
14. Thwarts—Width from centre to centre?
 Do. Head and Stern Sheets (to centre of thwarts)?
15. Water ballast—Description and No.?
 Do. Length? Breadth? Depth?
16. Wales—Description (solid or hollow) and Dimensions?
17. Weight of boat?
- 20a. Oars—Number (not including "spare")?
- 20b. If Round, Square-loomed, or Coble fitted.
- Spring of Deck { Fore and aft?
 Athwartships { Under cases
 Between ditto

9.
10.
11.
12.
13.
14.
15.
16.
17.
20a.
20b.

HARBOUR TRIAL: *Place and date* _____

DRAUGHT OF WATER.

Where taken.	Light.	Crew and Gear in. Tanks empty.	After Tank full.	2 Tanks full.	3 Tanks full.	4 Tanks full.
	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.
Down tubes .						
Forward . .						
Aft						

STABILITY.

Number of Men on gunwale to bring it awash, with crew and gear in place Tanks full. Tanks empty.

Number of men to bring deck awash, with crew and gear in place

SELF-RIGHTING POWER.

Number of Crew in place with all gear and sails stowed	Tanks full.	Tanks empty.
Ditto		
with sails set, jib and mizen sheets fast, boat		
hove over degrees		
Number of Men on lee gunwale in addition to crew in place, sails		
set, &c.		

DRAUGHT OF WATER—BOTTOM UP.

Gunwale	Tanks full.	Tanks empty.
Forward		
Aft		

REMARKS.

(Signature) _____

(Date) _____ 190

LIFE-BOAT SATURDAY FUND.

THE Central Committee of the Life-boat Saturday Fund are to be congratulated on the admirable zeal and praiseworthy enthusiasm with which the local Life-boat Saturday Committees and Ladies' Auxiliaries have everywhere, apparently, been inspired by the Institution's financial troubles of the past and present year—resulting from the appeals made in connection with the South African War—to make special and energetic efforts to better the state of affairs before 1901 closes. Judging by results already obtained within the last three months, there is every reason for hoping that such self-denying efforts and real hard work may and will be crowned with success. Having regard to the numerous notices as to the needs of the cause which have of late been appearing in the public Press, always ready and willing to give a helping hand to the ROYAL NATIONAL LIFE-BOAT INSTITUTION, it would seem that the public are beginning to be aware and to recognise

the undoubted fact that it would be a misfortune, not to say a national disgrace, if the great life-saving work carried on by the Institution for more than three-quarters of a century, were to suffer, or its efficiency be impaired, for lack of sufficient and sustained financial support.

Very special steps have been taken by the West End of London Ladies' Auxiliary to raise money towards making good the deficiency in last year's Life-boat Saturday Collections; and it is not exaggerating to state that the Garden Fête, held at Stafford House on the 26th June last, under the patronage of their Majesties the King and Queen, every member of the Royal family, and the leaders of English Society, was one of the most successful and remarkable undertakings ever carried out in connection with a charity. The Fête was *par excellence* the most important social function of the London season. For some time before it took

place almost every London and "Society" paper was discussing the glories and treasures of Stafford House, and the excellent purpose for which this "palace" was to be used by its distinguished and philanthropic owners. The demand for the limited number of tickets of admission to the "Fête" was very great, and nobody who had the privilege of seeing or hearing all that was to be seen and heard on that notable evening will easily forget it. The London ladies have certainly succeeded this

time in "breaking the record" of the many successful events and "fixtures" which have during the last nine years taken place in connection with "Life-boat Saturday." The Army of Life-boat Saturday workers throughout the country may well be encouraged by past successes to persevere in their generous efforts, and to be comforted by the assurance that passing clouds do not always mean irreparable disaster and failure, but are frequently merely the precursors of increased prosperity.

THE NATIONAL LIFE-BOAT INSTITUTION OF JAPAN.

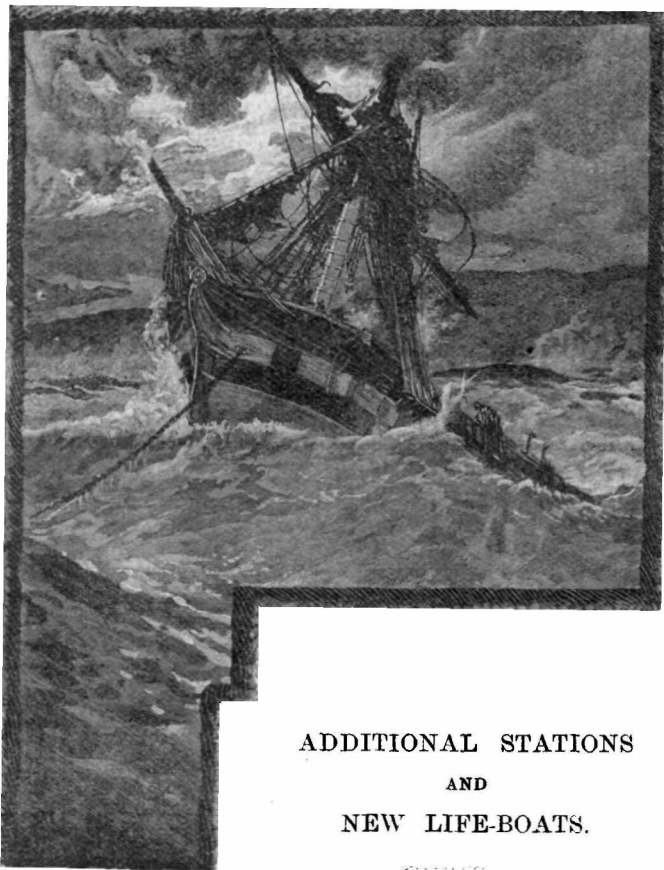
THIS enterprising and interesting Institution was established in 1889, its object being "the saving of life and property appertaining to ships in distress off the coasts of Japan." Its affairs are successfully managed and worked by a President (H.I.H. PRINCE ARISUGAWA), a Vice-President (MARQUIS NABESHIMA), supported by a very influential Council, whose Chairman is COUNT YOSHII. The head office is at Tokyo, and numerous Branches with Local Committees have already been established. In June, 1900, there were 17 rescue stations in full working order. The Imperial Government takes great interest in Japan's "NATIONAL LIFE-BOAT INSTITUTION," not only contributing to it an annual subsidy of 20,000 yen (2,000*l.*), but also giving it every possible assistance. We have been able to obtain the statistics of the lives and vessels saved during the years 1894 to 1898 inclusive, and they are as follows:—

	Vessels saved.	Lives saved.
1894	33	196
1895	17	62
1896	22	95
1897	60	272
1898	208	980

The Council of the Institution are

very sanguine that in the course of a few years they may, with the assistance of the Government, be able to establish as many as 113 rescue stations, and these will, they think, be sufficient for the purposes of the objects of the Institution on the coast of Japan.

The Members of the Institution consist of three classes, Honorary, Ordinary, and Sub - Ordinary, the amount contributed by the Member determining the class in which he is placed. Any Member guilty of conduct detrimental to the credit of the Institution, or of delaying to pay his annual subscription, is deprived of his membership at the discretion of the Council. The Chairman and Council are not, as in this country, appointed by the subscribers, but by the President, who must always be a member of the Imperial Family. The Institution bestows three medals:—(a) The Medal of Merit, to be awarded to persons rendering distinguished service to the Institution; (b) the Medal of Membership, to be held by honorary and ordinary Members or subscribers; and (c) the Medal of Praise, which is bestowed on those distinguishing themselves for special service in the work of rescue.



