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

1785-1900.

No. 7.

AMONG the many busy years of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, 1887 and 1888 were the busiest so far as boat-building and altering existing Life-boats was concerned. In 1887, as will be seen on referring to page 244 of the August 1901 number of this journal, the standard of self-righting for the self-righting Life-boats was much increased, and as by far the greater proportion of the fleet of Life-boats were of the self-righting type, it became necessary to test all these boats to ascertain what their self-righting power actually was; the result of this proved that a very large number had less than the new standard, and consequently it became necessary either to replace them by new boats, or if possible to alter them in such a way as to increase their self-righting properties up to the requisite power. To meet the great strain on the technical officers, it became necessary to increase the surveying staff, and also the Committee of Management decided to add to the number of expert officers by creating the important post of Consulting

Naval Architect. The Committee were fortunate enough to secure the services of Mr. G. L. Watson for the new post. Mr. Watson's reputation then, as now, was of the highest, and his success as a designer of a large variety and size of vessels, but chiefly of the most important classes of yachts is well known to the maritime world. The care and thought necessary to produce the success that the Consulting Naval Architect had obtained was soon applied to his new work, and it was particularly gratifying to find that the latest existing types of Life-boats which had been built under the officers of the Institution, excepting in some small details, generally met with his approval.

It was not until July 1890 that the Consulting Naval Architect was called upon to design two new Life-boats, although of course since his appointment he had assisted with his knowledge in the design of others, notably a large sailing Life-boat stationed at Southport. The Committee in July 1890 decided to have a series of competitive trials for

different types of Life-boats, the first series for the larger or sailing Life-boats, and the second for the pulling Life-boats; the two series of trials to take place in the winters of 1892 and 1893 respectively.

Mr. Watson was consequently asked to prepare drawings of a sailing and a pulling Life-boat; these drawings were produced at the November 1890 Committee meeting, and the Life-boats were ordered forthwith. These two boats constituted the prototypes of the "Watson Life-boat," now one of the standard types used by the ROYAL NATIONAL LIFE-BOAT INSTITUTION. Both Life-boats were non-self-righting, but it is not to be deduced from this that Mr. Watson has an objection to all self-righting boats. Like all broad-minded men of experience who have divested themselves of prejudice and made a careful study of Life-boats, Mr. Watson can see where the advantage of the self-righting principle comes in.

In 1897 the Consulting Naval Architect told the Select Committee of the House of Commons as follows:—"My feeling with regard to the self-righting boat is, in the case of the *smaller pulling boat*, certainly, and possibly even in the case of the *larger pulling boats too*, that it would be unwise and unsafe to abandon the self-righting principle. With the *large sailing boats* I think we can get a better boat by abandoning the self-righting principle, but I would not like to risk it with the small boats." This statement was made after ten years' experience, and Mr. Watson also told the Parliamentary Committee that, as a Naval Architect of 30 years' experience, he could not see where the existing type of self-righting boat could be improved. These remarks will quite show the attitude of the Consulting Naval Architect as regards the much-vexed question of self-righting *versus* non-self-righting. Now to return to the first two Life-boats designed by Mr. Watson. The

Life-boat designed to compete in the sailing trials was 43 ft. long by 12 ft. 8 in. beam (greatest at about the water line). Depth amidships, 5 ft. 11½ in.; to level of stem head, 7 ft. 8½ in.; to level of stern post, 6 ft. 1½ in. She was fitted with end boxes rising very little above the gunwale, the foremost one being 5 ft. 9½ in. long, and the after one 6 ft. 4 in. long, and she was also fitted with a solid cork wale or fender 15 in. by 6 in. She had fourteen relieving valves arranged to discharge into the drop-keel aperture, there being one drop-keel provided, made of wood, extreme length of which was 15 ft. 9 in. She had no less than six water-ballast tanks and a lead keel weighing 3 tons 2 cwt. The total weight of the boat was 10 tons 19 cwt. With her crew and gear on board her deck was about 7 inches above the water, which is rather a higher deck freeboard than usual in Life-boats. Her rig was a standing fore lug and jib, and a small mizen lug, and her sails were made by Messrs. Ratsey of Cowes. Her lines reflected the master hand of her designer. The boat had a more rising floor than was customary in Life-boats, and she was rather full aft. She was built by Messrs. D. & W. Henderson & Co., of Glasgow, and cost £1,564.

One of the crucial tests for the sailing Life-boats was to launch off an open beach into a heavy sea and be hauled out clear by means of a haul-off warp, these being the circumstances which many of the large sailing Life-boats which do so much good work on the East Coast and at Deal, &c., have to contend with, the nature of the beach making it quite impossible to provide any sort of slipway. Under these conditions the "Watson" boat was considerably handicapped, for she was 3 tons heavier than her competitors and her rising floor made it extremely difficult for the men to keep her upright whilst launching, and in addition to this her lead keel was not well adapted for

travelling over skids. When once at sea she won golden opinions, showing a great turn of speed and splendid weatherly qualities. In justice to her designer, it must be explained that he did not contemplate launching from the

without the drop-keel, much to the disadvantage of the boat. However, one of the principal advantages derived from these trials was instruction and the finding out of weak points, and it is not too much to say that every one connected

WATSON TYPE

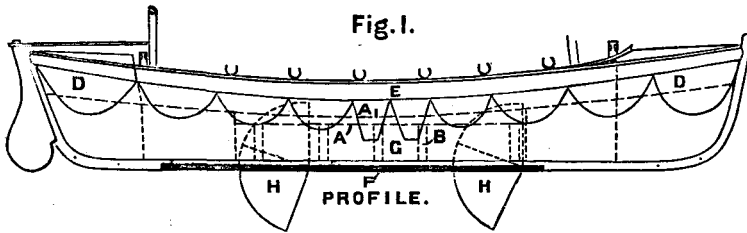
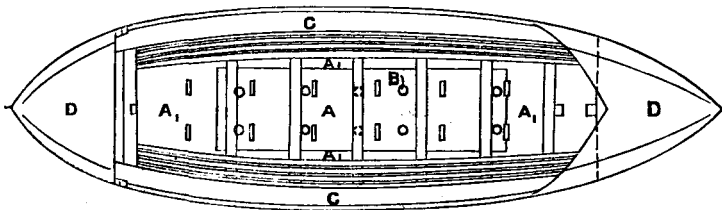
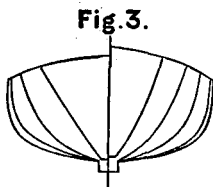


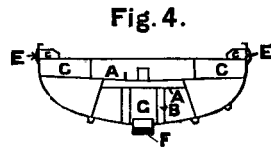
Fig. 2.



DECK PLAN.



BODY PLAN



MIDSHIP SECTION.

- A.—The deck.
- B.—Relieving valves for the automatic discharge of water off the deck.
- C.—Side air-cases above deck and thwarts.
- D.—End air-compartments.
- E.—Wale or fender.
- F.—Iron keel ballast.
- G.—Water-ballast tanks.
- H.—Drop-keels.

open beach in the manner described when he submitted his plans. Considerable trouble was experienced with her drop-keel, which could not be kept free from the shingle which worked into the aperture, and the trials were all made

with Life-boat work learned a great deal from them.

The Life-boat designed for the pulling Life-boat trials was of the largest class of pulling Life-boat, and in appearance and fittings practically a smaller edition

of the sailing Life-boat, her principal dimensions being as follows: length, 38 ft.; beam, 9 ft. 4 in.; depth amidships, 4 ft. 5 in.; to level of stem head, 5 ft. 9 in.; to level of stern post, 5 ft. 4 in. Her end boxes were, foremost 6 ft. 11½ in. long, after 4 ft. 9 in. long. A cork wale was fitted to her, 10½ in. deep by 3½ in. She had eight relieving valves, arranged to discharge into the drop-keel aperture and a wood drop-keel; three water-ballast tanks, 10 cwt. of iron on her keel, and the boat weighed 4 tons 14 cwt. She was rigged like the larger boat, and was built by the same firm at a cost of £924.

At the competitive trials for pulling Life-boats, this boat, like her larger sister, was found difficult to launch (all the pulling boats were launched off carriages on a flat sandy beach), but when once clear of the beach her merits as a sea boat and for working in a surf soon asserted themselves.

Of these two boats the larger, after having her lead keel taken off and a cast-iron one substituted, and also her water-ballast tanks closed up and filled with air-cases, and her wood drop-keel replaced by a steel one, was sent to a station where she has not had much opportunity of distinguishing herself; but is very much appreciated nevertheless. The smaller boat was sent on trial to Blackpool; but as she did not meet with the requirements of that station, was withdrawn after having been there a few months, and is now at Poole, where she is held in very high esteem. She also has had her water-ballast tanks closed up, and has had a ton of lead ballast introduced into her to take the place of the water, also her wood drop-keel substituted by a steel one. The accompanying diagrams (p. 291) show the leading features of the latest Watson type Life-boat, such as supplied to Dungarvan, Wexford and Piel (Barrow). These are moderate-sized sailing Life-boats about 40 ft. long and 11 ft. beam,

but a larger class of the same type is also built. It will be seen from the diagrams that the floor is more "rising" than in the other types, the greatest beam is about at the water-line, and from there to the gunwale the sides slightly *tumble home*. The body plan, as shown in Fig. 3, is rather too small to detect this "tumble home." There are no hollow lines in the bow, and the run is considerably finer than in the first boats, and the lines are certainly beautiful. The outer wale or fender is of small section, constructed of solid cork, and intended as a fender, and not with a view to additional buoyancy, like the unsightly "pads" in the Norfolk and Suffolk boats, which do not meet with favour in the eyes of the Consulting Naval Architect. These Life-boats (see Fig. 1) have a moderate and graceful sheer, with low end-boxes in bow and stern, not for the purpose of giving the boat self-righting power, but to act as breakwaters, protect the crew, and keep the weights out of the ends; it also will be observed that the ballast-keel, F, does not extend to the ends. Another feature shown in Fig. 1 is the peculiar shape (quadrantal) of the drop-keels; but this peculiarity is not found in all the boats of this type. On referring to Figs. 2 and 4, it will be found that a great deal of pains is taken in restricting the space which might be filled with water by shipping a heavy sea. Not only are there large side air-cases between the deck and the thwarts, but also small ones (see Fig. 4) from the thwarts to the gunwale to prevent the lee-water from remaining in that place when the boat is heeling over. The height of the deck above the water, or deck freeboard, is well provided for, and at load draught is about 6 inches.

The diagrams show a Life-boat fitted with water-ballast tanks, but this is not a distinctive feature in this type. Water-ballast is only employed when

there are local reasons for keeping the Life-boat as light as possible whilst launching or hauling up on shore. Where weight is not detrimental in launching, the whole of the ballast is put on the keel either iron or lead. There is no doubt that this type of Life-boat is in possession of very great stability, will easily clear herself of water, and it is perhaps needless to say, seeing who designed them, that the boats are very fast, very weatherly and quick in staying.

