

THE LIFE-BOAT.

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

1785-1900.

No. 6.

AMONG the numerous models sent in for competition for the Northumberland Prize in 1850 there were no less than twenty-one varieties of Life-rafts, some supported by one cylinder, but more by two; some by closed canoes; some by a boat divided lengthways and connected together by a grating; some made of wood, some of iron, and others of gutta-percha; but out of this number only one has survived as one of the types of Life-boats used by the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and that is the Tubular Life-boat, the model of which was submitted by Messrs. Richardson, of Aber Hirnant, Bala, North Wales. Only one of this type is at present in use, and that one is at Rhyl, which place ever since 1856 has favoured this particular description of Life-boat.

Beyond giving Messrs. Richardson's name and the dimensions of the proposed Life-raft, the Northumberland Report makes no further allusion to it; but it gives an account of a somewhat similar Life-boat or raft, a model of

which was submitted by Messrs. Russell & Oswald, of Douglas, Isle of Man. It appears that in 1850 a life-raft of this description was in actual use at Douglas and was reported favourably on by the pilots and others. It was in the form of two closed canoes placed parallel to each other at 3 ft. apart and connected by an open platform. The extreme length was 30 ft., and the platform 15 ft.; each canoe was 3 ft. broad, and the total breadth of the vessel was $8\frac{1}{2}$ feet, depth 2 ft. She had five thwarts 10 in. below the gunwale and 14 in. above the platform, pulled 10 oars, was fitted with a fender made of rushes, and had a ridge-rope with stanchions 24 in. high. Each canoe was divided into ten compartments. There was no ballast; she weighed with her gear 18 cwt. and had a draught of 18 in.

The inventors of the tubular Life-boat—or perhaps it would be better to say the adapters of the pontoon system to a Life-boat—were two military officers, father and son, viz., Mr. Henry

Richardson (formerly a lieutenant in the 67th Regiment, also 2nd Dragoon Guards), and Mr. Henry Thomas Richardson (formerly a lieutenant in the 4th Royal Irish Dragoon Guards). In a letter to the *Manchester Courier* dated 22nd January, 1852, Mr. H. Richardson mentioned that he first invented this description of boat at Weymouth; he had in his possession one built twenty years before the date of his letter. The award of the Northumberland Prize was not to their minds satisfactory, and the Messrs. Richardson set to work to build a Life-boat on their own principle, which boat was afterwards sold to the Portuguese Government and stationed at Oporto. The accidents to the Lytham and Rhyl Life-boats (referred to in No. 4 of these articles) brought forth a challenge to all the Life-boats in the kingdom to compete with the Tubular Life-boat, and subsequently a somewhat bitter newspaper correspondence took place between Messrs. Richardson and Mr. Beeching, the winner of the Northumberland prize, Messrs. Richardson attacking the self-righting principle in very strong terms. These gentlemen were actuated wholly by a public spirit, and anxious that the Life-boat men should have the best boat to risk their lives in; and so convinced were they of the advantages of their system, that they had a tubular Life-boat constructed by Mr. William Lees, of Manchester, and navigated her from Liverpool to London. She consisted of two iron tubes, 40 ft. long, $2\frac{1}{2}$ ft. diameter, placed side by side at a distance of 3 ft. apart, the ends tapered, curved and turned inwards so as to meet at head and stern. The tubes were divided into watertight compartments, and well stayed and braced together so as to form a rigid vessel. On the top narrow beams were laid athwartships, and battens about 1 in. apart laid lengthways (to allow the water to pass through them), and thus a platform was made

30 feet long. The head and stern sheets had a rope net-work, to prevent any of the crew or ropes and gear from being washed out. Above the platform, sides 8 in. high extended fore and aft, on which the thwarts were placed, and again above these was a gunwale 12 in. high, in which the rowlocks were placed. The width of the platform was 6 ft. 8 in., and the total beam 8 ft. The weight of the boat was 55 cwt., and load draught only 11 in. The thickness of the iron plating was $\frac{1}{8}$ th in. The four end compartments were fitted with air-tight bladders, and the two middle ones with cork shavings.

An account of the voyage from Liverpool to London was written by the indefatigable designer and called "The cruise of the Challenger Life-boat," published by William Pickering, London, 1853, and dedicated to the Life-boatmen of Great Britain and Ireland. The tubular Life-boat seems to have given great satisfaction to her designers and their crew, and the narrative is worth reading, if only for its humour. The designer's wishes, viz., to have a trial with the Ramsgate Life-boat, which was the Northumberland Prize boat, built by Messrs. Beeching, were never gratified, for Messrs. Beeching had sold their Life-boat to the Ramsgate Dock Trustees, who would not undertake the responsibilities of the trial.

Life-boats of this type have never come into general use on the coast, although every opportunity has been given the Life-boat men to see them, and latterly the deputations of Life-boat's crews which are allowed to visit the various types of Life-boats before deciding as to the description of boat they wish to replace their old one, have with one exception, namely, Rhyl, chosen others.

When the New Brighton Life-boat Station was established in 1863 the men expressed a wish to be supplied with a tubular Life-boat, and one of 42 ft. long,

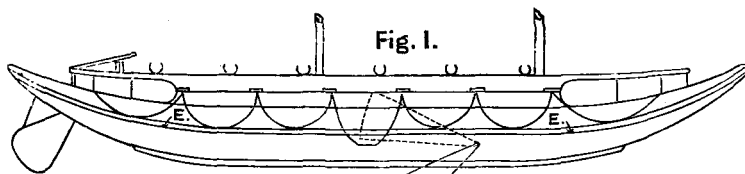
pulling 14 oars, was accordingly built for them by Mr. Hamilton, of the Windsor Ironworks at Liverpool. This station remained faithful to this class of boat until 1898, when their tubular life-boat was, at their own request, replaced by a sailing one designed by Mr. G. L. Watson.

The New Brighton Life-boat men had

taken off the wrecked vessel which the Harbour Board Life-boat had gone to succour.

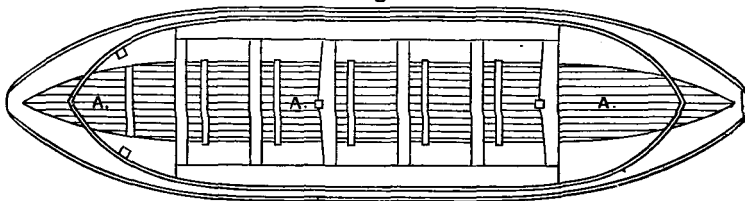
At the competitive trials of sailing Life-boats which took place at Lowestoft in 1892, the New Brighton tubular Life-boat was a participant; her dimensions were 43 ft. long, 12 ft. 6 in. broad, and she weighed about 8 tons. She

TUBULAR LIFEBOAT.



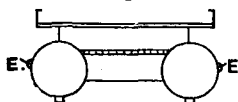
PROFILE.

Fig. 2.



PLAN.

Fig. 4.



MIDSHIP SECTION.

A.—Deck.

E.—Wale or fender.

H.—Drop-keel.

performed many gallant services in their tubular boat, notably one when the Liverpool Harbour Board Life-boat (also a tubular) capsized on the 27th September, 1875, on which occasion the New Brighton Life-boat rescued the survivors, 19 in all, while 12 perished, three of whom were Life-boat men, and the remainder, those

was found to be quite unsuitable for launching off an open exposed beach, and after the first attempt had to be moored afloat in Lowestoft Harbour. However, she proved herself a very good, steady and stable boat in the breakers on the outlying sands, but as she was entirely dependent on a tug to get her to windward, she was quite out-

classed by the other competitors. At Montrose, where the competitive trials of pulling Life-boats were held in 1893, the tubular type was also represented, and made a far better impression than in the previous year. The boat employed was 35 ft. 6 in. long, 10 ft. beam, weighing 5 tons 3 cwt., and was mounted on a transporting carriage. She was found to pull off the beach against a heavy surf quite as well as the other Life-boats—in fact, it was claimed on one occasion when *none* of the Life-boats were successful in pulling out to sea, that the tubular boat got further than the others.

Out of the seven competing Life-boats this boat was placed third in order of merit by the judges. In spite of the good opinions of the judges this description of Life-boat has, as before stated, not gained popularity with the Life-boat men. Very possibly the great departure from the recognised form of a boat may be the chief objection, and certainly the undoubted exposure to which the crew is subjected acts adversely to the type.

The transporting carriage for these Life-boats has to be of a special pattern so that the boat may rest on the two keels, one of which is under the centre of each tube, as they are not provided with a keel amidships, and although the carriage is as easy to launch off as those for the other Life-boats, it is by no means so easy to replace the boat on it after she has returned to shore.

On page 267 is shown the profile, plan, and midship section of the Tubular Life-boat built by the Thames Ironworks Co. from the Institution's specification and plans in 1896, and now stationed at Rhyl. In general appearance she hardly differs from the original Tubular Life-boats designed by Messrs. Richardson,

but is built of wood instead of iron or steel. The chief dimensions are as follows:—Length, 34 ft.; breadth, 8 ft. 10 in.; greatest diameter of tubes, 2 ft. 9½ in.; depth amidships, 4 ft. 4 in.; weight, 1 ton 18 cwt. This Life-boat pulls 12 oars double banked, is fitted with 2 masts, and carries 2 standing lugs and a jib. With the crew and all gear in her, her extreme draught is only 1 ft. 7½ in.

Each of the tubes is divided into 10 watertight compartments, and the skin plank is ½ in. mahogany, carvel built, with ribbands or strips of Honduras mahogany, 1½ in. × ½ in., covering the plank edges. The deck, which is in reality an open grating, is also of Honduras mahogany battens, 1 in. wide and 2 in. deep, with a space of 1 in. between each batten. It will easily be recognised that with a so-called deck of this description no water shipped can possibly remain in the boat, especially as the deck is 11 in. above the water. The tubes are connected at each end, and to obtain the necessary rigidity they are tied together by iron rod stays below water (represented by the line below the deck shown in Fig. 4, midship section), one under each thwart and one at the third bulkhead from forward, making 7 in all.

There is no doubt that this type of Life-boat possesses lateral stability to a very great degree, and with the light weight and light draught of the Rhyl life-boat a very efficient boat is obtained, and much good service has been done at that station. It will also be easily seen that the defects of such a boat must be that she cannot work to windward under sail, and that the crew have not anything like the same protection as is afforded them in the other types of Life-boats.

THE LIFE-BOAT SATURDAY FUND.