ADDITIONAL STATIONS
AND
NEW LIFE-BOATS.

COVERACK, CORNWALL.—THE ROYAL NATIONAL LIFE-BOAT INSTITUTION has formed a Life-boat Station at Coverack, where there is an active body of fishermen, with a view to rendering assistance in case of wrecks on the Manacle Rocks, not far from the Lizard, where the steamers *Mohegan* and *Paris* were wrecked in 1898-9. The Life-boat sent to the station was built by the Thames Iron Works Company, and is of the "Liverpool" non-self-righting type, 35 ft. long, 10 ft. wide; she rows 12 oars double-banked, is provided with masts and sails, and is fitted with two drop keels to increase her stability and weatherly qualities. A new boat-house and launching slipway have been constructed for the use of the boat on a convenient site, from the designs of Mr. W. T. Douglass, M. Inst. C.E., the

Engineer and Architect of the Institution. The cost of the new boat and equipment has been defrayed from a handsome legacy received from the estate of the late Mr. F. E. HILLS, of Penshurst, Kent, and in accordance with the wishes of the Testator, the boat is named *Constance Melanie*.

DUNBAR, SCOTLAND.—The Institution has also placed on this station, in lieu of the boat that had been there for several years a Life-boat of the same size and class as the one at Coverack, but with the addition, in this instance, of two large water ballast tanks,

which, when full, add very much to her stability afloat. A new carriage accompanied the boat, together with a set of Tipping's Plates and horse launching and pushing poles, and as a new boat-house has recently been built here by the Institution, the station is now in first-class condition. A legacy received by the Institution for a new Life-boat for the east or north-east coast of Scotland from the estate of the late Mr. WILLIAM ARTHUR MILLWARD, of Chapel-en-le-Frith, Derbyshire, was appropriated to this new Life-boat, which has been named after the Testator.

On the 15th March last, in bright weather, the ceremony of naming and launching the boat was performed at the new harbour slipway, in the presence of a large concourse of spectators. The proceedings commenced by the Earl of

HADDINGTON, President of the local branch, opening the door of the new boat-house and accepting the custody of the boat and station, as Lord-Lieutenant of the county, from Mr. STRACEY CLITHEROW, District Inspector of Life-boats, as representing the parent Institution. Subsequently the Life-boat was conveyed down the slipway, and as she entered the water Lady CECILY BAILLIE HAMILTON broke a bottle of wine on the bow, and christened the boat the *William Arthur Millward*. The launch was performed with remarkable dexterity amidst the cheers of the on-lookers, and the boat was afterwards exercised in the bay. Cake and wine were afterwards served in the boat-house, at which a large company was presided over by Lord HADDINGTON. Mr. STRACEY CLITHEROW proposed success to the new Life-boat. He spoke of the exceedingly dangerous nature of the coast, and of the necessity which had arisen for the provision in Dunbar of the most powerful and modern type of boat procurable, that the late Mr. Millward had bequeathed funds for a boat for the north or east coast of Scotland, and that, largely through the instrumentality of Mr. W. BERTRAM, the energetic hon. secretary, the Dunbar branch had been accepted as the station at which the boat and boat-house should be placed. Lord HADDINGTON replied, and expressed the hope that the good work of the past would be continued by the new boat.

Through the generosity of his Lordship, the Life-boat men were entertained at dinner a day or two later at the Hotel Belle Vue, when his health was heartily pledged, together with that of the Chairman of the Branch, Bailie BRAND.

HARWICH.—The Hydraulic Steam Life-boat, built by Messrs. R. and H. Green, of Blackwall, which was placed on this station about seven years since, has recently been superseded by a new Screw Steam Life-boat, constructed by J. SAMUEL WHITE & Co., Limited, of East Cowes, which, like the original boat, is named the *City of Glasgow*, in acknowledgment of the gift to the Institution of the cost of the first boat by the

citizens of Glasgow, in connection with the "Life-boat Saturday" demonstrations of 1893 and 1894. This is the sixth Steam Life-boat which has been constructed by the Institution. The first three were hydraulically propelled, but in order to avoid the loss of power inseparable from the use of the turbine and the risk of the machinery becoming fouled, the other boats have been fitted with screws, which are, as far as possible, protected from fouling by hollowing out the after-end of the boat, so as to form a tunnel for the protection of the screw. The behaviour of the new Life-boat and the machinery when she was put through her official trials, off the Isle of Wight, and afterwards when she steamed to her station at Harwich from Cowes, was all that could be desired. From the comparative tables of efficiencies of the Steam Life-boats built by the Institution, it appears that this latest addition to its fleet proves to be the fastest boat, her average maximum full speed on the measured mile being 9·66 knots per hour, and her ordinary working full speed 9·143 knots. She is 56 ft. long, 14 ft. 8 in. wide, and has a load displacement of 32·6 tons, while the mean indicated horse-power is 208·95.

CAMBOIS, HOLY ISLAND No. 2 and TYNEMOUTH No. 2, NORTHUMBERLAND; SUNDERLAND (NORTH DOCK), Co. DURHAM; DOVER, KENT; WINCHELSEA, SUSSEX; PORTHOUSTOCK, CORNWALL; GIRVAN, JOHNSTHAVEN, MONTROSE No. 2 and NEWBURGH, SCOTLAND; and GROOMSPORT, IRELAND.—New Life-boats have also taken the place of others stationed at these places; they are of the self-righting type, with the exception of the Girvan, Groomsport and Porthoustock boats, which are of the "Liverpool" non-self-righting class.

The cost of the Cambois new Life-boat and equipment has been defrayed from a munificent legacy received by the Institution from the estate of the late Dr. JOHN ANTHONY, of Edgbaston, Birmingham, after whom the boat is named. Similarly the Holy Island boat, which is named *Edward and Eliza*, was provided from the bequest of the late Mrs. C. S. COPLAND, of Overcliffe, Gravesend. The Tynemouth Life-boat, like its pre-

decessor, is known as the *Forester*, the Ancient Order of Foresters having presented the original boat to the Institution. A legacy received on behalf of the late Mr. GEORGE WOOFINDIN, of Sharrow, Sheffield, was utilised for the Sunderland new Life-boat, which bears his name. The cost of the Dover new boat and her equipment was defrayed from a handsome contribution received by the Institution from Mr. ISAAC HOYLE, of Wimbledon, for a Life-boat to be named the *Mary Hamer Hoyle*, after his late wife. The Porthoustock, Girvan and Newburgh Life-boats are respectively known as the *James Stevens* Nos. 17, 18

and 19, having been taken from the very handsome legacy left to the Institution by the late Mr. JAMES STEVENS, of Birmingham. In the same way, the Institution was enabled to defray the cost of the remaining four Life-boats from special bequests, viz., *Winchelsea*, *John William Dudley*, the late Mr. J. W. DUDLEY, of Woodford; *Johnshaven*, *Sarah Anne Holden*, the late Miss S. A. HOLDEN, of Rochdale; *Montrose No. 2*, *Marianne Atherstone*, the late Mr. J. G. ATHERSTONE, of Montrose; and *Groomspout*, *Chapman*, the late Mrs. M. H. CHAPMAN, of Cathcart Road, W.

THE WARRIORS OF THE SEA.

I.

LOUD thundered the breakers on the dark
Atlantic shore,
The sky was mantled in the shroud of
starless night,
The lightning flash'd, and thunder roar'd,
'Midst the howling wind and hurricane's
height.