There are at present 18 Watson type Life-boats on the coast; of these, 12 may be considered as purely sailing Life-

boats of dimensions varying from 40 ft. long by 11 ft. beam up to 45 by 12 ft. 3 in. Four are of a class suitable for sailing and pulling, and are 38 ft. long by 9 ft. 4 in. beam, very similar to the original Life-boat built for the pulling competitive trials. The remaining two are intended for use under oars and are light boats; one is 36 ft. long by 8 ft. 10 in. beam, weighs 2 tons 19 cwt. and is stationed at Blackpool; the other is 32 ft. long by 8 ft. beam, weighs 3 tons 5 cwt. and is stationed at Tramore in Ireland. Both these boats have been out in very heavy seas on wreck service and have been exceedingly well reported on.

(To be continued.)

LIFE-BOAT SATURDAY FUND.

In our Life-boat Saturday Fund article published in the February number last year, we ventured to prophesy that better results would be obtained by the Life-boat Saturday workers in 1901 than in the preceding year, and we are only too pleased to be able to report that our hopeful prognostications have been fully realised, the nett receipts making up a total in excess of any previous year since the Fund began its work. The marked financial improvement is due, we believe, almost entirely to one thing, and that a very gratifying one, namely, that, notwithstanding the badness of the times and the increasing difficulties met with by all those endeavouring to raise funds for benevolent and philanthropic objects, owing to the prolonged war operations in South Africa, the friends and earnest supporters of the Life-boat Saturday movement in England, Scotland and Ireland, resolved to put increased energy into their efforts, and prosecuted their self-denying campaign with greater enthusiasm accompanied by more and better concentrated action. The effect

has been far more satisfactory than could have been or was expected. In 1900 the total number of cities and towns sending up to the central committee collections was only 93, a falling off of 22 collections as compared with the year 1899, whereas in the year 1901, not only was the lost ground all recovered, but the numbers of cities and towns sending in collections reached the greatly augmented total of 145, the nett amount realised being 21,433*l.* 4*s.* 11*d.*, a grand increase of 9,766*l.* 19*s.* 2*d.* as compared with the previous year. This is most encouraging, not only to the Life-boat Saturday workers themselves, but also to the Committee of Management of the ROYAL NATIONAL LIFE-BOAT INSTITUTION and their officers, and we may confidently hope that the very satisfactory advance made last year may not only be maintained in the new year, but may be even still further improved upon. There is no doubt that one of the principal causes of success in 1901 was the solid work done by the Ladies' Auxiliaries. In fact the ladies, as has been so often experienced before, may be said to have "saved the position."

ADDITIONAL STATIONS AND NEW LIFE-BOATS.



MINEHEAD, SOMERSETSHIRE. — The ROYAL NATIONAL LIFE-BOAT INSTITUTION has formed a Life-boat Station at Minehead, there being sufficient men available for manning and launching the boat, in order to strengthen the Life-boat Service on the coast of Somerset. The local residents unanimously desired the formation of this Life-boat Establishment. The Life-boat sent to the station is of the "Liverpool" non-self-righting type, 35 ft. long, 10 ft. wide, rows twelve oars double-banked, and is provided with masts and sails; she is fitted with two drop keels to increase her weatherly qualities. A new boat-house, from the designs of the Engineer and Architect of the Institution, has been constructed for the use of the boat on a convenient site granted by Mr. G. F. LUTTRELL, the Lord of the Manor. The cost of the new boat and equipment has been defrayed from a gift to the Institution by the late Miss LEICESTER, of Bayswater, London, for the purpose of providing a Life-boat for the English coast, and in accordance with the donor's wishes the boat is named the *George Leicester*.

KILLOUGH, CO. DOWN.—Another Life-boat Establishment has been founded by the Institution for the better pro-

tection of Dundrum Bay, and the Life-boat Station at Tyrella has been closed. Although the Branch, in accordance with the desire of the local residents, will always be known as the Killough Branch, the actual location of the station is at the boat harbour near Rossglass, where a suitable house has been erected, with watch room and committee room. The crew will be driven over from Killough when the boat's services are needed, and once a year one of the quarterly exercises will take place at Killough. The Life-boat chosen by the crew is a boat precisely similar to the one sent to Minehead—described in the last paragraph—provided with a transporting carriage and launching poles. The legacy received by the Institution from the estate of the late Mrs. HELEN GROOME, of Liverpool, to provide a new Life-boat station has been utilised for the Killough Station, and the boat has been named the *John Groome*, the name chosen by the donor.

BANFF, SCOTLAND; CLACTON-ON-SEA, ESSEX; FLAMBOROUGH No. 2, YORKSHIRE; ISLE OF WHITHORN AND STORNOWAY, SCOTLAND.—Prior to the close of last year new Life-boats were also supplied to these stations. The cost of

the Banff new boat, a 35 ft. ten-oared one of the self-righting class, was de-frayed from a munificent gift to the Institution by Mrs. BERREY, of St. Leonard's, as a memorial, and the Life-boat is named the *George and Mary Berrey*. Precisely similar boats were sent to Flamborough, Whithorn and Stornoway; the first-named will, like her predecessor, be known as the *Matthew Middlewood*, after the original donor, whose gift has been liberally supplemented by his daughter, Miss MIDDLEWOOD, of Rufforth, Yorkshire; the Whithorn boat is named the *George and Margaret*, the name selected by the Institution's generous benefactor, Mr. GEORGE LEVY, of Wood Green,

whose legacy was appropriated to the building of this boat. The Stornoway new Life-boat was the outcome of an anonymous gift to the Institution from "T. E. W.," and as desired by the unknown donor is called the *Sarah Pilkington*. The Clacton new Life-boat is a large sailing boat of the "Watson" type, 45 ft. long and 12 ft. wide, and is named, like her predecessor, *Albert Edward*, after His Majesty the King, the replaced boat being one of the two endowed boats presented to the Institution some years since by the United Grand Lodge of Freemasons of England in commemoration of the safe return from India of the Most Worshipful Grand Master, then H.R.H. the Prince of Wales.

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

GORLESTON, SUFFOLK.—At 2.45 P.M., on the 2nd May, 1901, the Cross Sand Lightship fired signals, which were repeated by the St. Nicholas Lightship, and in response the Life-boat *Mark Lane* was launched and was towed by the steam-tug *Meteor* to the East Cross Sand, where the s.s. *Ossian*, of Leith, homeward bound from Bordeaux, with a general cargo, and having on board a crew of sixteen persons and one passenger, was found to be in a very precarious position. With the help of steam-tugs and the Life-boatmen, she was got clear of the sand, brought up in the roads, and subsequently taken into harbour.

HARWICH.—In reply to signals from the Cork Light-ship denoting that a vessel was on the Sands, the steam Life-boat *City of Glasgow* left her moorings at 7.5 P.M., on the 17th May, and proceeded through a moderate sea to the assistance of the vessel, which proved to be the schooner *Harriet*, of Goole, laden with rice from London for Great Yarmouth. About five minutes before the Life-boat reached the spot, a beach boat from Woodbridge Haven had arrived and her crew had been engaged to render assistance. The Life-boat stood by until the schooner floated and no further help was required.

This was the first service rendered by the new steam Life-boat, and her behaviour and speed gave great satisfaction.

STAITHES, YORKSHIRE.—On the 18th May, the Life-boat *Jonathan Stott* was launched at 6.30 A.M., and remained in attendance until several cobbles, which had been overtaken by a heavy sea, had safely reached the shore.

HOLYHEAD.—A telephone message having been received from the Breakwater Lighthouse stating that a boat, containing one man, was drifting across Church Bay and was evidently in need of assistance, on the 11th June, the coxswain of the Life-boat went to the coastguard station, and, with the aid of a telescope, saw the boat drifting helplessly. A strong breeze was blowing from N.W., and the sea was rough. He at once summoned the crew, and at 3.10 A.M. the Life-boat *Joseph Whitworth* was launched, and was fortunately successful in taking the man and his boat safely back to the shore.

While a moderate breeze was blowing from S.W., accompanied by a smooth sea and fine weather, on the 1st August, a message by wireless telegraphy was received about 5 P.M., stating that a

steam trawler was stranded at Carmel Point. The Life-boat *Joseph Whitworth* was launched, and found the stranded vessel was the *Goeland*, of Liverpool. The master asked the Life-boatmen to stay by him until he could ascertain whether it would be safe for him to proceed on his journey when the vessel floated. His request was complied with, the Life-boat remaining by the trawler until she reached the West Mouse, when no further help was needed.

On the 26th August a message by telephone was received from the South Stack Lighthouse, reporting that a schooner about six miles distant was signalling for assistance. The steam Life-boat *Duke of Northumberland* left her moorings at 12.20 P.M., and proceeded through a very heavy sea, a strong gale blowing from N.W., to the vessel, which was found to be the *Mabel*, of and from Bideford, laden with clay for Runcorn. She, however, succeeded in getting into the harbour without any help. The Life-boat then went to the s.s. *Barbadian*, of Liverpool, homeward bound, in ballast, from Cape Town. Her engines had broken down, and she had anchored about half a mile from the end of the breakwater, in a very dangerous position. Two tugs were in attendance, and at the request of the master the Life-boat stood by and rendered assistance in taking lines to the tugs in order to get the hawsers on board, and in other ways, not leaving the vessel until she was taken safely into the harbour.

NEWQUAY, CORNWALL. — At about 5.10 P.M., on the 17th June, the Coast-guard reported that a vessel about four miles N. of Towan Head was in need of assistance. A strong breeze from N. was then blowing, the sea was moderate and the weather cloudy. The Life-boat *James Stevens No. 5* was launched and proceeded towards the vessel; a fishing lugger, which happened to be in the bay, also bore down on her, and found that her mainmast had broken at the hounds; both boats took her in tow and succeeded in getting her safely into the harbour. She was the ketch *Annie*, of Bideford, bound from Sydney for St. Agnes', with a cargo of coal.

ST. AGNES', ISLES OF SCILLY.—A large four-masted barque, the *Falkland*, of Liverpool, laden with wheat from Tacoma, Puget Sound, for Falmouth, in endeavouring to weather the islands in a moderate gale from S.S.W., a heavy sea and thick weather, on the evening of the 22nd June, missed stays, and was driven on to the Bishop Rock. One of her boats was lowered, and into this twenty-seven persons were taken, amongst them being the captain's wife and baby, but the captain and five of the crew unfortunately lost their lives, the vessel suddenly foundering about ten minutes after she struck the rock. The Life-boat *James and Caroline* put off to the scene of the casualty as soon as possible; took the ship's boat in tow, and her occupants landed at St. Mary's, where they were well cared for, several of them being in an exhausted condition.

WALMER.—The s.s. *Cid*, of and for Barcelona, laden with coal from the Tyne, stranded on the Goodwin Sands in a dense fog on the morning of the 6th July. Signals were fired by the South Sand Head Light-vessel in response to which the Life-boat *Civil Service No. 4* was launched at 3.30 and proceeded to the Sands, but the fog was so thick that it was utterly impossible to discern anything and the boat therefore anchored until about 7 o'clock when two musket shots were heard, fired close to her and the position of the vessel was revealed. She had one of her boats out and the crew therefore declined any help thinking they would be able to lay out a kedge anchor, but encountering heavy seas, their boat was nearly capsized and had to return to the steamer. The services of the Life-boatmen were then engaged; they laid out a large anchor with about a hundred fathoms of wire hawser and ultimately the vessel, which was at one time in dangerous proximity to the wreck of another steamer which had for some time been lying on the sands, was got off and was taken to the Downs where she was safely anchored.

