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

1785-1900.

No. 9.

BEFORE concluding this subject, a few comparative notes as to cost, size, weight, &c., of the Life-boats under discussion may prove of interest.

Taking the matter of cost first. It is difficult to assign the exact cost of Lionel Lukin's first Life-boats, because they were existing boats—yawls, into which he introduced his Life-boat fittings. Greathead's Life-boats cost from 100*l.* to 200*l.* according to size. There is in existence at Redcar a Life-boat built by Greathead in 1802, 31 ft. \times 10 ft. 6 in. beam, which originally cost 200*l.*; this, however, appears to have been a higher price than was usually paid for Life-boats in the early part of the nineteenth century. An old Life-boat at Sheringham, 33 ft. \times 10 ft. 3 in., cost 150*l.*, and a Shields boat stationed at Cromer in 1830, measuring 31 ft. \times 9 ft. 6 in., 160*l.* Small Life-boats varied very much in price. Of course much depended on the particular type of Life-boat; for instance, a boat 24 ft. \times 8 ft. of Mr. Plenty's design usually cost about 160*l.*, whereas those built to Mr. Palmer's drawings were much cheaper, a

Life-boat of this type, 26 ft. \times 6 ft. only costing about 60*l.* The celebrated Norfolk and Suffolk Life-boats were very inexpensive and also very long-lived, and, as has been already pointed out, the first of this class built under the direction of Lionel Lukin by Bareham of Lowestoft in 1807, measuring 40 ft. \times 10 ft. 4 in., cost 200*l.*, and was in existence up to 1850. A Life-boat of similar type was built for Caister in 1846; she measured 42 ft. \times 11 ft. 6 in. and cost 250*l.* Prior to 1852 the highest price given for a Life-boat was 400*l.*, viz., for the Southwold boat built in 1841, measuring 40 ft. \times 11 ft. This Life-boat was replaced in 1855 by a boat which did service until 1893, a period of forty-eight years, the original cost being only 200*l.* Another of this type is the Life-boat still stationed at Pakefield, measuring 46 ft. \times 12 ft., built in 1872 at a cost of 291*l.*

The introduction of the self-righting Life-boat and a more complicated style of building soon made the prices rise, and, in addition to the builder's cost, the expenses of survey has to be added, for

every Life-boat is built under the very strictest surveillance.

The price of labour has enormously increased, so also has *material*, besides which the Life-boats are much more complicated than formerly, centre-boards, water-ballast, heavy iron or steel keels, &c., all tending to swell the bill. The following figures are *approximately* the prices paid for Life-boats, irrespective of their gear, at the present time:—

	Ft.	Ft. in.	£
Self-righting . .	35 × 8	6	800
" . .	37 × 9	3	900
" . .	40 × 10	6	1,050
" . .	42 × 11	6	1,200
Norfolk & Suffolk (improved). . .	32 × 9	0 {	400
" . .	40 × 12	0	1,200
" . .	43 × 12	6	1,400
Liverpool . .	35 × 10	0	900
Watson . .	38 × 9	4	900
" . .	40 × 11	0	1,300
" . .	43 × 12	6	1,700
Steam Life-boats	about £3,500 to 5,000		

The above figures are only very roughly taken, but are quite accurate enough to show the enormous expense of modern Life-boats as compared with those built in the first half of the nineteenth century.

Turning to the question of size again, a large accession will be noted in the later boats. Prior to 1840, a very large number of the Life-boats on the coast ranged between 24 to 30 ft. long and from 7 to 10 feet broad; a few were 32 ft. and one or two 33 ft. long. There were two exceptions, viz., the previously quoted Lowestoft Life-boat, 40 ft. × 11 ft. 3 in., and a sailing Life-boat built for Yarmouth in 1833, measuring 39 ft. × 10 ft.

After 1840 a few larger Norfolk and Suffolk boats were built, and after 1852 a further increase in size all round is noticeable. At the present date the smallest Norfolk and Suffolk Life-boats are 31 ft. × 9 ft., and the largest 46 ft. × 12 ft. 9 in. Self-righting Life-boats vary from 34 ft. × 8 ft. to 42 ft. × 11 ft. 6 in.; Watson from

32 ft. × 8 ft. to 45 ft. × 12 ft. 6 in.; and the latest Steam Life-boats measure 56 ft. × 14 ft. 8 in.

In comparing weights, formerly there was a large number of small Life-boats weighing about 1 ton each, but so many accidents occurred to them that they lost favour.

The Greathead and Shields Life-boats weighed from 2½ tons to 5 tons. The following table shows the approximate weights of Life-boats now in use:—

	Ft.	Ft. in.	Tons.
Self-righting . .	34 × 8	0	2
" . .	35 × 8	6	3½
" . .	37 × 9	3	4½
" . .	40 × 10	6	8
" . .	42 × 11	6	8½
Norfolk & Suffolk	32 × 9	0	3½
" . .	40 × 12	0	7½
" . .	43 × 12	6	8½
Liverpool . .	35 × 10	0	3½
Watson . .	38 × 9	4	6
" . .	40 × 11	0	7
" . .	43 × 12	6	11

The 34 ft. × 8 ft., 35 ft. × 8 ft. 6 in. self-righting Life-boats, and the Liverpool 35 ft. × 10 ft. are the boats usually employed on open beaches and in places where it is necessary to transport them long distances. A few of the smaller Norfolk and Suffolk boats are likewise used. The Watson boats, with the exception of the 32 ft. × 8 ft. at Tramore and the 36 ft. × 8 ft. 10 in. at Blackpool, are too heavy to be used as beach boats. The heavier boats of all types are either launched from slipways, kept afloat, or, as in the case of the Norfolk and Suffolk boats, launched on "skids" and hauled out by a "haul-off warp," and do their work under sail. Steam Life-boats, on account of their great weight, are of course always kept at moorings.

In 1850 all Life-boats were "not-self-righting," but after that year, which marks the introduction of the self-righting boat, the Institution's fleet mainly consisted of self-righting Life-boats. In 1880 the records show that out of a fleet of 270 Life-boats, only

22 were "not-self-righting" Life-boats, and of these four were "tubular" boats.

In 1890 the fleet consisted of 293 Life-boats, only 21 of which were of "not-self-righting" types. At present the fleet of Life-boats belonging to the ROYAL NATIONAL LIFE-BOAT INSTITUTION consists of 287 boats, and the change in the composition of it in the last decade is interesting and noteworthy.

Self-righting Life-boats	227
Not-self-righting Life-boats—	
Steam	4
Cromer type	3
Lamb and White type	1
Liverpool "	14
Norfolk and Suffolk type	19
Tubular type	1
Watson "	18
—	60

From this it appears that the Watson and Liverpool types find much favour on the coast. The Norfolk and Suffolk type practically remains stationary, and with the exception of the boats stationed at Walton-on-the-Naze and Southend-on-Sea, is confined to the coasts which give them their name. The tubular Life-boats, never very popular, are only represented by one boat stationed at Rhyl.

From Lionel Lukin, whose name is mentioned first in connection with Life-

boats in these articles, to the present date is "a far cry"—some 117 years—and it has been the object of this series of articles to bridge over this period, by tracing the growth of the elaborate types of Life-boats now used on the coasts of the United Kingdom as they were evolved from the simple designs of Lionel Lukin, Greathead, and Would-have.

The account given lays no claim to scientific research, and the plain statements of facts, descriptions and dimensions of the various Life-boats, opinions of the men who work them, &c., are all taken from the documents and reference books in the possession of the ROYAL NATIONAL LIFE-BOAT INSTITUTION. Such a compilation can hardly be considered of absorbing interest to the general reader, as in the nature of things it must be rather dull reading, but it is hoped it may be of value as a record and possibly an assistance to anyone who, at some future date, may be prompted to write a full and detailed history of Life-boats and the ROYAL NATIONAL LIFE-BOAT INSTITUTION. Such a history, written in a manner worthy of so great a subject and totally free from forced sentiment, would be a valuable addition to naval literature.

(Conclusion.)

LIFE-BOAT SATURDAY FUND.

THE Life-boat Saturday workers have required to use all their energy and zeal during the past year in pressing on their campaign on behalf of the fund. What with the South African War, and an increased Income Tax, followed by Peace Demonstrations and Coronation Festivities, the thoughts of the British public have naturally been to a great extent diverted during the major part of the Life-boat Saturday season. Notwithstanding discouraging circumstances however, the Local Committees and Ladies Auxiliaries have stuck to their

guns, and we feel sure will be able to show at the close of the financial year a very creditable total of receipts as the result of their self-denying and meritorious labours. On former occasions it has been necessary to warn the collecting agencies for the Life-boat Saturday Fund against extravagance in working arrangements, and we are glad to know that our advice on that head has not "fallen on stony ground," but that in some directions satisfactory reductions in the percentage of the cost of demonstrations and collections have been

effected. The argument so constantly being used that because such a large proportion of the moneys raised for charities by means of demonstrations, galas, bazaars, &c., goes for expenses, these means should not be adopted at all, is of course unreasonable and foolish; but at the same time it is the duty of all connected with such organisations to do their utmost to keep the expenditure down, so that no possible handle may be given to detractors, who as a rule whilst doing nothing to help on or encourage a good cause themselves are particularly

"at home" in criticising adversely the generous and unselfish labours of others.

In looking forward to the new year we would wish to cheer and encourage all engaged in assisting to promote the welfare and best interests of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, feeling assured that sustained effort and hearty co-operation with the Committee of Management and their officers must tend to secure and maintain a thoroughly efficient and well-conducted service, productive perhaps of even greater results in the future than in the past.

UNITED STATES LIFE-SAVING SERVICE.

At the close of the fiscal year ended the 30th June, 1901, the Life-saving Establishment of the United States embraced 270 stations, an increase of 1 as compared with the previous year. Of this total (270) 195 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, Louisville, Kentucky. In the majority of cases, the stations are kept open for only a portion of the year, the times ranging from 3 to 10 months.

The number of disasters to documented vessels within the field of the station operations during the year was 377, and there were on board these vessels 2,848 persons, of whom only 7 were lost. The estimated value of the vessels was \$5,263,420, and that of their cargoes \$2,090,580, making the total value of the property imperiled, \$7,354,000. Of this amount \$6,405,035 was saved and \$948,965 lost. The number of vessels totally lost was 43. In addition to the foregoing, there were also 393 casualties to undocumented craft—sail boats, row boats, etc.—carrying 927 persons, 10 of whom perished. The value of the property involved in these instances is estimated at \$213,540, of which \$160,240 was saved and \$53,300 lost. 647 persons were succoured at the

stations, the number of day's relief furnished aggregating 1,214.

The foregoing figures show that there were only 17 lives lost during the year within the scope of the Service. This total of lives lost is considerably below the average for the last 25 years, the yearly average in that period having been 37—that is to say, 1 life lost in every 13 casualties, whereas in the year under consideration the number of lives lost represented only 1 in every 45 casualties. From documented vessels alone the number of lives lost was only 7, i.e., 1 to every 54 casualties.