At this time last year, when tendering our sympathy to the earnest bands of "Life-boat Saturday" workers in the unusually arduous labours they had passed through so generously and cheerfully (such labours resulting from the difficulties experienced in raising funds for any good object not connected in some way either directly or indirectly with the war in South Africa), we expressed the hope that a "good time" might be coming for a Life-boat Saturday campaign throughout the country in the succeeding year. Alas! our hopes have not been fulfilled; the war still rages, and it and its necessary but unfortunate accompaniments must be provided for by a patriotic and country-loving people. Notwithstanding however such adverse circumstances, pluck and zeal have not for a moment deserted the workers for the ROYAL NATIONAL LIFE-BOAT INSTITUTION. The Branch Committees, the Life-boat Saturday Committees, the Ladies' Auxiliaries, have one and all striven to overcome

difficulties as far as possible and to do the best that could possibly be done to raise the funds so greatly needed to enable the Committee of Management to efficiently carry on the great life-saving work of the Institution. Their work to a great extent has not been in vain.

We would still venture to express a hope as regards the future, and to encourage all good friends of the Institution to expect smoother waters in the new year, now so near. Having regard to the approaching coronation of our beloved King, the Patron of the Institution, the coming year will be an important one in the annals and history of the British Empire; and it is not, we believe, hoping too much to expect that it will be a successful money-raising year for the support of the Life-boat Service—a service which, both as regards its object and aim, is one of the most important of the many philanthropic works so near to the heart of every right-minded Briton.

UNITED STATES LIFE-SAVING SERVICE.

THERE were 269 stations in this Life-saving Service at the close of the fiscal year which ended on the 30th June, 1900, this total being 4 in excess of that for the previous year. Of this number (269) 194 were situated on the Atlantic and Gulf coasts, 58 on the coasts of the Great Lakes, 16 on the Pacific coast, and 1 at the Falls of the Ohio. The majority of the stations are only open for service for a portion of the year, the times ranging from two to ten months.

The total number of disasters to documented vessels within the scope of the stations amounted in the year to 364. On board these vessels there were 2,655 persons, of whom 48 were lost. The estimated value of the vessels was

\$6,127,500, and that of their cargoes \$3,342,690, making the total value of the property imperilled \$9,470,190. Of this amount \$7,234,690 was saved and \$2,235,500 lost. The number of vessels totally lost was 61. There were also, in addition to these, 329 casualties to undocumented craft—sailing boats, rowing boats, etc.—carrying 781 persons, 5 of whom perished. The value of the property involved in these instances is estimated at \$267,070 of which \$256,770 was saved, and \$10,300 lost. 675 persons received help at the stations, the number of days relief furnished aggregating 1,447.

The statistics given above show that 53 lives were lost during the year within the field of the operations of

the Service. More than *one-half* of these were sacrificed as the result of the foolish attempts of the shipwrecked men of two vessels to escape in their own boats, instead of waiting until succour could reach them from the shore, or until it became quite certain that their situation was hopeless. Landing through the surf in heavy weather is at all times a hazardous operation, and mariners cannot be too often warned against attempting it. The 27 lives lost so unnecessarily would certainly, as conclusive evidence showed, have been saved had the poor fellows remained on the wrecks until taken off by the life-saving crews. The severest storm of the year was the hurricane of August, 1899, which caused three disasters on the North Carolina coast, attended with a loss of 11 lives. 17 of the 28 persons on board the vessels were rescued, and of those lost, 6 were washed overboard during the night and 5 went down with their vessels.

595 persons were rescued from positions of extreme peril otherwise than in connection with vessels, including one madman who had wandered into the surf, and one child who had fallen into a cistern. The number of vessels floated off was 445, repaired, piloted out of dangerous positions, and assisted generally by the station crews. Minor assistance was also afforded to 611 vessels and small craft; 194 vessels, running into danger of stranding, were

warned off by the signals of patrolmen, most of them, in all probability, having been saved from total loss or serious danger.

The surf-boat was used 778 times, making 1,066 trips. The self-righting and self-bailing Life-boat was used 128 times, making 140 trips. The gasoline launches at the City Point Station (Second District) were used 69 times, making 75 trips. Smaller boats were used 328 times, making 531 trips. The river Life-skiffs at the Louisville Station (Ninth District) were used 32 times, making 36 trips.

The breeches buoy was used 14 times, making 173 trips. The wreck gun was employed 18 times, firing 41 shots. The heaving stick was used 21 times. There were landed by the surf-boats 547 persons; by the Life-boats, 52; by the gasoline launches 114; by the river Life-skiffs, 30; by other stations-boats, 200; and by the breeches buoy, 158. In addition to the number of persons rescued from vessels by the ordinary apparatus of the stations, 32 were saved by lines thrown from vessels to the surf-men on shore, and 37 were carried ashore by the rescuers who waded out after them.

The total cost of maintaining the U.S. Life-saving Service during the year ended the 30th June, 1900, was \$1,538,061, and the sum of \$39,577 was expended on salaries alone at the head office.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.

WORTHING.—The Life-boat at this station has recently been replaced by a new and rather larger self-righting boat of the latest type, 35 feet long, 8½ feet wide, and rowing 10 oars double banked; she has one drop keel and two water ballast tanks and is provided with a new transporting carriage. The whole expense has been defrayed by Mrs. BIRT-DAVIES-COLEMAN, of Birmingham, who has also presented funds to the

Institution for the permanent endowment of a *Richard Coleman* Life-boat in memory of her late husband, after whom this boat is named. On the 7th August the public ceremony of naming and launching the boat at her station was carried out with great success in the presence of thousands of spectators. The new boat, with her predecessor, the *Henry Harris*, and the Shoreham and Littlehampton boats to

keep her company, was taken through the streets in imposing procession before the christening and launch. Headed by the borough police and the Coast-guard, under Chief Officer MacGregor, the procession extended for something like half-a-mile. It included the Shoreham Artillery Volunteers, the Worthing Volunteers, with their band; the regiments of the Church Lads' Brigade then in camp at Ferring, from Rochester, Canterbury, Chichester, Winchester, and Oxford, attended by pioneers, signallers, bands and ambulance, some 1,600 or more in all, the Brigade Staff present including Col. E. H. EYRE, C.B., Bgde.-Major Col. H. D. PUCKLE, Brigade Quartermaster Major G. LONG, and Assist.-Quartermaster Captain CLISHAM, I.Y. As the procession stopped near the entrance to the pier, the troops lined an enclosure where the Mayor and Corporation in their official robes, and attended by the town officials, assembled to receive Mrs. BIRT-DAVIES-COLEMAN. The Life-boats were placed in position for launching, the "National Anthem" sung, and then Mrs. COLEMAN, after being presented with a beautiful bouquet, formally handed over the *Richard Coleman* to the Institution, in the person of its District Inspector of Life-boats, Mr. KEPPEL H. FOOTE. Having expressed grateful thanks for the noble gift, Mr. FOOTE handed the boat over to the Mayor, as the representative of the town, and his Worship in his turn transferred her to the care of Mr. H. HARGOOD, as chairman of the Local Life-boat Committee. The Mayor performed his part with a few graceful words, warmly thanking Mrs. COLEMAN, in the name of the town, for her gift, and adding that although they had not there the rugged shores of Cornwall or the equally dangerous shores of the east coast, still the record of the old Life-boat showed there was need for a boat at Worthing, and as long as she remained there willing hands and stout hearts would be found to man her. Mr. HARGOOD, in his turn, thanked the Life-boat Institution for the generous way in which they had always treated Worthing. Special prayer was then offered by the Mayor's Chaplain, the Rev. C. G. COOMBE, vicar of St. Paul's, and the hymn "For those in

peril on the sea" was sung to the accompaniment of the massed bands. Mrs. BIRT-DAVIES-COLEMAN then performed the naming ceremony with a bottle of water which she had brought specially from the River Jordan. Breaking the bottle on the rudder of the boat she said: "I name this boat the *Richard Coleman* in everlasting remembrance of my beloved husband, and I wish her and her brave crew every success." Then amid enthusiastic cheering the boat and her three companion Life-boats were simultaneously launched, the bands playing "Rule Britannia."

PADSTOW, CORNWALL.—The Life-boat Station which has been maintained at Padstow for many years past by the ROYAL NATIONAL LIFE-BOAT INSTITUTION has recently been completely renovated and strengthened by the Institution, which has placed there two new Life-boats, one in the place of the original boat, the *Arab*, which was no longer fit for service, and the other in lieu of the steam Life-boat which was lost while on the way to help a vessel in distress in April, 1900. As usual, the coxswains and crews were allowed, in conjunction with the local committee, a free hand in the choice of the boats which they would be called on to work, and in accordance with their wishes they have been provided with two self-righting Life-boats, one 36 ft. long by 8½ ft. wide, pulling 10 oars, provided with two water-ballast tanks and furnished with a new transporting carriage, the other 42 feet in length and 11½ feet in width, pulling 12 oars. Each boat is fitted with two drop-keels, to increase her weatherly qualities, and has masts and sails. The smaller boat of the two was built by Mr. H. Roberts, of Mevagissey; the other was constructed by the Thames Ironworks and Shipbuilding Company, Limited. An entirely new departure has also been carried out by the Institution at this important Life-boat Station in the provision of a steam-tug to be used only in conjunction with Life-boats of the Institution when their services are needed to assist vessels in danger of being wrecked on this very dangerous part of the coast. This vessel has been specially designed for the purpose by

Mr. G. L. Watson, the Consulting Naval Architect of the Institution. She is classed 100 A1 in Lloyd's Yacht Register, is 95 ft. long, and 19½ ft. wide, and is a twin-screw boat, fitted with a Scotch boiler and two sets of direct-acting, inverted compound service, condensing marine engines, indicating collectively 300 horse-power with natural draught, and 400 horse-power collectively with mild forced draught. At her trials, which proved very satisfactory, she developed a mean speed of over 10 knots under natural draught. She was built by Messrs. Ramage and Ferguson, Ltd., of Leith, and on the way to her station she called, by arrangement, at Southend-on-Sea to pick up the new large Life-boat, which was then towed by her to Padstow. The smaller (No. 1) Life-boat at Padstow, like the one she superseded, is named the *Arab*, the endowment of a boat to bear always that name having been provided through the kindness of Mr. R. A. B. PRESTON, of London. The large sailing (No. 2) boat is the gift of Mrs. EDMUND HARVEY, also of London, in memory of her late husband, after whom the boat is named the *Edmund Harvey*, the donor having generously presented to the Institution a sum sufficient for providing and endowing in perpetuity a Life-boat bearing that name. The cost of the new steam-tug has been in part defrayed from a special bequest in favour of the Institution by the late Mr. C. J. PEELE, of Chertsey, and, in accordance with the wishes of the testator, she has been named the *Helen Peele*.