YOUGHAL, CO. CORK.—On the morning of the 16th July, the barque *Pax*, of Liverpool, outward bound with a

general cargo, stranded about half a mile north of Knockadoon Head, having lost some of her sails, while a moderate gale was blowing from S.S.W., accompanied by a rough sea. Information of the casualty having been received by the honorary secretary, the Life-boat *Mary Luckombe* was very promptly launched at 10.30 A.M., reached the vessel and stood by her for some time. She was rolling and bumping heavily, but fortunately the ground being of a sandy nature she received no material damage, and an anchor having been laid out she swung to it as the tide rose and eventually got out of danger.

PETERHEAD.—At about 4.0 P.M. on the 25th July, information was received that a fishing boat was stranded at Scotston Head. A moderate breeze was blowing from N.E., there was a heavy swell and the weather was very thick. The Life-boat *George Pickard* was launched and being towed by the steam-tug *Flying Scud*, belonging to the Harbour Commissioners, reached the stranded boat and found she was the *Advance*, of Pittenweem. She had just managed to get afloat and was taken in tow by the tug, but the fishermen who were working at the pumps were unable to keep the water under; some of the Life-boatmen therefore went on board to assist in pumping and both boats were towed to the harbour, arriving about 6.30 P.M.

MOELFRE, ANGLESEY.—The schooner *Edith*, of Newry, bound from Liverpool for Drogheda, co. Louth, with coal, was lying in the outer roads while a whole gale was blowing from N.N.W., accompanied by a very heavy sea and thick weather, on the 25th August. She was riding heavily at her anchors and her crew feared that her cables would part and that she would be dashed on the rocks at Llanddona, in which event there would be but little hope of the vessel or those on board being saved. They therefore showed signals of distress, and at 12.35 P.M. the Life-boat temporarily placed here during the absence of the Life-boat belonging to the station for repair, was launched and took the four men safely ashore. Fortunately

the anchors held and the schooner safely rode out the gale.

REDGAR, YORKSHIRE.—On the 26th August one of the pilots went out in his boat, the *Try Again*, to bring back another pilot who was taking out a steamer. The wind, which was blowing from N.N.E., increased to a strong gale and a heavy sea sprung up, placing the boat in considerable danger and rendering it absolutely impossible for her to return to the shore. At 3.30 P.M. the Life-boat *Brothers* was launched and sailed to the pilot boat, which was found riding at anchor off Marske and showing a signal for assistance. The man was taken into the Life-boat and his boat soon afterwards capsized.

NORTH DEAL.—On the 17th September a strong gale blew from S.W., the sea was very heavy, the weather was thick and rain was falling. At about 2 P.M., a vessel was sighted on the south part of the N.W. Goodwin Sands, the crew of the Life-boat *Mary Somerville* were summoned and the boat launched. On nearing the sands, the anchor was let go and the Life-boat veered down to the vessel, which was found to be the barque *Maria*, of Venice, bound from Marseilles for Carlscrona, with a cargo of linseed cake. The mainmast had fallen, the wreckage was lying alongside the barque and the heavy seas rendered it very difficult to approach her, and the boat had her rudder considerably damaged by being dashed against the wreck. The crew of ten men were, however, got safely into the Life-boat, which then set sail and made for the Gull stream, where she fell in with the steam-tug *Cambria*, which kindly took her in tow back to her station. Three of the rescued men had been injured and were conveyed to the hospital.

Some boatmen went off to the wreck on the following day and took ashore some of the crews' effects and other small articles. They reported that the deck had burst, the vessel was full of water and was a total wreck.

RHOSCOLYN, ANGLESEY.—Intelligence reached this Life-boat station on the 8th December that a vessel was in distress in the offing. The Life-boat

was quickly got ready and launched and the following report subsequently furnished by the coxswain and verified by the letter appended to it, which was afterwards handed to the Life-boatmen by the master and crew of the wrecked vessel, shows what an admirable and timely rescue was effected by the Life-boat. The coxswain said :—

“The Life-boat *Ramon Cabrera* left her moorings at 4 P.M. on Sunday, 8th Dec., 1901, blowing a whole gale from N.W. by W., proceeded to the schooner *J. W. Wearing*, of Lancaster, in distress about six miles S.W. of Rhoscolyn Point. On arrival at vessel made three attempts to get a line on board, then a very heavy sea struck the Life-boat, put her on her beam ends, she filled, but righted at once, and cleared herself of water. On our fourth attempt got a line on board schooner but it parted. Ultimately we got a line on board and made fast, then we got a second line on board as life-line, and pulled two of the crew through the sea to Life-boat; this line then parted. The vessel was now within a cable's length of the Porth Saint Rocks, so I pulled the Life-boat up under her stern and the remainder of the crew (three men) jumped on board; I then got the sails up, and only cleared the Porth Saint Rocks by a boat's length. The vessel was driven on the rocks and broken into matchwood ten minutes after we got the three men off. Some of the crew got knocked about under the vessel's stern, we lost five oars, and got a hole in the side of the Life-boat.”

The following is the letter addressed by the shipwrecked men to the coxswain of the Life-boat :—

“We feel that we cannot leave Holyhead, perhaps never to meet again, without attesting and expressing our heartfelt and sincere thanks for the bravery of you and your crew in saving our lives from a watery grave on the evening of Sunday, the 8th inst., during the heavy gale and terrible sea and exposure, and also to testify to your splendid seamanship in handling your boat in the broken water and in the teeth of those terrible rocks, and unquestionably your courage and seaman-

ship not only saved our lives but those of your crew after coming into the boat. Therefore please accept our heartfelt thanks, and convey the same to your brave crew, and may God bless all of you, and may you be spared to render similar service to our fellow-seamen.”

The Committee of the ROYAL NATIONAL LIFE-BOAT INSTITUTION awarded the Silver Medal of the Institution and a copy of the Vote inscribed on vellum and framed, to the Rhoscolyn Coxswain, HUGH HUGHES, in acknowledgment of his general gallant services in saving life from shipwreck, especially on the above-mentioned occasion, besides allowing the crew double pay.

WALMER AND KINGSDOWNE, KENT.—On the 27th and 28th December, 1901, a heavy south-westerly gale prevailed in the Channel. The four-masted iron ship *Mersey*, of Grimstad, was driven on the Goodwin Sands, and in a very short time was engulfed. Happily, the crew of fourteen hands were rescued by the Walmer and Kingsdowne Life-boatmen. The *Mersey*, which had been converted from a steamer into a sailing ship, was on a voyage from the River Plate to Goole, with a cargo of 1,400 tons of timber, used for dyeing purposes. In crossing the Atlantic she encountered severe weather, which strained the vessel a great deal. She drifted on to the Goodwin Sands early on Saturday morning. Shortly afterwards, as the vessel commenced to break up, the boats were lowered, but owing to the violence of the seas the crew were unable to take to them. Two tugs arrived, one from Dover and the Ramsgate Harbour tug *Aid*, but neither could get near enough to the doomed ship to take off the crew. In the meantime the Life-boats from Walmer and Kingsdowne, the *Civil Service No. 4* and the *Charles Hargrave*, had been launched, and after an arduous pull reached the wreck and took off the crew. The *Mersey's* masts and rigging had fallen before the crew left her, and the men had some miraculous escapes from injury. The Walmer boat landed her freight at Deal, whilst the remainder of the crew were put ashore at Kingsdowne.

THE CAISTER LIFE-BOAT DISASTER.

THE KING AND THE VETERAN LIFE-BOATMAN.

THE terrible disaster which overtook one of the Life-boats belonging to the Institution, stationed at Caister on the coast of Norfolk, in November last will be fresh in the minds of our readers. The expressions of sympathy received from all classes, not only in the British Isles and on the Continent, but even from the United States and India, have been most gratifying, demonstrating again the widespread interest which is taken in the Institution's Life-boat Service throughout the civilised world.

Briefly the circumstances of the accident were as follows :—

While the wind was blowing a whole gale from N.N.E. with thick rain, and the sea was very heavy, on the night of the 13th November, flares were seen from a vessel on the Barber Sands, and the Cockle Light-ship fired the recognised signals of distress to indicate a vessel on those sands. This was soon after 11 o'clock. The crew of the Life-boat were promptly assembled and with all despatch the No. 2 Life-boat *Beauchamp* was launched, but the heavy seas washed her off the skids and she was cast ashore, necessitating her being hauled up on the beach ready for another launch. It was intensely dark and very cold, and it was not until nearly 2 o'clock in the morning that the efforts to float the boat, with the aid of the warp and tackle, were successful. Sail was then set, and when the boat was last seen from the shore she appeared to be all right and most of the launchers went home to change their wet clothing, but James Haylett, senr., who was for many years assistant coxswain of the Life-boat, although seventy-eight years old and wet through, after assisting for several hours to launch the boat, re-

mained without food on watch, having two sons, a son-in-law and two grandsons in the boat. After the boat was floated and sail made she proceeded out on the port tack towards the sands in the direction of the distress signals, which were dead to windward. On nearing the sands the coxswain wore his boat, as the mizen was not yet properly set, stood ashore and tacked just outside the surf. After making another board, he again tacked and proceeded towards the shore, but on tacking again as they got near to the surf the boat missed stays; he filled again and renewed the attempt to "stay," but she failed a second time to come round and was by that time in the breakers close to the beach. The coxswain, seeing that it was impossible to avoid going on shore, ordered the mizen to be lowered, and put his helm up, but he had only just time to get the boat straight before the sea when her bow struck the sand about fifty yards north of the place of launching, and almost simultaneously a very heavy sea caught her on the starboard quarter and she was keel up in an instant. The masts were broken short off and the crew pinned down beneath the boat, which it should be remembered is one of the Norfolk and Suffolk type, non-self-righting, 36 ft. long, 10½ ft. wide, weighing five tons without gear and requiring thirty-six men on the gunwale to bring it awash with the crew and gear in place and water-ballast tanks full. This happened shortly before 3 o'clock, at which time Frederick Henry Haylett came back to the Life-boat house, after changing his wet clothes, when he drew the attention of James Haylett, senior, his grandfather, to cries

coming from the water's edge. Both ran down, and to their surprise and horror discovered the *Beauchamp* bottom up in the surf. There was a tremendous sea and "sweep" on the beach, but notwithstanding old James Haylett dashed at once into the surf and got hold of his son-in-law, Charles Knights, who was struggling to get clear of the boat. Frederick Haylett also ran in and was in time to get hold of John Hubbard. The old man, after assisting Knights on shore, went in a second time and got hold of his grandson Walter Haylett, and helped him also on to the beach. Both rescuers incurred great danger, but had it not been for their efforts it is almost certain that no one would have been saved. Subsequently eight dead bodies were recovered at intervals as they were washed from under the boat, the last being recovered when the boat was righted at 11.30 A.M. by a large number of men. One body, however, was carried away and not seen again. The names of the nine poor fellows who were lost were Aaron Walter Haylett, coxswain, and James Haylett, junior, brothers; William Brown, assistant coxswain, and Charles Brown, brothers; William Wilson, John Smith, George King, Charles George and Harry Knights, who was only nineteen years old, and was making his first and, as it unhappily turned out, his last trip on service in the Life-boat. These men left behind to deplore their loss, six widows, thirty-three dependent children, three other dependent relatives and one partly dependent.