Chorus:

Hail! sons of the brave,
Who nobly risk your lives to save
The shipwreck'd mariner upon the raging
deep:
May God, in danger's hour,
Protect and give you strength and power,
And guide your bark across the trackless sea.

II.

Out, far out on the surging tide,
A coastguard, faithful to his watch,

Espied, 'midst the lightning's fitful gleam,
A ship, fast drifting towards the rocks.

Hail! sons of the brave, &c.

III.

Oh, merciless Fate! that impels the doomed
ship
With relentless force on the wings of the
storm;
See! now she rides the crested heights,
And next, to the yawning depths is borne.
Hail! sons of the brave, &c.

IV.

Oh, pitiless wave, and wild, rocky shore,
That lures thy helpless victims on;
'Twere thine to toll the mournful dirge,
But ne'er to sigh for the souls that are
gone.

Hail! sons of the brave, &c.

J. A. STROUD, Bristol.

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

NORTH SUNDERLAND.—At 2 P.M. on the 1st January 1901 the Life-boat *Thomas Bewick* was launched and brought ashore the crew of four men of the ketch *Pallas*, of Jersey, which had stranded on the Longstone rock, where she became a total wreck. Her crew, with the assistance of the keepers of the Longstone light-house, safely landed on the rock and were

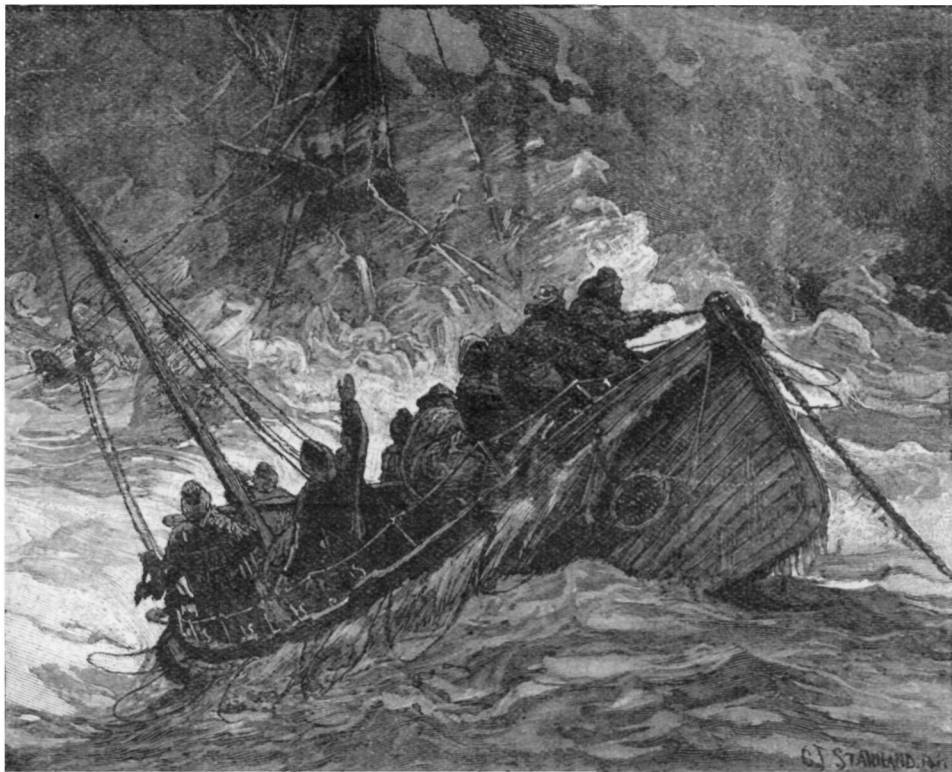
accommodated by the light-keepers until the Life-boat arrived.

FILEY, YORKSHIRE.—While the fishing cobs were returning home in a heavy ground sea on the 1st January, one of them was capsized and her crew of three men thrown into the water, they were fortunately able to reach the boat and hold on to her until two

other cibles came up and took them on board. The Life-boat *Hollon the Second* was launched at 3 A.M. and remained afloat until the whole of the boats had safely landed, when she returned to her station, arriving at 7.15.

DUNGENESS.—The Coxswain of the Life-boat *R.A.O.B.*, being informed by the Coastguard on the morning of the 8th January that a steamer was stranded, the crew were summoned and

near Marske on the morning of the 9th January, the Life-boat *Mary Batger* was launched at 4.40 in a heavy sea and pulled in the direction indicated. In approaching the stranded vessel, the steam trawler *Honorio*, of and for Hull, returning from the Faroe Islands with fish, the Life-boat became entangled in the rocket lines and the bowman was dragged out of the boat; fortunately he was rescued, but the boat was driven ashore. She again proceeded off, and



at 5.30 the Life-boat was launched. The wind was then blowing from the S.E., the sea was moderately rough, the weather was thick and snow was falling. At the request of the master the Life-boat remained some time by the steamer, which proved to be the *Dragon*, of Falmouth, homeward bound from Rotterdam, returning to the shore at noon.

SALTBURN, YORKSHIRE.—The Coastguard having reported a vessel stranded

in the meantime a cible which had come from Redcar to endeavour to rescue the shipwrecked men also fouled the rocket lines, was overturned and three of her crew of seven men unfortunately lost their lives. One of the men drifted past the Life-boat, and in trying to rescue him the Life-boat was again driven on shore. Once more the Life-boat put off, and this time succeeded in getting alongside the vessel, rescuing her crew of nine men. In order to ensure the

safety of the Life-boat and her crew the hawser of the rocket apparatus had to be cut.

ARBROATH, FORFARSHIRE.—On the 15th January the fishing-boat *Jessie and Mary*, of Arbroath, was observed, about two miles distant from the shore, making for the harbour, and as the sea was heavy it was evident that she would encounter considerable danger in crossing the bar. The Life-boat *James Stevens No. 13* was launched at about 11.50 A.M., proceeded over the bar, met the fishing-boat, passed three cork-jackets to her, one for each of her crew, and remained by her until she safely entered the harbour.

SALCOMBE, SOUTH DEVON.—Signals of distress having been reported by the Coastguard on the 17th January, the Life-boat *Lesty* was launched at 12.10 A.M. and proceeded towards Prawle Point; when about two miles distant from there she showed three bright lights, which were answered by three rockets about ten miles S. of the point. Proceeding in the direction in which they had been seen, it was found they had been fired by the s.s. *Pinedene*, of Aberystwyth, which had lost her propeller, having been in collision with an unknown schooner. The master requested the Life-boatmen to return to the shore and telegraph to Plymouth for a steam-tug. Having done this, the boat again went off to the steamer to render any further assistance required, but found that none was needed. A fresh wind blew from S.W. while the Life-boat was engaged, the weather was thick, with rain squalls, and there was a heavy ground sea.

WINCHELSEA, SUSSEX.—On the morning of the 19th January, during the prevalence of a whole gale and heavy sea, the cutter *Jeune Arthur*, of Cherbourg, bound from Dunkirk for Granville, was observed making for the land under forestaysail and jib, her mainsail having been blown away. She was closely watched for some time, and eventually French colours were shown in the rigging. The crew of the Life-boat *John William Dudley* were sum-

moned, horses were procured and the boat was taken on her transporting carriage along the shore towards the vessel, which ultimately stranded about a quarter of a mile E. of Rye Harbour. The boat was launched, succeeded in taking off the crew of four men and then made for Rye Harbour, but was unable to weather the beach banks on the E. side and grounded. The rescued men were landed in such an exhausted condition that some of them had to be carried on the backs of Life-boatmen. When the tide ebbed the boat was again launched and was taken into the harbour, remaining there until the following morning, when she returned to her station.

