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ANCHORS.

THE subject of Anchors is one of such vast importance to the Life-boat Service, and of so deep an interest to the whole sea-faring community, that it is felt that the able Paper, entitled "Anchors: Old Forms and Recent Developments," which was recently read by Capt. ANTHONY S. THOMSON, R.N.R., C.B., at the Royal United Service Institution, is sure to be acceptable to the readers of *The Life-boat Journal*.

Among the many remarkable changes and improvements which took place in the last quarter of the nineteenth century, the departure from the old recognised form of anchor, so universally known, is one of the most striking. The modern stockless anchor bears about as much resemblance to the old-fashioned type as a modern battleship does to a wooden three-decker; and, in fact, if portrayed with the emblems of Faith and Charity, many would be puzzled and hardly recognise it as the emblem of Hope!

In treating his subject, Capt. Thomson traverses a long period of time—viz., from the Phœnicians to the present day, and although all his Paper is interesting, it is chiefly that part which deals with "Recent Developments" which will appeal to the readers of *The Life-boat Journal*.

It is perhaps unnecessary to remind the public how frequently, not only the lives of the Life-boat's crew, but also those of the vessel in distress, are dependent on the anchor of the Life-boat. It is constantly necessary to anchor a Life-boat to windward of the wreck and veer down to take the crew off; then is the time that the value of a good holding anchor is felt, and not only must it be a good holding anchor, but it must "bite" as soon as it touches the ground, so as to ensure the boat being anchored in exactly the right position. Again, a Life-boat often has to ride out a gale on a lee-shore, or with some danger such as a sand-bank, or a pier, or a lot of groynes to leeward of her.

Exhaustive trials of anchors were carried out by the ROYAL NATIONAL LIFE-BOAT INSTITUTION at Southend-on-Sea, in March, 1888, when the form of anchor now used by Life-boats was decided on, because it gave by far the best results, and experience has since in every way justified the selection. It is called Messrs. Camper & Nicholson's anchor. The anchors which were tried in competition were:—Admiralty pattern (as then used by the Institution), two different pattern Martin's anchors, Wastenev-Smith's, and some other unnamed varieties used in Life-boats.

ANCHORS: OLD FORMS AND RECENT DEVELOPMENTS.

By Captain ANTHONY S. THOMSON, C.B., Elder Brother of Trinity House,
Commander R.N.R.

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There is little reliable information about the anchors used in ancient days. As much mystery and confusion seem to exist in regard to the anchors of old time as attach to the arrangements by which vessels were in former days propelled by oars, in tiers one above the other. The reason in either case is perhaps that the historians were but slightly acquainted with the technical details, and unable therefore to transmit clear and intelligible accounts. It may be also that vessels, in the very early days of navigation, were less dependent on anchors than was the case in later times, the general practice which then obtained being to beach their vessels when unable to moor to the shore. It is certain, however, that the anchors used by the Phœnicians were made of wood, weighted with stones and later on with lead. There is no record that the Egyptians used any form of hooked anchor. The invention of the anchor proper is ascribed by Pliny to the Tuscans, but still without a stock, and having only one arm. The anchors used by the Normans even do not appear to have been furnished with stocks. Time need not be taken up in attempting to trace the evolution of the anchor from ancient days; it will suffice at the outset to indicate certain stages in development which appear likely to assist us when considering the functions of the different parts, and the value of recent modifications.

In the first place, then, it is interesting to note that the earliest iron anchors were without a stock, and that they had only one arm or fluke. They were in fact mooring anchors as we have them to-day, and for such purposes quite efficient. Anchors of this kind, however, must have been chiefly useful for mooring vessels to the shore or to banks which occasionally uncovered. To make such anchors automatic, so to speak, it was necessary to provide three or more arms; hence the grapnel, a very old form of anchor.

Grapple.—Grapples are ill-adapted for penetration into the ground, and are prone to roll over on hard bottoms, their holding power being always slight in comparison to weight.

Mushroom.—From the grapnel to the mushroom is only a step in development, though the latter type is of comparatively recent origin. The bad points of the grapnel are accentuated in the mushroom, yet to the credit of the mushroom must be placed two very good qualities. Owing to its large surface and concavity the mushroom head is able to arrest moving particles at the sea bottom, and so produce an accumulation of sand or gravel under which it lies deeply buried. This property, technically called "sanding up," is a valuable one, but it is not available in cases of temporary anchorage. Mushrooms are not trustworthy anchors on hard bottoms, nor indeed are they to be recommended anywhere unless there is a reasonable certainty of their being sanded up. Another good point for the mushroom consists in its immunity from fouling by the cable. For this reason it was formerly always used for lightship moorings, and it is still the best anchor for telegraph buoys in deep water. It may be of interest to state here that whenever overhand or figure-of-eight knots have been found in the cables of lightships, this curious state of things has always occurred when a mushroom has been in use, and it may be accounted for by the bight of the chain working its way under the rounded mushroom head.

Ordinary Stocked Anchor.—The ordinary two-fluked stocked anchor seems to have been gradually evolved under the stimulus of necessity, and was probably first brought into general use by the Dutch. The stock, or wooden portion, as the name implies, may have been at first a mere stick passed through a hole in the end of the shank, as is sometimes the case with small boat anchors at the present day. The stock

was originally provided simply to cant the anchor and to compel the arms to take up a vertical position so that the lower one of the two would bite into the ground. Even in later days, when fitted to the largest anchors, stocks were always constructed and arranged with a view to lightness rather than for strength, and intended to cant and keep the arms up to their work rather than to increase the holding power.

The Anchor up to beginning of last century.—Ships' anchors in general use up to the commencement of the last century consisted of a long round iron shank, having two comparatively short and nearly straight arms or flukes inclined to the shank at an angle of about 50° and meeting it in a somewhat sharp point at the crown. The stock was generally a little longer than the shank and in the large anchors consisted of two beams of oak placed side by side, the shank end passing between them. A space of from one to two inches was left between the beams to admit of tightening them on the shank by hoops of iron. The surface of stock next the ring was generally straight, but always tapered away on the other side, towards the ends. This tapering of the stock on the inner side must, I think, have been intended to lessen the risk of the hempen cable catching under one arm of the stock and causing the anchor to come up foul, although I have nowhere seen it so stated. In the earlier anchors, indeed, the arms of the stock were bent backwards so as to make obtuse angles with the shank. In addition to their proper function for canting the anchor, the bulky wooden stocks of former days also served to ensure the anchor sinking crown first. When let go with way on the vessel, the great resistance offered by the stock must have been conducive to the anchor taking up a proper position for biting even before it reached the bottom.