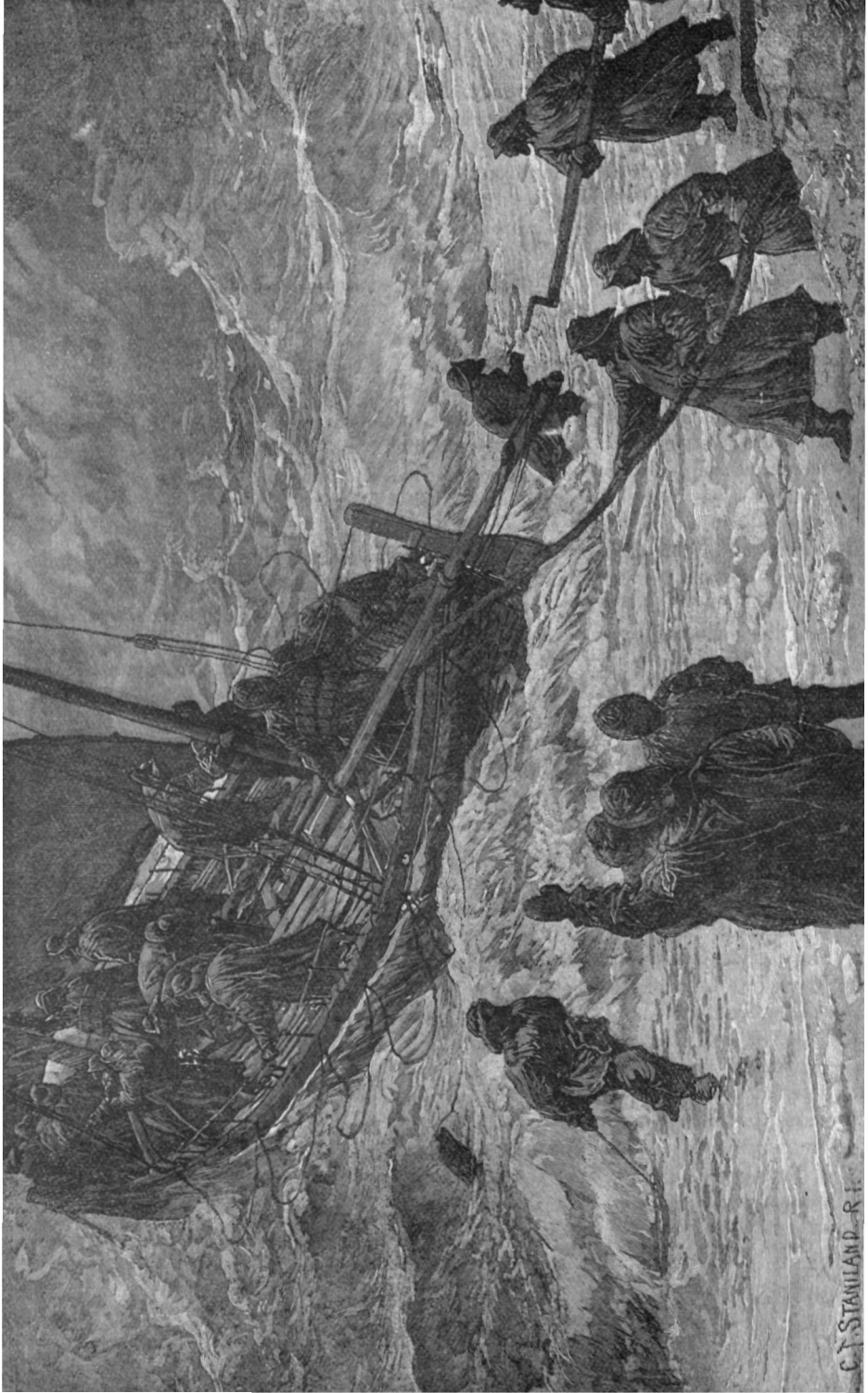
The funeral, which was a public one, took place on Sunday, 17th November, when the Institution was represented by the Chairman of the Committee of Management, Sir Edward Birkbeck, Bart., V.P., and the District Inspector of Life-boats, Commander Thomas Holmes, R.N. There was an immense crowd of spectators, and deputations from the neighbouring Life-boat stations attended.

The verdict of the jury at the inquest upon the bodies was practically one of "Accidental Death" no blame being attributed to any one. In giving his evidence, James Haylett, senior, made the following characteristic reply to a suggestion that possibly the Life-boatmen had given up their errand as a bad job, "Caister Life-boatmen," he said, "never turn back, and would have kept there till now if necessary to save men in distress. It was against the rules to go back when distress signals were shown."

The Board of Trade, at the request of the Institution, held an exhaustive inquiry at the Yarmouth Town Hall into the circumstances attending the disaster; it was attended on behalf of the Institution by the Deputy Chief Inspector of Life-boats, Mr. Charles E. F. Cunningham-Graham.

The Committee of Management of the Institution, as soon as they learned the number of the bereaved dependent relatives, contributed the sum of 2,000*l.* towards the fund for their relief which was very promptly started by the Mayor of Yarmouth, which fund ultimately reached the munificent amount of 12,000*l.*, notwithstanding that it was proposed to close it when 10,000*l.* had been received. It is probable that, after meeting the needs of the widows and dependents of the nine men, a substantial sum will be left to form the nucleus of a permanent fund to meet Life-boat disasters involving loss of life in the future. The Institution defrayed the cost of the funerals, etc., and liberally compensated the survivors of the disaster.

The Committee also awarded the Gold Medal of the Institution, a copy of the vote inscribed on vellum and framed and the sum of 25 guineas, to JAMES HAYLETT, senr., in recognition of his great gallantry and of the remarkable endurance he displayed at his advanced age, seventy-eight years, in



LAUNCHING A NORFOLK AND SUFFOLK SAILING LIFE-BOAT.

remaining on the beach for twelve hours, wet through and without food, this being the veteran's crowning act of half a century's life-saving in connection with the Institution's Life-boats, resulting in the saving of hundreds of lives: The thanks of the Institution inscribed on vellum and 5l. were also accorded to FREDERICK H. HAYLETT. The valuable co-operation afforded by Captain A. F. CLOWES and Dr. CASE, honorary secretaries of the Great Yarmouth and Caister Branches, was also specially recognised.

A new Life-boat crew was definitely formed at Caister on the 21st December to continue the noble work left as an inheritance by the *Beauchamp* victims, and, strange to say, a few hours afterwards, towards midnight the Life-boat bell spoke for the first time since the disaster, the Coastguards having observed distress flares burning on the Barber Sands. With Jack Haylett as coxswain, No. 1 Life-boat *Covent Garden* put to sea. Although hardly recovered, the *Beauchamp* survivors, Haylett, Hubbard, and Knights, with the veteran James Haylett, assisted to launch the boat. The following morning the Life-boat returned after a fruitless errand, the vessel in distress (a stranded steamer) having got away without assistance.

The damaged Life-boat was removed to Yarmouth for repair, but the men expressed a wish not to have her again on the station, and this desire was at once concurred in by the Institution. The Institution arranged for a deputation of three of the men to visit other stations before finally selecting the type for a new boat, but there is little doubt they still have a strong predilection for the non-righting Norfolk and Suffolk type of boat.

The *Beauchamp*, the cost of which was presented to the Institution by Sir Reginald Proctor Beauchamp, Bart., was placed on her station in 1892, and up to the time of the accident she had been launched to the aid of vessels in distress on 81 occasions, and saved 146 lives; while the total number of lives which the Life-boats at Caister have saved during the past forty-three years is 1381, a "record" as regards the Life-boat stations of the United Kingdom.

On the 6th January, His Majesty the King, the Patron of the Institution, did James Haylett and the Institution the high honour of presenting to him at Sandringham the rewards granted him by the Institution.

His Royal Highness the Prince of Wales, as President of the Royal National Life-boat Institution, was present, as well as Dr. W. Case, hon. secretary to the Caister Station. Major-General Sir Stanley Clarke and Commander Sir Charles Cust, R.N., were in attendance.

A Yarmouth Correspondent stated that after the King had presented Haylett with the Life-boat Institution's gold medal, the old man earnestly expressed the hope that his Majesty would live to be a hundred years old and then die and go to heaven, at which the King laughed heartily. "There is one thing always gives me courage," Haylett said to the King, "and that is when I see poor fellows in the rigging of a wreck. I always put myself among them and say, 'What would I give if a Life-boat came to save me?'" Haylett subsequently had a long chat with the Prince and Princess of Wales. He discussed with the Prince the respective merits of the self-righting and Norfolk and Suffolk types of Life-boats, in which subject his Royal Highness was greatly interested.

THE OLD COXSWAIN'S MOTTO.

(VERSES FOR RECITATION.)

IN MEMORIAM CAISTER LIFE-BOAT DISASTER (14th November, 1901).

"The Caister men never turn back." (As reported at the Inquest, 15th November.)

(The old Coxswain speaks)—

WHAT is this we have done? Why, our duty,
and nothing more—

Our sons will do it again, as their fathers have
done before.

It is not for the sake of bragging; we are
sailors, one and all—

They signalled peril out yonder, and we—
we answered the call;

For in face of the storm, in face of the wind,
in face of the rising flood,

We Caister men never turn back. For why?
It is not in the blood.

Aye, the tempest was raging awful, and the
foam flew high on the sands,

And the wind and the tide were mocking the
weakness of willing hands;

But we launched the boat for all that (God
help the poor children and wives!)

For the noblest duty of man is the salvage of
human lives.

Then out on the hungry breakers, where the
skies were inky black,

Our boat seemed swallowed by darkness—she
went and she never turned back;

And we waited, and watched, and waited all
night in the riving foam,

Till the dawn broke on orphaned children, and
the wreck of the widowed home.

Aye, sir, I am an old man, and in speaking the
tears will start;

But them words is the voice of Nature—they
spring up straight from the heart—

And I says them again, as our Caister men
would say with their last breath,

Though the flare on the sands out yonder
might light them on to death!

For in face of the storm, in face of the wind,
in face of the rising flood,

Our Caister men never turn back—for why?
It is not in the blood!

I have fought in a hundred fights when
batling with the sea,

They are gone, the young and strong ones, but
to live in our memory;

Here they sleep by the wind-swept shore to
the dirge of the moaning waves,

And the Country's tears are the blossoms let
fall on the Caister graves.

They say that the sea is cruel; they may be
right or wrong—

It is not for us to think—we are bound to be
hale and strong.