CAISTER, NORFOLK.—Flares in the direction of the "Scroby Elbow" Sand were seen by men on the look out in foggy weather on the morning of the 21st January, and they at once summoned the crew of the Life-boat *Covent Garden*. At 7 o'clock the boat was launched and on nearing the sands the schooner *Bertha*, of Yarmouth, was observed just floating off with the rising tide. Her crew had deserted their vessel and were seen in their boat alongside of and taking refuge on board the St. Nicholas Light-Vessel. With the assistance of steam-tugs the schooner, which had lost her rudder and had about three feet of water in her hold, was taken into Yarmouth Harbour.

ARDROSSAN, Ayrshire.—On Saturday, 26th January, four men put off in a boat and proceeded to Horse Island, which is about a mile and a half distant from Ardrossan harbour, for the purpose of shooting wild fowl. While they were on the island the wind freshened, and they found it a difficult matter to get back into the boat. One of them succeeded in doing so, and tried to reach a sheltered spot in order to take off the others; the boat, however, was driven away from the island, but fortunately drifted into the harbour at Ardrossan. Endeavours were then made to reach the island by means of a shore boat, but they were unsuccessful, and at 3 o'clock on the Sunday morning the Coastguard reported the circumstances

to the Coxswain of the Life-boat. The wind was then blowing a strong gale from N.W., and the sea was very rough, especially at the harbour mouth and off the Horse Island, rendering it most difficult for the Life-boat to get out, and very dangerous for her to approach the island in the darkness, and as the men, although exposed to a bitter night in a practically unsheltered island, were in no actual danger, it was decided to wait until daylight. At 6.45 the Life-boat was launched, was towed by a steam-tug to the W. end of the island, when sail was hoisted, and she dropped down to the only available place from which the men could be taken off. They were got safely on board, and sails having been again set the boat ran straight into the harbour, being frequently almost buried by the heavy seas she encountered.

MARGATE.—While the wind was blowing from W. by N. with almost hurricane force, accompanied by a very heavy sea and terrific hail squalls, on the 27th January, the Coastguard reported flares in the Gore Channel. The crew of the Life-boat *Civil Service No. 1* were called, the boat was launched at about 7.40 P.M., and reached the distressed vessel at about 2 A.M. She was the ketch *Eustace*, of Rochester, laden with pitch, from London for the Rhine. The Master stated that the vessel had dragged her anchor, and had touched the ground several times. At his request, the Boat stood by until after high water, when the weather improved, and he required no further assistance.

‡ **HOLYHEAD.**—About 7.45 on the evening of Sunday, the 27th January, while a whole gale was blowing from N.W., accompanied by a very heavy sea and thick weather, a vessel was seen in the outer roads burning signals of distress. The steam Life-boat *Duke of Northumberland* proceeded to her assistance and found she was the barque *Royal*, of Arendal, bound from Savanna for Liverpool, with turpentine and resin. She had dragged her anchor, and had fouled a steamer lying at anchor. Six of her crew boarded the Life-boat, but a steam-tug arriving to assist the barque,

the other members of the crew remained on board their vessel.

The Steam Life-boat *Duke of Northumberland* left her moorings at 11.25 A.M., on the 29th January, the Coxswain having observed a schooner in the outer roads, with a signal of distress flying. A strong gale was blowing from N.N.W., and a heavy sea was running. The vessel which made the signal was the *Lizzie Edith*, of Truro, bound from Penzance for Runcorn, with china clay. She had dragged her anchors, and a steam-tug had succeeded in getting a hawser on board, but was unable to get into a position for towing, on account of the heavy seas. The Master and crew of the schooner, four men in all, therefore decided to leave her and got into the Life-boat, being safely landed at 1 P.M.

BROADSTAIRS.—Flares were shown from vessels off the North Foreland while a whole gale was blowing from N.N.W., accompanied by a heavy sea and heavy squalls of hail, on the 27th January, and, in response, the Life-boat *Francis Forbes Barton* was launched at 8.5 P.M. It was found that the schooner *Astræa*, of Dartmouth, bound from Poole for London, with a cargo of clay, had parted her cables and had fouled the ketch *Alfred*, of Padstow, the crew of the *Alfred*, four in number, taking refuge on board the *Astræa*. They were taken into the Life-boat, and some of the Life-boatmen boarded the schooner, at the request of the Master, and found her bows were damaged, besides which she had lost her anchors, chains, and some of her sails, and was leaking. The Life-boatmen assisted to set the remaining sails, and working at the pumps during the night, managed to take her into Ramsgate Harbour. Meanwhile, the Life-boat landed the crew of the *Alfred*, who were suffering severely from the cold. Having warmed and refreshed themselves, they again boarded the Life-boat, which, at the Master's request, proceeded in search of the ketch. She was found riding at anchor; her bows and rigging were badly damaged, and she had a large quantity of water in her hold. Four of the Life-boatmen boarded her to render assistance, and having refitted her rigging, sail was made, the cable slipped,

and she proceeded for Ramsgate, with the Life-boat in tow, arriving there at 3 P.M. The boat was slipped at the mouth of the harbour, and returned to her station.

RYDE, ISLE OF WIGHT.—The ketch, *Silver Spray*, of Lowestoft, laden with machinery and stone, and bound from Guernsey for the North of England, showed signals of distress when about a quarter of a mile E. of Ryde pier, on the night of the 27th January, while a strong gale was blowing from N.W., accompanied by a rough sea. The Life-boat *Captain Hans Busk* was launched at about 10.30, and on reaching the vessel, found that she had parted her cable and was aground on the sand. At the request of the Master, the Life-boat stood by the ketch during the night. About 3.30 A.M. she floated, and two hours later the Life-boat returned to her station, the gale having moderated.

WEXFORD, IRELAND.—A whole gale from W.N.W., suddenly sprung up on the evening of the 31st January, and the yawl *Love Lane*, which was seeking the shelter of the harbour, grounded on the N. side of the bar. She signalled for assistance, and at 6.30 the Life-boat *James Stevens No. 15* put off, and remained by her until she beat over the bar and was out of danger. The Life-boat then proceeded in search of three other fishing-boats which had not returned, but found they were safely riding at anchor in the North bay, and were therefore not in need of any assistance.

ST. IVES, CORNWALL.—The Life-boat *James Stevens No. 10* was launched at 5.15 A.M., on the 5th February, while a strong gale was blowing from N.N.E., and proceeded to the brigantine, *Julien Marie*, of Auray, coal-laden from Swansea, bound for Bordeaux, which had shown signals for assistance. She was carrying very little canvas, having only her mainsail and lower topsail set, and tried to make the harbour, but failed to do so owing to the heavy breakers she encountered, and being in addition encumbered by the wreckage of her foretopmast, with yards and sails and

her jibboom, which were hanging over her side. As she was fast drifting to leeward, her anchor was let go, but it did not hold, and seeing there was no probability of being able to save the vessel, her crew of six men, taking with them a little dog, got into the Life-boat, and were safely landed. The brigantine soon afterwards stranded on Porthminster beach, and became a total wreck, her mainmast going by the board when she struck the ground.

PETERHEAD. — The steam trawler *Roslin*, of Aberdeen, returning home with several boxes of fish, stranded at Scotston Head in a moderate W.N.W. breeze, a heavy sea and thick weather, about midnight on the 13th February. In response to her signals of distress the Life-boat *George Pickard* proceeded to her assistance and found her full of water. Communication with the vessel had been obtained with the rocket apparatus, and her small boat was lying alongside, but the sea was so heavy that the crew were afraid to avail themselves of either of those means of leaving the steamer, and on seeing the Life-boat approaching called to the Coxswain to come alongside and take them off. The men, nine in number, got into the Life-boat and were safely landed at 4.40 A.M.