In 548 instances, vessels were worked off when stranded, repaired when damaged, piloted out of dangerous places and similarly assisted by the station crews. Besides these, assistance of minor importance was rendered to 403 vessels and small craft. 231 vessels running into danger were warned off by station patrolmen, namely, 210 by night signals and 21 by day signals.

The surf-boat was used 720 times, making 996 trips. The self-righting and self-bailing life-boat was used 78 times, making 118 trips. The gasoline launches at the City Point Station were used 112 times, making 119 trips. Smaller boats were used 502 times, making 585 trips. The river life-skiffs

at the Louisville Station were used 53 times, making 56 trips. The breeches buoy was used 11 times, making 73 trips. The wreck gun was employed 15 times, firing 24 shots, and the heaving stick was used 27 times.

684 persons during the year were landed by the surf-boats; 172 by the life-boats; 165 by the gasoline launches; 56 by the river life-skiffs; 194 by other

station boats, and 65 by the breeches buoy.

The cost of maintaining the United States Life-Saving Service during the year ended the 30th June, 1901, was \$1,640,013, to which must be added the sum of \$42,645 expended in the salaries of the officials at the head office, making a total of \$1,682,658, or £345,751 sterling.

WIRELESS TELEGRAPHY.*

THE Marconi system of wireless telegraphy appears to be slowly moving out of the experimental stage of development. Undoubtedly the project is full of splendid possibilities, and the talented inventor is doing his best to realise them and to bring his process within the range of practical politics. For maritime purposes the Marconi process seems peculiarly adapted to be of service, so often is it desirable in connection with navigation and shipping to send messages across long distances. Its utility as at present developed is recognised in the British Navy, there being no fewer than forty of H.M.'s ships fitted with wireless telegraphy installations, whereby the ships of a fleet can hold converse with one another, or receive orders from headquarters on shore. The war vessels of the Italian Navy are also being equipped with the Marconi apparatus for signalling purposes, and it is probable that the naval authorities of other countries will before long adopt the system. Lloyd's are making use of it successfully for many of their signalling stations, and about twenty of the Transatlantic liners are equipped with the Marconi apparatus, of which many passengers are glad to avail themselves on leaving or approaching the shores of England or the United States. In addition to this the Admiralty have recently issued a notice to mariners, intimating that the Marconi Wireless Telegraph Company have established stations at Frinton-on-Sea (Essex), North Foreland, Niton (Isle of Wight), Poole Haven, Lizard, Holyhead, on the English Coast; at Rosslare,

Crookhaven, Malin Head, and Inishtrahull, in Ireland; at Borkum, Germany; Nieuport, Belgium; Belle Isle, Labrador; Chateau Bay, Labrador; and Sagaponack, Long Island, U.S.A.; where messages can be received and forwarded to their destinations. In the various services above referred to the application of the wireless telegraph system is of a simple character, consisting merely of the direct transmission from one point to another of messages across intervening spaces. This is, of course, in itself a splendid achievement, and may be at times of the greatest service, but it must be borne in mind that the messages so sent would be liable to be read by others besides those for whom they were intended. In this respect, however, Mr. MARCONI has made some advance beyond the capabilities of his earlier apparatus. He is now able to regulate the length of the electric waves generated by a transmitter, and to adjust the receiving instrument to respond only to waves of a certain length. With this arrangement a private conversation can be carried on, intelligible only to the parties concerned, unless in the vicinity there is another pair of instruments giving off and receiving electric waves of the same length, in which case there might be some confusion. Mr. MARCONI also states that he is now able to connect to the vertical sending wire several differently tuned transmitters, and to the receiving vertical wire a number of correspondingly tuned receivers, thus enabling different messages to be sent by one transmitter simultaneously, and to be received also simultaneously by the correspondingly tuned receivers.

* From *The Shipping and Mercantile Gazette*, August 28, 1902.

Mr. MARCONI is still engaged in further developing this part of his invention, and if he is able to overcome the liability of messages to get into wrong hands or to be otherwise interfered with, his system will certainly be much more practically serviceable than it now is. It has been thought, and practical trial has confirmed the idea, that the wireless system would be invaluable for communicating between lightships or outlying lighthouses and the shore. At present this is accomplished with more or less success by means of submarine cables, which are necessarily costly to lay and to maintain. But the trial of the system of etheric communication between the East Goodwin Lightship and the South Foreland proved a complete success. Here were two fixed points, eleven miles apart, between which it was demonstrated that communication could be at all times easily maintained. For the ordinary purposes of the lighthouse service the system would no doubt be most useful, but the chief expectation of its utility would be that by its agency information of any vessel in distress in the vicinity could be promptly communicated to the land, and the necessary assistance expeditiously sent off. For use in this respect we trust the system may ere long be permanently established at many stations. For conveying warning signals in foggy weather from salient posts on the coast, it is not so clear that the Marconi apparatus could be effectually employed. In such conditions the

essence of the warning to be conveyed to the mariner is to let him know where he is relatively to the signalling station, and about how far distant he is from it. But this is information which cannot at present be given by the wireless system with any approach to accuracy, notwithstanding Mr. MARCONI's ingenious attempts to concentrate the electric waves into a kind of beam and send them out only in a given direction, so that they should be receivable only within a certain arc. It is difficult to understand that a receiving instrument can give any indication as to where the wave motion was generated, or, in other words, the direction from which the message was despatched. As Lord RAYLEIGH has stated, it is of no use merely to be told by a message that such and such a signalling station exists, and if the wireless system can do no more than this it is useless for conveying signals to mariners in foggy weather. Moreover, the question of distance is an important one. According to present knowledge it does not appear possible for the wireless message to convey any idea whatever of the distance of its originating source, and in a fog a mariner would, therefore, get no assistance in judging his distance from the signal station or fixing his position. These are serious deficiencies in respect of the use of the system for coast fog-signal purposes, but Mr. MARCONI is quick-sighted and persistent, and may in time even overcome these difficulties.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.

BEMBRIDGE, ISLE OF WIGHT.—The inauguration of the *Queen Victoria* new Life-boat on this station, a description of which was given in the last number of *The Life-boat Journal* (pp. 528-9), took place on the 23rd August in the presence of a large number of spectators, and was in every way completely successful.

The ceremony was honoured by the presence of H.R.H. PRINCESS HENRY OF BATTENBERG, Governor of the Isle of Wight, who was accompanied by

PRINCE ALEXANDER OF BATTENBERG; and attended by Miss MINNIE COCHRANE and Colonel the Hon. F. COLBORNE. The Parent Institution was represented by Colonel FITZROY CLAYTON, Deputy-Chairman, Major JOHN E. B. SEELY, D.S.O., M.P., and Lieut. H. T. GARTSIDE TIPPING, R.N., Members of the Committee of Management, Lieut. C. E. F. CUNNINGHAME GRAHAM, R.N., Deputy Chief Inspector, and Mr. KEPPEL H. FOOTE, District Inspector of Life-boats.

The Local Committees had as their representatives, amongst others, Sir CHARLES SEELY, Bart., President of the Isle of Wight Branch, Mr. H. C. MILLS (Atherfield) Rev. J. N. PALMER, Dr. HUGHES and Mr. W. COULDREY (Bembridge), Mr. G. HOWARD (Brighstone Grange), the Mayor of Ryde, and Mr. J. H. LEAL (Ryde), Mr. A. BAYLIFFE and Mr. SIMONDS (Totland Bay).

On the arrival of the Princess the royal standard was hoisted on the flag-staff and Her Royal Highness was received by Major SEELY and led to a large marquee where various presentations were made, after which the ceremony was proceeded with.

Colonel FITZROY CLAYTON, in welcoming Her Royal Highness, said he thought it his duty to give a short synopsis of the work and efforts of that Life-boat station since its formation in the year 1867. He afterwards proceeded to congratulate the Coxswain and crew on their good service in the Life-boats previously placed there, and to express the hope that they would do equally good work in the present boat. A great honour had been conferred upon Bembridge by HER LATE MAJESTY allowing her name to be associated with the boat which was presented to Bembridge. It was quite evident to him that the Royal Family took a great interest, not only in the Life-boat Institution, but in the Bembridge station in particular, because as he said before, the Duchess of EDINBURGH launched the new boat in 1887, and now they had Her Royal Highness Princess HENRY OF BATTENBERG taking the trouble to come there to launch and name this further new boat (applause). Therefore he was sure they were all proud, and he could speak for the Institution, at the way that station had been honoured by the Royal Family. If anything could induce those gallant fellows to do more and do finer duty than they had hitherto done, they had only to think that the eyes of the Royalty of the United Kingdom were looking down upon them. On behalf of the Institution he thanked Mr. COULDREY and Dr. HUGHES, the hon. secretaries, and the rest of the Bembridge committee for the hard work which they had undertaken and done in

connection with that Life-boat station. He thanked her Royal Highness most heartily for coming there at great trouble to herself, having so many occupations and duties to perform. They thanked her very sincerely for her kindness, and on behalf of the ROYAL NATIONAL LIFE-BOAT INSTITUTION he had the pleasure of handing over that fine boat to the care of the Bembridge committee and the general committee of the Isle of Wight (applause).

Sir CHARLES SEELY said that he had the honour to thank Her Royal Highness on behalf of the Isle of Wight Branch of the Institution. There were six life-boats in the Isle of Wight, all of which they were proud to think were most efficient for the purpose for which they were designed, that of saving life from shipwreck. The Island should be well satisfied with the way in which it supported its Life-boats, considering its population and income, and the extent of its shores. It was an encouragement to everyone in the Island to do his duty in supporting the Life-boats when they saw the Queen of England and the Royal Governor of the Isle of Wight giving their sanction to that Institution. Col. CLAYTON had delivered the boat to the care of the Committee. He had no doubt whatever that they would do their duty by it. But it was really to the Coxswain and the brave men who manned the boat that it was committed. He had no doubt that in the time of storm and tempest they would do their duty and launch the boat as gallantly and well as, no doubt, they would that day in that time of calm, peace and comfort (applause).

The Rev. J. N. PALMER then conducted a short religious service, commencing with the singing of the well-known hymn "Eternal Father, strong to save," led by the Sandown Town Band and the Bembridge Mixed Choir. Then followed the prayer used on similar occasions and the Lord's Prayer.

The Princess then christened the boat by breaking a bottle of wine on the bows, adding the following words:—"I name you *Queen Victoria*, and hope you may save many lives." The boat was then successfully launched amidst cheering and the singing of the National Anthem.

The Life-boat was joined when afloat by the Atherfield Life-boat, *Catherine Swift*, which had been brought round from her station by her crew to be present at the inauguration of the sister boat.