The new rowing Life-boat was towed from Mevagissey by a steam-tug specially engaged for the purpose, and was taken to the North Quay, where she was beached, and placed on her carriage at the top of the quay. Naturally such an occasion drew together a large number of spectators and admirers, including the chairman and the members of the Local Life-boat Committee and their Honorary Secretary.

Mr. PRESTON, the donor, gave a very feeling and suitable address, in which he expressed every confidence in the new Life-boat, which was built by Cornishmen and manned by them, too, who, he knew, would never flinch in their duty when occasion required. Deep as was

his regret at the loss of the old Life-boat, he had the great satisfaction of knowing she had perished on active service, in the performance of her duty, and during her career had been instrumental in saving no less than seventy-five lives. Mr. PRESTON then formally presented the new Life-boat to his brother, Captain GEORGE B. PRESTON, a Member of the Committee of Management, as representing the Parent Institution, and he in turn handed her over to the local committee and crew.

Mr. C. G. PRIDEAUX-BRUNE, chairman of the local committee, accepted the gift, and in appropriate terms thanked Mr. PRESTON for this his second noble gift to the port.

The Rev. E. F. NUGENT, M.A., offered an impressive prayer, and then the whole assemblage, accompanied by the Volunteer band, sang heartily the beautiful hymn, "Eternal Father, strong to save."

As the Life-boat glided off her new carriage, which had been specially built, Miss PRESTON, sister of the donor, with much grace, performed the christening ceremony.

The new Life-boat was then satisfactorily rowed and manœuvred by her stalwart crew, returning to the Life-boat house at Hawker's Cove, where she awaits the stirring cry, "Man the Life-boat."

BARRY DOCK, GLAMORGANSHIRE.—A new Life-boat Station has just been formed by the ROYAL NATIONAL LIFE-BOAT INSTITUTION at Barry Dock, South Wales, where an efficient crew and the services of a steam-tug belonging to the Dock Company are always available to work the boat in the event of her services being needed on the occasion of disaster occurring amongst the numerous vessels using the port. A fund, amounting to 600*l.*, raised amongst Wesleyans to provide a Life-boat to be named the *John Wesley*, has been appropriated to this new Life-boat Station, with the approbation of the principal promoters, the Rev. JAMES HARGREAVES, of Teignmouth and Mr. J. CORY, of Cardiff. This fund has been largely supplemented from the general funds of the Life-boat Institution, the boat herself being of a very large and expensive type, while the boat-house

and long launching slipway which are provided, from the designs of Mr. W. T. Douglass, the Engineer and Architect of the Institution, involved a very heavy outlay, amounting to 2,212*l*. The Life-boat is a sailing boat, 43 feet long and 12½ feet wide, furnished with a drop keel. She was built by the Thames Iron Works Company, Limited, in accordance with the plans of Mr. G. L. Watson, and was towed to her station by one of Messrs. Cory's steamers.

MONTROSE, FORFARSHIRE.—The Life-boat establishment at Montrose has also recently been completely renovated by the Institution. A new boat-house and slipway have been constructed, and two new Life-boats, supplied with transporting carriages, have been sent to the station to take the place of boats which were forwarded to Montrose some years since. They are both built on the self-righting principle; one is 34 ft. long and 8 ft. wide, pulling 10 oars, and fitted with one water-ballast tank. This boat is named the *Marianne Atherstone*, her cost having been defrayed from a legacy received by the Institution from the estate of the late Mr. J. G. ATHERSTONE, of Montrose. The other boat is also a 10-oared one, 37 ft. long and 9½ ft. wide; she has two water-ballast tanks, and in addition is furnished with two drop keels. This Life-boat is a memorial boat, named the *Sarah Jane Turner*, and has been provided from a gift received by the Institution from Mr. SAMUEL TURNER, of Rochdale. The Life-boats stationed at Montrose have rendered

excellent service at different times. Since they were brought into connection with the Institution in the year 1869, they have been instrumental in saving 297 lives, besides rendering help to many vessels in distress.

HASTINGS, PALLING (NORFOLK), PIEL (BARROW-IN-FURNESS), HUNA (CAITHNESS-SHIRE), COURTMACSHERRY and QUEENSTOWN (IRELAND).—These Life-boat Stations have recently had their boats replaced by new ones, four on the self-righting principle, the remaining two (Piel and Queenstown) being large sailing boats of the "Watson" type.

The Hastings boat, like her predecessor, which was endowed by Mr. ARKCOLL, of Chatham, is named the *Charles Arkcoll*; the Palling No. 1 new boat was the gift of the late Major LANCELOT WOOD, and in accordance with his request she is named the *54th West Norfolk Regiment*; that at Piel, an endowed boat, the gift of the late Messrs. SAMUEL, JOHN, and JOSHUA FIELDEN, of Todmorden, is named the *Thomas Fielden*; the Huna boat, the *Ida*, was provided from the legacy of the late Miss IDA B. SIMMONS, of Hove; the cost of the Courtmacsherry Life-boat was defrayed from a legacy bequeathed to the Institution by the late Mr. ALFRED GWILT, of Norbiton, for a boat to be named the *Kezia Gwilt*; while the Queenstown new Life-boat — *James Stevens No. 20*—is one of those provided by the legacy received from the estate of the late Mr. JOHN STEVENS, of Birmingham.

THE LAUNCHING THE RUNSWICK LIFE-BOAT BY WOMEN.

ON the 12th April, 1901, the fishing cobles belonging to Runswick, a small village on the Yorkshire coast, were afloat when a heavy sea sprung up imperilling their safety. It became evidently a case for the Life-boat, but unfortunately the men who usually form her crew were now actually those in danger in the fishing boats. The Life-boat was, however, got ready, and by that time one of the cobles was driven

safely ashore. Her crew were joined by other men who volunteered their services for the Life-boat, and ultimately a scratch crew of twelve men was obtained. The launch of the Life-boat *Cape of Good Hope* was successfully effected by women, who bravely waded into the water to get her off. She stood by four of the cobles, each containing a crew of three men, until they had safely landed. The Life-boat was launched at 12.45 p.m.

and returned at 2.30, the women who, of course, were thoroughly drenched by wading into the water, not leaving the beach until all the fishermen were out of danger.

Our illustration represents the launch of the Life-boat on this occasion by the women of Runswick, and it may be added that similar good service is frequently rendered by women on other parts of the coasts, and often in bitter wintry weather.

His Majesty the King, the patron of the Institution, in the course of an

eloquent speech which he made as Prince of Wales and President of the Institution, at the London Life-Boat Saturday Dinner on the 1st May, 1900, specially referred to the services rendered by women in connection with Life-boat work. About four hours after this speech had been delivered, the Institution's Life-boat, *Grace Darling*, stationed at Holy Island, was called out to rescue the crew of a schooner which had struck on the rocks and was rapidly sinking. Four of the most useful launchers on this occasion were women.

HOW THE WOMEN LAUNCHED THE LIFE-BOAT.

[From the *Toilers of the Deep*.]

THE little cliff-side village
In sleepy stillness lay,
When the fishers' boats, at daybreak,
Set sail from Runswick Bay.

"God keep our sons and husbands,
And bring them safely home!"
Was the prayer that wives and mothers
Sent o'er the ocean foam.

And many a stalwart fisher,
With ne'er a thought of fear,
Prayed, "Grant us, Lord, a safe return
To wife and children dear!"

But hark! the wind is rising,
The sky is overcast,
The heavy clouds hang dark and low,
And rain falls thick and fast.

Oft from the cottage windows,
Throughout the weary day,
The women gaze, with anxious eyes,
Out on the stormy Bay.

Till, as the shades of evening
Fall o'er the raging foam,
They spy, afar across the sea,
The boats returning home.

A crowd of eager watchers
Is gathered on the beach;
Ah! who can tell what anxious thoughts
Rise in the heart of each?

The men are striving bravely
'Gainst angry wind and wave;
While the women watch in anguish,
All powerless to save.

"Can we do nought to save them?"
Rang out in accents wild;
"Must they be lost in sight of home—
In sight of wife and child?"

"Quick! let us launch the Life-boat,
And save our husbands' lives;
Hands may be weak, but hearts are strong,
For we are sailors' wives."

Bravely those women laboured,
The fishers' lives to save;
They dragged the Life-boat to the beach,
And launched it on the wave.

Boys helped to row that Life-boat,
In spite of tempest's roar;
Old men put forth their failing strength,
And bent them to the oar.

Ah! who can tell the perils
That little vessel braved?
Until, at length, the boats were reached,
And every man was saved.