*Aye, sir, I've paid my tribute, and I humbly
bows my head;

But I keep a good lookout to seaward, for the
sake of them that is dead.

Aye, I'm proud of our Caister manhood, I'm
proud of such acts of love,

When I think of the names recorded in the
Log Book up above;

And I'm proud of the words you quote, in the
name of myself and crew,

But not because I spoke them, but because
them words is true!

For in face of the storm, in face of the wind,
in face of the rising flood,

We Caister men never turn back. For why?
It is not in the blood!

November, 1901.

R. ANDRE.

*The speaker lost two sons and one grandson in this disaster.

CIVIL SERVICE LIFE-BOAT FUND.

The 35th Annual Meeting of the Committee of the Fund was held on the 17th ultimo, and was presided over by Sir RALPH H. KNOX, K.C.B. Mr. CHARLES DIBDIN, the honorary secretary, reported that, notwithstanding the increasing number of appeals made to the Service for help during the past year the Fund had continued to flourish, and that at the close of the year the Committee had been able to pay to the ROYAL NATIONAL LIFE-BOAT INSTITUTION the handsome sum of 1,451l. 2s. 8d., to recoup the Institution every expense entailed by the seven Civil Service Life-boats and Stations during the year

1901, and 783l. 4s. 2d. towards the cost of the new Life-boat House and Slipway erected at Kingstown. The Civil Service Life-boats have saved 410 lives, and the total amount paid to the Institution by the Fund, since its establishment in 1866, has amounted to 27,562l. 8s. 9d., all of which has been raised in half-crown subscriptions and other small amounts. H.R.H. the PRINCE OF WALES is the Patron of the Fund, the annual subscribers and contributors to which exceed 22,000, representing every office and department of the Crown in England, Scotland and Ireland.

SUMMARY OF THE MEETINGS OF THE COMMITTEE.

THURSDAY, 12th September, 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 Chief Inspector of Life-boats on his recent visit to the Piel (Barrow) Station.

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

Northern District—Newbiggin, Maryport, Workington, Whitehaven, Whithorn, Kirkcudbright, Balcary, Cresswell, Tynemouth (two boats), Cullercoats, Blyth, Cambois and Berwick-on-Tweed.

Southern District—Brighton and Worthing.

Western District—St. Mary's and St. Agnes (Scilly Islands) Sennen Cove, St. Ives and Penzance.

Irish District—Queenstown, Courtmacsherry, Piel (Barrow), Fleetwood, Hilbre Island, Hoylake, New Brighton (two boats), Formby and Skerries.

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

	£	s.	d.
Executors of the late RICHARD BOWERMAN WEST, Esq.	1,000	-	-
Trustees of the late C. T. W. BURTON, Esq., for a <i>Charles Burton</i> Life-boat	1,000	-	-
Oldham Branch for one year's maintenance of the <i>Oldham</i> Life-boat at Abersoch	70	-	-
Newcastle-upon-Tyne Co-operative Society (Limited)	25	-	-
Proceeds of concert at Rhosneigr Life-boat house, per the Hon. Secretary	17	16	5
Royal Yacht <i>Osborne</i> , from H.M. the King	7	-	-
Collected by members and friends of the Royal Southampton Yacht Club	3	-	11

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late Mrs. FRANCES M. PITT, of Kenilworth	1,800	-	-
The late C. B. MEDLAND, Esq., of Clapham	1,560	6	1
The late DAVID CURRIE, Esq., of Edinburgh	296	14	2
The late JOSEPH GOODRICH, Esq., of Cotton, Suffolk	90	-	-
The late Miss ELIZABETH KING, of Cheetham	50	-	-
The late GEORGE STREET, Esq., of Petersfield	13	4	9

Reported that new Life-boats had been sent to the Huna and Padstow Stations.

The Committee expressed great regret at the death of Mr. JOHN HUGHES, the valued Honorary Secretary of the Bull Bay and Moelfre Life-boat Stations and decided to send a letter of condolence to his family.

Paid 9,192*l.* for sundry charges on various Life-boat establishments.

Read letter from the Board of Trade, forwarding a copy of a letter from the Acting Consul General for Sweden and Norway stating that His Majesty the KING of SWEDEN and NORWAY had awarded a medal for saving life, second class, with a diploma, to Mr. DAVID JONES, Coxswain, and 1*l.* to each of the other fourteen men forming the crew of the Ferryside Life-boat, in recognition of their meritorious services in rescuing fifteen men from the Ship *Australia*, of Christiania, on the 30th March. These awards were duly presented to the Coxswain and crew, whose grateful thanks for His Majesty's gracious recognition of their services were communicated to the Consul, for transmission to the King of Sweden and Norway.

Voted 7*l.* 3*s.* 9*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Holyhead No. 2 S.S.	<i>Goeland</i> , of Liverpool. Stood by vessel.	
Moelfre	Schooner <i>Edith</i> , of Newry. Landed 4.	
Piel (Barrow)	Cutter <i>Dorcas</i> , of Millom	4
Redcar	Pilot Cutter <i>Try Again</i> , of Redcar	1

The Holyhead Steam Life-boat assisted to save the s.s. *Barbadian* of Liverpool.

Voted also 285*l.* 8*s.* 6*d.* to pay the expenses of watching, assemblies of crews or launches, etc., at the following Life-boat stations, with the view of assisting distressed vessels:—

Aberystwyth, Aranmore, Berwick-on-Tweed, Bull Bay, Cemaes, Cemlyn, Clovelly, Exmouth, Fraserburgh, Harwich and Holyhead (Steam Life-boats), Llandudno, Margate No. 1, Newquay (Cardiganshire), Saltburn, Scarborough, Uppang, Whitby No. 2 and Winterton No. 1.

Voted the Silver Medal of the Institution, with a copy of the vote inscribed on vellum and framed, to Mr. JAMES WOOD, boatswain of the steam trawler *Marrs*, for plunging from that vessel into the sea, and rescuing, at the imminent risk of his own life, a man who had been washed overboard from the small yacht *Dorcas*, of Millom, which was in a water-logged condition in Morecambe Bay while a moderate gale was blowing from N.N.W., accompanied by a very rough sea, on the 26th August.

Also 3*l.* to six men for putting off in a boat and saving two persons from the sailing boat *Queen Bee*, which sunk off the Castle Rocks, Aberystwyth, in a strong W.S.W. wind and a

rough sea, on the 7th August. There were five other occupants of the sunken boat, but they unfortunately lost their lives.

Also 1*l.* 10*s.* to three men for putting off in a small boat and saving two men whose boat, the *Little Bertha*, had foundered about half a mile W.S.W. of the Breakwater light at Newhaven, in a strong S.S.E. breeze and a choppy sea, on the 22nd August.

Also 15*s.* to two men for putting off in a boat and landing the crew of two men from the ketch *Caerleon*, of Bridgwater, which was dragging her anchor off Ilfracombe, in a strong E.N.E. breeze and a heavy sea, on the 22nd August.

THURSDAY, 10th October, 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 Chief Inspector of Life-boats on his recent visit to the Piel (Barrow) station.

Also the Report of the Deputy Chief Inspector of Life-boats on his visit to the Broadstairs Life-boat station.

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

Northern District—Boulmer, North Sunderland, Cresswell and Lossiemouth.

Southern District—St. Heliers (Jersey) and St. Peter's Port (Guernsey).

Western District—Hayle, Lynmouth, Tenby, Ilfracombe, Appledore (two boats), Port Isaac, Padstow, New Quay (Cornwall) and Clovelly.

Irish District—Portrush, Ballywalter, Cloughey, Newcastle (co. Down), Aranmore, Wicklow, Arklow, Rosslare Harbour, Wexford, Courtown, Cahore, Kilmore and Dungarvan Bay.

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

	£	s.	d.
ARCHIBALD MUIR, Esq.	100	-	-
Collected on board H.M.S. Yacht <i>Osborne</i> , per Paymaster J. COOPER, R.N.	5	9	10
Church collections per the Rev. A. GARWAY-ATKINS, B.A., of Palling	2	7	-

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late Miss ELIZABETH BROOKE, of Londonderry (balance)	764	6	3

	£	s.	d.
The late Mrs. E. A. WILLIS, of Weston-Super-Mare, for a Life-boat to be named the <i>Brittan Willis</i> , and placed on the coast within one year of the receipt of the money	644	13	9
The late JAMES HIGGIN, Esq., of Huyton	225	-	-
The late HENRY HOBSON, Esq., of Birmingham	100	-	-
The late Mrs. LAURA MIALL, of Canterbury	90	-	-
The late Mrs. F. A. BENBOW, of Great Crosby	90	-	-
The late WILLIAM MATTHEWSON, Esq., of Calcutta	50	-	-
The late Mrs. KELLY, of Long-sight	20	-	-

Voted the thanks of the Committee to the Rev. E. F. NUGENT, M.A., Mr. CHARLES DABELL and Miss OLIVE H. BARNARD in recognition of their valuable co-operation as Honorary Secretaries respectively of the Padstow, Atherfield and Wells Branches of the Institution, which offices they had just resigned.

The Committee expressed deep regret at the decease of Sir ROBERT RAPER and Major STACKHOUSE, who had served for a long period as Honorary Secretaries respectively of the Chichester and Settle Branches of the Institution.

Reported the transmission to their stations of the Montrose No. 1 and Palling No. 1 new Life-boats.

Also the transmission to the Padstow station of a new steam-tug and of a new large self-righting Life-boat for service on the north coast of Cornwall.

Paid 4,56*l.* for sundry charges on various Life-boat establishments.

Voted 84*l.* 17*s.* to pay the expenses of the following Life-boat services:

Life-boat.	Vessel.	Lives saved.
Douglas	S.S. <i>Yarrow</i> , of Glasgow. Stood by vessel.	
Dungarvan Bay	Smack <i>St. Nicholas</i> , of Dungarvan. Rendered assistance.	
North Deal	Barque <i>Maria</i> , of Venice	10
Uppang	Fishing cobles. Remained in attendance.	
Wexford	Yawl <i>Gannet</i> , of Wexford. Rendered assistance.	
Whitby No. 2	Fishing cobles. Remained in attendance.	

Also 159*l.* 3*s.* to pay the expenses of assemblies of crews, watching or launches at the following Life-boat stations, with the view of assisting those on board vessels in distress: Campbeltown, Douglas, Kingstown, North Sunderland, Palling No. 2, Port Erin, Ramsgate, Salcombe and Winchelsea.

Also 1*l.* 15*s.* to a man who was injured while on service with the Piel (Barrow) Life-boat on the 26th August.

Voted a binocular glass, bearing a suitable

inscription, to Mr. THOMAS BLANKLEY, of the s.s. *Drumcruil*, of Liverpool, for jumping overboard from the steamer, with a line secured round him, and attempting to save one of the crew of a pilot-boat which had been capsized off Hartland Point, Bristol Channel, on the 13th August.

Also 6*l.* to six Coastguards for putting off in the whaleboat at Exmouth and saving a boat, containing two lads, which was in danger of being capsized in the breakers, in a strong E.N.E. breeze and a very heavy sea, on the 4th September.