It is quite otherwise with iron stocks, which offer comparatively slight resistance in the water when sinking to the bottom. Indeed it often happens that the iron stock sinks end on and sticks upright in a stiff bottom while the arms lie prone and useless. In such cases the vessel rides to the stock alone, and if

the pull on the cable be sufficient to bend or break the stock, serious risks result. This may be the reason for the practice which I am told obtains in Chinese junks of lashing beams of wood along the iron stocks of their anchors. It may be of interest to note here that in some early wooden anchors the stock is depicted as being secured to the shank only a very short distance from the crown, and this is essentially the principle of the modern anchor, where the cross-head takes the place of the stock.

About the year 1800 the shanks of large anchors were of composite manufacture. Four square iron bars of large cross section were placed together for the centre, and then surrounded faggot-wise with smaller rods, some seventy or eighty pieces in all. The bundle of iron was then hammered at welding heat into a more or less homogeneous state by a mass of iron weighing about 5 cwt., which was dropped on the weld from a height of nearly 10 ft. This form of hammer was called a Hercules. Anchors were expensive items in those days, a 90-cwt. anchor costing about 415*l.* The dimensions of an 80-cwt. anchor about the year 1800 were roughly as follows:—Shank $19\frac{1}{2}$ ft., stock 21 ft., and 12 ft. across from pea to pea. Such an anchor would have large broad palms occupying nearly half the length of the arm.

About the commencement of last century, a clerk in Plymouth naval yard, Pering by name, suggested and carried out certain improvements, the most important of which was making the arms curved instead of straight. At first sight this simple change may seem of little value, but consideration will show that this is not the case. The holding power of an anchor depends on two principal conditions, namely, the extent of useful holding surface, and the amount of vertical penetration. The latter quality is necessary on account of the nature of ordinary sea bottoms, the surface-layers of which are generally less tenacious and resisting than is the ground a short distance below. Now the measure of penetration, and also, to a limited degree, that of useful holding surface, is the vertical

distance from the lower portion of shank to the pea, or extreme end of the arm, when fully buried. This distance depends on the length and on the inclination of the arm to the shank. Some inclination the arm must have, in order to bring about penetration; yet the more at right angles to the shank, the greater the penetration. These two opposing conditions are reconciled by curving the arm to the arc of a circle having its centre in the shank. Two minor advantages also accrue. During the process of tripping or breaking out the anchor, the buried arm continues its curved path in the ground until the shank is nearly vertical, and the pea ready to emerge with the least possible resistance. The old-fashioned straight arm, on the other hand, continued to offer resistance in the ground until the leverage derived from the effective length of shank became very much reduced. Again, with straight arms there exists considerable resistance to penetration, because the entire anchor must move longitudinally before the arm can bury itself; but with curved arms, the weight alone of shank and upper arm suffices to bury the anchor, in soft bottoms, without longitudinal displacement. This last consideration, which has some bearing in the case of modern stockless anchors with two flat blades, will be again referred to when dealing with the Martin's type of anchor.

Subsequent Improvements.—In the year 1831, chain cables began to supersede the hempen ones, with the result that the long-shanked anchors hitherto in vogue were no longer necessary, and anchors with shorter shanks and with heavier and stronger crowns gradually came into use. In consequence of these changes a Commission was appointed, in the year 1838, to enquire into the holding power of anchors, and a principal result of their labours was the adoption of the so-called Admiralty pattern anchor, which continued to be used in the Navy up to 1860. The invention of the steam hammer in 1842 made the forging of heavy masses of iron a comparatively easy and reliable process, so that from this time onwards the strength of anchors fully kept pace

with that of the chain cables which had come into general use. A great number of patents for anchors were taken out prior to the Great Exhibition of 1851, and public attention having been called to the models there shown, in the following year a committee was appointed by the Admiralty to report on the qualifications of anchors of the various kinds. Practical trials were then instituted, and, as a result, Trotman's anchor took the highest place out of eight competitors, Rodger's anchor being second on the list. Some of the tests to which the anchors were submitted were of doubtful value, such, for instance, as "facility for sweeping." Nowadays, at all events for deep ships in shallow harbours, it is considered an advantage for an anchor to offer as little obstruction as possible above the ground. In this particular test, as also in some others of small importance, Trotman's anchor was handicapped as against those of ordinary form, yet it came out first, owing to its undoubted superiority in holding power.

We may now proceed to consider the structure and qualities of the two anchors last mentioned, which may be taken as types of the best stock-dependent anchors. This phrase is used advisedly, so as to exclude for the present certain modern forms falling between the designations "stocked" and "stockless."

Rodger's Anchor.—Rodger's anchor, dating back to about 1830, is named after the designer, Captain Rodgers, R.N., who, for forty years or more, devoted much attention to the subject of anchors, taking out many patents. This anchor, which, in its present improved form, has been in use for many years, is generally acknowledged the best of ordinary shaped anchors. It is made of iron of square section, possessing great strength in shank and crown. The palms were at first made comparatively small to ensure good penetration, but nowadays they are made somewhat larger. Mr. Richard Green, of Blackwall fame, in giving evidence before a Select Committee in 1860, said, "he preferred Rodger's original anchor on the whole, because it had very small palms, the crown going

right into the ground. They did not make such a large hole and disturb the ground so much as broad-palmed anchors." We see the importance which this gentleman attached to good penetration without undue disturbance of the ground.

Trotman's Anchor.—The anchor generally known as Trotman's is the first and best of the so-called "patent" anchors, *i.e.*, anchors which depart from the ordinary type. It is an improvement on the earlier Honiball, better known as Porter's. The original, under the designation of the "Tumbling Fluke Anchor," was the invention of Lieutenant Belcher, R.N., in 1818. The anchor is forged in two separate parts, the arms and the shank, and the two connected by means of a pin passing through a fork at the end of the shank into which the crown fits. The crown and arms pivot on this pin, so that, when the anchor bites, the lower arm enters the ground, while the other arm bears against the upper side of the shank. In this way great penetration is obtained, with a corresponding increase of holding power. During the repeated trials to which this anchor was at first subjected, the only important defect noticed was failure at times to bite quickly; that is to say, when the lower arm became jammed between the ground and the shank, the anchor occasionally failed to open out and bite, or dragged some distance before doing so. This defect was subsequently remedied by John Trotman, Esq., who added supplementary canting palms, which caused the anchor to bite readily. These supplementary palms, however, are not unmingled blessings; they make fouling by the cable possible, while they tend to lessen penetration and to break up the ground; they also offer considerable resistance to quick tripping, as is shown by the results of the Admiralty trials in 1852, when for quick tripping a proportion of 7 was awarded to Porter's as against 3 to Trotman's, the average value for the eight competing anchors being about 6. The weak points of this otherwise excellent anchor are to be found, of course, in the pivot and forked shank, especially when used on hard or rocky bottoms; but I believe

breakages due to failure of these portions have seldom occurred when the anchors have been properly looked after. Notwithstanding its good qualities, this type of anchor is becoming practically obsolete, owing principally to the altered conditions under which anchors have now to be used. With the advent of bluff-bowed, wall-sided vessels and straight stems, these anchors were found inconvenient to cat, the long open arm being likely to hook under or across the stem. They are also somewhat difficult to handle in case of coming up foul, owing to the tendency of the arms to cant over at awkward times, during the process of clearing the chain.