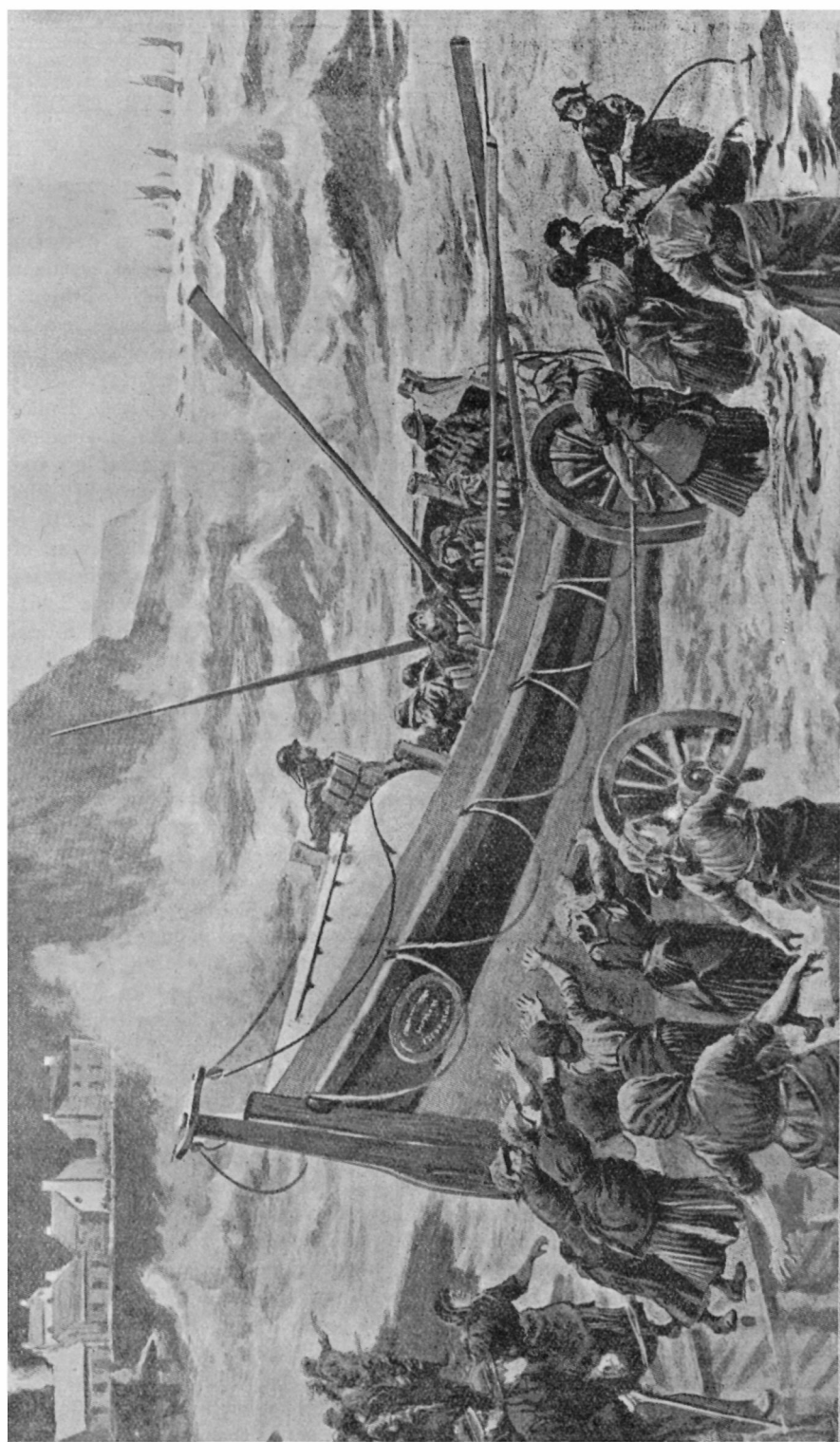
Bravely the boat sped homeward,
Freighted with precious lives—
Lives that had all been lost that night
But for the fishers' wives.

Oft, by the winter fireside,
Throughout the years to come,
The tale will be re-told again,
In many a cottage home.

All honour to those women!
True heroines were they;
The fishers' wives who launched the boat
That night, at Runswick Bay.

M. BAILEY.

Dalston.



THE RUNSWICK WOMEN LAUNCHING THE LIFE-BOAT.

THE WRECK REGISTER AND CHART FOR THE YEAR ENDED THE 30TH JUNE, 1900.

As the years roll on the interest of the people of Great Britain in maritime matters would seem to increase rather than to diminish, and we therefore feel that in drawing the attention of the public, and more especially that part of it represented by the supporters of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, to the valuable information contained in the Blue-Book recently issued by the Board of Trade relative to the shipping casualties on or near the coasts of the United Kingdom during the year ended the 30th June, 1900, we shall not fail to obtain an interested and sympathetic hearing. The greater the attention centred on the tables and statistics giving the particulars of the terrible loss of life and property from shipwreck on our rockbound shores, the greater, we are confident, will be the wish and will of all to help any means adopted to prevent, or at all events to reduce, the long list of disasters the distressing details of which are year by year brought under our notice. The Board of Trade tables to which we refer are so well arranged that it is made easy to all studying them to ascertain without trouble the precise state of affairs. Everybody has not, however, the time or opportunity to examine the statistics in question, and we therefore endeavour, as is our annual wont, to bring the information into such limits as may enable the reader in the course of a few minutes to realise the state of the case. We find that the shipping casualties which occurred on or near the coasts of the United Kingdom in the year 1899-1900, was 4,067, this number being, we are glad to note, a decrease of 973 as compared with the previous year, and, which is more important still, the total number of lives lost as a result of the casualties was 432, showing a very con-

siderable decrease of 88 as compared with the year 1898-9.

The total of casualties in question included every description of accident befalling all classes of vessels—collisions, foundering, strandings, missing vessels, etc. The casualties are classified as follows :—(1) Total loss ; (2) Serious casualties ; (3) Minor casualties. Under all these headings there was a considerable decrease, the cases of total loss and serious casualties falling from 1,276 (the total for the year 1898-9) to 1,116, a reduction of 160 ; and the cases of minor casualties showing a large decrease of 813, the total number being 2,951. We much regret to report that life was lost in 128 instances, but are glad to note that this total gives a decrease of 3 as compared with the previous twelve months.

As has almost always been, the cases of collision represented in the year 1899-1900 a large proportion of the casualties, the total being 1,596, or 119 less than in the preceding year, and the casualties which involved total loss, collisions *not* being included, decreased from 309 to 281. The total of serious casualties fell from 644 to 520, the minor casualties also falling from 2,372 to 1,670.

Of the total casualties (4,067) 3,585 befel British and Colonial vessels and 482 Foreign vessels. It is very gratifying to note, however, that the total of the British and Colonial casualties showed a large decrease of 849 as compared with the year 1898-9. The total of Foreign casualties also showed a satisfactory decrease of 124 cases.

The localities of the casualties, *excluding* collisions, were as follows :—East coast of England, 651, or 112 less than the preceding year ; south coast, 343, or 217 less than in the previous year ; west

coast of England and Scotland and east coast of Ireland, 917, or 440 less than in the year 1898-9; north coast of Scotland, 155, an increase of 50; east coast of Scotland, 169, a decrease of 103; other parts, 236, a decrease of 32—total, 2,471, or 854 less than the preceding year.

The *loss of life*, which is of course the most important matter, resulting from the casualties in the various districts, *including collision cases*, was as follows: East coast of England, 41, or 52 less than in 1898-9; south coast of England, 83, or 65 less than the preceding year; west coast of England and Scotland and east coast of Ireland, 71, or 47 less than the number of the previous year; north coast of Scotland, 32, or 18 more than in 1898-9; east coast of Scotland, 37, a decrease of 18; other parts, 168; total, 432.

On the Chart of the United Kingdom, which we issue each year, will be found a black dot entered against every spot on which any *serious* shipping casualty occurred during the year ended the 30th June, 1900; also the exact position of each of the 286 Life-boats of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, so that at a glance it will be seen that the boats have been well and usefully placed.

Between the year 1861 and the 30th June, 1900, 6,102 British, Colonial and Foreign vessels were wrecked on or near our coast, involving loss of life in every case, the total number of lives so perishing being 26,383. Of the 432 persons who were drowned in the year 1899-1900, 348 were from British and Colonial vessels, and 84 from Foreign vessels. These statistics compared with those of the preceding year (1898-9) show a gratifying decrease of 59 in the lives lost from British and Colonial vessels, and of 29 in those lost from Foreign vessels.

Of the 432 lives lost in the year under consideration (1899-1900), 48 were lost in foundered vessels, 93 in collisions, 84

in stranded vessels, or 169 less than in the previous year; 128 in missing vessels, a considerable increase of 72 as compared with the year 1898-9; and 79 in explosions, washed overboard, etc. Only 16 out of the 432 persons who perished were passengers, 416 of them being either officers or members of the crews of the vessels.

The number of vessels meeting with casualties on or near the coasts of the United Kingdom necessarily vary from year to year, sometimes increasing and sometimes, happily, decreasing. The following table furnishes the statistics for the last 47 years:—1854 (last six months), 458; 1855, 1,141; 1856, 1,153; 1857, 1,143; 1858, 1,170; 1859, 1,416; 1860, 1,379; 1861, 1,494; 1862, 1,827; 1863, 2,001; 1864, 1,741; 1865, 2,012; 1866, 2,289; 1867, 2,513; 1868, 2,131; 1869, 2,594; 1870, 1,865; 1871, 1,927; 1872, 2,381; 1873 (first six months), 1,206; 1873-4, 2,191; 1874-5, 4,259; 1875-6, 4,554; 1876-7, 5,017; 1877-8, 4,436; 1878-9, 3,716; 1879-80, 3,138; 1880-1, 4,297; 1881-2, 4,367; 1882-3, 4,363; 1883-4, 4,405; 1884-5, 3,764; 1885-6, 3,596; 1886-7, 4,224; 1887-8, 4,004; 1888-9, 4,272; 1889-90, 4,344; 1890-1, 4,198; 1891-2, 4,710; 1892-3, 3,499; 1893-4, 4,951; 1894-5, 4,917; 1895-6, 4,620; 1896-7, 5,277; 1897-8, 4,964; 1898-9, 5,040; 1899-1900, 4,067. Total, 149,031.

Notwithstanding that during a period little exceeding a generation the number of lives perishing from shipwreck on or near our shores has amounted to the large and sad total of 30,222, it is good to know that, had it not been for the work done by the Life-boats and crews of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, &c., the number of lives lost would have been considerably more than doubled, the total number of lives rescued by these means in the same period being 32,699, so that the lives thus saved exceeded those which were lost by 2,477.

The 313 rocket apparatus and other



SUMMARY

During the year ended the 30th June, 1900, the Number of Vessels lost or damaged on the coasts, and in the seas of the United Kingdom including cases of minor damage, was 4067 and the loss of Life as far as can be ascertained was 432.

Life Boats Rocket &c. Stations.

| | | | | |
|-----------|-----|-----|----|------------------|
| There are | 199 | 273 | in | England & Wales. |
| " | 44 | 45 | " | Scotland. |
| " | 35 | 51 | " | Ireland. |
| " | 6 | 4 | " | Isle of Man. |
| " | 2 | 0 | " | Channel Islands. |

WRECK CHART OF THE BRITISH ISLES

FOR THE YEAR

1899-1900.

Compiled from the Board of Trade Register.

SHOWING ALSO THE PRESENT
LIFE BOAT STATIONS.

OF THE
ROYAL NATIONAL LIFE BOAT INSTITUTION:

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

Scale of Nautic Miles
10 0 50 100



stations which are, as everybody knows, so well managed by the Board of Trade and gallantly manned by the coastguard and rocket brigades, continue to do excellent work in life-saving, and rescued from death in the year 1899-1900, 369 lives. This total was an increase of 146 as compared with the preceding year.