CROMER, NORFOLK.—The Life-boat stationed by the Institution some years since at Cromer has recently been replaced by the Institution by a new one, of the type known as the "Liverpool" non-self-righting type, 38 ft. long, 10 ft. 9 ins. wide, and rowing 14 oars double-banked. She is fitted with two water-ballast tanks and also has two sliding or drop-keels. The cost of the new boat and equipment has been defrayed from a legacy bequeathed to the Institution by the late Miss EMILY HEARTWELL, of Holloway, London, for the building and equipment of a Life-boat to be named the *Louisa Heartwell*, and placed on the east coast.

A larger house has been provided for the boat from the designs of the Engineer and Architect of the Institution; this adds largely to the efficiency of the Life-boat Establishment, which was publicly inaugurated, on the 9th September, in the presence of a large and distinguished company.

LORD SUFFIELD, President of the Cromer Branch, in opening the proceedings, said that it was a great pleasure to him to be present on that auspicious occasion, and to declare the boathouse open and, in the name of the donor, present the new Life-boat to the Institution. A more beautiful boat it had never been his fortune to see, and he trusted it might be the means of saving a great many lives. He saw that during the forty-five years there had been a Life-boat at Cromer sixty-three lives had been saved. That might not appear a very large number for that period of time, but they should remember that the boat was ready to go to the assistance of others unfortunate enough to get on to a lee shore in bad weather. They all knew there that sailors always gave that coast a wide berth; but sometimes they would be blown in, and then the Life-boat would go out and be, he hoped, successful in saving them. (Loud cheers.)

Commander HOLMES, R.N., District Inspector of Life-boats, said, on behalf of the Institution it was a great honour to accept the boat. After explaining in detail the steps recently taken to improve the efficiency of the Cromer Life-boat Station, he pointed out that all that expenditure would be of no use unless they had an efficient Life-boat crew to take care of the boat. He thought their record showed they would do their best in the future, not only to keep their reputation but to add to it. In JAMES DAVIES, the Coxswain, they had a worthy son of a worthy father who was the Coxswain for twenty-one years, and who died in 1893, greatly regretted by all who knew him. The son who had succeeded to the post had earned the confidence not only of the Institution and the Local Committee, but, he thought he was right in saying, of the men under him—(cheers)—and he hoped that for many years he would live to fulfil his responsible task. (Renewed cheers.) On behalf of the Institution he desired to thank Lady Suffield for taking part in the ceremony. They were most grateful to her for coming, and her presence lent distinction to the proceedings of the day. In handing over the new boat to the Local Committee, of which Mr. H. BROADHURST, M.P., was chairman and Mr. GEO. RUST the Hon. Secretary, who had done a good deal to improve the finances of the Cromer branch, he hoped every care would be taken of her, so that she might be ready for service day or night. (Cheers.)

Mr. H. BROADHURST, M.P., in the name of the Hon. Secretary and Members of the Local Committee, gladly accepted the grand gift made to them. They thanked the donor and the Institution for placing such a magnificent boat at their service. They hoped there would only be few occasions for her use, but if only one life was saved a great work would have been done and worthy of all the effort made. It had been told them that the father of their Coxswain held the position twenty-one years, and for over thirty years was a member of the crew. The present Coxswain, who was unanimously elected to succeed his father, had been a member of the crew

for twenty-seven years. All had the most full and complete confidence in his seamanship and judgment, and knew of his courage and bravery. (Cheers.)

A short choral service, conducted by the Rev. J. F. SHELDON, then followed. The music was provided by Mr. W. KEMP's Orchestral Band. Two hymns were sung: first, "O God, our help in ages past," and second, "Eternal Father, strong to save." At the close Lady SUFFIELD stepped forward and said, "I have pleasure in naming this Life-boat the *Louisa Heartwell*, and I hope it will save many lives," at the same time breaking the bottle suspended over the bow of the boat.

Amid renewed cheers the work of launching was speedily accomplished, among those on board being members of the Local Committee and Commander HOLMES, Lord CARRINGTON, and Lady HASTINGS.

The crew of the Cromer Life-boat were subsequently entertained at the Bath Hotel, Cromer, to a capital repast.

Lord SUFFIELD presided, being supported by the Rev. J. F. SHELDON, Captain G. KENNEDY, and Mr. R. W. W. CARTER.

The Chairman, in submitting "The King," said his Majesty, since he had become King, had visited the hills at Cromer, and he was sure it would not be the last time he would do so.

His Lordship also gave "The health of the Coxswain and Crew of the new Life-boat." He said he would drink heartily to the restoration to health of Coxswain DAVIES, and as to the new Life-boat, he felt sure they would always find plenty of men to go out with her when they were wanted.

Mr. B. HARRISON, as acting Coxswain, responded.

Other toasts followed, interspersed with songs and music, and altogether the crew spent a very enjoyable evening.

APPLEDORE, DEVON, AND ARANMORE, DROGHEDA, GREENCASTLE AND PORTRUSH, IRELAND.—New Life-boats have also been placed at the above-mentioned stations; they are self-righting boats excepting that at Portrush, which is of the "Liverpool" non-self-righting type. The first named being an endowed boat, the gift of the late Miss LEICESTER, of Bishop's Road, W., is, like its predecessor, named the *Robert and Catherine*. The others were provided from legacies left to the Institution by the late Miss ELIZABETH BROOKE, of Londonderry, Mr. H. L. BEDDINGTON, of Cornwall Terrace, N.W., Mrs. E. A. WILLIS, of Weston-super-Mare, and Mr. SAMUEL WEYMOUTH HOPWOOD, of Queen Anne's Mansions, London. The names of the four boats are *La Totitam*, *Rose Beddington*, *Brittan Willis* and *Hopwood*.

THE BEACHMEN'S "SHOD."*

HALF-A-MILE from the village, close to the verge of a cliff more remarkable for its fossiliferous deposits than for height, a little wooden hut, built of wreck-timber and roofed with red tiles, stands exposed to the full fury of every storm which blows, according to the marine vernacular, "from the nor'ard." To all appearance the hut, or, as the members of the beach company whose headquarters it is call it, the "shod," might date from the days when Defoe visited this part of the coast and remarked that all its barns, stables, and hog-styes

were built of the "ruins of mariners and merchants' fortunes"; but "Uncle" Jethroe, who boasts the distinction of being the oldest member of the company, confidently asserts that its framework was erected the year after Nelson won the Battle of the Nile, and that his (Jethroe's) father cut the corner-posts out of the wreck of the Norwegian barque *Odin*, which drove ashore during the previous winter. So it may be safely assumed—for a beach company's traditions with regard to wrecks are as trustworthy as an almanac—that some parts of the existing "shod" date from the early years of the nineteenth cen-

* From *The Globe*.

tury. As a wooden building, therefore, it has some claim to be considered venerable. More than any house in the village it has associations calculated to stir the heart and excite painful feelings. From the shelter of its low, storm-battered roof men have hastened to meet death and do daring deeds. Undaunted by the fact that their fathers' bones lay deep beneath the sea which roared its dread challenge to them, they went out unhesitatingly to meet their fathers' fate or gain another victory over their familiar friend and ancient enemy.

When the Norwegian winds, as the beachmen call the north-easters, are blowing, and the treacherous shoals off the coast are showing their "hungry white teeth," an interesting group often assembles around the fire which "Uncle" Jethro keeps burning in the hut. For the most part it consists of the men who, whenever there is a call for their services, man the Life-boat which is launched near a neighbouring cleft in the cliffs. Some of them are hardy old seamen who have laid their hands "upon the ocean's mane and played familiar with its hoary locks"; others are 'longshore men who snatch a precarious livelihood from the sea by draw-netting and shrimping; but a few are men usually content to labour on the land and yet are always ready to make up the complement of the Life-boat's crew. All of them, seamen and landmen, seem to have inherited, in a greater or less degree, the sea-going instinct, which may have come to them from a Norse ancestry, for before the Norman conquest the Scandinavian raiders of East Anglian shores established many settlements on this part of the coast, and the hamlets still perpetuate the names of long-forgotten vikings. Occasional mutual defiance of stormy winds and seas has here cemented an understanding between seamen and some who nearly the whole year through are landmen. A century or so ago a similar league existed to baffle the local excisemen. Around the fire tales are still told of the days when the beachmen would launch their boats and put off to some French lugger which had crept inshore under cover of night, while

certain farmhands, living in isolated cottages near the coast, in response to strange signals flashed from seaward, would steal down to the shore and convey mysterious bales and kegs to some cache in the midst of the marshlands. Probably, if the truth were known, it would reveal that the beach company, though now an institution devoted to life-saving and cargo-salvage, was originally a smuggling gang, and it is doubtful if there be a man among its members who would consider this surmise a reflection on its integrity. If there be any dark pages in its history—and deeds that were not all romantic occurred in the old free-trading days—they are so written over with the records of brave deeds that no man now need blush to show them.

If anyone imagines that Crabbe's description of the beachman as—

a wild amphibious race,
With sullen woe display'd in every face;
Who, far from civil arts and social fly,
And scowl at strangers with suspicious eye,

still applies to the men of our East Anglian seaboard hamlets he has only to join the company assembled in the hut on a winter's night to be undeceived. When the men are yarning, he will hear such outbursts of merriment as may cause him to wonder that explosions of mirth have not accomplished what the storms have been unable to do—that is, demolish the hut long ago. Instead of being greeted with scowls and glances of suspicion, he will see a place vacated for him at the fireside end of one of the wooden benches; and if his sociability equals that of those whose companionship he has sought, it will soon win him an attentive and responsive audience. Instead of an "artful, surly, savage race," he will discover men whose heroic conduct would, had it been witnessed by the world's eye, have won them lasting fame—men who are accustomed to reckon risk of life "all in a day's work." Some of them, it is true, will not impress him as looking like heroes. For instance, no one would imagine that the short, rubicund, grizzly-haired 'longshore man, who is always smoking a black clay pipe or humming that familiar East Coast sea-song, the "Princess Royal,"

once, when the rocket-line failed to reach a stranded schooner, plunged into the surf with a rope made fast to his waist, and, after being twice swept back breathless to the beach, succeeded in carrying the line to the breaking vessel. Nor is there in the appearance of Old Ned, the Life-boat coxswain, anything to suggest that his services have been such as to gain him a medal with two clasps from the Life-boat Institution, a pair of binoculars from the Board of Trade, and an expression of thanks and admiration written in a language which, to the old man, is as cryptic as uncial Greek, endorsed with the signature of one of Europe's greatest Monarchs.

Such gatherings as take place in the hut, when the voice of the wind takes that deep note which is a cry of warning to the seamen, are familiar to many dwellers on the East Anglian coast, and it is to them that hundreds of sailors owe their lives. For, no matter

how interesting may be the yarning or contagious the merriment, watchful eyes are always on the look-out for the flickering of the ruddy flare, or the soaring of the rocket, and ears alert for the booming of the lightship gun. A flash from far over the troubled waters is enough to empty the hut in an instant of all but the decrepit veterans, and before the latter have decided whether the flash came from seaward or off the shoals, the Life-boat crew are tackling on to the hauling-off rope, and the men on the tossing lightship know that their signal is being answered. And once again there is a fight between a few strong-hearted men and the mightiest forces of nature, a battle fought which, whether lost or won, will attract less notice than the announcement of a race result, but which, when the final accounts of men's lives are audited, should show something to the sea-warriors' credit in the Book of God.