Martin's Anchor.—We now come to the type of anchor found more convenient for ordinary modern requirements, where the stock serves only as an auxiliary, or is altogether dispensed with. The first anchor of this kind, invented by a Frenchman named Martin, about the year 1865, was found to possess distinct and important advantages over most of its predecessors, and still retains a foremost position. It is interesting, however, to note, that from this time forward, owing to the rapid increase of steam propulsion, more and more importance was given to convenience of handling and stowage, qualities which are in evidence only when the anchor is idle, so to speak, rather than to good points afforded by the anchor when fulfilling its proper function of holding into the ground. Thus, the great feature of Martin's anchor is the small space it occupies when stowed; it is short, narrow, and lies flat. In common with Trotman's anchor, it is without a weld, being forged in two principal parts, but Martin's anchor has the greater strength in the crown. In construction it is simplicity itself; a solid round bar having the palms already forged, and one arm bent to shape, is passed through a hole in the shank head, the straight arm being afterwards bent and forged to the required form. The short auxiliary stock is then fitted on the ring end of the square shank and keyed to its place. The stock, which is really unnecessary, this anchor being self-canting, is set on the shank edge up and bent away from the flukes

on either side; it was probably intended as an addition to the useful holding surface, rather than as a stock proper, the function of which is to cant and keep the arms up to their work. The shape of the stock in Martin's anchor is similar to that of stocks in some of the oldest anchors, but the intention seems to have been to increase the leverage of the stock for keeping the shank down, and also to give better holding, rather than to facilitate the cable clearing itself, as we have suggested was the intention of the anchor-makers of old. As against great strength, close stowing and self-canting qualities, we must set a few faults, which, however, only in a very slight degree detract from the great value of this well-known anchor. The most serious defects seem to be insufficient penetration, absence of vertical curvature in the arms, and a too general distribution of weight. The weight of an anchor should be concentrated as far as possible in the crown and arms, as provided for in Lloyd's Register's rules, which now require the heads of stockless anchors to be not less than three-fifths of the total weight. These anchors are also rather difficult to trip out of hard ground, owing to the long flat palms and small shank leverage. The form of stock too offers a certain resistance to biting, because to obtain complete penetration, the anchor must move about half its own length, and this the stock tends to prevent. On hard bottoms, therefore, there is a tendency to hold only by the tips of the palms and by the lower edge of the stock; and in soft bottoms, the anchor may break up the surface ground and drag, rather than penetrate to the harder layers below. Martin's anchors are generally used in the ships of the Royal Navy, where low flat stowage and economy of space are all-important; they are also very suitable for securing on inclined anchor beds, or for being stowed vertically against the ship's side as is now the ordinary practice in large war-vessels.

Since the above was written, I have received from Messrs. H. Charlton & Co., of Gateshead-on-Tyne, the following account of the Martin's anchors, which is so interesting and instructive that

very little apology is needed for quoting it almost verbatim.

The first Martin's anchor was patented 6th May, 1864 (No. 1154), by Mr. François Martin, and it is of interest to note that it was provided with a centre trip, fixed securely to the arms; this would assist the palms in tripping promptly as well as holding more securely—a principle which is now adopted in most patent anchors. There is no record of many of these anchors having been made; they would require rather more fitting up than was desirable, and possibly their cost was to some extent prohibitive; at any rate, we find that on the 21st October, 1864, Mr. F. Martin patented a second anchor (No. 2604), and in one opening paragraph of this patent specification Mr. Martin says:—"Part of my present improvements are intended to simplify, and thus facilitate, the construction of such anchors, thereby reducing the cost of manufacture"; and from the tone of the following paragraphs we gather that his first designed anchor held so well that there had been difficulty in breaking it out of the ground, and that he now dispenses with the centre trip—which in later patents is again adopted—and substitutes the form of anchor shank so well known in Martin's patent self-canting anchors.

This anchor was adopted by the British Admiralty, and in 1865 H.M.S. *Viven*, *Viper*, and *Favourite* were fitted with them, followed in later years by the *Industry*, *Pallas*, *Prince Albert*, *Glatton*, *Devastation*, *Thunderer*, *Hecate*, *Gorgon*, *Cyclops*, *Hydra*, *Rover*, *Rupert*, &c.

This patent was improved upon and a new patent secured for the same by Claud and Hyppolite Martin, dated 30th May, 1872 (No. 1632); this improvement being the adoption of a pin through the head of the shank, penetrating the arms, which had a corresponding slot of sufficient length to allow the arms to travel to their correct angle on either side of the shank. These anchors were fitted to H.M.S. *Colossus*, *Edinburgh*, etc., being extensively used in H.M. Navy, as well as by most foreign Governments, shipowners, etc.

On 10th May, 1882, Mr. Claud Martin was granted another patent

(No. 2197) on a further improvement in this anchor, when the centre trip was again resorted to as a means of assisting the palms in holding and biting quickly. This was accomplished in one design by fitting plates on either side of the head of the shank, blocks being fitted between them on either side. Mr. Martin died soon after, and this patent was improved upon and repatented by Mr. Barton—who had assisted Mr. Martin in his work—on the 7th December, 1883 (No. 5663), the shape of the side plates and blocks being improved, but the principle was the same as in Mr. Martin's last patent.

In 1885 a limited company was formed to work the Martin's patents, who adopted the style of the Improved Martin's Anchor Co., Ltd. Mr. Martin's older patents were known as Martin's Patent Self-canting Anchor, but the new form now introduced was called the Improved Martin's Patent Anchor, so as to distinguish it from the older patterns.