The Committee of Management of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, in drawing the special attention of the public to the important life-saving work done by the Life-boat Service year after year, earnestly appeal for help to enable them to carry on this great national work. The general difficulty

existing at all times in raising charitable funds has of late been naturally greatly increased in consequence of the widespread appeals for financial help made during the last eighteen months, and even longer, in connection with the sad war in South Africa. The Committee would therefore again and again urge the fact that, whether the country is involved in war, or whether it is enjoying the blessings of peace, help is and ever must be needed to rescue the perishing mariner from the "perils of the deep."

The total number of lives for the saving of which the Institution has granted rewards has exceeded 42,900.

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

WINTERTON, NORFOLK.—The look-out man having observed lights on the 27th February, 1901, the crew of the Life-boat *Margaret* were summoned. The nature of the lights could not be discerned and therefore it was decided to launch the Life-boat in case they should prove to be signals for assistance. At 1.30 A.M. the boat put off, and when about two and a half miles from the shore the Cockle Light-Vessel, fired signals which she answered by rockets signifying that she was on the way. At 2.30 she reached the Newarp Light-Vessel and found that four men of the crew of the s.s. *Chamois*, of London, bound from Shields for Barcelona with a cargo of coal, had taken refuge there, their vessel having been in collision with another vessel. They stated that a boat belonging to the steamer had capsized, throwing her crew into the water. The Life-boat at once proceeded in search of the boat and eventually spoke the Cross Sand Light-Vessel, but ascertained that nothing had been seen of her. The search was continued without success until dawn, when the Life-boat returned to the Newarp Light-ship, took off the four men and safely landed them at 10 A.M.

ANSTRUTHER, FIFESHIRE.—The Life-boat *Royal Stuart* was launched at 9.30 A.M. on the 1st March, and remained afloat until several fishing-boats, which had been overtaken by a whole gale from S.E. and a very heavy sea, had safely entered the harbour.

FALMOUTH.—The full-rigged ship *Von del*, of Amsterdam, bound from Liverpool for Port Adelaide with a cargo of superphosphates, stranded on the rocks near St. Mawes Castle Point, in an extremely dangerous position, having dragged her anchor while lying in the roadstead, in a N.W. gale and heavy sea, on 2nd March. She showed signals of distress, and at 7.45 A.M. the Life-boat *Bob Newbon* put off to render assistance to her. The mate in charge of the vessel in the absence of the master gladly availed himself of the services of the Life-boatmen, who passed hawsers to steam-tugs and assisted in steering the vessel, which was got afloat shortly before high water and was taken to moorings in Plymouth Docks.

MOELFRE, ANGLESEA.—About 10 o'clock on the morning of the 2nd March, while a strong breeze was blowing from

S.E. accompanied by a rough sea, signals of distress were shown by the schooner *County of Cork*, of Amlwch, bound from Liverpool for Abersoch, with coal and manure. The Life-boat *Star of Hope* went to her assistance and found her about half-a-mile from Moelfre Island, dragging her anchors and in great danger of stranding. Her crew consisting of two men got into the Life-boat and were landed, being subsequently taken back to the vessel by a fishing-boat when the weather had moderated.

JOHNSHAVEN, KINCARDINESHIRE.—On the 2nd March the Life-boat *Sarah Ann Holden* was launched at 11 A.M. and went to the assistance of the fishing-boat *Success* which was in danger while making for the harbour in a S.E. breeze and a rough sea. The Life-boat remained afloat until the fishermen were in safety.

NEW BRIGHTON AND FORMBY.—Messages by telephone were received at these Life-boat stations on the evening of the 7th March stating that a steamer had stranded and was in need of assistance. At 6.17 the New Brighton Steam Life-boat *Queen* left her moorings and at 7.30 reached the s.s. *Dominion*, of Liverpool, a vessel of 4,251 nett tonnage, bound from Liverpool for Portland, Maine, and having two hundred and seventy persons on board. About ten minutes later the Formby Life-boat *John and Henrietta* arrived, and both Life-boats stood by the vessel until 8.30, when she fortunately floated off the bar and was out of danger. The boats then returned to their respective stations, the Steam Life-boat towing the other as far as the Crosby Light-Vessel.

PALLING, NORFOLK.—The Life-boat *Hearts of Oak* was launched at 12.7 p.m. on the 17th March, signal guns having been heard in the direction of the Hasborough Sands apparently fired from the Would Light-Vessel. A dense fog prevailed at the time, the sea was smooth, and a light wind was blowing from N.N.W. The s.s. *Ardlethen*, of Aberdeen, bound from the Tyne for an Argentine port, with a cargo of coal and coke, was found aground on the sands and, at the

request of the master, the Life-boat remained in attendance until the vessel was again afloat.

WHITBY.—Several fishing cobles were returning home on the morning of the 18th March when the sea rapidly rose and rendered it highly dangerous for the boats to cross the bar. Two of them had very narrow escapes of broaching-to and being swamped by the heavy seas. At 11.30 the Life-boat *Robert and Mary Ellis* was taken out and remained in attendance on the other cobles until they succeeded in getting safely into the harbour.

MARGATE.—About 4.40 p.m., on the 21st March, a telegram was received from Lloyd's agent at Whitstable stating that a brigantine had stranded on the Red Sand and that her crew were apparently in jeopardy. A strong gale was blowing from N.E. and the sea was rough. The crew of the Life-boat *Eliza Harriet* were summoned and in ten minutes from the receipt of the telegram the boat was launched and was on her way to the scene of the casualty. On reaching the West Last a vessel was observed about N. by W. and thinking she was the one reported to be in distress the boat made for her, but found she was a brig riding at anchor. As darkness had now set in, the Life-boatmen boarded her to ascertain if her crew could give any information respecting the stranded vessel. They were informed that a sunken vessel had been seen in a S.W. direction about a mile and a half distant, but no men had been observed either on the vessel or on her masts. Proceeding in the direction indicated, the Life-boat searched until 9.30 when the strong tide rendered it prudent to put into Whitstable for a time. About 4 a.m., having received fresh directions, she again put off, resumed the search, and at daylight found she was close to the vessel which was sunk between the Red and Middle Sands; her foreyard was just under water and, on running in nearer to her, men were seen in the top. The Life-boat having sailed to windward of the wreck lowered her foremast and with the help of oars got alongside with her head right under the vessel's foretop,

this being the only way of getting the men off, as they were perfectly helpless. They numbered three men: the survivors of a crew of seven. Having taken the men, one of whom was almost lifeless, on board, the boat was, with some difficulty, got clear of the wreck and at once sailed for Whitstable. The tide being low when she arrived, a dinghy was procured by means of which the rescued men were landed, and they then received proper attention. At high water the Life-boat left for her station, arriving home about 4.30 p.m. The wrecked vessel was the brigantine *Rose*, of Whitstable, laden with coal.

At about 1 a.m. on the 9th April, the Coastguard reported that rockets were being fired from the Tongue Light-Vessel; the crew of the Life-boat *Civil Service No. 1* were thereupon summoned and the boat was as soon as possible launched. The weather was squally, the wind blowing with the force of a moderate gale, and there was a moderate sea. On speaking the Tongue Lightship it was ascertained that she was answering signals made by the Princes Channel Light-Vessel and that a flare had been seen bearing W.N.W., apparently shown by a vessel on the Shingles. The boat then proceeded to the Princes Channel Lightship and was informed that a brigantine had been aground on the Shingles, but had floated soon after one o'clock and proceeded towards the North Foreland. The Life-boat went in search of the vessel, found her lying at anchor, and asked the master whether any assistance was required. He replied that he had desisted from pumping in order to ascertain to what extent the vessel was leaking, and he asked that the Life-boat might remain by. In about half-an-hour's time the pumps were tried and it was found that the water was gaining at the rate of about four inches an hour. He then engaged the Life-boatmen to take the vessel into harbour. Some of them boarded her, pumped her dry, got up her remaining anchor, the other having been lost when she stranded, and made sail for Faversham, for which port she was bound, arriving there at about 6.30 p.m. The Life-boat had meanwhile returned to her station where she arrived at 9 a.m. The vessel was

the *Mary Johns*, of Fowey, coal laden, from Swansea, and manned by a crew of seven men.

CLACTON-ON-SEA. — In response to messages by telephone and signal guns fired from the Swin Middle Light-Vessel, on the morning of the 22nd March, the Life-boat *Albert Edward* was launched at 8.50 and found the brig *Comforter*, of Tönsberg, laden with firewood, from Fredrikstad for Rochester, stranded on the Middle Barrow Sand. A moderate E. gale was blowing and the sea was rough. At the master's request, the Life-boat stood by the vessel but when the tide receded she broke her back and when the tide again flowed, her crew of seven men decided to leave her and got into the Life-boat. The wind and tide being against her, the boat hung on to the wreck for a time, but the spars, etc., beginning to fall she was compelled to cast off and anchored until high water, when she was able to proceed on her homeward journey. At daylight she fell in with the s.s. *Spero*, of Newcastle, which kindly towed her as far as the S.W. Gunfleet buoy, then crossing the Sands Clacton was reached at noon, all on board the boat being greatly exhausted.

On the 25th March, while a strong breeze was blowing from N.E., accompanied by a rough sea and snow squalls, the Coastguard reported a vessel on the Buxey Sand, showing a signal of distress. At 10.30 a.m. the Life-boat *Albert Edward* was launched and found the fishing smack *William and Eliza*, of Colchester, stranded on the N.E. part of the sand and bumping heavily. The master asked the Life-boatmen to remain by him; his request was acceded to, and when the tide rose the smack floated and was able to resume her journey, having received no apparent injury.

SOUTHEND-ON-SEA, ESSEX. — On the morning of the 25th March, a strong breeze was blowing from N.E., the sea was moderate and the weather thick, with snow squalls. About 10 o'clock the coxswain of the Life-boat *James Stevens No. 9* received a message by telephone from the pierhead, to the effect

that a barque was aground on the Nore Sand and in a dangerous position. He at once summoned the crew of the Life-boat and proceeded to the rescue. The vessel proved to be the *Gretke*, of Kragerø, homeward bound from London, in ballast, and manned by a crew of nine men. At the master's request, the Life-boat remained by the barque until she floated at about 3 p.m.

WEXFORD.—A sudden gale sprung up from the E.N.E., accompanied by snow-showers and a heavy sea, on the morning of the 25th March, and the schooner *Perseverance*, of Wexford, homeward bound in ballast from Dublin, stranded on Raven Point. The Life-boat *James Stevens* No. 15 put off at 9 o'clock and stood by her until she floated and succeeded in getting into the harbour.