THE WRECK REGISTER AND CHART FOR THE YEAR 1900-1.

THE Wreck Register not having been issued as early as usual by the Board of Trade, we are unable to furnish our readers, in the November number of our Journal, as has been our wont, with a Chart showing the wrecks and shipping casualties which have taken place around the coasts of the United Kingdom during

the year 1900-1, and with the other interesting and important statistics connected therewith, which it has been our practice to bring under their notice for nearly fifty years. We hope, however, to give a summary of the Register in the next number of the *Life-boat Journal*, which will be published in February 1903.

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

NORTH DEAL, KENT.—The s.s. *Rion*, of Newcastle, laden with oil, from Batoum for London, stranded on the inner part of the North Goodwin Sand in a thick fog on the morning of the 15th Feb., 1902. In response to signals from the Gull Light-vessel, the Life-boat *Mary Somerville* was launched about 8 A.M. and proceeded to the vessel. The services of the Life-boat men, in conjunction with the crews of two luggers, were engaged to pump some of the oil out of the tanks in order to lighten the vessel. About 1500 tons were thus jettisoned, and

about 40 tons of bunker coal were thrown overboard. Kedge anchors were laid out, and ultimately, with the help of four steam-tugs, the steamer was got clear of the sands, her own engines being, by the advice of the coxswain of the Life-boat, put full speed ahead to assist in the operation. Having been taken into deep water, the *Rion* proceeded under her own steam for Gravesend, accompanied by one of the tugs, and having on board the coxswains of the Life-boat and luggers, who remained to assist the master with their local knowledge.

MONTROSE, FORFARSHIRE.—About 6.20 A.M., on the 21st February, rockets were fired from Scurdyness, indicating that the services of the Life-boat were needed. The crew were summoned, and in about ten minutes the Life-boat *Sarah Jane Turner* was launched, and proceeding to the Annat Bank found the fishing boat *Marjory Brown*, of Montrose, stranded there, striking heavily and the heavy seas washing over her. The Life-boat shipped a very heavy sea, but managed to rescue the five fishermen, and landed them at 7.30. Later in the day the Life-boat again went to the vessel at the request of the owners and assisted to bring her safely into the river.

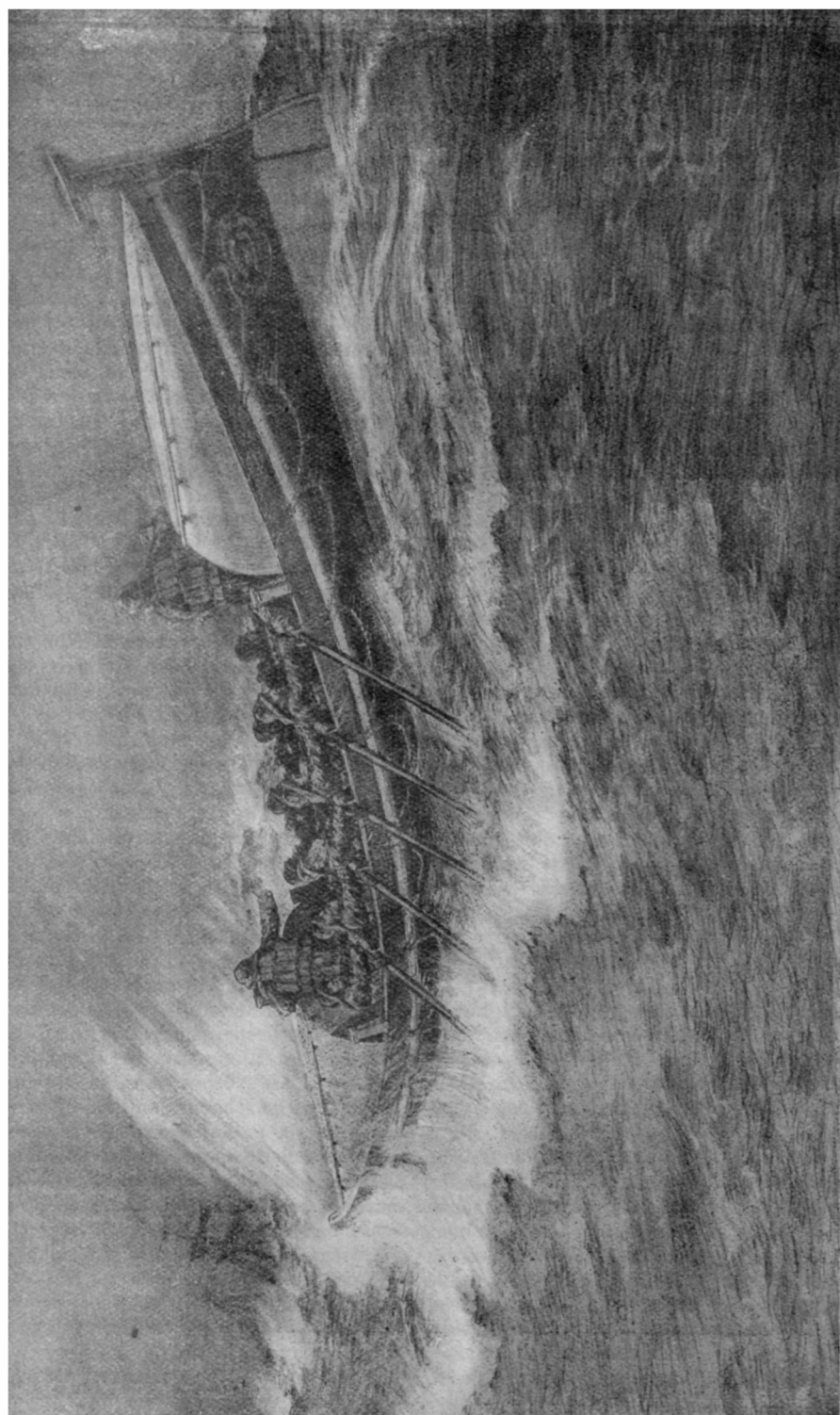
HAUXLEY, NORTHUMBERLAND.—The coastguard reported, on the night of the 21st February, that he had heard signals of distress. A steamer was seen on the Bondicar Rocks; she had a light burning and was sounding her whistle. A moderate breeze was blowing from the S., the weather was thick and the sea moderate. The reef being a dangerous one it was considered that it would be impossible to render any help by means of a cable, and therefore the Life-boat *Algernon and Eleanor* was launched. She put off about 10.30, and found the s.s. *Velocity*, of and from London, in ballast, for Blyth. Some of the Life-boat men went on board, an anchor was laid out, and as the tide was flowing, the steamer soon floated. At the master's request three of the Life-boat men remained on board to accompany him to Blyth so as to assist him if anything happened, and the Life-boat returned to her station. The vessel then seemed watertight, but soon began to leak; however the donkey engine was sufficient for working the pumps, and she safely arrived at her destination.

WINCHELSEA, SUSSEX.—A telephone message was received from the coastguard at Galloways, stating that a ketch was ashore, on the morning of the 23rd February. The Life-boat *John William Dudley* was launched at 8.40, in a rough sea, a strong S. breeze and a thick mist, and found the ketch *Pilot*

laden with china clay, stranded between Galloways coastguard station and Jury's Gap. The master having engaged the services of the Life-boat men, the anchor was slipped, sails set, and ultimately the vessel was got away from the shore. They then manned the pumps as the ketch was leaking badly. One of the crew, which consisted of four men, was injured, and as there were no spirits on board some were supplied to him from the Life-boat's store. Arriving about a mile and a half from Dungeness the Life-boatmen enquired of the master if he wished any further help, and on his stating that he did not, they were arranging to return to their station, but the vessel's crew, in view of the fact that she was in a leaky condition and had no anchor or cable on board, refused to go any further if the Life-boat left. The master therefore asked that the Life-boat men might accompany him to Dover, and they accordingly did so. Dover was reached at 4.30 P.M., but it was impossible to get into the harbour until 11.30. The injured man was then landed by the Life-boat. Having finished their work at 1 A.M. the Life-boatmen proceeded to the Sailor's Home to rest, and on the following evening at about 7 o'clock arrived back at Winchelsea.

CLACTON-ON-SEA, ESSEX.—A severe north-westerly gale was experienced off Clacton on the morning of the 15th March accompanied by a rough sea. About 8.15 A.M. a vessel was seen drifting towards the Gunfleet Sands. Information was at once conveyed to the Life-boat authorities, and the Assistant Honorary Secretary, on seeing the vessel was getting into a dangerous position, decided to launch the Life-boat *Albert Edward*.

This was done shortly after 9 A.M., and on coming up with the vessel, she was found to be the ketch *Crania*, of Brixham, but no one was on board. The Coxswain, without delay, put some men on her, and sail having been set, a start was made to take her to Brightlingsea. On the way they fell in with the owner, who had come out in a smack, and he accepted the offer of the Coxswain to see the ketch into safety.



THE LIFE-BOAT TO THE RESCUE.

As soon as the ketch was under weigh the Life-boat returned to her station; during the whole of the time she was afloat her behaviour evoked the greatest praise, the local authorities speaking in the highest terms of her performance.

MARGATE, KENT.—At 6.45 A.M. on the 15th March, while a strong gale was blowing from N.W. and a rough sea was running, information was given by the Coastguard that a vessel was on the N.W. part of Margate Sand. The Life-boat *Civil Service No. 1* was immediately launched and proceeded to her assistance, but when within about a mile of the distressed vessel she also grounded. As it was then just about low water the Coxswain anchored and lay there for about an hour. On the tide flowing sufficiently another effort was made to reach the vessel—the ketch *Justice*, of Harwich—and after considerable difficulty and hard work the Life-boat was brought alongside. With the assistance of three of the Life-boat men the vessel was got off the sand and brought into Margate, thus saving both the vessel and crew of three hands. It subsequently appeared that the barge had been riding at anchor close to the sands, and when she commenced driving towards them, the master slipped his cable and forced his vessel to the top of the sand to prevent her foundering.

RAMSGATE, KENT.—On the 16th March at 1.20 A.M. a message was received from the Coastguard that the Gull Lightship was exhibiting signals of distress. The Life-boat *Bradford* was at once ordered out and proceeded in the direction indicated. The weather was clear, with a moderate W.N.W. wind and slight sea. On arriving they found the schooner *Morwenna*, of Truro, laden with clay and sand from Teignmouth to London, had been driven ashore about half-a-mile from the North Goodwin buoy. She had become unmanageable through the loss of her yards and head sails. Just as the Life-boat got alongside, the vessel again floated, so the master requested that she might be taken to Ramsgate. Accordingly, six men were put on board, and a rope having been

passed to the steam-tug *Aid*, which had gone out with the Life-boat, a start was made for the harbour, which was reached soon after 4 A.M.