WHITBURN, DURHAM.—The steam-tug *Hook van Holland* left Emden on the 11th February at midday, having in tow the damaged s.s. *Treneglos*, of St. Ives, intending to take her to South Shields, but early on the morning of the 14th February both vessels stranded on the S. end of Whitburn White Stile in hazy weather. The tug floated without any assistance, having apparently sustained little if any damage, but the *Treneglos* was found to be leaking badly. With the assistance of five tugs and the crew of the Life-boat *William and Charles* she was taken into dock at Sunderland where she almost immediately settled down.

CROMER, NORFOLK.—A message by telephone having been received from Mundesley stating that the services of the Life-boat were required, on the 17th February, the Life-boat *Benjamin Bond*

Cabbell was launched at 9 P.M. and found the s.s. *Celerity*, of Yarmouth, laden with cement, from Rochester for Leith, and carrying a crew of seven men, in a disabled condition. A gale was blowing from the E.N.E. and she had shipped a quantity of water which had extinguished her fires, so that becoming unmanageable she anchored off Mundesley. Her anchor dragged, and when only about half a mile from the shore she burnt a flare to denote that she was in need of help. The Life-boat stood by her during the night, but the Life-boatmen were unable

to board her owing to the bad weather and the heavy rolling of the vessel. The vessel's crew baled some of the water out by means of buckets, the pumps being choked, and ultimately fires were lighted and steam was got up. The Life-boatmen then assisted in weighing the anchor, and the boat proceeded with her to Yarmouth, which was reached at 2.15 P.M., the Life-boat's crew having endured nearly eighteen hours' exposure to terrible weather. They returned to their station at 5 P.M. the following day.

RESCUE OF A CAT BY A LIFE-BOAT, AND THE SEQUEL.

INTERESTING CEREMONY AT THE MANSION HOUSE, DUBLIN.

A VERY interesting ceremony took place on the 6th March last at the Mansion House, Dublin, when the Right Hon. the Lord Mayor of that city made (at the request of Miss Swift, the founder of the "Dublin Home for Starving and Forsaken Cats") a presentation of a large silver medal to Mr. Aubrey F. Chaplin, of The Firs, Rugby, who, when an apprentice on board the trading-vessel, the *Hawkesdale*, of Liverpool, 1724 tons, which was wrecked on the Long Sands, between Margate and Clacton-on-Sea, saved the life of the ship's cat, when twenty-four of the crew were rescued under great difficulties by the Margate and Clacton Life-boats belonging to the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

Through her connection with the Dublin Life-boat Saturday Fund, Miss Swift heard of the circumstances, when she determined on having a silver medal with a suitable inscription presented to the young apprentice (then only seventeen years of age), in recognition of his brave and humane conduct, and in respect for the young man who had, almost at the risk of his own life, saved that of his pet, the ship's cat, and asked the Lord Mayor to be so kind as to make the presentation, which he was pleased to do. Mr. Chaplin only arrived from Liverpool on that morning to receive at his lordship's hands the reward of which he was deemed to be worthy.

The medal presented is of large size, manufactured by Messrs. Waterhouse, and on one side bears the following inscription:—"Presented to Mr. Aubrey F. Chaplin by Miss Alice M. Swift, founder of the Dublin Home for Starving and Forsaken Cats, in remembrance of his brave conduct in saving the life of a cat, at almost the risk of his own, in time of shipwreck"; and on the obverse side is an embossed wreath, with an engraving of a cat and "Freddy."

Amongst those present at the ceremony were: Miss Swift, of Whitechurch Lodge,

Rathfarnham, Sir Thomas F. Brady, Miss Wilson, Mrs. Reid, Miss Ellis, Miss Brady, Miss Burtchael, Miss Swift MacNeill and several others. A letter was read from Lady Ardilaun expressing her great regret in not being able, in consequence of absence from Dublin, to be present to have the pleasure of congratulating the preserver of the cat on his act of bravery and humanity. Letters were also received from Sir Francis Cruise, M.D., and several others.

The following is an account of the shipwreck, and how the cat's life was saved:—The *Hawkesdale*, a trading vessel of 1724 tons, belonging to Liverpool, was on her voyage, bound from Hamburg to Melbourne with a mixed cargo, including amongst the rest 500 pianos "made in Germany." Mr. Aubrey F. Chaplin was an apprentice on board the vessel. There was also a very fine cat named "Freddy" on board, which was so kindly treated by Mr. Chaplin that he used to follow at the young apprentice's heels (he was then only seventeen years of age) up and down by the hour as he paced the deck when on watch. It was the apprentice's second voyage. After leaving the Elbe the vessel encountered violent winds and rough weather, and by some mistake she got out of her course for Melbourne, and eventually ran aground on the Long Sands between Margate and Clacton-on-Sea, and lay there, a prey to the fury of the winds and waves. An attempt was made to launch the boats, but directly the first was lowered, it capsized, and three men were drowned. Soon after the other boat was broken from its fastenings and lost. For six hours the crew remained in suspense, expecting that the ship would break up or the masts would fall, the sails having been torn into shreds by the gale. At last the signals of distress were observed, and the Life-boats from Clacton and Margate belonging to the ROYAL NATIONAL LIFE-BOAT INSTITUTION were seen coming gallantly to the rescue.

Then there was considerable difficulty in getting the men, one by one, from the ship into the Life-boats, for as they were lifted by the waves to the ship's level, the men had to jump over and clutch the boat's ropes as best they could. At this crisis, when the uppermost thoughts of all on board might have been to save himself alone, Chaplin remembered his pet cat, and another apprentice remembered a dog also on board, and asked leave to rescue them. The dog was seized by the second apprentice and thrown over into the friendly arms of the Life-boat's crew, whilst Chaplin ran below to hunt for the cat, which he found sleeping soundly, unconscious of the danger around, but in another moment Chaplin had dived into the storeroom and found a sack, into which he tied "Freddy." When he reappeared, the captain of the Life-boat took for granted that he had been to fetch some valuables from the cabin, and protested

that he could only take "live cargo"; but when he learned the true contents of the sack, it was allowed to be thrown over into the boat, and Chaplin followed, being one of the last to leave the ship. The poor cat was nearly drowned from lying in the water that had washed over into the boat, but his rescuer had no intention of relaxing his humane efforts. Wet, and cold, and half stupefied by a blow on the head which he received when getting over the ship's side, he lifted the sack with its living freight on his knees, and kept it there between three and four hours, while the Life-boat was struggling back through heavy seas to Clacton, a distance of over fifteen miles. On that occasion the two Life-boats saved twenty-four of the crew, besides the dog and cat. "Freddy," the cat, has ever since been safe and well, and is a great favourite in the residence of his rescuer's parents at Rugby.

SUMMARY OF THE MEETINGS OF THE COMMITTEE.

Thursday, 10th January, 1901.

Colonel FRIZROY CLAYTON, V.P.,
in the Chair.

Read and confirmed the Minutes of the previous meeting.

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

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

Northern District—Ardrossan, Ayr, Ballantrae, Banff, Girvan, Kildonan, North Berwick and Troon.

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

Southern District—Fowey, Hope Cove, Plymouth, Salcombe and Torquay.

Western District—Angle, Burnham, Burry Port, Ferryside, Littlehaven, Penarth, Port Eynon, Swansea and Tenby.