In 1885, also, the Admiralty carried out an exhaustive series of trials with anchors, and on this occasion the Improved Martin's Patent Anchor gave excellent results, and was adopted by the Admiralty for their ships, many

of the older Martin's self-canting anchors being converted into the newer form. These anchors were fitted to a great many of H.M. ships, amongst which were H.M.S. *Royal Sovereign, Hood, Repulse, Ramillies, Resolution, Revenge, Blake, Blenheim, Pique, Terpsichore, Thetis, Howe, Collingwood, St. George,* etc., etc. They were also extensively used in many foreign navies.

In 1893 the introduction of cast steel into the manufacture of anchors made it possible for the Martin's anchor to be still further improved, and a patent (No. 5606) was granted to Mr. Henry Charlton for a new form of anchor head made of cast steel; the main features of the older patent were retained, but the manufacture was simplified so that an equally effective anchor was secured at a much cheaper rate. This anchor has also been fitted to a large number of H.M. ships, including the new battle-ships *Duncan, Cornwallis, Exmouth, Russell, Leviathan, Good Hope, King Alfred, Bedford,* etc., etc. It is also extensively used in foreign navies.

This anchor is known as the Improved Martin's Patent Anchor, Adelphi Pattern, the words "Adelphi Pattern" being added to distinguish it from the former pattern.

(To be continued.)

H.R.H. THE PRINCE OF WALES AND THE SCARBOROUGH LIFE-BOAT COXSWAIN.

During the visit of the Prince of Wales, in December last, to Londesborough Park, John Owston, coxswain of the Scarborough Life-boat, belonging to the ROYAL NATIONAL LIFE-BOAT INSTITUTION, was in attendance upon the Earl of Londesborough, who takes a close interest in the Life-boat service along the Yorkshire coast. His Royal Highness asked Owston many questions relative to the Life-boat work, particu-

larly about the Scarborough station and locality, indicating that he had some acquaintance with the praiseworthy work of the coxswain, who is locally known as "Honest John," and his doughty crew. Before leaving Londesborough Park, the Prince presented Owston with a couple of silver-mounted briar pipes bearing the Royal monogram, greatly, it need hardly be added, to the satisfaction of the gallant coxswain.

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



WEXFORD, Co. WEXFORD.—A yawl belonging to Wexford broke adrift on the night of the 27th May, 1902. A strong gale from W.S.W. was blowing at the time, accompanied by a heavy sea. Owing to the stress of weather the crew were unable to make the shore. On information being received of their perilous position, the Life-boat *James Stevens* No. 15, fully manned, proceeded to search for the vessel; they found her about three miles from the station, and succeeded in picking up the boat, and saving the lives of the five occupants, bringing them safely to land at 4.30 on the morning of the 28th May.

The fishing yawl *Swan*, of Wexford, while coming into harbour on the morning of the 16th June, in a strong breeze and heavy rain squalls, struck on an anchor belonging to a dredger, after which she stranded and commenced to fill with water. In response to her signals of distress, the Life-boat, *James Stevens* No. 15, put off to the vessel. On reaching her they found she was full of water and so low

that her deck was half covered. The Life-boat managed with some difficulty to get alongside and rescued the crew of 4 men, who, together with one small box of their fish, were conveyed in safety back to Wexford. As the tide rose the fishing boat dragged off into deep water and was lost.

UPGANG, YORKSHIRE.—The s.s. *Ben Corlic*, of North Shields, bound with a cargo of coal from the Tyne to the Mediterranean, stranded off Upgang in a dense fog and a rough sea on the night of the 30th May. Cries for help in a seaward direction were the first intimation of a disaster, as no distress signals were made by those on board. A messenger was at once despatched to Whitby to give information respecting the accident, and to summon the Life-boat crew, there not being sufficient men on the spot to man and launch the Life-boat. As soon as they arrived they launched the Life-boat with great promptness.

Shortly after the vessel struck, the

greater part of the crew attempted to land in their own boats. The boats were however capsized, and it was only by clinging to them and the floating oars that thirteen out of the fifteen men who left the vessel managed to get ashore. Unfortunately, the other two, who filled the posts of third engineer and carpenter, were drowned. Had they remained on board their lives in all probability would have been saved, as five other members of the crew were successfully rescued from the wreck by the *Uppang* Life-boat, which brought them to land in safety. After returning ashore the Life-boat men patrolled the beach for two hours in the hope of recovering the bodies of the two poor fellows who had perished, but without success.

The crew of the *John Fielden* Life-boat, stationed at Whitby, also assembled in case their services might be required, but were ultimately disbanded without their boat being launched.

CLACTON-ON-SEA, ESSEX.—At 10.45 A.M. on the 1st July, a message was received from the Gunfleet Light House, stating that a barque was ashore about four and a half miles to the W.S.W. The signal to muster the Life-boat crew was fired, and the *Albert Edward* Life-boat at once proceeded to the ship, which proved to be the brigantine *Hilda*, of Abo, bound from London to Shields, in ballast. The wind and sea were moderate, so the captain declined any assistance, but asked that the Life-boat should remain alongside until his vessel floated. This request was complied with, and on the vessel re-floating—apparently undamaged—no further help being required, the boat returned to her station.

PALLING AND WINTERTON, NORFOLK.—About 10 o'clock in the morning of the 5th July, the North Hasborough Light vessel fired signals, indicating that a vessel was in distress on the sands. The crew of the Palling No. 1 Life-boat, 54th *West Norfolk Regiment*, was at once summoned, and having launched their boat proceeded to Hasborough Knoll, where the s.s. *Holderness*, of Glasgow, was found ashore on the sands, she having stranded during the thick weather. Her

cargo consisted of coal, coke and bricks, which she was taking to Cartagena from the Tyne. The signals being heard at Winterton, the *Margaret* Life-boat, stationed at that place, was also promptly launched, and with the assistance of a tug, proceeded to the distressed vessel. As the sea was smooth and the wind at the time light, the master of the steamer decided to wait until the tide rose, hoping then to get clear. He requested the Life-boats to stand by him, in case their services should be required, and this they did until about 4 P.M., when the vessel was successfully re-floated, and the captain having expressed his thanks for the timely aid proffered by the Life-boats, proceeded on his voyage. During thick weather on the morning of the 27th September, the s.s. *Mundako*, of Bilbao, with coal and general cargo from Newcastle to Bilbao, ran aground one and a quarter miles north of Palling. The No. 1 Life-boat on that station promptly proceeded to her assistance, but on reaching her the master declined any aid. The Life-boat, however, stood by until the afternoon, when the vessel floated. Finding she was then able to proceed on her voyage and was apparently undamaged, the coxswain returned ashore, and during the evening re-housed the boat.