DUNBAR, HADDINGTONSHIRE.—During a westerly gale and moderate sea on the afternoon of the 18th March, the smack *Young Helen*, of Buckhaven, struck on the "Wildfire rock," between North Berwick and Dunbar. On the information being received the Life-boat *William Arthur Milward* launched and proceeded to her assistance. On reaching the scene of the accident they found the vessel rolling very badly and the crew hard at work at the pumps. As it was then impossible to tell the extent of the damage and whether the smack would float with the flood tide, the skipper requested the Life-boat to stand by him in case it became necessary to abandon his vessel. After remaining nearly four hours the smack floated off, and they then accompanied her back to Dunbar, where she was safely berthed during the evening.

CARDIGAN.—While a strong N.W. gale was blowing with heavy seas on the evening of the 24th March, the signalman fired the alarm signal indicating a vessel in distress in Cardigan Bay. The Life-boat *Lizzie and Charles Leigh Clare* was launched shortly after 8 P.M., and pulled out to the vessel, which proved to be the schooner *John Ewing*, of Carnarvon, bound from London to Cardigan. She was then dragging her anchors and drifting towards the shore. As too much risk would have been incurred by the Life-boat going alongside, the Coxswain anchored, and by means of a rope secured to the schooner and a Life-buoy succeeded in gallantly saving the crew of four hands in an exhausted condition. Shortly after the rescue was effected the vessel beached on the Pembrokeshire sands, her hull by that time being completely under water, and became a total wreck.

EXMOUTH, DEVON.—A fishing boat which had proceeded to sea in favourable weather early in the morning of the 24th March, was overtaken by a strong gale from S.S.W., and as the sea became

very heavy accompanied by a very thick rain, considerable anxiety was felt for the safety of the crew. About noon she was observed with her sails split, dangerously near to the sands. The Life-boat *Joseph Soames* was launched, and proceeding to the Fairway buoy, where she remained by the boat in readiness to render help to the crew should any casualty befall them; eventually however they succeeded in bringing her safely in.

HOLYHEAD, ANGLESEY.—About midnight on the 24th March *H.M.S. Opossum*, while lying in the harbour at Holyhead, dragged her anchor and collided with the schooner *Gipsy Maid*. As she fired a rocket and showed signals of distress, the steam Life-boat *Duke of Northumberland* proceeded to her and succeeded in towing her clear of the schooner. Shortly after this the cables of the *Gipsy Maid* parted, and the Life-boat then went to her aid and assisted to bring her in safely into the old harbour. There was a N. gale blowing at the time accompanied by very cold weather and rough sea.

PETERHEAD, ABERDEENSHIRE.—While the Coxswain of the Life-boat *George Pickard* was working in the Life-boat house during the afternoon of the 1st April, information was brought him that a vessel had gone ashore at Scotston Head. After consulting the Harbour Master, he at once launched the boat and proceeded under sail to the vessel, in the face of a strong N.W. gale. She proved to be the schooner *Pioneer*, of Dundee, bound for Nairn with a cargo of coal, and was fast on the rocks, rolling heavily. The crew were preparing to leave in their own boat, but on the arrival of the Life-boat and of a steamer, which had also come up, they decided to make an attempt to float the schooner. A rope was passed by means of the Life-boat to the steamer, and after a good deal of trouble she was eventually got off and towed into harbour, the Life-boat returning at the same time.

A telephone message had in the meantime been sent to Whitelink Bay, notifying a vessel in distress, and the Coxswain of the Life-boat stationed at

that place at once launched the *Three Brothers* and proceeded to the scene of the accident. She arrived a short time before the vessel was got clear, but her assistance was not required. It was impossible for the Whitelink Bay Life-boat to make her station that night against the wind and tide, so she also ran for Peterhead Harbour, and was taken back to her station two days later when the weather had moderated.

SCARBOROUGH, YORKSHIRE.—About 4.30 P.M. on the 15th April two fishermen reported that two cobbles, engaged in crab-catching between four and five miles north-east of the Castle foot, were in danger owing to the strong sea and fog. It was therefore deemed advisable to launch the Life-boat *Queensbury*, and about 4.45 P.M. this was done; she proceeded in a north-easterly direction about a mile without sighting any boats. About 6.30 P.M. however two cobbles, one of which was the *Ocean* and the other the *Queen's Jubilee*, were seen making for the harbour. The Life-boat pulled to the former, took her crew of two men on board and the boat in tow, bringing them safely into harbour. On the way they spoke the *Queen's Jubilee*, and instructed them to remain outside until they could return for her. This they did, and after landing the two men the Life-boat went back and escorted the second vessel into safety.

GORLESTON, SUFFOLK.—A telephone message was received from the coast-guard about 1.30 P.M. on the 18th April stating that a vessel was ashore half-a-mile south of the watch-house. In the absence of the Coxswain, the Assistant Coxswain immediately summoned the crew of the Life-boat *Leicester* and proceeded to the position indicated. The weather was very thick and the sea rough with a strong breeze from S.E. They found the stranded vessel was the steam-trawler *Notus*, of Great Yarmouth. As assistance was not required to get her off, the Life-boat stood by until the vessel floated, and having seen she was no longer in danger started to return for Gorleston. On coming near the pier they were informed that another boat was aground to the northward, so

proceeded in that direction. That boat proved to be the lugger *Sunshine*, also of Great Yarmouth, but before the Life-boat reached her she succeeded in getting off, and as the Life-boat's services were not required she returned to her station.

STROMNESS, ORKNEY.—A small lobster fishing-boat, while out at sea to the west of Hoy Head on the morning of the 22nd April, was caught in a sudden gale from S.E. On the matter being reported to the Honorary Secretary, he at once despatched the Life-boat *Good Shepherd* to her assistance. She eventually succeeded in rescuing the crew of three men and saving the boat, which was taken in tow and brought back to Stromness about 4.30 P.M. In the meanwhile the wind had much increased and was then blowing a heavy gale; this together with the rough sea and the state of the tide prevented any attempt being made then to house the Life-boat; after a wait of some hours however this was safely accomplished. The position of the boat and her occupants when rescued was very perilous, as their only chance of safety was to remain close under the cliff to the S. side of the Head, and had a land sea set in nothing could have saved them.

DUNGENESS, KENT.—About 5.30 A.M. on the 26th April the Coastguard watchman sent a message to the Life-boat Station that a four-masted barque was ashore in West Bay. The Coxswain promptly assembled his crew and launched the Life-boat *R.A.O.B.* to assist her. On reaching the vessel, which proved to be the *Crown of India*, of Liverpool, bound for Hamburg with a cargo of grain, the master at first declined any assistance, but later the Life-boat men were engaged by him to assist in getting the vessel off. Having given the help required, the Life-boat returned ashore, but owing to the rough sea and strong breeze it was necessary to beach her at Dungemarsch and return her to the boat-house when the weather moderated. The vessel on getting clear was able to proceed on her way.

CLOVELLY, DEVON.—A member of the

Local Committee having observed what he took to be a signal of distress from a vessel in Barnstable Bay about 10 P.M. on 28th April, reported it to the Coastguard, and after consulting the man on watch, it was ascertained that a boat had been showing flares, but apparently only for "pilotage" purposes. While they were watching however another flare was made accompanied by a rocket. The signal was at once fired to assemble the crew of the Life-boat *Elinor Roget*, and she proceeded to the assistance of the vessel, which proved to be *Pilot Cutter No. 21*, of Newport. On going alongside they found her in a sinking condition, having sprung a leak while off Trevoise Head. It was then just after midnight, and the two men who were on board were much exhausted, as they had been working at the pump since noon the previous day. The master was anxious to get his cutter to Ilfracombe, but as that place was sixteen miles to windward the Coxswain did not consider it possible. Four of the Life-boat crew were put on board, and they succeeded in bringing her in safety to Clovelly Roads. The Life-boat accompanied her and stood by until high water on the 29th inst. in case it should be necessary to take the men off. Having saved the vessel and her two occupants, the crew then assisted to get her into harbour, and steps were taken to stop the leak. When the work was completed the vessel sailed for Newport. During this service, which occupied the whole night, the weather was very cold and rough, JOHN DUNN, the Bowman of the Life-boat, contracted a chill, subsequently developing pleurisy and influenza, from which he never recovered. He left an invalid widow and one dependent daughter. As he had been a member of the crew ever since the Life-boat was established at Clovelly, and held the post of Bowman for ten years, the Committee resolved to make a grant of 125*l.* for the benefit of the dependent relatives, leaving the distribution of the money in the hands of the Local Committee.

BROADSTAIRS, KENT.—The ketch *Meteor*, of London, bound for Dunkirk with a

cargo of pitch, had her mainsail and jib blown away in a south-westerly gale on the 3rd May when about two miles from the South Foreland. In response to her signals of distress the Life-boat *Francis Forbes Barton* launched about 1.35 P.M. and proceeded to her assistance. The sea was very rough at the time, but they succeeded in placing two men on board, who with the crew of the ketch, managed to bring her into Ramsgate Harbour safely, the Life-boat meanwhile standing by in case her services should again be required.

WHITBY, YORKSHIRE.—About 8 A.M. on the 5th May a north-easterly gale suddenly sprang up, accompanied by rain and sleet and a rough sea, whereupon several fishing cobles, which had left the harbour earlier in the morning, attempted to return. The first two to do so, while crossing the bar were nearly swamped, and only got in with great difficulty, one of them being dashed against the end of the East Pier. As the remaining boats were in peril and had still to make the harbour, the No. 1 Life-boat *Robert and Mary Ellis* launched and stood by them until out of danger, when she was returned to her house.

About half-past three on the morning of the 2nd June, in thick weather, a fisherman reported that a three-masted vessel was anchored within about a quarter of a mile of the Whitby Rock Buoy, close to the rocks, and in a very dangerous position. The Coxswain of the No. 2 Life-boat *John Fielden* at once assembled his crew, launched the boat, and proceeded to the vessel, which proved to be the schooner *Frier*, of Poole, laden with a cargo of coal. As the captain could not get his vessel under way and into a position of safety without assistance, he requested the Life-boat to stand by him. After she had been in attendance for some time the fog lifted, when a steamer was seen approaching from the southward. The captain of the schooner then asked the Life-boat to proceed to the steamer and ascertain if they would be willing to tow the *Frier* into safety. This service the steamer undertook, and the Life-boat carried a hawser to her. When

this was accomplished, the *Frier* slipped her anchor and the services of the Life-boat were apparently at an end; before they had proceeded far however the tow-rope parted and the *John Fielden* had to again give her assistance in restoring the communication. The second rope held, and the Life-boat, after seeing the schooner well out to sea in tow of the other vessel, returned to her station.