Also 4*l.* to four men for putting off in a boat and saving three persons from an open boat which had been carried out to sea off Workington, in half a gale from S.W., and a rough, choppy sea, on the 17th August.

Also 15*s.* to three fishermen, for putting off in a boat from Port Erin, Isle of Man, and saving the two occupants of a small boat which was in danger of being carried out to sea off Bradda Head, in a strong S.E. breeze, a moderate sea, and hazy weather, on the 7th September. A letter of thanks was also forwarded to Mr. BROWNLOW, a visitor to Port Erin, who accompanied the fishermen on this occasion and assisted in effecting the rescue.

Also 8*s.* to two fishermen for putting off in a boat and rescuing a boat, containing two persons, which had been blown away from the land off Bradda Head, in a strong S.E. breeze, a rough sea, and hazy weather, on the 7th September.

THURSDAY, 14th November, 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.

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 Deputy Chief Inspector of Life-boats on his recent visits to Llandudno, Colwyn Bay, New Quay (Cardigan), Porthdinllaen and Bridlington Quay.

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

Northern District—Wick, Huna, Stromness, Longhope, Thurso, Dornoch Firth, Ackergill, Nairn, Stornoway, Johnshaven, Gourdon, Arbroath, Stonehaven, Crail, Anstruther, Buckhaven, St. Andrews and Broughty Ferry.
Eastern District—Winterton (two boats), Whitburn, Withernsea, Sutton, Mablethorpe, Donna Nook and Skegness.

Southern District—Littlehampton, Selsey, Shoreham, Eastbourne, Hastings, Atherfield, Brooke, Brightstone Grange, Totland Bay and Ryde.

Western District—Bude, Porthdinllaen, Abersoch, Criccieth, Pwllheli, Point of Ayr, Holyhead (two boats), Moelfre, Bull Bay, Cemlyn, Cemaes, Penmon, Llanddulas, Rhyl, Llanddwyn, Rhosneigr, Llandudno and New Quay (Cardigan).

Irish District—Dunmore East, Tramore, Clogher Head, Fethard, Youghal, Ballycotton, Fenit, Southport (two boats), St. Anne's (two boats), Lytham and Blackpool.

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

	£	s.	d.
Miss MIDDLEWOOD, towards the cost of the Flamborough No. 2 new Life-boat, per York Branch	500	—	—
JAMES COATS, JUNR., Esq., (additional).	500	—	—
Ancient Order of Foresters (annual subscription)	150	—	—
Executors of the late Mr. ALFRED BIEDERMANN, of Pembridge Gardens, W., per Mr. A. M. Livesey	50	—	—
Proceeds of Concert on Clacton-on-Sea Pier, per the Coast Development Company, Ltd. Collected on board R.M.S. <i>Briton</i> , per Captain CREAGH	32	11	8
Collected from ship's company of H.M.S. <i>Furious</i> , per Lieut. B. CURTIS, R.N.	10	—	—
Collected on board R.M.S. <i>Gascon</i> , per Capt. NEILSON	5	—	—
	3	19	6

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late EDWARD MILBURN, Esq., of Wylam-on-Tyne	50	—	—
The late JAMES SAUL, Esq., of Tottenham (additional)	2	2	—

Voted the thanks of the Committee to Mr. EDWARD E. CORRIGALL, in recognition of his long and valuable services as Honorary Secretary of the Longhope Branch of the Institution, which office he had just resigned.

Reported that the Hon. CLAUDE H. VIVIAN had been appointed Honorary Secretary of the Moelfre Branch of the Institution.

Reported the transmission to their stations of the Flamborough No. 2, Hastings, Killough and Stornoway new Life-boats.

Paid 8,34*l.* for sundry charges on various Life-boat establishments.

Voted 135*l.* 17*s.* to defray the expenses of the following services by Life-boats:—

Life-boat.	Vessel.	Lives saved.
Blyth . . .	S.S. <i>Sainte Adresse</i> , of Rouen. Stood by vessel.	
Caister No. 2.	Dandy <i>Orient</i> , of Lowestoft. Assisted to save vessel and . . .	9
Gorleston No. 2	Steam drifter <i>Dora</i> , of Sunderland. Assisted to save vessel.	
Groomsport .	S.S. <i>Wilhelmina</i> , of Idafehn. Stood by vessel.	

Life-boat.	Vessel.	Lives saved.
Porthcawl	Ship <i>Elft</i> , of Mandal. Rendered assistance.	
Sennen Cove.	A fishing-boat, of Sennen Cove. Landed 2.	
" "	A fishing-boat, of Sennen Cove. Landed 3.	
Tynemouth No. 2.	S.S. <i>Elsinore</i> , of Newcastle. Stood by vessel.	

Also 119*l.* 17*s.* to pay for assemblies of the crews, watching, or launches by the following Life-boats, with the view of assisting those on board vessels apparently in distress:—Broadstairs, Gorleston, Ilfracombe, Palling No. 1, St. Andrews and Walton-on-the-Naze.

The Ramsgate Life-boat was also launched in response to signals from the East Goodwin Lightship, but her services were not required, as the stranded steamer was able to get off before the arrival of the Life-boat.

Voted the thanks of the Institution, inscribed on vellum and framed, and 1*l.* each to HUGH BLACK MCGREGOR and ALEXANDER MCGREGOR, for putting off in a small boat from a steam-tug and, with much difficulty and considerable risk, saving the crew of four men from the German schooner *Catherina*, which had stranded on the Ironcraig Rock, of West Inchkeith, in a strong W.S.W. breeze, on the night of the 17th September.

Also a letter of thanks to Lieut. F. NOLAN BAKER, R.A., for his prompt action in causing the tug to proceed to the rescue.

Also 2*l.* 10*s.* to five fishermen for rescuing the crew of four men from the fishing-boat *Sarah*, of Kilkeel, co. Down, which had been capsized 4 miles south of Derryogue Point, in squally weather, on the 5th October.

Also 2*l.* to DOUGALD MUIR, a fisherman about 70 years of age, and 1*l.* 10*s.* to a farm servant named EDWARD McTAGGART, for putting off in a boat, and with considerable difficulty and risk rescuing the crew of five men from the fishing boat *Red Ribbon*, which sunk on Smeby Rock, Argyllshire, in squally weather, on 16th October.

THURSDAY, 12th December, 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 Chief Inspector of Life-boats on his recent visit to Wicklow.

Also the report of the Deputy Chief Inspector of Life-boats on his visits to Bridlington Quay, Weston-Super-Mare and Ilfracombe.

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

Northern District—Montrose (two boats), Blyth, Boulmer and Longhope.

Eastern District—Robin Hood's Bay, Flamborough (two boats), Sheringham, Cromer, Southend-on-Sea, Clacton-on-Sea and Palling (two boats).

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

Western District—Littlehaven, Penarth, Burnham and Weston-Super-Mare.

Irish District—Port Erin, Port St. Mary, Peel, Ramsey, Douglas, Castletown and Wicklow.

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

	£	s.	d.
Covent Garden Life-boat Fund, per Mr. G. MONRO	30	-	-
Independent Order of Oddfellows (M.U.) annual subscription, 50 <i>l.</i> ; donation, 7 <i>l.</i> 19 <i>s.</i>	57	19	-
Proceeds of Church Parade at Brixham, per the Rev. R. W. PERRY CIRCUIT	16	10	8
Collected in Coltishall Church, Norwich, per the Rev. J. C. GIRLING, M.A.	8	7	2
Collected from Officers of H.M.S. <i>Furious</i> , per the Rev. A. J. KEALY, R.N.	2	5	-

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late Mrs. ANNA SOPHIA STOCK, of Weston-Super-Mare, representing 1000 <i>l.</i> legacy for a Life-boat to be named the <i>Colonel Stock</i> , and placed on the English coast, and a boat-house; also the residue of her estate to form a "Stock Memorial Fund" for maintaining the boat, &c., and replacing her when worn out or lost	4,888	11	3
The late T. K. HARDIE, Esq., of Hyde Park Terrace, W. (to be carried to capital, the interest being used for the general purposes of the Institution)	1,000	-	-
The late T. GRAHAM YOUNG, Esq., of West Calder, per Glasgow Branch	753	2	6
The late RICHARD WAIN, Esq., of Clifford Street, W.	300	-	-
The late FREDERICK GEORGE LOMER, Esq., of Bournemouth	250	-	-
The late RICHARD LEWIS, Esq., of Hereford	200	-	-
The late Mrs. ELIZA WALKER, of Plymouth, per Plymouth Branch	130	-	-
The late Mrs. O. L. HOARE, of Kimbolton	18	-	-

The Committee expressed regret at the decease of WILLIAM SMYTH, Esq., M.D., J.P., and JOHN CONNELL, Esq., M.D., who had respectively long been the valued Honorary Secretaries of the Aranmore and Peebles

Branches of the Institution, and it was decided to send letters of condolence to their families.

Voted the thanks of the Institution to T. PERCIVAL WHATELY, Esq., in recognition of his valuable co-operation whilst serving as Honorary Secretary of the Godalming Branch of the Institution, which office he had just resigned.

Reported that Mr. JOHN F. HUGHES and Miss E. S. CLAYTON had been appointed Honorary Secretaries, respectively, of the Cemaes and Settle Branches of the Institution.

Reported the transmission to its station of the Isle of Whithorn new Life-boat.

Paid 8,970*l.* for sundry charges on various Life-boat Establishments.

Voted 506*l.* 4*s.* 0*d.*, to defray the expenses of the following services by Life-boats:—

Life-boat.	Vessel.	Lives saved.
Cambois	Barque <i>Haabet</i> of Selvik	7
Courtown	Ketch <i>Excel</i> , of Poole. Saved vessel.	
Dover	Barge <i>Jasper</i> . Stood by vessel.	
"	S.S. <i>Stelvio</i> , of Shields	21
Fleetwood	Brigantine <i>Folluz</i> , of Windau. Stood by vessel.	
Gorleston No. 1	S.S. <i>Hugo</i> , of Gothenburg. Assisted to save vessel and	9
"	Ketch <i>Clarence</i> , of Bridgwater. Saved vessel and	4
Hartlepool No. 3	Galliot <i>Catherine</i> , of Oldenburg	4
Hoylake	S.S. <i>Feadon</i> , of Penzance. Rendered assistance.	
Littlehampton	Brigantine <i>Amy</i> , of Plymouth	6
Looe	French Barque <i>Gypsit</i>	19
Moelfre	Ketch <i>John Parry</i>	2
Newbiggin	Ketch <i>Samuel and Anne</i> , of Hull.	4
North Berwick	Brigantine <i>Adonis</i> . Landed 6 men from a Steamer.	
Redcar	Steam-trawler <i>Umtali</i> , of Grimsby. Landed 9.	
Rhoscolyn	Schooner <i>J. W. Wearing</i> , of Lancaster	5
Scarborough	Brigantine <i>Boxer</i> , of Whitstable.	8
Sennen Cove.	Schooner <i>Mary James</i> , of Penzance	6
Tenby	Schooner <i>Janette Ann Jane</i> , of Carnarvon	4
Walmer	<i>Dover Life-boat</i> . Rendered assistance.	
Walton-on-Naze.	Barque <i>Halden</i> , of Fredrikshald. Landed 12.	
Wells	Ketch <i>Lily</i> , of Grimsby	2
Whitby No. 2.	S.S. <i>Cygnat</i> , of London. Rendered assistance.	