HILBRE ISLAND, CHESHIRE.—In the early morning of the 29th July there was a very fresh W.N.W. wind blowing and a nasty sea. About 9 o'clock the flat *Livadia* was observed ashore on the Great Salisbury Bank. The coxswain of the Life-boat *Admiral Briggs* immediately got his boat ready in case her services should be required. As the weather got worse, the wind increasing to a gale with heavy squalls, it was decided about 1 P.M. to launch and proceed to the vessel, which was reached shortly after 2 P.M. The crew were then endeavouring to get her off; after considerable difficulty this was accomplished, and the Life-boat returned to her station after having stood by until all danger was over. The captain expressed his great satisfaction that the Life-boat had launched to his help, as he quite realised the imminent peril his vessel was in.

During the strong gale from the W.S.W. on the 3rd Sept. a shrimping boat—the *Dreadnought*, of Parkgate—was discovered half a mile S.S.W. from Hilbre Island, with heavy seas breaking over her. The Life-boat crew proceeded from Hoylake to the island, launched their Life-boat promptly, and succeeded in rescuing the occupant of the boat. Men from the Life-boat also went on board the shrimper and brought her into Hilbre Pool.

Immediately after this service was performed the *Admiral Briggs* proceeded to the assistance of *Hopper No. 12*, of Liverpool, which was flying signals of distress off Taylor's Bank. On speaking the Formby Lightship the coxswain learnt that all danger was over and therefore did not proceed further. As he could not get back to Hilbre against the wind and tide, he made for Hoylake, leaving the Life-boat there all night, and taking her back to Hilbre the following day.

NEW BRIGHTON and HOYLAKÉ, CHESHIRE, and FORMBY, LANCASHIRE.—About 10 o'clock in the morning on the 3rd of September the steam Life-boat *Queen*, stationed at New Brighton, was called out to the neighbourhood of the Formby Lightship, where the Mersey Dock Board's *Hopper No. 12* had drifted into a dangerous position near Taylor's Bank, owing to a derangement of her machinery. A gale was blowing from S.W. at the time and a heavy and rough sea was running. Before the *Queen* managed to reach her another of the Board's hoppers—*No. 18*—came to her assistance and took her in tow; just after the arrival of the Life-boat however the rope parted, and the captain of the hopper asked that the Life-boat would stand by him until he was out of danger. This was accordingly done, and another rope having been made fast between the two vessels, the *Queen* left them and returned to New Brighton.

During the morning, before other help arrived, eight of the crew of the dredger *G. B. Crow*, belonging to the same corporation, which was in the vicinity of the distressed vessel, volunteered to go to their aid. For more than an hour

they struggled to accomplish their task, when a heavy sea overturned the boat. All the men, with the exception of one poor fellow, who was washed away and drowned, managed to cling to the upturned keel and eventually they righted the boat again. In the meantime the coxswain of the Life-boat *John and Henrietta*, stationed at Formby, received a message from the Formby Lightship that a hopper was in distress and required a Life-boat. The sea was so rough, and the state of the tide such, that it was only after repeated efforts and very arduous labour that the Life-boat was got afloat. Twice she was thrown back on to the shore, and the crew had to go waist deep into the water to push the boat clear before they could take their places in her. After pulling a considerable distance through the surf the boat of the dredger was seen in a water-logged condition with seven men still clinging to her. With great difficulty the Life-boat got alongside and rescued them from their perilous position, the waves meanwhile repeatedly washing over them. Having conveyed them in safety ashore, the *John and Henrietta* again launched and sailed out to the *Hopper No. 12*, to assist which they had originally gone out. Communication was established with the vessel by means of a line, but the other Hopper, having taken the vessel in tow, as stated above, the Life-boat ran for the beach, getting ashore in safety after performing a very trying but useful service.

The gale which visited the whole of the west coast of England, Scotland, and Wales on the 15th and 16th of October blew with exceptional severity in Liverpool Bay, causing several shipping disasters and the destruction of much valuable property. Happily the Life-boats in the neighbourhood were instrumental in saving no less than 51 lives in the two days.

On the morning of the 15th the coxswain of the Life-boat *John and Henrietta*, of Formby, saw a schooner and a barquentine dragging their anchors. From time to time they were hidden by heavy squalls of rain, but at 9.15 a.m. the barquentine showed signals of distress, and in

response the coxswain summoned his crew, telephoned to New Brighton that a vessel was in distress, and launched to her assistance. On arrival he found the *Marie Sophie*, of Falmouth, stranded and likely to become a total wreck, while bound for Liverpool with a cargo of timber. The crew of 6 hands were successfully rescued and landed at Formby, the Life-boat being replaced in her house about 2 P.M. In the meanwhile, immediately on receipt of the telephone message at New Brighton, the No. 1 Life-boat, *Henry Richardson*, was despatched to the scene of the casualty, but on reaching the stranded vessel found the crew were then getting on board the *John and Henrietta*, so sail was made for home, and her moorings reached just before noon.

The same night, soon after 11 o'clock, the Coastguard on duty at New Brighton observed signals of distress in the direction of the Crosby Lightship. Information was at once conveyed to the coxswain of the *Henry Richardson* Life-boat, and the crew again assembled. With the assistance of a tug she at once proceeded to the distressed vessel. On arrival, the s.s. *Heracles*, of Liverpool, a liner of 3,000 tons, bound from Liverpool to Glasgow in ballast, was found stranded on Taylor's Bank. The Life-boat went alongside and took twenty-two men on board, the remainder of the crew refusing to leave the vessel, so the *Henry Richardson* remained near her. The tide at the time was ebbing, and in consequence of standing by, she also grounded on the bank. About the same time as the distress signals were reported at New Brighton, they were observed from Hoylake, and the crew of the Life-boat, *Coard William Squarey*, stationed at that place was assembled. The Life-boat on her carriage was transported by horses about half-a-mile to eastward. At the foot of the slipway, the sand proved to be soft, the tide having just left it. This, together with the difficulty of getting the horses to pull together, caused some delay, but shortly after midnight the boat was successfully launched. With difficulty and hard work she reached the distressed vessel and stood by her, about one cable length off, until 7 A.M. on the 16th, in case

her aid might be required. Between 2 and 3 A.M. the Formby Life-boat, *John and Henrietta*, also arrived upon the scene. The surf on launching was very heavy, but the crew displayed great perseverance, and eventually they reached the Formby Channel, where they made sail. On arriving in the vicinity of the wreck, the crew saw it was no use attempting to go alongside, as the steamer was almost dry. The Life-boat also was bumping heavily, so the coxswain took her into a channel directly to leeward, and beached her within a cable's length of the vessel; some of the crew then waded to the *Heracles*, and took the fourteen men who had remained on board back with them to the Life-boat, which landed them at Formby about 7.30 A.M.