Irish District—Blackpool, Clogher Head, Courtown, Drogheda, Fleetwood, Formby, Hilbre, Howth, Hoylake, Kingstown, Lytham, Piel, St. Anne's (two boats), Skerries and Southport (two boats).

Reported the receipt of a contribution of 11,666*l.* 5*s.* 9*d.* from the Central Committee of the Life-boat Saturday Fund, as the nett proceeds of Life-boat Saturday, 1900.

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

Also the receipt from the Civil Service Life-Boat Fund, per CHARLES DIBDIN, Esq., Honorary Secretary, of a further sum of 1,405*l.* 5*s.* 6*d.*, to recoup the Institution all the expenses incurred in 1900 in maintaining the seven stations at which the seven Life-boats presented and endowed by the fund are placed.

The total sum thus contributed to the Institution by gentlemen in Her Majesty's Civil Service has been 26,111*l.* 6*s.* 1*d.*

Resolved that the cordial thanks of the Committee be tendered to the Honorary Secretary, Committee and the subscribers to the fund.

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

	£	s.	d.
Licensed Victuallers Life-boat Fund, in aid of support of Licensed Victualler Life-boat at Hunstanton (additional)	50	-	-
Loyal Order of Ancient Shepherds (Ashton Unity) (additional)	25	-	-
"M. E. A." (annual subscription)	25	-	-
W. INGHAM WHITAKER, Esq. (annual subscription)	25	-	-
Collected on Christmas Day, in Elvetham Parish Church, per Rev. W. GILL	3	13	6
Collected on board H.M.S. Warspite, per Rev. H. S. WANSBROUGH, B.A., R.N.	1	17	3

—To be severally thanked.

Also the receipt of a legacy of 1,132*l.* 1*s.* 6*d.*, bequeathed to the Institution by the late Mrs. MARY TAYLOR, of Hetherset, Norfolk.

Also the receipt of a special contribution of 3,500*l.* from Mrs. EDMUND HARVEY, of Chester Square, being 1,000*l.* to pay for the new large Life-boat, to be named *Edmund Harvey*, and stationed at Padstow, on the Cornish Coast, and 2,500*l.* for the permanent endowment of the boat.

Resolved that Mrs. HARVEY be cordially thanked, and that the boat be named in accordance with her request.

The Committee specially recognised the good services rendered by Capt. H. TOWNSEND, who had just resigned the office of Honorary Secretary of the Courtmarshery Branch, which he had efficiently held for twenty-three years.

Resolved also that Mr. CLEMENT HOULT be thanked for his co-operation while occupying

the office of Honorary Secretary to the Wolverhampton Branch.

Reported the transmission to their Station of the Tynemouth No. 2 new Life-boat and transporting carriage.

Paid 8,966*l.* 1*s.* 1*d.*, for sundry charges on various Life-boat establishments.

Voted 609*l.* 15*s.* 7*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Abersoch . .	Schooner <i>Llanddulas</i> , of Liverpool . .	3
Berwick - on - Tweed . . }	Four cobsles, of Spittal. Rendered assistance and saved	2
Ditto . . }	Fishing - boats. Stood by boats. . . .	
Clacton . .	Brigantine <i>Nina</i> , of Tynemouth	6
Dungarvan Bay . . }	Schooner <i>Supply</i> , of Barrow. Stood by vessel. . . .	
Filey . . .	Fishing - cobsles. Remained in attendance. . . .	
Greencastle .	Schooner <i>Mary Jones</i> , of Chester. Stood by vessel and landed Master. . . .	
Grimsby . .	Four - masted barque <i>Lizbeth</i> , of Hamburg. Stood by vessel. . . .	
Groomsport .	S.S. <i>Rosabelle</i> , of Bangor. Stood by vessel. . . .	
Holyhead . . (Steam Life-boat).	Schooner <i>Ebenezer</i> , of Carnarvon	5
Ditto . .	S.S. <i>Cufic</i> , of Liverpool	41
Ditto . .	Schooner <i>Julia</i> , of Gloucester	4
Holyhead No. 2 . . }	Brig <i>Ocean Belle</i> , of South Shields. Rendered assistance. . . .	
Moelfre . .	Ship <i>Pass of Balmaha</i> , of Glasgow	28
Montrose No. 1 . . }	S.S. <i>Staperayder</i> , of London	7
New Brighton	S.S. <i>Angola</i> , of Glasgow. Stood by vessel. . . .	
Newhaven .	Brigantine <i>Hans Olsen</i> , of Stavanger. Rendered assistance. . . .	
North Sunderland . . }	Ketch <i>Pallas</i> , of Jersey. Landed 4 from Longstone Lighthouse. . . .	
Penarth . .	Barque <i>Zeffiro</i> , of Castellammare	10
Poole . . .	S.S. <i>Matin</i> , of Sunderland. Stood by vessel. . . .	
Porthdinllaen	Flat <i>Caliban</i> , of Liverpool	2
Porthleven .	Barque <i>Polykarp</i> , of Grimstad. Landed 2. . . .	
Ramsey . .	Schooner <i>Rheidol Vale</i> , of Aberystwyth	3
Ryde . . .	Schooner <i>Mette</i> , of Marstal	4
St. Ives . .	Lugger <i>Honor</i> , of St. Ives	5
Swansea . .	R.W.T., of Plymouth	2
Ditto . .	<i>Lizzie</i> , of Padstow	3
Ditto . .	<i>Careless</i> , of Ilfracombe	2
Whitehaven .	Ship <i>Bardowie</i> , of Glasgow	6

The Bridlington, Falmouth, Lytham, Holyhead No. 2, Kessingland No. 1, Porthleven, St. Anne's No. 2 and Southend (Essex) Life-boats respectively rendered the following services:—Four-masted barque *Oranasia*, of Liverpool, rendered assistance; barque *Queen of Cambria*, of Carnarvon, rendered assistance; ship *Chiltonford*, of Glasgow, assisted to save vessel; s.s. *Delorane*, of Glasgow, rendered assistance; steamer *Christiania*, of Haugesund, rendered assistance; barque *Polykarp*, of Grimstad, rendered assistance; Hopper No. 16, of Preston, assisted to save vessel; and barque *Delta*, of Fredrikstad, saved vessel and crew, 10.

Voted also 782*l.* 6*s.* 5*d.* to pay for watching, assemblies of crews or launches, etc., of Life-boats at the following stations, with the view of assisting the crews of distressed vessels:—Aberystwyth, Aldeburgh, Angle, Ayr, Ballywalter, Bridlington, Buckhaven, Bude, Campbeltown, Cemaes, Cemlyn, Formby, Gorleston No. 1, Hayle, Holyhead (steam Life-boat), Ilfracombe, Irvine, Looe, Lytham, New Brighton (steam Life-boat), Newquay (Cardiganshire), Palling No. 2, Plymouth, Pwllheli, Ramsey, Rhoscelyn, Shoreham, Southport No. 2, Southsea, Troon, Walton-on-the-Naze, Weston-super-Mare, Weymouth, Winterton No. 2 and Workington.

Voted an additional reward to the crew and engine room staff of the Holyhead steam Life-boat in recognition of their good services on the 20th December in proceeding out on two occasions, in a whole gale and a very heavy sea, and rescuing forty-one persons from the s.s. *Cufic*, of Liverpool, and four persons from the schooner *Julia*, of Gloucester.

The Committee decided to express their thanks to Mr. C. J. A. FRENCH for gratuitously acting on several occasions as signalman when the Life-boat at St. Ives has been called out for service.