STAITHES, YORKSHIRE.—While some of the fishing cobles were at sea on the 12th May, the wind, which was blowing in a north-easterly direction, freshened and the sea became rough. As it was probable that some of the boats would require assistance, the *Jonathan Stott* Life-boat launched at 9.30 A.M., and remained by the boats while they crossed the bar. When all had reached the land in safety, which was accomplished by 1 P.M., the Life-boat returned ashore.

NEWBIGGIN, NORTHUMBERLAND.—On the 12th May towards the middle of the day the N.N.E. wind freshened and the sea became dangerously rough. Several of the fishing cobles were at sea, and as four were known to be some miles away, it was thought advisable to launch the Life-boat *Robert and Susan*. This was done about 11.15 A.M., and she beat up to windward until she fell in with them. It subsequently appeared that they had left the fishing grounds in company together, and in order to run for safety without any delay had to abandon part of their gear. On meeting with them the Life-boat returned, accompanying them to Newbiggin, and remaining by them until all danger was past.

SENNEN COVE, CORNWALL.—During a dense fog on the 27th of May H.M. Torpedo Destroyer *Recruit* struck the rocks, about half a mile N. of Cape Cornwall, at 4 o'clock in the morning. The Coxswain, hearing distress signals, summoned the crew of the Life-boat *Ann Newbon*, launched and proceeded to her assistance. Her Commander requested the Coxswain to stand by. Tugs subsequently arrived, and during the afternoon she was got off the rocks and towed to

Penzance. After remaining in attendance for about two miles, the Coxswain was informed that their services were no longer required, so the boat returned ashore, arriving at 5 P.M.

BERWICK-ON-TWEED, NORTHUMBERLAND.—On Sunday morning the 1st June, while a north-easterly gale was raging, accompanied by a heavy sea, the coastguard look-out man observed a barque, about six miles off, flying signals of distress. On this being reported to the Honorary Secretary, he at once went to the boathouse, assembled the crew, and at 9.30 A.M. launched the *John and Janet* Life-boat. A steam-tug, which was also proceeding to the assistance of the vessel, took the Life-boat in tow. On reaching her, she was found to be the barque *Demetra*, of Christiania, in tow of a steamer, bound from Middlesbrough to Shetland with a cargo of salt. The assistance of the Life-boat and tug was declined, so after remaining a short time they started to return to Berwick-on-Tweed. They had not proceeded far however before they were recalled by the barque hoisting further signals of distress. On their return they found the crew were quite exhausted and wanted assistance to man the pumps. Every man in the Life-boat volunteered, although it meant running great risk to board the vessel in such a sea. Indeed, the boat only escaped being capsized by a hair's-breadth, a near approach to the vessel being attended by the greatest danger. Soon after 11 A.M., by skilful management, three men were successfully put on board. In doing so, the Life-boat was somewhat damaged. The men found 9 feet of water in the hold, and for some hours worked incessantly at the pumps, single-handed, the crew of the *Demetra* being compelled to rest. About 4 P.M. the rope between the vessel and the Life-boat parted, and it was only after hard work that communication was once more restored. This had only just been effected when the masts commenced to go by the board, and the crew reported that the ship was sinking. The wreckage of the spars flying in all directions made the

deck unsafe, so the crew decided to abandon their vessel, and asked to be taken into the Life-boat. It being unsafe for the Life-boat to go alongside the vessel, on account of the heavy sea running, communication was obtained by means of a line rove through a "tail" block, and the work of rescue commenced. The Life-boat men on the sinking vessel displayed great coolness and skill during this difficult and dangerous operation, and it was chiefly due to their efforts that it was accomplished without fatality. Having seen all the crew off, they were the last to leave the ship.

By this time Berwick was so far away that it was out of the question to return there, and in view of the hard work and exposure experienced, the Coxswain deemed it desirable to make the shore as soon as possible. After pulling a distance of eight miles, with the rescued men on board, the boat arrived in safety at Eyemouth about 8.30 P.M., and the Life-boat having been made secure, was left there for the night.

It being Sunday, most of the crew had run down to the boat dressed in their best clothes, some even going without any breakfast. By the time they landed again in the evening they were all, owing to the roughness of the sea, both wet through and exhausted. The Honorary Secretary took immediate steps to procure food for them, after which they were driven back to Berwick-on-Tweed, reaching home about midnight. Next day they went over to Eyemouth, and brought the *John and Janet* back to her station.

An additional grant was made by the Committee of Management to the Coxswain and crew on account of their arduous work, and they specially recognized the services of the three men who boarded the vessel. A special letter of thanks was also ordered to be sent to the energetic Honorary Secretary of the Branch, Dr. C. L. FRASER, who also went out in the Life-boat on this occasion and shared the fatigues and dangers of the Life-boat men during their efforts to save the vessel.

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## SUMMARY OF THE MEETINGS OF THE COMMITTEE.

THURSDAY, 8th May, 1902.

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, Wreck and Reward and other Sub-Committees and ordered that their recommendations be carried into effect.

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

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

Northern District—Newburgh, Whitelink Bay, Fraserburgh, Peterhead, Port Erroll, Stonehaven, Gourdon, Johnshaven, Montrose (two boats), Banff, Buckie, Stromness, Longhope, Huna, Thurso, Wick and Ackergill.

Eastern District—Margate (two boats), Staithes, Runswick, Uppang, Whitby (two boats), Robin Hood's Bay, Scarborough, Filey, Flamborough (two boats), Bridlington, Withernsea and Hornsea.

Irish District—Wicklow, Clogher Head, Southport (two boats) and Blackpool.

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

|                                                                                                         | £.    | s. | d. |
|---------------------------------------------------------------------------------------------------------|-------|----|----|
| "S.C.G. In Memoriam" for a Charles Deere James Life-boat for any station, but preferably for Devonshire | 1,000 | -  | -  |
| The Thorngate Trustees (annual subscription)                                                            | 80    | -  | -  |
| The late Huddersfield and District Shipowners' Association, per J. T. KILNER, Esq.                      | 57    | -  | -  |
| T. S. WHITAKER, Esq. (additional)                                                                       | 50    | -  | -  |
| Trustees of Berman's Charity (additional)                                                               | 10    | 10 | -  |

—To be severally thanked.

Also the receipt of the following legacies:—

|                                                                                           | £.  | s. | d. |
|-------------------------------------------------------------------------------------------|-----|----|----|
| The late FREDERICK FLOOD, Esq., of Dorking                                                | 300 | -  | -  |
| The late T. GRAHAM YOUNG, Esq., of West Calder, per Glasgow Branch (balance and interest) | 252 | 11 | 4  |
| The late G. W. HAMILTON, Esq., of Helensburgh, per Glasgow Branch (with interest)         | 25  | 5  | 3  |
| The late GEORGE SACH, Esq., of Elmstead                                                   | 132 | 19 | 6  |
| The late CHARLES CLEAVER, Esq., of Southport (to endowment fund)                          | 100 | -  | -  |
| The late Mrs. GIBSON, of Dublin                                                           | 89  | 5  | 6  |
| The late EDWARD M. HENRIQUES, Esq., of Broughton Park, Manchester                         | 45  | -  | -  |
| The late Mrs. F. E. THOMAS, of Nunney, Somerset (additional)                              | 1   | 17 | -  |

Reported that Colonel the Hon. CHARLES E. EDGUMBE, a Member of the Committee of Management of the Institution, was raising from private friends a fund to supply one of the Institution's house-flags to each of the 18 Life-boat Stations on the Cornish Coast.

Reported the transmission to their stations of the Poolbeg and Torquay new Life-boats.

Appointed Lieutenant HOWARD F. J. ROWLEY, R.N., a District Inspector of Life-boats of the Institution, vice Lieutenant EUSTACE W. C. STRACEY CLITHEROW, R.N., resigned.

Paid 2,831l. for sundry charges on various Life-boat establishments.

Voted 70l. 2s. 6d. to pay the expenses of the following Life-boat services:—

| Life-boat.      | Vessel.                                                           | Lives saved. |
|-----------------|-------------------------------------------------------------------|--------------|
| Clovelly . . .  | Pilot cutter <i>Tantalus</i> , of Newport, saved vessel and . . . | 2            |
| Gorleston No. 2 | Steam Trawler <i>Notus</i> , of Great Yarmouth, stood by vessel.  |              |
| Scarborough     | Two fishing cobles. Rendered assistance.                          |              |
| Stromness . .   | A fishing boat saved boat and . . .                               | 3            |
| Whitby No. 1    | Fishing cobles. Stood by boats.                                   |              |

The Broadstairs and Dungeness No. 1 Life-boats respectively saved the ketch *Meteor*, of London and four men, and rendered assistance to the four-masted barque *Crown of India*, of Liverpool.

Voted also 106l. 0s. 4d. to pay for watching or launches of the Aldeburgh, Dungarvan, Filey, Gorleston No. 1, Newburgh, Palling No. 2, Peterhead and Southend-on-Sea Life-boats, with the view of assisting vessels in distress.

Voted 2l. to four fishermen for saving the crew of fifteen men from the s.s. *Loch Leven*, of Aberdeen, which stranded and sunk on the Knavestone Rock, one of the Farne Islands group, in a moderate S.E. breeze and a rough sea with a heavy swell, on the 15th April.

Also 5l. 5s. to seven men for putting off in the Institution's boarding boat at New Brighton, and standing by the fishing boat *Ellen*, of Liverpool, which had stranded in a moderate N.W. gale and a very heavy sea on the 25th March. 6s. was also given to a man who assisted to get the boat off.

Also £6 15s. to six men for putting off in the Institution's New Brighton boarding boat, with the view of assisting the crew of the cutter *Mosquito*, which had been capsized in a strong W. breeze and a rough sea on the 28th March. 11s. was paid to two other men engaged on the occasion.

Also 15s. to three men for wading into the sea and rescuing one of the crew of a small boat which had been capsized off Seaton Carew, Durham, in a somewhat rough sea on the 26th April.

THURSDAY, 12th June, 1902.

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

Read and confirmed the minutes of the previous meeting.

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

Read the report of the Chief Inspector of Life-boats on his recent visits to the Burnham, St. Mary's and St. Agnes (Scilly Islands) Life-boat Stations.

Also the report of the Deputy Chief Inspector of Life-boats on his visits to the Bull Bay, Cemaes, Cemlyn, Rhosneigr, Penmon, Porth Rhuffydd and Holyhead Life-boat Stations.

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

Northern District—Dornoch Firth, Nairn, Lossiemouth, Stornoway, North Berwick, Anstruther, Buchhaven, Berwick-on-Tweed, Troon, Irvine, Ayr, Girvan, Ballantrae, Port Patrick and Port Logan.