The Hoylake Life-boat being afloat to westward of the bank, did not know that all the crew had left the steamer, so they waited for the flood-tide to take her alongside, but about this time the *Henry Richardson* Life-boat, with her twenty-two rescued passengers floated and informed the coxswain of the Hoylake Life-boat, in passing, that all the crew had been taken off. On hearing this, a start was made for Hoylake, and the boat beached soon after 10 A.M. on the 16th, having been out, exposed to the violence of the gale, for more than ten hours. The New Brighton boat got back to her moorings about 8.30 A.M.

During the day there was no abatement of the gale, although the wind got round rather more to the west. About 9 P.M. a telephone message was received at New Brighton, stating that another vessel was ashore off Blundell-sands. The crew of the *Henry Richardson* was again mustered, and the Life-boat left in tow of a tug. On reaching the ship, which proved to be the barquentine *Matador*, of Riga, repeated attempts were made to get alongside and rescue the crew. Heavy seas swept over the boat, and a perilous time was experienced.

In the meantime the Hoylake Life-boat, *Coard William Squarey*, in charge of coxswain Dodd, arrived, and after considerable difficulty, effected a gallant rescue of the whole crew of nine, who were landed at New Brighton between midnight and 1 A.M. on the 17th idem. The

New Brighton Life-boat also returned about that time, and the rescued crew and the Life-boat men were duly fed and cared for.

Soon after 3 A.M. the Hoylake Life-boat made a start for home, which was reached about 8.15 that morning, after an absence of over eleven hours.

The rescue was an excellent one, and

the coxswain handled his boat magnificently. The Committee of Management decided to mark their appreciation of his gallantry, energy and skill, by presenting him with the Silver Medal of the Institution. After being at sea for eleven hours on the night of the 15th, the boat, after a break of only eight hours, was again engaged for another eleven hours.

THE WRECK REGISTER AND CHART FOR THE YEAR ENDED THE 30TH JUNE, 1901.

SINCE the publication of the last number of *The Life-Boat Journal*, the Board of Trade has issued its annual Blue Book—so deeply interesting to all taking an interest in sailors and shipping—giving in many admirably arranged tables the statistics of the shipping casualties on or near the coasts of the United Kingdom during the year which ended on the 30th June, 1901. We cordially recommend those who can afford the time to examine for themselves these important "Abstracts," but inasmuch as the majority of our people have neither the time nor the opportunity for such purposes we propose, as usual, to place this important "Blue Book," containing 173 pages, before the supporters of the ROYAL NATIONAL LIFE-BOAT INSTITUTION in a compact and reduced form, merely drawing special attention to those facts and figures which are more particularly connected with the work of our Life-boat service, a service which during the last 78 years has done so much to minimise the terrible loss of life from shipwreck which has ever taken place, and must continue to do so, on the rock-bound shores of our island home.

The shipping casualties which occurred on or near our coasts in the year 1900-1 totalled 4,008, a decrease of 59 as compared with the previous year, and, which is more satisfactory still, the number of

lives lost as a result of the casualties dropped from 432 to 422, a decrease of 10 as compared with the year 1899-1900.

The total casualties under consideration included all descriptions of accidents befalling every class of vessel—collisions, foundering, strandings, missing vessels, etc. They are all classified as follows:— (1) total loss; (2) serious casualties; (3) minor casualties. Unfortunately there is an increase shown under the first two of these headings, the number of the cases of total loss and serious casualties running up from 1,116 (the total for the year 1899-1900) to 1,259, a substantial increase of 143. On the other hand the cases of minor casualties dropped from 2,951 to 2,749, a decrease of 202. The most satisfactory item of all is, however, that life was lost in only 111 cases, a decrease of 17 cases as compared with the corresponding figure of the previous year.

The cases of collision represented, as is almost always the case, a very considerable proportion of the casualties, the total being 1,526, or 70 less than in the year 1899-1900, and the casualties involving total loss—collisions *not* being included—fell from 281 to 223. The total of serious casualties increased from 520 to 664, the number of the minor casualties falling from 1,670 to 1,595.

Of the total casualties (4,008) 3,487 befell British and Colonial vessels and 521 Foreign vessels. It is well to note, however, that the total of the British and Colonial casualties was 98 less than that of the year 1899-1900. The total of Foreign casualties showed, unfortunately, an increase of 39 cases.

The various localities of the casualties, *excluding collisions*, were as follows:— East coast of England 621, or 30 less than the preceding year; south coast 375, or 32 more than in the previous year; west coast of England and Scotland and east coast of Ireland 1,003, or 86 more than in the year 1899-1900; north coast of Scotland 93, a decrease of 62; east coast of Scotland 149, a decrease of 20; other parts 241, an increase of 5—total, 2,482, or 11 more than the preceding year.

The *loss of life* occasioned by the casualties is, of course, by far the most important matter for consideration, and the numbers in the various districts as previously described, were as follows:— East coast of England 85, or 44 more (double) than in 1899-1900; south coast of England 38, or 45 less (less than half), than the preceding year; west coast of England and Scotland and east coast of Ireland 199, a serious increase of 122 on the number of the previous year; north coast of Scotland 35, or 3 more than in 1899 and 1900; east coast of Scotland only 3, as compared with 34 in the preceding twelve months; other parts 62; total, 422.

On reference to the chart of the United Kingdom, issued each year, a black dot will be found entered against each spot on the coast where any *serious* shipping casualty occurred during the year ended the 30th June, 1901, as well as the precise position of each of the 288 Life-boats of the ROYAL NATIONAL LIFE-BOAT INSTITUTION. It will thus be understood at a glance that the boats have been stationed where they are likely to prove of the most use.

Between the year 1861 and the 30th

June, 1901, no less than 6,213 British, Colonial and Foreign vessels were wrecked on or near our coast, involving in every case loss of life; the total number of lives which were thus so sadly sacrificed being 26,805. Of the 422 lives lost during the year 1900-1, 352 were from British and Colonial vessels and 70 from Foreign vessels. These figures, when compared with the corresponding totals for the preceding year, show an increase of 6 lives lost from British and Colonial vessels, and a decrease of 14 from Foreign vessels.