Voted an aneroid barometer to Mr. G. H. WARD, master of the Trinity pilot cutter *Alpha*, and 10*s.* each to three of the crew for putting off in a boat from the cutter and rescuing ten of the crew of H.M. yawl *Hind*, which had stranded on the Shipwash Sand on the 27th November.

Also 4*l.* to the crew of the fishing-yawl *Violet*, of St. Abb's, for saving the crew of five men from the boat of the s.s. *Woodbine*, the vessel having been abandoned in a sinking condition in the Firth of Forth while a moderate W. gale was blowing, accompanied by a very rough sea, on the 18th December.

Also 3*l.* to three men for rescuing the crew of five men from the steam trawler *Hit or Miss*, of Aberdeen, which sunk off Keith Inch, Peterhead, in a strong S. breeze, a rough sea and thick weather, on the 3rd December. The salvors were engaged in fishing, and on observing the Master of the trawler wave his hand, went alongside and rescued the crew, incurring considerable risk, their small boat being then over-loaded.

Also 14*s.* to three men for rescuing, by means of lines from the quay wall, the crew of four men from the fishing boat *Mary*, of Fleetwood, which had become unmanageable

while entering the harbour at Whitehaven, Cumberland, in a whole gale from S.W. and a heavy sea, on the 20th December.

THURSDAY, 14th February, 1901.

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

Read and confirmed the minutes of the previous meeting, after which, and before proceeding to other business, the following Resolution was unanimously adopted:—"That the Committee of Management of the Royal National Life-boat Institution, at their Monthly Committee Meeting held this day, desire to place on record their profound grief at the death of Her Most Gracious Majesty QUEEN VICTORIA, Patron of the Institution for sixty-three years, and one of its largest Annual Subscribers. The Members of the Committee of Management, the Staff of Officers, the Local Committees and their Officials, the Crews of the Life-boats, together with the Fishermen and all others co-operating in the Life-boat Service of the Institution, beg to tender their deep and heartfelt sympathy to His Majesty KING EDWARD THE SEVENTH and to the Members of the Royal Family, in the irreparable loss they have sustained, and they earnestly pray that His Majesty may long be spared to rule over a loyal and devoted Empire."

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

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

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

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

Northern District—Balcary, Berwick-on-Tweed, Buckhaven, Kildonan, Kirkcudbright, Maryport, Nairn, North Berwick, Port Erroll, Whitehaven, Whithorn and Workington.

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

Southern District—Brighton, Hastings, Newhaven, Rye and Winchelsea.

Western District—Penzance, St. Agnes and St. Mary's (Scilly Islands) and Weston-Super-Mare.

Irish District—Blackrock, Cloughey, Formby, Giles' Quay, Greenore, Hoylake and Newcastle (Dundrum).

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

	£	s.	d.
Miss EMMA GANTHORP, in aid of Southport Branch . . .	50	-	-

	£	s.	d.
Mrs. A. HICKMAN MORGAN (additional) . . .	50	-	-
Leeds Industrial Co-operative Society, Limited . . .	25	-	-
Contributions from St. Michael's, Paddington, per the Rev. G. F. PRESCOTT, M.A. . . .	9	12	-
Proceeds of offertory in St. John's Church, Egremont, midnight service, 31st December, 1900, per W. L. MORRIS, Esq. . . .	7	17	10

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late HENRY VAUGHAN, Esq., of Cumberland Terrace . . .	2,000	-	-
The late Mrs. ELIZA BACK, of Midhurst, to provide a Life-boat for the English Coast, to be named after the late Admiral Sir GEORGE BACK . . .	1,000	-	-
The late STEPHEN RUSSELL, Esq., of East Kilbride . . .	965	13	6
The late PHILIP PATMORE, Esq., of Cricksea . . .	500	-	-
The late JOHN WATSON, Esq., of Perth . . .	400	-	-
The late H. F. DOBSON, Esq., of Hackney . . .	100	-	-
The late H. P. FEILDEN, Esq., of Leasingham, for the benefit of the Filey Life-boat . . .	100	-	-
The late JOHN MACKIE, Esq., of Lewisham . . .	50	-	-
The late Mrs. AGNES MACKENZIE, of Tunbridge Wells . . .	25	-	-
The late L. A. HENLÉ, Esq., of Pembridge Gardens . . .	22	10	-

The thanks of the Institution were ordered to be presented to Capt. CARRÉ, R.N., Mr. JOHN CORRISS, Mr. J. W. NOEL, Capt. W. H. POPE and Mr. H. R. TRICE, in acknowledgment of their past valuable services while respectively serving as Honorary Secretaries of the Guernsey, Peel, Newhaven, Padstow and Hayling Island Branches.

The Committee also specially recognised the good services of Messrs. J. C. MILLS and ROBERT LEGERTON, on behalf of the Walton-on-Naze and Clacton Branches.

Reported the transmission of a Life-boat to the new station formed at Coverack, Cornwall. Paid 7,038l. 10s. 1d., for sundry charges on various Life-boat establishments.

Voted 280l. 8s. 4d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Arbroath . . .	Fishing-boat, <i>Jessie and Mary</i> , of Arbroath. Remained in attendance.	
Ardrossan . . .	Horse Island. Landed 3.	
Dungeness } No. 1 . . . }	S.S. <i>Dragon</i> , of Falmouth. Stood by vessel.	
Holyhead (Steam Life-boat)	Barque <i>Royal</i> , of Arrendal. Landed 6.	
Ditto	Schooner <i>Lizzie Edith</i> , of Truro . . .	4

Life-boat.	Vessel.	Lives saved.
Margate No. 2	Ketch <i>Eustace</i> , of Rochester. Remained by vessel.	
Salcombe	S.S. <i>Pinedene</i> , of Aberystwyth. Rendered assistance.	
Saltburn.	Steam-trawler <i>Honoria</i> , of Hull	9
St. Ives.	Brigantine <i>Julien Marie</i> , of Auray (Also saved a dog.)	6
Wexford	Yawl <i>Love Lane</i> , of Wexford. Stood by vessel.	
Winchelsea	Cutter <i>Jeune Arthur</i> , of Cherbourg	4

The Broadstairs, Caister No. 1 and Ryde Life-boats respectively rendered the following services:—Schooner *Astræa*, of Dartmouth, rendered assistance; ketch *Alfred*, of Padstow, rendered assistance and landed four persons; schooner *Bertha*, of Great Yarmouth, assisted to save vessel, and ketch *Silver Spray*, of Lowestoft, stood by vessel.

Voted 689*l.* 5*s.* 3*d.* for assemblies of crews, launches, &c., by the undermentioned Life-boats, with the view of assisting those on board vessels apparently in need of help:—Aldeburgh, Ballywalter, Boulmer, Broadstairs, Burry Port, Cardigan, Cloughy, Courtmacsherry, Dover, Dungarvan, Dungeness No. 1, Fishguard No. 2, Fraserburgh, Harwich (Steam Life-boat), Hasborough, Hilbre Island, Hope Cove, Kildonan, Margate No. 2, Newburgh, North Deal, Padstow, Palling Nos. 1 and 2, Peel, Penzance, Plymouth, Port Erroll, Port Eynon, Redcar, St. Helier's, Seaton Carew, Walton-on-the-Naze and Wexford.

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

Voted 5*l.* to a man who was injured while on service with the Aldeburgh Life-boat.

Also 2*l.* 12*s.* 6*d.* to seven fishermen, for putting off in a boat and rescuing five of the crew of the steam trawler *Active*, of Peterhead, which stranded on Cairnbulg Briggs, in a strong S. breeze and a moderate sea, on the night of the 13th January.