PEEL, ISLE OF MAN.—The lugger *Maria Jane*, of Peel, left the harbour at about 4 p.m., on the 26th March, for mackerel fishing off the coast of Ireland. A strong breeze was then blowing from N.N.W. and the sea was rough. She sailed out of the bay and when she arrived behind the breakwater her foremast suddenly snapped, falling overboard with the sails, and had to be cut adrift. Finding themselves close under the sharp rocks at Peel Castle her crew let go an anchor, which fortunately held, but although for the time the lugger was safe she was liable at any moment to certain destruction should her anchor drag or the cable part. Her position being seen from the shore, the Life-boat signal was fired and in ten minutes the *Mayhew Medwin* was on her way to the vessel. The wind had by that time increased to a gale and the sea had become very heavy. Finding that the anchor was still holding, some of the Life-boatmen boarded the lugger, assisted to rig a jury mast and to improvise sails, after which the anchor was slipped and the vessel was taken back into a place of safety.

PENZANCE.—The wind suddenly shifting from N.E. to W.S.W., on the morning of the 29th March, the barque *Antarctic*, of Swansea, homeward bound

from London, in ballast, and lying windbound in Mount's Bay, became embayed and was in a dangerous situation. The wind increased in force during the day, until at nightfall it attained the force of a strong gale, a heavy sea set into the bay and the barometer was falling rapidly and there was every indication of the weather becoming worse; it was therefore considered advisable that the Life-boat *Elizabeth and Blanche* should proceed to the vessel's assistance. The boat was launched at 10 p.m., and on reaching the barque the master being warned of his danger decided to leave the vessel with his crew of eight men. They were taken into the Life-boat and were landed at 11.45 p.m. The vessel was then riding very heavily; her windlass being damaged prevented her anchors from being got up, and it was feared that if a steam-tug were procured and the anchors were slipped she would probably be driven ashore.

FERRYSIDE, CARMARTHEN BAY.—A telegram having been received from Tenby on the morning of the 30th March intimating that a vessel was showing signals of distress, the Life-boat *City of Manchester* was launched at 8.35 and proceeded to the vessel, which was found to be the ship *Australia*, of Christiania, laden with coal and bound from Cardiff for Rio de Janeiro. She had grounded on Carmarthen Bar in a whole gale. On account of the very heavy breaking seas the Life-boatmen experienced great difficulty in getting alongside the vessel, which was then under water, but after several attempts they were successful and rescued fifteen men who had lashed themselves in the rigging. One of them, the master, had a broken arm. The crew originally consisted of seventeen men, but two of them unfortunately lost their lives before the Life-boat arrived. In effecting the rescue the assistant coxswain of the Life-boat was washed out of the boat by a heavy sea, but was picked up uninjured.

His Majesty the King of Norway and Sweden graciously presented the Medal for Saving Life, second class, to Mr. DAVID JONES, coxswain of the Life-boat,

and £1 to each of the fourteen men who formed the crew of the boat on the occasion in question, in recognition of their meritorious conduct. Their services were also specially recognised by the Institution, an extra reward being granted to each of the men.

HARWICH.—While a gale was blowing from the S., accompanied by a heavy sea, on the morning of the 30th March, a telephone message was received from Felixstowe stating that a schooner was aground on the St. Andrew's Bank and that she had signals of distress flying. The steam life-boat *City of Glasgow* left her moorings at 9.10 and found the stranded vessel was the *Rose*, of and for Ipswich, laden with granite from Guernsey. It was seen that she would inevitably become a total wreck, and her crew of four men were therefore taken into the Life-boat and safely landed at about 11.45.

DOUGLAS, ISLE OF MAN.—On the 2nd April, while a strong breeze was

blowing from the S., the schooner *Mersey*, of Dublin, bound from Waterford, in ballast, for Point of Ayre, anchored near the rocks outside Conister. She was then in a dangerous position, a very heavy sea was running, and when her anchors commenced to drag she was in a very critical situation. She signalled for assistance and in response the Life-boat *Civil Service No. 6* was launched and rescued her crew consisting of three men.

DUNGENESS, KENT.—On the 6th April the Coastguard watchman informed the coxswain of the Life-boat *R.A.O.B.* that a large steamer had stranded on the Newcome Sand. He at once summoned the crew and at 6.15 p.m. the boat was launched. A strong S.W. breeze was blowing, the sea was moderate, and a thick fog prevailed. The Life-boat stood by the vessel—the *Alcinous*, of Liverpool, on a voyage from China to Amsterdam—until she floated and was out of danger. The boat returned to her station at about 10 o'clock.

SUMMARY OF THE MEETINGS OF THE COMMITTEE.

(THURSDAY, 18th April, 1901.

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

Read and confirmed the minutes of the previous meeting.

Read letter from His Majesty's Principal Secretary of State for the Home Department, stating that he had the command of THE KING to convey to the Committee of Management His Majesty's thanks for their loyal and dutiful address expressing their sympathy with His Majesty and the Royal Family on the occasion of the lamented death of Her late Majesty QUEEN VICTORIA.

Reported that Her Majesty QUEEN ALEXANDRA had graciously consented to continue her patronage to 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 Reports of the District Inspectors on their visits to the following Stations:—

Northern District—Ackergill, Alnmouth, Anstruther, Banff, Buckie, Crail, Dornoch Firth, Eyemouth, Fraserburgh, Holy Island (2 boats), Huna, Longhope, Lossiemouth,

Newbiggin, Newburgh, North Sunderland, Peterhead, Stornoway, Stromness, Thurso, Whitelink Bay and Wick.

Eastern District—Broadstairs, Dover, Dungeness (2 boats), Filey, Folkestone, Hythe, Kingsdowne, Margate (2 boats), New Romney, North Deal, Robin Hood's Bay, Runswick, Scarborough, Sheringham, Staithes, Uppang, Walmer and Whitby (2 boats).

Southern District—Bembridge, Guernsey, Hayling Island, Jersey, Lyme Regis, Poole, Ryde, Southsea, Swanage and Weymouth.

Western District—Appledore (two boats), Bude, Clovelly, Ilfracombe, Llandulas, Lynmouth, Newquay (Cornwall), Padstow and Port Isaac.

Irish District—Aranmore, Giles' Quay and Greenore.

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

| | £ | s. | d. |
|--|----|----|----|
| The THORNGATE TRUSTEES (annual subscription) | 80 | - | - |
| Trustees of BERMAN'S CHARITY (additional) | 10 | 10 | - |
| Moiety of Offeratories on Steam Yacht <i>Argonaut</i> , during her last cruise | 10 | 5 | - |

Collection in H.M. Dockyard
Church, Devonport, per Rev.
F. C. STEBBING, M.A., R.N. . . . 3 6 6
—To be severally thanked.

Also the receipt of the following legacies :—

| | | | |
|---|-----|---|---|
| The late JAMES NEWPORT, Esq., of Holloway | 100 | - | - |
| The late Miss ELIZABETH S. CLARK, of Clifton | 50 | - | - |
| The late Mrs. MARY POSTLE- THWAITE, of Barrow-in-Furness | 50 | - | - |
| The late Miss ELIZABETH HALL, of Whitchurch | 25 | - | - |

Resolved that the best thanks of the Institution be presented to the following gentlemen in acknowledgment of their valuable co-operation while they were serving as Honorary Secretaries of Branches of the Society, which posts they had lately resigned:—Dr. H. K. DAWSON, Sheringham; Rev. J. A. GREER, LL.B., Ballywalter; Mr. ALLAN LEIGH, Fethard; Capt. A. A. WALKER, Kingstown, and Mr. W. WARHAM, Seaham.

Also that the services of the following ladies who had done good work for the Institution during the last five years and upwards, be suitably acknowledged: Miss L. CARTER, Clevedon; Miss M. E. GARDNER, Perth; Miss S. HAMILTON and Miss F. SOMERVILLE, Lakes District; Miss E. M. JOHNSON, Taunton; Mrs. J. POMEROY, Enniskillen; Mrs. SANDERSON, Cavan; Mrs. SANDFORD, Whitchurch, and Miss F. STONEY, Millom.

Reported the transmission to Dunbar and Montrose (No. 2) of new Life-boats, transporting carriages, Tipping's plates, &c.

Paid 4,689*l.* 13*s.* for sundry charges on various Life-boat establishments.

Voted 347*l.* 8*s.* 9*d.*, to defray the expenses of the following services by Life-boats :—

| Life-boat. | Vessel. | Lives saved. |
|------------------------------|---|-----------------|
| Clacton . . | Brig <i>Comforter</i> , of Töns- berg | 7 |
| Ditto . . | Smack <i>William and Eliza</i> , of Colchester. Stood by vessel. | |
| Douglas . . | Schooner <i>Mersey</i> , of Dublin | 3 |
| Dungeness No. 1 . . } | Steamer <i>Alcinous</i> , of Liverpool. Stood by vessel. | |
| Ferryside . . | Ship <i>Australia</i> , of Christiania | 15 |
| Formby . . | S.S. <i>Dominion</i> , of Liver- pool. Stood by vessel. | |
| Harwich (Steam Life-boat) | Schooner <i>Rose</i> , of Ipswich | 4 |
| Margate No. 1 | Brigantine <i>Rose</i> , of Whitstable | 3 |
| Palling No. 2 | S.S. <i>Ardlethen</i> , of Aber- deen. Rendered assist- ance. | |
| Peel . . | Lugger <i>Maria Jane</i> , of Peel. Assisted to save vessel. | |
| Penzance . . | Barque <i>Antarctic</i> , of Swansea. Landed 9. | |

| Life-boat. | Vessel. | Lives saved. |
|-------------------------|---|-----------------|
| Southend (Essex) . . | Barque <i>Grethe</i> , of Kra- gerö. Stood by vessel. | |
| Wexford . . | Schooner <i>Perseverance</i> , of Wexford. Stood by vessel. | |
| Whitby No. 1 | Fishing cobsles. Re- mained in attendance. | |

The Margate No 2 Life-boat rendered assist-
ance to the brigantine *Mary Johns*, of Fowey.

Voted an extra reward to the crew of the
Ferryside (Carmarthen Bay) Life-boat, in
recognition of their good services on the
occasion of the rescue of fifteen of the crew
of the ship *Australia*, of Christiania, on the
30th March (*vide* also p. 281).