Of the 422 lives lost in the year 1900-1, 67 were lost in foundered vessels, 130 in collisions, 125 in stranded vessels, an increase of 41; 36 in missing vessels, a large falling off of 92, as compared with the year 1899-1900; 64 in explosions, washed overboard, etc. Only 27 out of the 422 persons drowned were passengers, the great majority of them—395—being officers or members of the crews of the vessels.

The number of vessels meeting with casualties on or near the coasts of the United Kingdom necessarily vary from year to year, sometimes increasing and sometimes, happily, decreasing. The following table furnishes the statistics for the last 48 years:—1854 (last six months), 458; 1855, 1,141; 1856, 1,153; 1857, 1,143; 1858, 1,170; 1859, 1,416; 1860, 1,379; 1861, 1,494; 1862, 1,827; 1863, 2,001; 1864, 1,741; 1865, 2,012; 1866, 2,289; 1867, 2,513; 1868, 2,131; 1869, 2,594; 1870, 1,865; 1871, 1,927; 1872, 2,381; 1873 (first six months), 1,206; 1873-4, 2,191; 1874-5, 4,259; 1875-6, 4,554; 1876-7, 5,017; 1877-8, 4,436; 1878-9, 3,716; 1879-80, 3,138; 1880-1, 4,297; 1881-2, 4,367; 1882-3, 4,363; 1883-4, 4,405; 1884-5, 3,764; 1885-6, 3,596; 1886-7, 4,224; 1887-8, 4,004; 1888-9, 4,272; 1889-90, 4,344; 1890-1, 4,198; 1891-2, 4,710; 1892-3, 3,499; 1893-4, 4,951; 1894-5, 4,917; 1895-6, 4,620; 1896-7, 5,277; 1897-8, 4,964; 1898-9, 5,040; 1899-1900, 4,067; 1900-1, 4,008. Total, 153,039.

On reference to the Board of Trade's "Abstracts" for the last 48 years we are shocked to find that during that period alone no less than 30,644 persons perished from shipwrecks on or near the coasts of the United Kingdom, the population of a fair-sized town. It is consoling to know, however, that had it not been for the grand work done by the Life-boats and crews of the ROYAL NATIONAL LIFE-BOAT INSTITUTION and the means used and rewarded by it, that number would have been *more than doubled*, for the total number of lives saved by these means in the same number of years was 33,389, the saved exceeding the lost by 2,745.

The Board of Trade is to be congratulated on the excellent work done by their 314 rocket apparatus stations, so well manned by the Coastguard and

rocket brigades. These during the year 1900-1 were instrumental in saving 152 lives, a decrease of 217 as compared with the previous year.

The Committee of Management of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, in drawing special attention to the statistics given by the Board of Trade in the authoritative "Wreck Register," clearly demonstrating the absolute necessity which still exists for maintaining a thoroughly efficient fleet of Life-boats on the coast of the United Kingdom, earnestly appeal to the British Public for increased financial support, without which it will be impossible to properly sustain the great national work of life-saving which has been carried on without a break since 1824. The total number of lives for which the Institution has granted rewards has exceeded 43,500.

LIFE-BOAT SATURDAY FUND.

THE year of grace 1902 has come and gone, but in reviewing it we have to acknowledge that it has not been an altogether exhilarating and encouraging one for charity workers generally, and that the Life-boat Saturday Fund cannot, unfortunately, boast of having done very much better than the other "philanthropies" of the country. Men have worked and women have pleaded, but they have not succeeded in bringing the receipts up to "high water mark." The very fact, however, that this has been the case calls for unstinted praise for all the earnest labourers for the Life-boat cause, for it means that every shilling raised has incurred the expenditure of an unusual amount of energy and zeal, and too much cannot be said therefore by way of recognition and approval of the self-denying efforts of the Life-boat Saturday workers of every description throughout England, Scotland and Ireland. We would remind them—and their own experience will confirm the

statement—that the special circumstances of the year have been altogether exceptional, and that quite apart from other important reasons which might well be adduced, the British Public has had to combat with the after results of the South African War, including an increased income tax and a general rise in the cost of most of the necessaries of life. These several matters have seriously affected all classes of the community, either directly or indirectly, so that after meeting all compulsory payments, the family bread-winner has found that perforce he has been regretfully obliged to reduce his charity contributions. So much for the past. A new year has now been entered upon, and hope, which we are told "springs eternal in the human breast," leads us to look forward with sanguine expectation to the results of another season's effort. We would impress on all Life-boat Saturday workers the undoubted fact that comparative

lack of success owing to special and well-recognised circumstances in the past is no criterion whatever as to the future when those circumstances have been either removed or overcome, and therefore urge them to work on enthusiastically and confidently, resting assured that, whatever the result—whether it be, as we may hope, excep-

tionally good or merely indifferent—they will, in addition to earning the grateful thanks of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, have the more important satisfaction of knowing that they have done what in them lay to discharge an undoubted duty to those “in peril on the sea.”

CIVIL SERVICE LIFE-BOAT FUND.

The 36th Annual Meeting of the Committee of the Fund was held on the 16th ultimo, and was presided over by Sir RALPH H. KNOX, K.C.B. Mr. CHARLES DIBDIN, the honorary secretary, reported that the Fund continued to receive the steady support of the officials in every branch and department of H.M. Civil Service, and that during the past year the Committee had been able to pay to the ROYAL NATIONAL LIFE-BOAT INSTITUTION the large sum of 1,513l. 4s. 6d., to recoup the Institution

every expense entailed in 1902 by the seven Civil Service Life-boats and Stations provided by the Fund, and 850l. towards the Life-boat House and Slipway recently erected at Kingstown. The Civil Service Life-boats have saved 418 lives, and the total amount paid to the Institution by the Fund, since its establishment in 1866, has amounted to 29,075l. 13s. 3d., all of which has been raised in half-crown subscriptions and other small amounts.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.



HENDON, SUNDERLAND.—As the result of a shipwreck, with loss of life, at Ryhope Point, Sunderland, the ROYAL NATIONAL LIFE-BOAT INSTITUTION has, on the strong representation of the Local Committee, formed a Life-boat station at Hendon Beach. A boat-house has been erected from the designs of the engineer and architect of the Institution, and a ten-oared Life-boat of the self-righting type, 34 ft.

long and 8 ft. wide, having one water-ballast tank, has been supplied to this new station. The boat will be manned by the coxswains and crew of the Sunderland South Outlet Life-boat, who will exercise the boats alternately. The cost of the new boat and equipment has been met from a legacy bequeathed to the Institution by the late Mr. JOHN BAYLISS, of Ryde, and in accordance with his wishes the boat is named *John and Amy*.