Eastern District—Hasborough, Palling (two boats), Wells, Brancaster, Blakeney, Hunstanton, Mablethorpe, Donna Nook, Sutton, Skegness, Grimsby, Cromer and Sheringham.

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

Western District—Angle, Littlehaven, St. David's, Fishguard (two boats), Cardigan, New Quay (Cardiganshire), Penarth, Rhyl, Llanddulas, Point of Ayr, Moelfre, Cemlyn, Cemaes, Bull Bay, Rhosneigr, Penmon, Holyhead (two boats) and Porth Rhuffydd.

Irish District—St. Anne's (two boats), Lytham, Castletown, Port Erin, Port St. Mary, Peel, Ramsey, Douglas, Poolbeg and Portrush.

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

|                                                                                                           | £.  | s. | d. |
|-----------------------------------------------------------------------------------------------------------|-----|----|----|
| Colonel F. C. T. GASCOIGNE (add.)                                                                         | 500 | -  | -  |
| Collected on board the R.M.S. <i>Orizaba</i> , per Capt. ARCHER                                           | 10  | -  | -  |
| Balance of the Scarborough Memorial Fund to the late EARL OF LONDDESBOROUGH, per S. ARTHUR NICHOLLS, Esq. | 9   | 19 | 6  |
| Collected on board the S.S. <i>Canada</i> , Dominion Line, per Captain E. MADDOX                          | 6   | 2  | 7  |
| Collection in John Street Baptist Church Sabbath School, Glasgow, per ROBERT COATS, Esq.                  | 3   | 5  | -  |
| —To be severally thanked.                                                                                 |     |    |    |

Also the receipt of the following legacies:—

|                                                                                                                                                                                | £.    | s. | d. |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|----|----|
| The late FRANCIS JOHN FREEMAN, Esq., of Abbey Road, St. John's Wood, N.W., for establishing a Life-boat to be named the <i>Brothers Freeman</i>                                | 2,000 | -  | -  |
| The late Miss MARTHA BROWN, of Waterhaugh, Ayr, the yearly income to be applied towards establishing and maintaining Life-boats on the coasts and western islands of Scotland. | 2,000 | -  | -  |

|                                                                                                                                                                          | £.    | s. | d. |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|----|----|
| The late Misses J. J. and C. A. WINGATE, of Edinburgh, for a Life-boat station on the coast of the United Kingdom, the boat to be called the <i>Olive</i>                | 1,500 | -  | -  |
| The late WILLIAM BROCKSOPP, Esq., of Holloway, N., for a Life-boat, with her equipment and transporting carriage, the Life-boat to be named the <i>William Brocksopp</i> | 700   | -  | -  |
| The late A. B. FLEMING, Esq., of Corstophine                                                                                                                             | 456   |    |    |
| The late Miss ANN C. CARLOS, of Wandsworth Road, S.W.                                                                                                                    | 247   | 3  | 1  |
| The late Miss HELENA ELIZABETH COOPER, of Clapham Park, S.W.                                                                                                             | 200   | -  | -  |
| The late Mrs. HARRIET O. CARNLEY, of Kingston-upon-Hull.                                                                                                                 | 150   | -  | -  |
| The late ROBERT PEARSON, Esq., of Newcastle-on-Tyne, per Newcastle and Tynemouth Bank                                                                                    | 120   | 6  | 7  |
| The late Miss ANN BEATRICE MILES, of Highgate                                                                                                                            | 100   | -  | -  |
| The late JOHN WARNE, Esq., of King Henry's Road, N.W.                                                                                                                    | 100   | -  | -  |
| The late W. H. DEAN, Esq., of Stratford (additional)                                                                                                                     | 74    | 12 | 2  |

Deep regret was expressed at the decease of the Hon. CLAUDE HAMILTON VIVIAN and Major A. E. BALDWIN, Honorary Secretaries respectively of the Moelfre and Southend-on-Sea branches of the Institution, and it was decided to send letters of condolence to their families.

Reported the transmission to their stations of the Looe and Porthdinllaen new Life-boats. Paid 6,594l. for sundry charges on various Life-boat establishments.

Voted 98l. 8s. 6d. to pay the expenses of the following Life-boat services:—

| Life-boat.       | Vessel.                                    | Lives saved. |
|------------------|--------------------------------------------|--------------|
| Berwick-on-Tweed | Barque <i>Demetra</i> , of Christiana      | 8            |
| Newbiggin        | 7 Fishing-cobles. Stood by boats.          |              |
| Sennen Cove      | H.M.S. <i>Recruit</i> . Stood by vessel.   |              |
| Staithes         | Fishing-cobles. Stood by boats.            |              |
| Uppang           | S.S. <i>Ben Corlic</i> , of North Shields. | 5            |
| Wexford          | Pilot boat, of Wexford. Saved vessel and   | 5            |

The Whitby No. 2 Life-boat rendered assistance to the schooner *Frier*, of Poole.

Voted 129l. 13s. 2d. to pay for launches of Life-boats at the following stations, or watching with the view of assisting distressed vessels: Ballycotton, Broadstairs, Clacton-on-Sea, Dunbar, Dungarvan, Fraserburgh, Margate No. 1, New Brighton (steam Life-boat), Peterhead, Whitby No. 2 and Whitelink Bay.

Read letter from the Board of Trade, transmitting a gold medal of the second class for EDWARD TOMS, coxswain of the Looe Life-boat, and silver medals of the second class for each of the other twelve members of the crew, accompanied in each case with a diploma

awarded by the Government of the French Republic, in recognition of their services in saving the crew of nineteen men of the ship *Gipsy*, of Nantes, which ran on to the rocks near Downderry coastguard station on the 7th December last.

In addition to rescuing the crew from their perilous position, the Life-boat also landed three Chilian kittens from the wreck.

Voted the sum of 125*l.* to the invalid widow and dependent daughter of JOHN DUNN, the late bowman of the Clovelly Life-boat, the money being handed to the local committee for them to distribute to the greatest advantage of the recipients.

Dunn had been a member of the crew for thirty-two years—ever since the Life-boat had been stationed at Clovelly—and had held the position of bowman since 1892. He was out in the Life-boat on the 28th April when he contracted a chill, which developed into pleurisy and ultimately caused his death. On this occasion the Life-boat succeeded in saving a pilot cutter of Newport, which had sprung a leak off Trevoise Head, and her crew of two men.

Voted 1*l.* 4*s.* to John Dent, one of the launchers of the Newbiggin Life-boat, injured while on Life-boat service.

Thanks were accorded to Dr. C. L. FRASER, Honorary Secretary of the Berwick-on-Tweed Branch for going out in the Life-boat on the occasion of her saving the crew of the barque *Demetra*, of Christiana.

Also the thanks of the Institution inscribed on vellum and framed, together with 15*s.* each, to Messrs. ROBERT and RICHARD POCKLEY for gallantly assisting, at great risk of their own lives, two fishermen who were clinging to some oars, their boat when near the Smithie Sands, off Flamborough, having filled with water in a whole gale from W. and a very rough sea on the 4th April; but for the timely and skilful assistance of the salvors, their lives would have been lost.

Also 3*l.* to six coastguardmen for putting off in their boat and rescuing the crew of 8 men of the lugger *Self-Reliance*, of Howth, which was totally wrecked off Ballinacourty on the 27th May. A strong W.S.W. breeze was blowing at the time, the sea was moderate, and the weather thick and squally.

Also 1*l.* to THOMAS VEALE, ferry-boat proprietor, for putting off in a boat and rescuing two boys from a punt off Dungarvan, on the 5th April. One of them had fallen overboard and was holding on to the punt, and the other one was unable to help him, as the boat, a very unsafe one, would not bear his weight on her side.

Also 3*l.* to six men, four of whom were coastguardmen, for their promptitude in putting off in two boats and rescuing three out of the crew of five of the boat *Star of the Sea*, of Howth. While tacking, the boat was thrown on her beam ends and her five occupants pitched overboard, when about three-quarters of a mile N.E. of Howth Harbour, in squally weather and a choppy sea on the 4th May. One of the boats succeeded in picking up the two men, who lost their lives, but in spite of every effort to

resuscitate them on the part of two of the coastguardsmen, they never recovered. An additional 2*s.* 6*d.* each was awarded to these men for their humane efforts.

Read letter from the Secretary of the Admiralty stating that the Admiral Superintendent of Naval Reserves had issued orders to all under his command: (1) That Coastguard officers, as Receivers of Wreck, are, if they think it necessary in the interests of Life-saving, to order the Life-boat out, but only in such cases where the Institution's Local Secretary has failed to take the proper steps. (2) That if the Coastguard officer is asked by the Life-boat authorities for his advice and opinion, he is to give it.

THURSDAY, 10th July, 1902.

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

Read and confirmed the minutes of the previous meeting.

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

Read the report of the Deputy Chief Inspector of Life-boats on his recent visits to Aberdovey, Swansea, Porthcawl, Grimsby and Spurn Point.

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

Northern District—Whitehaven, Workington, Dunbar, Ardrossan, Southend (Cantyre), Campbeltown, Boulmer, Alnmouth, Berwick-on-Tweed and Hauxley.

Eastern District—Winterton (two boats), Caister, Yarmouth, Harwich (two boats), Dungeness (two boats), New Romney, Folkestone, Hythe, Dover, Walmer, Kingsdowne, North Deal, Ramsgate, Broadstairs, Margate (two boats), Southend-on-Sea, Walton-on-the-Naze and Clacton-on-Sea.

Southern District—Littlehampton, Hayling, Southsea, Atherfield, Brighthelmston, Brooke, Bournemouth, Sidmouth, Lyme Regis and Weymouth.

Western District—Rhoseolyn, Llanddwyn, Llandudno, Pwllheli, Abersoch, Porthdinllaen, Criccieth, Aberdovey, Barmouth, Aberystwith, Minehead, Lynmouth, Clovelly, Ilfracombe and Appledore (two boats).

Irish District—Greencastle, Culdaff, Groomsport, Carrickfergus, Ballywalter, Cloughy, Newcastle (Dundrum), Killough, Giles Quay, Blackrock and Greenore.

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

|                                                                                     |           |
|-------------------------------------------------------------------------------------|-----------|
| HENRY W. LUCY, Esq., J.P., for £. s. d.                                             |           |
| the Caister No. 2 new Life-boat,                                                    |           |
| the <i>Nancy Lucy</i> . . . . .                                                     | 1,000 - - |
| EDWARD F. WHITE, Esq. (annual subscription) . . . . .                               | 50 - -    |
| Miss S. E. WHITE (annual subscription) . . . . .                                    | 25 - -    |
| Collected on board H.M.S. <i>War-spite</i> , per Lieut. H. B. LE FANN, R.N. . . . . | 5 - -     |

—To be severally thanked.