Also 1,044*l.* 17*s.* 2*d.* to pay for assemblies of the crews, watching, or launches by the following Life-boats, with the view of assisting those on board vessels apparently in distress:— Arklow, Ballywalter, Boulmer, Cambois, Clacton-on-Sea, Cloughy, Courtown, Cromer, Cullercoats, Douglas, Dungeness Nos. 1 and 2, Gorleston No. 1, Groomsport, Hartlepool No. 1, Hartlepool No. 2, Hartlepool No. 3, Holyhead No. 1, Hythe, Kingstown No. 2, Lowestoft No. 1, New Romney, Palling, Porth Rhuffydd, Rhoscolyn, Robin Hood's Bay, Seaton Carew, Selsey, Southwold No. 1, Sunderland, Tynemouth, West Hartlepool, Weymouth, Whitburn, Whitehaven, Winchelsea and Winterton.

(The particulars of the terrible disaster to the Caister No. 2 Life-boat and the rewards made by the committee in connection therewith will be found detailed on pages 299-302.)

Also that 1*l.* each be granted to four of the crew of the Palling Life-boat for their special exertions in saving three of the crew of the schooner *Ella Smeed*, which was wrecked on the 13th November.

Also a letter of thanks to the Honorary Secretary of the Winterton Branch, and 10*s.* to a man for assisting to rescue the mate of the ketch *Alarm*, wrecked on the 13th November; also 7*s.* to another man who reported the wreck.

The Committee specially recognised the good services of JOHN JAMES DAVIES, while serving as coxswain of the Cromer Life-boat for eight years, having previously acted as Second Coxswain for eighteen years.

They also made a special grant to some of the crew of the Ballywalter Life-boat, whose fishing-boats were cast upon the shore and smashed while they were out in the Life-boat on service during the gale of the 12th November.

Voted 1*l.* 17*s.* 6*d.* to five men for putting off in a boat from Campbeltown and saving the crew of two men from the smack *Vampire*, of Larne, which stranded on the coast of Kintyre in a gale with fierce squalls, accompanied by a heavy sea on the 12th November.

Also 1*l.* to two men who waded into the surf up to their armpits and rescued, at considerable risk owing to floating wreckage, one of the crew of the schooner *Camboes*, of Folkestone, which went ashore near Whitburn during the gale of the 12th November.

Also 1*l.* to Mrs. STARK and two men for pulling up the cliff at Bridlington one of the crew of the ketch *Hazard* and his rescuer Mr. RICHARD SOUTHWICK, on the 13th November.

Also 1*l.* 15*s.* to six men who went out on the rocks at the foot of the cliff in Robin Hood's Bay on the occasion of the stranding of the s.s. *Zanetta* during the same gale, and rendered assistance to the shipwrecked men as they neared the shore.

Services of the Life-boats of the Institution during 1901.



				Lives saved.
1901.				
Jan. 1.	2. 0 p.m.	Ketch <i>Pallas</i> , of Jersey.	North Sunderland Life-boat landed 4 men from Longstone Lighthouse.	
" 1.	3. 0 p.m.	Fishing-cobles.	Filey Life-boat remained in attendance.	
" 8.	5.30 a.m.	S.S. <i>Dragon</i> , of Falmouth.	Dungeness No. 1 Life-boat stood by vessel.	
" 9.	4.40 a.m.	Steam-trawler <i>Honorita</i> , of Hull.	Salisbury Life-boat saved . . .	9
" 15.	11.30 a.m.	Fishing-boat <i>Jessie and Mary</i> , of Arbroath.	Arbroath Life-boat remained in attendance.	
" 17.	0.10 a.m.	S.S. <i>Pinedene</i> , of Aberystwyth.	Salcombe Life-boat rend. assist.	
" 19.	1. 0 p.m.	Cutter <i>Jeune Arthur</i> , of Cherbourg.	Winchelsea Life-boat saved	4
" 21.	7. 0 a.m.	Schooner <i>Bertha</i> , of Great Yarmouth.	Caister No. 1 Life-boat assisted to save vessel.	
" 27.	6.45 a.m.	Horse Island.	Ardrossan Life-boat landed 3.	
" 27.	7.40 p.m.	Ketch <i>Eustace</i> , of Rochester.	Margate No. 2 Life-boat remained by vessel.	
" 27.	7.55 p.m.	Barque <i>Royal</i> , of Arendal.	Holyhead Steam Life-boat landed 6.	
" 27.	10.30 p.m.	Ketch <i>Silver Spray</i> , of Lowestoft.	Ryde Life-boat stood by vessel.	
" 27-28.	8.5 p.m.	Schooner <i>Astræa</i> , of Dartmouth.	Broadstairs Life-boat rendered assistance.	
" 27-28.	8.5 p.m.	Ketch <i>Alfred</i> , of Padstow.	Broadstairs Life-boat rendered assistance and landed 4.	
" 29.	11.25 a.m.	Schooner <i>Lizzie Edith</i> , of Truro.	Holyhead Steam Life-boat rescued 4	4
" 31.	6.30 p.m.	Yawl <i>Love Lane</i> , of Wexford.	Wexford Life-boat stood by vessel.	
Feb. 5.	5.15 a.m.	Brigantine <i>Julien Marie</i> , of Auray.	St. Ives Life-boat saved (and a dog.)	6
" 14.	1. 0 a.m.	Steam trawler <i>Roslin</i> , of Aberdeen.	Peterhead Life-boat rescued	9
" 14.	4. 0 a.m.	S.S. <i>Treneglos</i> , of St. Ives.	Whitburn Life-boat rend. assistance.	
" 17.	9. 0 p.m.	S.S. <i>Celerity</i> , of Yarmouth.	Cromer Life-boat saved vessel and	7
" 27.	1.30 a.m.	S.S. <i>Chamois</i> , of London.	Winterton No. 2 Life-boat landed 4 from Newarp Light-vessel.	
Mar. 1.	9.30 a.m.	Fishing-boats.	Anstruther Life-boat remained in attendance.	
" 2.	7.45 a.m.	Ship <i>Vondel</i> , of Amsterdam.	Falmouth Life-boat rend. assist.	
" 2.	10. 0 a.m.	Schooner <i>County of Cork</i> , of Amlwch.	Moelfre Life-boat landed 2.	
" 2.	11. 0 a.m.	Fishing-boat <i>Success</i> of Johnshaven.	Johnshaven Life-boat stood by boat.	
" 7.	6.17 p.m.	S.S. <i>Dominion</i> , of Liverpool.	New Brighton Life-boat stood by vessel.	
" 7.	6.43 p.m.	" " "	Formby Life-boat stood by vessel.	
" 17.	12. 7 p.m.	S.S. <i>Ardlethen</i> , of Aberdeen.	Palling No. 2 Life-boat rend. assist.	
" 18.	11.30 a.m.	Fishing-cobles.	Whitby No. 1 Life-boat remained in attendance.	
" 21.	4.50 p.m.	Brigantine <i>Rose</i> of Whitstable.	Margate No. 1 Life-boat saved	3
" 22.	8.50 a.m.	Brig <i>Comforter</i> , of Tönsberg.	Clacton Life-boat saved	7
" 25.	9. 0 a.m.	Schooner <i>Perseverance</i> , of Wexford.	Wexford Life-boat remained by vessel.	