Also 542*l.* 5*s.* 9*d.* to pay for assemblies of
the crews, watching or launches by the follow-
ing Life-boats, with the view of assisting
those on board vessels apparently in distress :—
Arbroath, Bude, Cadgwith, Caister No. 1,
Clacton, Cromer, Dunbar, Filey, Gorleston
No. 1, Hauxley, Holyhead (Steam Life-boat),
Hoylelake, Lowestoft No. 2, Margate Nos. 1
and 2, New Romney, Padstow, Palling No. 2,
Port Erroll, Southend (Cantyre), Southend
(Essex), Tenby, Weston-super-Mare, Wey-
mouth, Withhorn and Winterton No. 2.

The crew of the St. Ives Life-boat also
assembled, ready to put off if necessary, but
made no charge, those in danger being fellow-
fishermen.

Voted 1*l.* to a man injured at the launch of
the Winterton No. 2 Life-boat, for service on
the 17th March.

Also 2*l.* 10*s.* to five men, for rendering
service to the crew, ten in number, of the
s.s. *Broughshane*, of Londonderry, which
stranded in Doon Bay, Rathlin Island, Co.
Antrim, in a strong S.S.E. gale, a heavy sea
and thick weather, on the night of the 15th
January. The crew took to their boats and
were assisted by the five men, who, by means
of lanterns, directed them where to land, and,
with the aid of lines thrown from the boats,
helped them to reach the shore.

Also 15*s.* to two men for saving one of the
crew of a fishing boat, which had sunk about
a quarter of a mile W. of Wart Holm,
Copinshay, Orkney, in a fresh breeze from N.
to N.N.E., and a rough choppy sea, on the
22nd February. The salvors, who were in
another boat, pulled and sailed to the scene of
the casualty and succeeded in rescuing one of
the men, but unfortunately the other was
drowned.

Saturday, 20th April, 1901.

The Annual General Meeting of the
Governors and friends of the Royal National
Life-boat Institution took place this day at
the Town Hall, Westminster, His Grace the
DUKE OF NORTHUMBERLAND, K.G., in the
Chair.

The Chairman having made some suitable
observations on the great and national
character of the operations of the Institution,
the annual report (which will be found in the

May number of *The Life-boat Journal*) was presented to the meeting.

The meeting was also addressed by Sir JOSEPH W. PEASE, Bart., M.P., CHARLES H. SEELY, Esq., M.P., WALTER R. PLUMMER, Esq., M.P., Sir JOHN C. R. COLOMB, K.C.M.G., M.P., JOHNSTONE WALLACE, Esq., Sir EDWARD BIRKBECK, Bart., V.P., and Sir ROBERT U. PENROSE FITZGERALD, Bart., MP.

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

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

THURSDAY, 9th May, 1901.

Sir EDWARD BIRKBECK, Bart., V.P., was unanimously elected Chairman, and Colonel FITZROY CLAYTON, V.P., Deputy-Chairman of the Committee of Management of the Institution for the ensuing year.

Sir EDWARD BIRKBECK, Bart., V.P., having taken the Chair, the members of the Sub-Committees were elected for the current year. Also the delegates to the Central Committee of the Life-boat Saturday Fund.

Read and confirmed the minutes of the previous meeting, also 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 visit to the Eastbourne Life-boat station.

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

Northern District—Berwick-on-Tweed, Dunbar and Hauxley.

Eastern District—Bridlington, Cromer, Flamborough (two boats), Hornsea and Sheringham.

Southern District—Brixham, Exmouth, Hope Cove, Plymouth, Sidmouth, Teignmouth Torquay and Yealm River.

Western District—Holyhead (two boats), Llanddulas, Porth Rhuffydd, Pwllheli and Rhyl.

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

| | £ | s. | d. |
|--|----|----|----|
| Moiety of collection on board the Steam Yacht <i>Argonaut</i> , on her last cruise, per CONNOP F. S. PEROWNE, Esq. | 13 | 13 | 10 |
| Collected on R.M.S. <i>Tantallon Castle</i> , per Capt. TRAVERS | 10 | 10 | — |
| Contents of contribution boxes at Annual General Meeting | 3 | 5 | 2 |

Also the receipt of the following legacies:—

| | £ | s. | d. |
|---|-----|----|----|
| The late Mrs. ELIZA MACKENZIE, of Clarkhill | 525 | — | — |
| The late HENRY CARNLEY, Esq., of Hull (balance) | 20 | 15 | 3 |

The Committee expressed their regret at the death of the late Mr. ROBERT WHITWORTH, who had been a Vice-President of the Institution for nearly forty years.

Resolved that the zealous and valuable services of various Honorary Secretaries of Local Branches of the Institution for twenty years and upwards, be suitably recognised.

Paid 7,945*l.* 12*s.* 1*d.* for various charges on different Life-boat establishments.

Voted 8*l.* 14*s.*, to pay the expenses of the service rendered by the Runswick Life-boat in standing by fishing-boats in danger in a heavy sea, on the 12th April.

Also 52*l.* 8*s.* for the expenses of the launch of the Gile's Quay and Palling No. 2 Life-boats and assemblies of the crews at Atherfield and Porth Rhuffydd, with the view of assisting vessels in distress.

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

Voted 1*l.* 15*s.* to seven fishermen for saving the crew of three men from the boat *Hawk* which had been capsized by one of her occupants climbing the mast, when about three miles distant from Arbroath, Forfarshire, in a smooth sea and fine weather on the 20th April.

Also 1*l.* to Mr. THOMAS VEALE, Ferry-boat Proprietor, of Dungarvan, Co. Waterford, for putting off in a boat and rescuing a boy from a boat which was drifting out to sea, without oars, and was in a sinking condition, off Dungarvan, in a moderate W.N.W. gale and a rough sea, on the 14th April.

Thursday, 13th June, 1901.

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

Read and confirmed the Minutes of the previous meeting.

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

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

Northern District—Ayr, Eyemouth, Girvan and North Berwick.

Eastern District—Blakeney, Brancaster, Gorleston (three boats), Harwich (two boats), Hasborough, Hunstanton, Palling (two boats) and Wells.

Southern District—Atherfield, Bembridge, Brighstone Grange, Brooke, Eastbourne, Littlehampton, Selsey, Shoreham, Totland Bay and Worthing.

Western District—Angle, Bull Bay, Burnham, Cemaes, Cemlyn, Littlehaven, Llandd-

wyn, Moelfre, Penarth, Penmon, Point of Ayr, Rhosneigr, Rhoscolyn and Tenby.

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

| | £ | s. | d. |
|--|-----|----|----|
| Mrs. McNAB, in memory of her late husband | 500 | - | - |
| Miss GANTHROP | 50 | - | - |
| J. CLIFTON BROWN, Esq. (additional) | 25 | - | - |
| The administrators of the late Mr. WILLIAM FRANCIS HALE | 10 | 10 | - |
| Collected on board the R.M.S. <i>Dunolly Castle</i> , per Capt. R. H. IVEY | 6 | - | - |
| Collected on board the s.y. <i>Argonaut</i> , per Connop F. S. PEROWNE, Esq. | 5 | 9 | 8 |
| Passengers on the s.y. <i>Victoria</i> on her recent Mediterranean trip, per G. R. GRANT, Esq. | 10 | 10 | - |

—To be severally thanked.

Also the receipt of the following legacies :—

| | £ | s. | d. |
|---|-------|----|----|
| The late N. W. F. SMITH, Esq., of Kennington | 1,595 | 15 | 1 |
| The late JOHN BAYLISS, Esq., of Ryde, I.W., to provide a Life-boat to be called the <i>John and Amy</i> | 1,000 | - | - |
| The late Miss KATHERINE S. SKYNNER, of Brighton, for a <i>Leslie</i> Life-boat for the coast of England | 1,000 | - | - |
| The late Miss MARIANNE CULLEN, of Nottingham, for a Life-boat to be named the <i>James Cullen</i> | 900 | - | - |
| The late Mrs. A. MACGEORGE, of Hyde Park Square | 234 | 9 | 3 |
| The late W. H. DEAN, Esq., of Stratford (additional) | 70 | 14 | 7 |
| The late Miss FRANCES M. BENSON, of Leamington | 25 | - | - |

The thanks of the Institution were ordered to be presented to Mr. ALEXANDER BARR and Mr. GEORGE CLARK in acknowledgment of their services as Honorary Secretaries respectively of the St. Andrew's and Grange-mouth branches.

Voted 13*l.* to two men injured while on service with the Life-boat at St. Ives.

Reported the transmission to Dunbar of the new Life-boat transporting carriage, Tipping's plates, horse-launching poles and pushing-poles.

Paid 1*l.* 12*0*s.** 3*s.* 1*d.* for sundry charges on various Life-boat establishments.

The Committee specially recognized the services of Mr. F. JOSE on his retirement from the office of coxswain of the Falmouth Life-boat. Also the services of Mr. SAMUEL SOUTHERDEN, late assistant-coxswain of the Life-boat at Rye.

Voted 17*l.* 10*s.* to pay the expenses of the Harwich steam Life-boat and the Staithes Life-boat in remaining respectively by the schooner *Harriet*, of Goole, and distressed fishing cobbles.

The Gorleston No. 1 Life-boat assisted to save the s.s. *Ossian*, of Leith, with seventeen persons on board.

Voted also 169*l.* 19*s.* to pay for watching, assemblies of crews or launches of Life-boats, with the view of assisting those on board vessels in distress, at the following stations :—Ackerhill, Aranmore, Cemaes, Huna, Lowestoft No. 2, Palling No. 2, Whitby No. 2 and Winterton No. 2.

The Caister No. 1 and Winterton No. 1 Life-boats were also launched, but their services were not needed.

Voted the Silver Medal of the Institution, with a copy of the vote inscribed on vellum and framed, to Mr. RICHARD OWEN, assistant-coxswain of the Moelfre Life-boat, in recognition of his excellent services and conspicuous courage displayed on many occasions, especially in November last, when he jumped overboard, although unable to swim, to disentangle a net which had fouled the boat's rudder. He was appointed in 1887, and since then the Life-boat has been launched for service on twenty-one occasions and has saved fifty-seven lives.

Voted 2*l.* 12*s.* 6*d.* to six coastguard men and a fisherman for putting off in the station whale-boat at Howth, co. Dublin, and saving the crew of two men from the yawl *Lizzie*, of Howth, which was capsized off the East Pier, in a strong N.E. breeze and a very heavy sea, on the 26th April.