Also the receipt of the following legacies:—

|                                                             | £.    | s. | d. |
|-------------------------------------------------------------|-------|----|----|
| The late CHARLES BARRACLOUGH, Esq., of Rochdale . . . . .   | 1,000 | —  | —  |
| The late Miss HARRIET CASELEY, of Shepherd's Bush . . . . . | 270   | —  | —  |
| The late WILLIAM McLAREN, Esq., of Dunfermline . . . . .    | 79    | 15 | —  |
| The late Mrs. ANNA WARREN, of East Dereham . . . . .        | 50    | —  | —  |
| The late CHARLES LINGHAM, Esq., of Worcester . . . . .      | 20    | —  | —  |

Reported the transmission to their stations of the Appledore No. 2 and Llandudno new Life-boats.

Decided that the Porthcawl Life-boat Station be discontinued.

Paid 9,514*l.* for sundry charges on various Life-boat establishments.

Voted 51*l.* 19*s.* 6*d.* to pay the expenses of the following Life-boat services:—

| Life-boat.                | Vessel.                                               | Lives saved. |
|---------------------------|-------------------------------------------------------|--------------|
| Clacton-on-Sea Brigantine | <i>Hilda</i> , of Abo. Stood by vessel.               |              |
| Palling No. 1             | s.s. <i>Holderness</i> , of Glasgow. Stood by vessel. |              |
| Winterton No. 2           | s.s. <i>Holderness</i> , of Glasgow. Stood by vessel. |              |
| Wexford . .               | Yawl <i>Swan</i> , of Wexford.                        | 4            |

Also 20*l.* 1*s.* 6*d.* to pay for launches of Life-boats at the following stations with the view of assisting distressed vessels:—

Bude, Margate No. 1, and Peterhead.

Voted a further sum of 4*l.* 10*s.* to the crew of the Berwick-on-Tweed Life-boat on account of their long and arduous work on the occasion of their saving the crew of seven from the barque *Demetra*, of Christiania, on 1st June.

Read letter from the Board of Trade, forwarding 5*l.* for the coxswain, 4*l.* for the assistant coxswain, and 3*l.* for each of the crew of the No. 3 Life-boat *Cyclist*, stationed at Hartlepool, awarded by H.I.M. the German Emperor in recognition of their services in saving the crew of four men from the galliot *Catharina*, of Barssel, on 14th November last.

Voted the Institution's Silver Medal, accompanied by a copy of the vote inscribed on vellum and framed, to HENRY BRITTON, in recognition of his gallant services. He has been coxswain of the Walton-on-the-Naze Life-boat since 1884, and assisted to save 132 lives, going out in the Life-boat eighty-nine times; four of the services were very gallant ones.

Also the sum of 10*l.* to G. HATCHER, a member of the same Life-boat's crew, aged seventy, who has been out in the boat on service eighty times, and assisted to save nearly as many lives as the coxswain.

Also 15*s.* to the coxswain of the Boulmer Life-boat, to pay for damage done to his cable when attempting to render assistance to a vessel in distress on the 12th November, 1901.

Voted 10*s.* to SAMUEL ASHTON (coxswain of the Polkerris and Fowey Life-boat) and his son Harry, for putting off in a boat and rescu-

ing four boys who were in danger in an unseaworthy boat in Par Bay on the 9th June.

Also 2*l.* to DAVID RUDALL and HENRY MORGAN, two fishermen, for promptly putting off in a boat and rescuing five of the occupants of a boat which was swamped, and foundered off Llanelly on the evening of the 27th of May.

The salvors, who saw the accident, immediately got into their boat and pulled to the spot. Unfortunately four of the men had already disappeared, and it was only owing to the resource displayed by Rudall that the other five were rescued, the sea at the time being rough and the wind fresh and squally.

THURSDAY, 14th August, 1902.

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

Read and confirmed the minutes of the previous meeting.

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

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

Northern District—Kirkcudbright, Balcary, Whithorn and Maryport.

Eastern District—Aldeburgh, Dunwich, Southwold (two boats), Lowestoft (two boats), Gorleston (three boats), Fakenfield and Kes-singland (two boats).

Southern District—Swanage, Poole, Worthing, Shoreham, Hastings, Folkestone, Dover, Hythe, Broadstairs, Ramsgate, Newhaven, Winchelsea, New Romney, Brighton, and Eastbourne.

Western District—Bude, Port Isaac, Padstow (two boats), New Quay (Cornwall), Penzance, Hayle, St. Ives, Sennen Cove, St. Agnes, St. Mary's, Porthleven, Porthoustock, Mullion, Coverack, Cadgwith and Lizard.

Irish District—Kingstown (two boats), Piel (Barrow) and Formby.

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

|                                                               | £. | s. | d. |
|---------------------------------------------------------------|----|----|----|
| "S. D. R. S. D." (additional) . . . . .                       | 50 | —  | —  |
| Worshipful Company of Merchant Taylors (additional) . . . . . | 10 | 10 | —  |
| "World Travel," per HENRY S. LUNN, Esq., M.D. . . . .         | 4  | 1  | 9  |

—To be severally thanked.

Also the receipt of the following legacies:—

|                                                                                                          | £.    | s. | d. |
|----------------------------------------------------------------------------------------------------------|-------|----|----|
| The late J. C. MADGE, Esq., of Southampton, for a Life-boat to be named the <i>J. C. Madge</i> . . . . . | 2,000 | —  | —  |
| The late Miss MARY BOYS MARTER, of Leinster Gardens, W. . . . .                                          | 2,000 | —  | —  |
| The late Mrs. LAURA C. HUTCHINSON, of Lancaster (and interest thereon) . . . . .                         | 1,019 | 10 | 10 |
| The late Miss ELIZA DAVIDSON, of Portwood, Southampton . . . . .                                         | 450   | —  | —  |

|                                                                             | £.  | s. | d. |
|-----------------------------------------------------------------------------|-----|----|----|
| The late BENJAMIN BUCK GREENE, Esq., of Kensington Palace Gardens . . . . . | 100 | -  | -  |
| The late WILLIAM RICHARDSON, Esq., of Sheffield . . . . .                   | 50  | -  | -  |
| The late Mrs. H. CLARKE, of Ellboughton, Yorkshire . . . . .                | 19  | 19 | -  |

Voted the thanks of the Committee to Captain KENDALL, RICHARD AMBROSE, Esq., and W. C. GLOVER, Esq., in recognition of their past valuable services as Honorary Secretaries, respectively, of the Holyhead, Grangemouth, and Hoylake and Hilbre Island Branches of the Institution, which offices they had just resigned.

Reported the transmission to their Stations of the Aranmore, Drogheda, Greencastle and Portrush new Life-boats.

The Committee expressed their deep regret at the sudden death from apoplexy of Mr. HUBERT W. PULLAN, Inspector of Life-boats for the Irish District, which occurred on the 11th inst., shortly after his return to the shore at Clogher Head, where he had been exercising the Life-boat.

Paid 5,136*l.* for sundry charges on various Life-boat establishments.

Voted 62*l.* 19*s.* 6*d.* to pay the expenses of the following Life-boat services:—

| Life-boat.               | Vessel.                                                  | Live saved |
|--------------------------|----------------------------------------------------------|------------|
| Gourdon . . . . .        | Fishing-boats. Stood by boats.                           |            |
| Hilbre Island . . . . .  | Flat <i>Livadia</i> , of Liverpool. Stood by vessel.     |            |
| Moelfre . . . . .        | Schooner <i>Eliza Bond</i> , of Lancaster . . . . .      | 3          |
| Montrose No. 2 . . . . . | Fishing - boats. Remained in attendance.                 |            |
| New Romney . . . . .     | Barque <i>Assyria</i> , of Christiania. Stood by vessel. |            |

Also 125*l.* 5*s.* to pay for launches, or assemblies of the crews of Life-boats at the following stations, with a view of assisting vessels in distress:—Aranmore, Broadstairs, Cemlyn, Dungeness No. 1, Hilbre Island, Margate No. 2, Port Erin and Port St. Mary.

Voted the sum of 5*l.*, as compensation recommended by the Local Committee at Worthing, to the Contractor who supplies horses for use with the Life-boat; one of his animals having been injured while helping to draw the Life-boat in March, 1901.

Voted 4*l.* to four fishermen for their valuable services in rescuing the crew of four persons from a salmon yawl, which was capsized in a moderate gale and very heavy sea about two miles off Knockadoon Head (Youghal) on 19th June.

Resolved to dismiss the coxswain of the Cemaes Life-boat, on account of his having launched that boat quite unnecessarily on 7th July, payment to the crew also being withheld, as recommended by the Local Committee who fully went into the case.

Voted 4*l.* to four fishermen for saving four of the crew of the fishing-boat *Mayflower* on the 17th July. There was a strong N. breeze at the time and a heavy sea, and when the boat was about three miles off Glengad Head she suddenly capsized. The sailors, seeing the accident, immediately went to the spot and succeeded in rescuing three men who were clinging to the keel of the up-turned boat, and another who was supporting himself by an oar. All were in an exhausted condition. The fifth member of the crew was unfortunately washed away and drowned before help could reach him. A further sum of 3*l.* 10*s.* was awarded to the crew of two other fishing-boats which also put off with a view to saving life.

Also 1*l.* 2*s.* 6*d.* to three men saving two men from a boat which was swamped, on the 27th July, in a rough sea and strong breeze, off Redcar, Yorkshire.

## THE LIFE-BOAT.

STORM-clouds are gathering over the sky,  
And the wind in its wildness sweeps hurriedly by;  
The sea's rolling high with a boist'rous roar,  
As the angry billows are dashed on the shore;  
But the Life-boat crew are astir on the beach;  
There's a ship in distress they are hoping to reach.  
In the lull of the storm there's the cry of despair—  
Clear heads, brave hearts, stout hands, are there.

Soon the boat is afloat on the turbulent wave,  
Away on her mission, there's life to save!  
Husbands and fathers to try to restore,  
Out of their peril, safe to the shore.  
No difference to nation, party, or creed—  
The crew they are there in the hour of need;  
To the rescue of all who in danger may be  
Of perishing sadly in the wild, wild sea.  
Let us do what we can in so noble a cause—  
Saving life is the first of humanity's laws.

WILLIAM SEWELL.

St. Luke's.

## NOTICE.

The next number of the LIFE-BOAT JOURNAL will be published on the 2nd February, 1903.

# 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.

|                                                          |     |        |         |     |
|----------------------------------------------------------|-----|--------|---------|-----|
| Number of Lives rescued by Life-boats, in addition to 15 |     | £.     | s.      | d.  |
| 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 43,434. The rewards and recognitions granted by the Institution in the same period comprise 99 Gold Medals and Clasps, 1,199 Silver Medals and Clasps, 57 Decorations, 337 Binocular Glasses, 15 Telescopes, 41 Aneroid Barometers, 1,706 Votes of Thanks, inscribed on vellum and framed, 148 Certificates of Service framed, and £227,711 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. COURTIS and Co., 59, Strand; and by all the other Bankers in the United Kingdom.—1st November, 1902.