			Lives saved.
1901.			
Mar. 25.	10.30 a.m.	Barque <i>Grethe</i> , of Kragerö. Southend-on-Sea Life-boat stood by vessel.	
" 25.	10.30 a.m.	Smack <i>William and Eliza</i> , of Tallesbury. Clacton Life-boat stood by vessel.	
" 26.	4.40 p.m.	Lugger <i>Maria Jane</i> , of Peel. Peel Life-boat asstd. to save vessel.	
" 29.	10. 0 p.m.	Barque <i>Antarctic</i> , of Swansea. Penzance Life-boat landed 9.	
" 30.	8.35 a.m.	Ship <i>Australia</i> , of Christiania. Ferryside Life-boat saved . . .	15
" 30.	9.10 a.m.	Schooner <i>Rose</i> , of Ipswich. Harwich Steam Life-boat saved . . .	4
Apr. 2.	8. 5 p.m.	Schooner <i>Mersey</i> , of Dublin. Douglas Life-boat rescued . . .	3
" 6.	6.15 p.m.	Steamer <i>Alcinous</i> , of Liverpool. Dungeness No. 1 Life-boat stood by vessel.	
" 9.	1.20 a.m.	Brigantine <i>Mary Johns</i> , of Fowey. Margate No. 2 Life-boat rendered assistance.	
" 12.	0.45 p.m.	Four cibles of Runswick. Runswick Life-boat stood by boats.	
May 2.	3. 0 p.m.	S.S. <i>Ossian</i> , of Leith. Gorleston No. 1 Life-boat assisted to save vessel and . . .	17
" 17.	7. 5 p.m.	Schooner <i>Harriet</i> , of Goole. Harwich Steam Life-boat stood by vessel.	
" 18.	6.30 a.m.	Fishing cibles. Staithe Life-boat stood by boats.	
June 11.	3.10 a.m.	An open boat. Holyhead No. 2 Life-boat rendered assistance.	
" 17.	5.30 a.m.	Ketch <i>Annie</i> , of Bideford. Newquay, Cornwall, Life-boat rendered assistance. . .	
" 22.	7.40 p.m.	Boat of Barque <i>Falkland</i> , of Liverpool. St. Agnes Life-boat rescd.	27
July 6.	3.30 a.m.	S.S. <i>Cid</i> , of Barcelona. Walmer Life-boat rendered assistance.	
" 16.	10.30 a.m.	Barque <i>Paar</i> , of Liverpool. Youghal Life-boat stood by vessel.	
" 25.	4.30 p.m.	Fishing-boat <i>Advance</i> , of Pittenween. Peterhead Life-boat rendered assistance.	
Aug. 1.	5.10 p.m.	Steam trawler <i>Goeland</i> , of Liverpool. Holyhead No. 2 Life-boat stood by vessel.	
" 25.	12.35 p.m.	Schooner <i>Eedith</i> , of Newry. Moelfre Life-boat landed 4.	
" 26.	12.20 p.m.	S.S. <i>Barbadian</i> , of Liverpool. Holyhead Steam Life-boat assisted to save vessel.	
" 26.	3.30 p.m.	Pilot-boat <i>Try Again</i> , of Redcar. Redcar Life-boat saved . . .	1
" 26.	6. 0 p.m.	Cutter <i>Dorcas</i> , of Millom. Piel (Barrow) Life-boat saved . . .	3
Sept. 8.	7.10 a.m.	S.S. <i>Yarrow</i> , of Glasgow. Douglas Life-boat remained by vessel.	
" 16.	2.20 p.m.	Barque <i>Maria</i> , of Venice. North Deal Life-boat saved . . .	10
" 17.	4.30 p.m.	Yawl <i>Gannet</i> , of Wexford. Wexford Life-boat rendered assistance.	
" 17.	6.20 p.m.	Smack <i>St. Nicholas</i> , of Dungarvan. Dungarvan Life-boat rendered assistance.	
" 17.	10.30 p.m.	Fishing cibles. Whitby No. 2 Life-boat remained in attendance.	
" 18.	3.30 a.m.	Fishing cibles. Uppang Life-boat rendered assistance.	
Oct. 10.	10.50 p.m.	Dandy <i>Orient</i> , of Lowestoft. Caister No. 2 Life-boat assisted to save vessel and . . .	9
" 10.	11.15 p.m.	Steam drifter <i>Dora</i> , of Sunderland. Gorleston No. 2 Life-boat assisted to save vessel.	
" 19.	12.45 a.m.	S.S. <i>Sainte Adresse</i> , of Rouen. Blyth Life-boat remained by vessel.	
" 21.	1.15 a.m.	S.S. <i>Elsmore</i> , of Newcastle. Tynemouth No. 2 Life-boat stood by vessel.	
" 21.	8.33 p.m.	A fishing-boat, of Sennen Cove. Sennen Cove Life-boat landed 2.	
" 21.	10. 5 p.m.	A fishing-boat, of Sennen Cove. Sennen Cove Life-boat landed 3.	
Nov. 2.	11.45 p.m.	Schooner <i>Wilhelmine</i> , of Idafehn. Groomsport Life-boat stood by vessel.	
" 7.	10.37 a.m.	S.S. <i>Feadon</i> , of Penzance. Hoylake Life-boat rendered assistance.	
" 7.	11. 0 a.m.	Ship <i>Elfi</i> , of Mandal. Porthcawl Life-boat rendered assistance.	
" 12.	10.30 a.m.	Barge <i>Jasper</i> , of Dover. Dover Life-boat stood by vessel.	
" 12.	1.15 p.m.	Schooner <i>Janette Anne Jane</i> , of Carnarvon. Tenby Life-boat saved	4
" 12.	2.30 p.m.	Barque <i>Haabet</i> , of Svelvik. Cambois Life-boat saved . . .	7
" 12.	5. 0 p.m.	S.S. <i>Stelvio</i> , of Shields. Dover Life-boat saved . . .	21
" 12.	6.20 p.m.	Brigantine <i>Amy</i> , of Plymouth. Littlehampton Life-boat saved .	6
" 12.	12. 8 p.m.	<i>Dover Life-boat</i> . Walmer Life-boat rendered assistance.	
" 12.	12.11 p.m.	Ketch <i>Samuel and Ann</i> , of Hull. Newbiggin Life-boat saved .	4
" 13.	9.30 a.m.	Brigantine <i>Boxer</i> , of Whitstable. Scarborough Life-boat saved .	8
" 13.	10. 0 a.m.	Barquentine <i>Pollux</i> , of Windau. Fleetwood Life-boat stood by vessel.	
" 13.	4.30 p.m.	Galliot <i>Gebruder</i> , of Barssel. Redcar Life-boat saved . . .	4
" 14.	6.15 a.m.	S.S. <i>Hugo</i> , of Gothenburg. Gorleston No. 1 Life-boat assisted to save vessel and . . .	9
" 14.	7.20 a.m.	Ketch <i>Excel</i> , of Poole. Courtown Life-boat saved vessel.	
" 14.	9. 0 a.m.	Ketch <i>Lily</i> , of Grimsby. Wells Life-boat saved . . .	2
" 14.	10.15 a.m.	Ketch <i>Clarence</i> , of Bridgwater. Gorleston No. 1 Life-boat saved vessel and . . .	4

			Lives saved.
1901.			
Nov. 14.	10.30 a.m.	Galliot <i>Cathrine</i> , of Oldenburg. Hartlepool No. 3 Life-boat saved	4
" 16.	5.30 a.m.	Steam trawler <i>Umtali</i> , of Grimsby. Redcar Life-boat landed	9.
" 18.	4.15 p.m.	Schooner <i>Mary James</i> , of Penzance. Sennen Cove Life-boat saved	6
" 19.	10.30 a.m.	Brigantine <i>Adonis</i> , of Svendborg. North Berwick Life-boat landed crew (6) from a steamer.	
" 19-20.		S.S. <i>Cygnets</i> , of London. Whitby No. 2 Life-boat rendered assist.	
" 28.	4. 0 a.m.	Fishing vessel <i>P. F. 33</i> , of Gravelines. Ramsgate Life-boat landed	8.
" 28.		" " " of Gravelines. Ramsgate Life-boat assisted to save vessel.	
" 30.	7.55 a.m.	Barque <i>Halden</i> , of Fredrikshald. Walton-on-the-Naze Life-boat landed 12 (also a cat).	
Dec. 6.	8. 0 a.m.	S.S. <i>Barrow Castle</i> , of Tralee. Irvine Life-boat assisted to save vessel.	
" 7.	6.45 p.m.	Ship <i>Gipsy</i> , of Nantes. Looe Life-boat saved	19
" 8.	4. 0 p.m.	Schooner <i>J. W. Wearing</i> , of Lancaster. Rhoscolyn Life-boat saved	5
" 9.	8. 0 a.m.	Ketch <i>John Parry</i> , of Bangor. Moelfre Life-boat saved	2
" 10.	6. 5 p.m.	Sch. <i>Grace</i> , of Salcombe. Broadstairs Life-boat stood by vessel,	
" 12.	2.45 a.m.	Ketch <i>Louise Ernst</i> , of St. Malo. Falmouth Life-boat saved	5
" 12.	3.40 p.m.	Cobles <i>Friends</i> and <i>Star of Bethlehem</i> of Scarborough. Scarborough Life-boat rendered assistance.	
" 13.	10.30 a.m.	Brigantine <i>Florence</i> , of Newport. Hartlepool No. 2 Life-boat saved	7
" 14.	5.45 a.m.	Schooner <i>Satellite</i> , of Dover. Scarborough Life-boat saved	8
" 14.	8.30 a.m.	A Fishing-boat of Johnshaven. Johnshaven Life-boat rendered assistance.	
" 14.	noon	S.S. <i>Trefusis</i> , of St. Ives. Seaton Carew Life-boat rescued	20
" 14-17	6-30 p.m.	S.S. <i>Auguste Legembre</i> , of Algiers. Padstow No. 2 Life-boat and Steam-tug assisted to save vessel and	30
" 14.	7.30 p.m.	Ketch <i>Onward</i> , of Montrose. Bridlington Life-boat saved	4
" 14.	8.45 p.m.	Brigantine <i>John Walters</i> , of Exeter. Margate No. 1 Life-boat saved	6
" 15.	6.30 p.m.	S.S. <i>Neritea</i> , of Londonderry. Greencastle Life-boat rescued	12
" 18.	1.20 a.m.	Schooner <i>Albion</i> , of Poole. Walmer Life-boat saved vessel and	5
" 18.	10. 0 a.m.	Ketch <i>Design</i> , of Montrose. Holy Island Life-boat saved	6
" 18.	11.55 a.m.	Steamer <i>Porpoise</i> , of Glasgow. North Berwick Life-boat saved	4
" 18.	6.45 p.m.	S.S. <i>Christiania</i> , of Hangesund. Newbiggin Life-boat saved	11
" 23.	2.45 p.m.	Brigantine <i>St. Joseph</i> . Penzance Life-boat rendered assistance.	
" 23.	4.45 p.m.	Buckhaven fishing-boats. Buckhaven Life-boat escorted boats into harbour.	
" 23.	7. 0 p.m.	Ketch <i>Prebistine</i> , of Padstow. Rhoscolyn Life-boat saved	4
" 24.	9.45 a.m.	Schooner <i>Gleaner</i> , of Montrose. Montrose No. 1 Life-boat remained in attendance.	
" 24.	10.50 a.m.	Schooner <i>Lizzie</i> , of Chester. New Brighton Steam Life-boat saved	4
" 24.	5.15 p.m.	S.S. <i>Wharfinger</i> , of Glasgow. Wexford Life-boat assisted to save vessel and.	6
" 28.	6. 0 a.m.	Barque <i>Mersey</i> , of Grimstad. Kingsdowne Life-boat saved	7
" 28.	7. 0 a.m.	" " " Walmer Life-boat saved	7
" 31.	11. 0 a.m.	Steam-tug <i>Alexandra</i> (boat of), and ketch <i>Village Belle</i> , both of Arbroath. Montrose No. 1 Life-boat saved	8

Total lives saved by the Life-boats in 1901, in addition to 15 vessels. 397

The Life-boats also landed 76 persons, some of whom had taken refuge on board light vessels, while others were brought ashore in the Life-boats as a precautionary measure.

Rewards were also granted by the Institution in the same period for saving by means of Fishing and other Boats, etc. . . . 93

Total for 1901 490

NOTICE.

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

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patron—His Most Gracious Majesty the King.

President—HIS ROYAL HIGHNESS THE PRINCE OF WALES, 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 (1901) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended **£93,390** on its Life-boat Establishments.

GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING 1901.

		£	s.	d.
Number of Lives rescued by Life-boats, in addition to 15 Vessels saved by them and 76 persons landed from vessels in distress and lightships	397	...	...	...
Number of Lives saved by Shore-boats, &c.	93	...	...	...
Amount of Rewards granted during the Year . . . . .	...	11,911	1	3
Honorary Rewards:—Gold Medals	1	...	...	...
Silver Medals	4	...	...	...
Decorations	48	...	...	...
Binocular Glasses	16	...	...	...
Aneroid Barometers	6	...	...	...
Votes of Thanks on Vellum	18	...	...	...
Certificates of Service	11	...	...	...
Total	104	490	£11,911	1 3

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 **43,197**. The rewards and recognitions granted by the Institution in the same period comprise **99** Gold Medals and Clasps, **1,196** Silver Medals and Clasps, **51** Decorations, **321** Binocular Glasses, **15** Telescopes, **34** Aneroid Barometers, **1,690** Votes of Thanks, inscribed on vellum and framed, **138** Certificates of Service framed, and **£223,260** in money.

The Committee earnestly appeal to the British Public for Funds to enable them to maintain their **287** Life-boats now on the Coast and their Crews in the most perfect state of efficiency. This can only be effected by a large and *permanent annual income*. The Annual Subscriptions, Donations and Dividends are quite inadequate for the purpose. The Committee are confident that in their endeavour to provide the brave Life-boatmen, who nobly hazard their lives in order that they may save others, with the best possible means for carrying on their great work, they will meet with the entire approval of the people of this the greatest maritime country in the world, and that their appeal will not be made in vain, so that the scope and efficiency of our great Life-saving Service, of which the Nation has always been so proud, may not have to be curtailed.

Annual Subscriptions and Donations are earnestly solicited, and will be thankfully received by the Secretary, CHARLES DIBDIN, Esq., at the Institution, 14 JOHN STREET, ADELPHI, London; by the Bankers of the Institution, Messrs. COURTS and Co., 59 Strand; and by all the other Bankers in the United Kingdom.—1st February, 1902.