THURSDAY, 14th March, 1901.

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

Read and confirmed the Minutes of the previous meeting.

The Meeting learned with great satisfaction that His Most Gracious Majesty the KING had consented to be the Patron of the Institution in succession to Her Late Majesty QUEEN VICTORIA, and that H.R.H. THE DUKE OF CORNWALL AND YORK had consented to become President of the Institution.

Read and confirmed 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 report of the Chief Inspector of Life-boats on his recent visit to the New Brighton Station.

Also the reports of the Deputy Chief Inspector on his visits to the Abersoch, Criccieth, Llanaelhaiarn, Porthdinllaen and Pwllkeili Life-boat Stations.

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

Northern District—Blyth, Boulmer, Cambois, Creswell, Cullercoats, Hauxley, Newburgh and Tynemouth (two boats).

Eastern District—Donna Nook, Gorleston (three boats), Grimsby, Hartlepool (three boats), Mablethorpe, Seaham, Seaton Carew, Skegness, Sunderland (two boats), Sutton, West Hartlepool, Whitburn and Yarmouth.

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

Western District—Abersoch, Criccieth, Hayle, Penzance, Porthdinllaen, Pwllkeili, St. Ives and Sennen Cove.

Irish District—Ballywalter, Carrickfergus, Culdaff, Greencastle, Groomsport and Portrush.

Read letter from Capt. G. J. CAVEN, Master of the s.s. *Cufic*, of Liverpool, forwarding a contribution of 30*s.* from himself and his crew, as a small recognition of the gallant services rendered to them by the Holyhead Steam Life-boat, on the night of the 20th December last, when the boat saved forty-one lives from that vessel. He added that as a sailor he was astonished at the work the Life-boat did that night.—*To be acknowledged.*

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

	£	s.	d.
Miss WATT, in memory of her brother, the late Surgeon-General WILLIAM GODFREY WATT	100	-	-
The Executors of the late Mr. ABRAHAM MOCATTA	25	-	-
Mrs. STEWART SAVILE (annual subscription)	20	-	-
JOHN HAGGAS, Esq.	20	-	-
Collected on board the S.S. <i>Ortona</i> , per Capt. LINDSAY HAY	10	-	-
Offertories in Adderley Church, Market Drayton, per Rev. CHARLES J. WINNER, M.A.	4	6	-

—*To be severally thanked.*

Also the receipt of the following legacies:—

	£	s.	d.
The late N. W. F. SMITH, Esq., of Kennington (on account)	1000	-	-
The late Mrs. SARAH WRIGLEY, of Holbeck	225	-	-
The late Mrs. E. S. PINKETT, of Naples	200	-	-
The late Miss MARY CARBUTHERS, of Whitehaven	50	-	-
The late JOHN WATSON, Esq., of Perth (balance)	22	2	-
The late WILLIAM KEILLER, Esq., of Wimbledon	-	13	4

The best thanks of the Institution were ordered to be conveyed to Messrs. T. CLAYTON DRAKE, CLEMENT HOULT, and M. H. NIXON, in acknowledgment of their past co-operation while serving as Honorary Secretaries respectively of the *Dawlish*, *Wolverhampton* and *Appledore* Branches of the Institution.

The Committee also specially recognised the valuable services, extending over many years, of the following Honorary Secretaries of Branches of the Institution:—Mr. J. BALFOUR ALEXANDER, Montrose; Mr. A. F. CLOWES, Great Yarmouth; Mr. CHARLES DABELL, Atherfield; Mr. J. H. HAMILTON, Runcorn; Mr. HUGH B. KENT, New Brighton; Mr. A. J. PHILLIPS, Newport (Monmouth); Rev. T. PRICHARD, Cemaes; Rev. J. RAYMOND, Llandudno; Capt. DAVID REES, Newquay, Cardiganshire; Capt. HUGH ROBERTS, Porthdinllaen; Rev. J. H. SCHOLFIELD, Mullion; Mr. FREDERICK F. SMITH, Rochester; Dr. W. SMYTH, Aranmore; Mr. JOHN F. WALSH, Wexford and Mr. JAMES WOODHOUSE, Flamborough.

Reported the transmission to their stations at Girvan and Newburgh, Scotland, of new Life-boats, transporting carriages and sets of pushing poles and Tipping's plates.

Paid 6,628l. 0s. 1d., for sundry charges on various Life-boat establishments.

Voted 106l. 18s. 9d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Anstruther .	Fishing boats. Remained in attendance.	
Johnshaven .	Fishing boat <i>Success</i> , of Johnshaven. Stood by boat.	
Moelfre . .	Schooner <i>County of Cork</i> , of Amlwch. Landed 2.	
Peterhead .	Steam trawler <i>Roslin</i> , of Aberdeen	9

Life-boat.	Vessel.	Lives saved.
Winterton No. 2 S.S. <i>Chamois</i> , of London.	Landed 4 of crew from the Newarp Light-vessel.	

The Life-boats at Cromer, Falmouth and Whitburn respectively rendered the following services:—Steamer *Celerity*, of Great Yarmouth, saved vessel and 7 lives; ship *Vondel*, of Amsterdam, rendered assistance and S.S. *Treneglos*, of St. Ives, rendered assistance.

Voted 543l. 15s. 6d. to pay for launches, etc., by the following Life-boats with the view of assisting vessels which appeared to require help:—Abersoch, Caister No. 1, Clovelly, Gorleston No. 1, Hasborough, Hilbre Island, Hoylake, New Brighton (steam Life-boat), Palling No. 2, Point of Ayr, Polpear, Shoreham, Winchelsea, Winterton No. 2, Withernsea and Worthing.

Voted the thanks of the Institution, inscribed on vellum and framed, an aneroid barometer and the sum of 1l. to Mr. JAMES MACKINNON, master of the fishing-boat *Reaper*, of Castlebay, for putting off in the punt from that vessel three times and, at considerable risk, rescuing two of the crew of the fishing-boat *Daisy* which had been swamped by a heavy sea in Loch Slapin, on the night of the 12th November. 1l. was awarded to the crew of four men who attended the rope by which the punt was attached to the fishing-boat.

Also 7l. to fourteen men for putting off in boats and rescuing eight men from the schooner *Comet*, of Hartlepool, which sunk off Bridlington, Yorkshire, in a moderate gale from N.N.E., on the 16th February.

Also 5l. to a man who was injured while on service with the Winchelsea Life-boat on the 15th February.

A LIFE-BOAT RESCUE.

"KEEP a sharp look-out, lads,"

Was our coxswain's warning cry,
As he scanned the horizon seawards,
Where breakers were rolling high.

"It's a wild night, I fear, lads;
We'll have stiff work to do;
Be ready when'er the signal's made,
To muster our Life-boat crew."

And the men they answered quickly,
With a brave, responsive shout,
"We're ready—aye, ready, coxswain,
To muster and launch her out."

So when, ere long, the rocket
Went up in the midnight sky,

They launched the Life-boat nobly
Thro' the surf and spindrift high.

Out with a will they pulled her
To the storm-tossed craft in view,
And back again, without loss of men,
They brought the shipwrecked crew.

Need I tell you of the welcome
As the boat returned that night?
'Twas the welcome given to warriors
Returning from the fight.

Let us ever cheer the lads, then,
And remember, on bended knee,
Those who venture out in Life-boats
To the rescue of life at sea.

P. M.

NOTICE.

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

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

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.

	£	s.	d.
Number of Lives rescued by Life-boats, in addition to 35			
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 August, 1901.