Also 1*l.* 15*s.* to seven men for putting off in a coastguard-boat at Cloughy, co. Down, and landing the crew of four men from the ketch *Ravinello*, of Bridgwater, which was in danger of becoming a total wreck, on the 22nd May.

The sum of 2*s.* each was awarded to nine men who assisted to launch the boat and to a messenger employed on the occasion.

THURSDAY, 11th July, 1901.

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

Read and confirmed the Minutes of the previous meeting.

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

Read the Report of the Deputy Chief Inspector on his visit to the Llanddulas and Llandudno Life-boat stations.

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

Northern District—Arbroath, Ardrossan, Ballantrae, Broughty Ferry, Campbeltown, Gourdon, Irvine, Johnshaven, Kildonan, Montrose (two boats), Port Logan, Port Patrick, St. Andrew's, Southend (Cantyre), Stonehaven and Troon.

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

Western District—Aberdovey, Aberystwyth, Barmouth, Burry Port, Cardigan, Ferryside, Fishguard (two boats), Newquay (Cardigan-shire), Porthcawl, St. David's and Weston-super-Mare.

Irish District—Castletown, Clogher Head, Culdaff, Douglas, Drogheda, Greencastle,

Howth, Peel, Port Erin, Portrush, Port St. Mary and Ramsey.

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

| | £ | s. | d. |
|---|-----|----|----|
| R. F. | 50 | - | - |
| Collected on the occasion of a Church Parade of the Loyal Order of Anglo-Saxons Friendly Society, per the Reverend S. R. WIGAN, Thornham, Maidstone | 2 | 3 | 2 |
| E. F. WHITE, Esq. (annual subscription) | 50 | - | - |
| Miss S. E. WHITE (annual subscription) | 25 | - | - |
| Ancient Order of Foresters, per J. LISTER STEAD, Esq. | 500 | - | - |

—To be severally thanked.

Also the receipt of the following legacies:—

| | £ | s. | d. |
|--|------|----|----|
| The late Mrs. CATHERINE APE-DAILE, of Haydon Bridge (on account of share of residue) | 500 | - | - |
| The late RICHARD JONES, Esq., M.D., of Scarborough | 250 | - | - |
| The late PERCY BARRON, Esq., of Warwick | 89 | 18 | 6 |
| The late BENJAMIN GIBBONS, Esq., of Sutton Coldfield | 4 | 14 | 6 |
| The late Miss ADA G. MACDONALD, of Chester Street, S.W. | 200 | - | - |
| The late Miss HANNAH HARVIE, of Cheltenham | 2000 | - | - |

The Committee specially recognised the very important service rendered by J. CAMERON LAMB, Esq., C.B., C.M.G., in connection with the Institution's scheme for the establishment of electrical communication on the coast, for life-saving purposes, adopted by the Government.

The services of Messrs. JOHN GLOVER and THOMAS MARTIN, on retirement from the office of coxswain respectively of the Weston-super-Mare and Portrush Life-boats were recognised, as also were those of Messrs. WILLIAM JENKINS and WILLIAM BROWN, retiring assistant coxswains at Cardigan and Porthcawl.

Paid 12,707l. 1s. 5d. for sundry charges on various Life-boat establishments.

The sum of 2l. 17s. 6d. was granted to two men slightly injured while on service at Criccieth and Flamborough.

The Committee expressed their deep sympathy with the families of Messrs. JOHN OWEN and THOMAS OWEN, firemen on board the steam Life-boat, *Duke of Northumberland*, who lost their lives by an explosion in the engine room on the 26th June. Inquests were held on the bodies of the two men, the juries returning a verdict of accidental death. A grant of 1000l. was made to the widows and families of the men, and the funeral and other expenses were defrayed by the Institution.

The Committee ordered that their approval of the manner in which he discharged his duties on a very trying occasion be conveyed

to Mr. BASIL HALL, late Lieutenant R.N., District Inspector of Life-boats, who was on board the steamer at the time of the unfortunate occurrence.

Voted 35l. 8s. to pay the expenses of the Holyhead No. 2 and St. Agnes Life-boats which respectively rendered assistance to an endangered boat and saved twenty-seven persons from a boat of the four-masted barque *Falkland*, of Liverpool.

Also 147l. 10s. to pay for watching, assemblies of crews or launches at the following Life-boat stations with the view of rendering help to those on board distressed vessels:—Aranmore, Caister No. 1, Gorleston No. 1, Hope Cove, Margate No. 1, Newquay (Cardiganshire), Salcombe and St. Mary's.

Also 2l. 12s. 6d. to seven men for putting off in a boat from Withernsea, Yorkshire, to the assistance of a boat, with four boys on board, which had been carried out to sea in a moderate S.W. gale, on the 23rd June. The boys, who had been picked up by a steam trawler, were landed and their boat was towed back to the shore.

Also 1l. 5s. to five men for putting off in a boat and saving a fisherman whose boat was sinking off Newquay, Cardiganshire, in a strong S. gale, on the 19th June.

THURSDAY, 1st August, 1901.

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 visits to the following Stations:—

Northern District—Banff, Buckie, Fraserburgh, Hauxley, Holy Island (two boats), Lossiemouth, Newburgh, Peterhead, Port Erroll and Whitelink Bay.

Eastern District—Brixham, Falmouth, Fowey, Mevagissey, Mullion, Newhaven, Torquay and Winchelsea.

Western District—Barry Dock, Port Eynon, Swansea and Watchet.

Irish District—Aranmore, Blackrock, Carrick Fergus, Giles Quay, Greenore, Groomsport, Kingstown (two boats) and Poolbeg.

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

| | £. | s. | d. |
|---|----|----|----|
| S.D.R.S.D. (additional) | 50 | - | - |
| Passengers on the R.M.S. <i>Magdalena</i> , per Capt. JAS. POPE | 3 | 3 | - |
| Offertory in Highfield School Chapel, per Miss Metcalfe | 1 | 6 | 9 |
| The Worshipful Company of Drapers (annual subscription) | 52 | 10 | - |

—To be severally thanked.

Also the receipt of the following legacies:—

| | £ | s. | d. |
|---|-----|----|----|
| The late Mr. WILLIAM A. C. HARDIE, of Glasgow, per Glasgow Branch | 225 | - | - |
| The late Mrs. ANN VEALE, of York | 20 | - | - |
| The late Mrs. HENRY VAUGHAN, of Cumberland Terrace, Regent's Park | 13 | 6 | 6 |
| The late Miss MARGARET BARNARD, of Newnham-on-Severn | 100 | - | - |

The Committee specially recognised the services of Mr. NOBLE RUDDOCK, coxswain, and Mr. JOHN O'BRIEN, bowman, of the Courtmacsherry Life-boat, on their resignation.

A gratuity was awarded to Mr. JOHN HALL, who was injured while employed on board the steam Life-boat *Duke of Northumberland*, on the 26th June.

Voted the silver medal and a pecuniary grant to Mr. JETHRO PETTIT, ex-coxswain of the

Broadstairs Life-boat, in recognition of his good service in the boat during the period in which he held office.

Paid 5,906*l.* 18*s.* 3*d.* for sundry charges on various Life-boat establishments.

Reported that a new transporting carriage and a set of Tipping's plates had been supplied to the Clogher Head Life-boat station.

Voted 18*l.* 3*s.* to pay the expenses of the Youghal and Peterhead Life-boats in assisting the barque *Pax*, of Liverpool, and fishing boat *Advance*, of Pittenweem.

The Walmer Life-boat rendered assistance to the s.s. *Cid*, of Barcelona.

Voted 16*l.* 15*s.* to a man who was injured while engaged on service with the Winchelsea Life-boat, on the 15th February.

Also 6*s.* to two fishermen for putting off in a boat from Whitthorn and taking into the harbour a boat, containing four persons, which was being carried out to sea by the current off Burrow Head, in fine weather, on the 13th July.

THE CALL FOR THE LIFE-BOAT.

Boom! Boom! The sound of the signal gun
Thrills the heart, as it startles the ear,
And swift as their flying feet can run
The men rush out as the sound they hear;
And swift as their strong hands can undo,
Shackle and fastenings are undone,
And the coxswain and the Life-boat crew
Ready for duty which must be done.

Down on the stony, surf-swept beach,
The women are waiting to see them go.
The slip is short, and the boat won't reach
The spot where the frothing waters flow;
And time is precious, the women think,
So they put their shoulders to the wheel,
Nor from the waters the brave souls shrink,
The brave women and wives of Piel.

They're sending their dearest ones away,
Launching them on the treacherous wave,
And none of them dream of saying "Stay!"
For Duty calls, and there's lives to save.
O'er the bar where the white horses ride,
Out on the bay where the seas run high,
Men, at the mercy of wind and tide,
Await their coming, for death is nigh.

Now she's afloat! and away she goes
Into the very teeth of the gale,
Tossing the white spray over her bows
As she rapidly scuds under sail.
Now she's deep on the trough of the sea,
Now on the top of a crested wave;
What? oh! what will the issue be?
Life, or death? Will they lose or save?

The little brown sail is out of sight,
It has disappeared around "Seldom Seen;"
And we watch until the shades of night
Fall over the tempestuous scene.
Oh! to know what is happening there,
Out on that wild, white waste of foam;
But God is above—to Him the pray'r
Rises, "Dear Lord, send the lads safe
home."

And oh! the joy and relief to all
When later the message comes to tell,
The Life-boat, in answer to the call,
Had saved three lives, and all were well.
O beautiful love! that sends forth man
On the pitiless deeps to seek and save.
Surely the Life-boat is first in the van
Of Humanity, with its warriors brave.

ANNIE ISABEL CURWEN.

NOTICE.

*The next number of the LIFE-BOAT JOURNAL will be published on the
1st February, 1902.*

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patron—His Most Gracious Majesty the King.

President—HIS ROYAL HIGHNESS THE DUKE OF CORNWALL AND YORK, K.G.

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

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

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

Telegraphic Address:

"LIFE-BOAT
INSTITUTION
LONDON."



Telephone:

No. 2964
("GERRARD
EXCHANGE.")

APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that during the past year (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 42,906. The rewards and recognitions granted by the Institution in the same period comprise 98 Gold Medals and Clasps, 1,196 Silver Medals and Clasps, 320 Binocular Glasses, 15 Telescopes, 32 Aneroid Barometers, 1,685 Votes of Thanks, inscribed on vellum and framed, 136 Certificates of Service framed, and £217,284 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 November, 1901.