SUMMARY

During the year ended the 30th June, 1901, the Number of Vessels lost or damaged on the coasts, and in the seas of the United Kingdom including cases of minor damage was 4008, and the Loss of Life as far as can be ascertained was 422.

	Life Boats	Rocket Stations	
There are	209	209	in England & Wales.
"	48	46	" Scotland.
"	36	50	" Ireland.
"	6	4	" Isle of Man.
"	4	0	" Channel Islands.

WRECK CHART OF THE BRITISH ISLES

FOR THE YEAR
1900-1901.

Compiled from the Board of Trade Register.

SHOWING ALSO THE PRESENT
LIFE BOAT STATIONS.

OF THE
ROYAL NATIONAL LIFE BOAT INSTITUTION.

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

Scale of Nautic Miles
10 0 50 100



ALDEBURGH, SUFFOLK.—One of the finest sailing Life-boats ever built for the Institution has recently been placed on this station, in the place of the boat which met with such an unfortunate accident while she was out on service some three years since, resulting in the loss of six out of eighteen of her crew. The new boat is of the "Norfolk and Suffolk" type modified; she is 46 ft. long and 14 ft. wide, and has one water ballast tank and two sliding or drop keels. The special Life-boat fund collected some time since in Winchester, through the kind exertions of Mr. W. H. FORDER, who was then serving as Mayor, Mr. C. S. WOOLDRIDGE, who acted as Honorary Secretary, and other benevolent friends of the Life-boat cause, has been appropriated towards the cost of this Life-boat, which is named the *City of Winchester*. Since she has been on her station she has been tested in suitable weather with most satisfactory results.

BLYTH, NORTHUMBERLAND; BURN-

HAM, SOMERSET; KILMORE, COUNTY WEXFORD; NORTH BERWICK, HADDINGTONSHIRE; ROBIN HOOD'S BAY, YORKSHIRE; TENBY, PEMBROKESHIRE, and WHITBURN, DURHAM.—The Life-boats on these stations have also recently been replaced by new boats. They are of the self-righting class, with two exceptions, viz., Burnham and Tenby, which are respectively of the "Liverpool" and "Watson" type. The names of the several boats are *Dash, Philip Beach, Sisters, Norman Clark, Mary Ann Lockwood, William and Mary Devey, and William and Charles*. The donors of these respective boats were the late Miss M. A. PARKE, of Inverness Terrace, London, W.; the late Mrs. SARAH BEACH, James Street, London, W.; Miss MARTHA TAYLOR, Chapel Allerton; the late Mr. NORMAN CLARK, of Netherhill, Paisley; the late Mr. T. LOCKWOOD, Harrogate; and the late Miss ELEANOR DEVEY, Tunbridge Wells; the last-named boat (*Whitburn*) was endowed, the original gift to the Institution having been an anonymous contribution from "A Lady."

SUMMARY OF THE MEETINGS OF THE COMMITTEE.

THURSDAY, 11th September, 1902.

Colonel FITZ-ROY 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 on their recent visits to the following Life-boat Stations:—

Northern District—Dunbar, Berwick-on-Tweed, Eyemouth, Alnmouth, Hauxley, Holy Island (two boats), Boulmer and North Sunderland.

Eastern District—Saltburn, Redcar, Whitburn and Seaham.

Southern District—Weymouth, St. Helier's, St. Peter's Port, Ryde, Totland and Bembridge.

Western District—Falmouth, Mevagissey, Polkerris and Fowey and Looe.

Irish District—New Brighton (two boats), Hoylake and Hilbre Island.

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

	£.	s.	d.
RICHARD H. BEAUCHAMP, Esq.	1,000	-	-
Oldham Branch, for one year's maintenance of the <i>Oldham</i> Life-boat	70	-	-
Newcastle-on-Tyne Co-operative Society (Limited)	25	-	-
Collected on board the s.s. <i>Philippeville</i> , per Messrs. ELDER, DEMPSTER & Co., Liverpool	11	8	9
—To be severally thanked.			

Also the receipt of the following legacies:—

	£.	s.	d.
The late Dr. JOHN FORTUNE, of Edinburgh, for building and maintaining a Life-boat to be placed on the East Coast of Scotland	1,000	-	-
The late Miss M. H. O'LOUGHLIN, of South Kensington	90	-	-
The late Mrs. LAVINIA FARRAR, of Chorlton-on-Medlock, per Manchester Branch	25	-	-
The late Mr. F. W. N. LLOYD, of Bromley, Kent	15	-	9
—To be severally acknowledged.			

Voted the best thanks of the Institution to Mr. VIVIAN MCLAUGHLIN, in acknowledgment of his valuable co-operation as Honorary Secretary of the Maidenhead and Taplow Branch of the Institution, which office he had just resigned.

Reported the transmission to their stations of the Cromer and Kilmore new Life-boats.

Paid 5,003*l.* for sundry charges on various Life-boat establishments.

Voted 103*l.* 2*s.* 9*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Arbroath . .	Fishing-boat <i>Rosebud</i> , of Arbroath. Stood by boat.	
Caister No. 1 .	S.S. <i>Araucania</i> , of Liverpool. Stood by vessel.	
Dunbar . . .	Fishing smack <i>Carmi</i> , of Arbroath. Rendered assistance.	
Eyemouth . .	Fishing-boat <i>Ocean</i> , of Dunbar. Rendered assistance.	
Formby . . .	Boat of Dredger <i>G. B. Crow</i>	7
Hilbre Island .	Shrimper <i>Dreadnought</i> , of Parkgate. Saved boat and	1
Maryport . .	Fishing smack <i>Victory</i> , of Maryport	5
Moelfre . . .	Yacht <i>Modwen</i> , of Liverpool	1
New Brighton. (Steam Life-boat)	Steam Hopper No. 12, of Liverpool. Stood by vessel.	
Peel	Fishing nobbie <i>Divna Ken</i> , of Peel. Saved boat and	4

The Bull Bay and Gorleston No. 2 Life-boats rendered assistance to the smack *Jane*, of Beaumaris, and assisted to save the cutter *Curlew*, of Harwich, and four lives, respectively.

Voted also 106*l.* 5*s.* 3*d.* in payment for launches of Life-boats, or for assemblies of the crews with the view of assisting vessels in distress at Anstruther, Bull Bay, Criccieth, Eyemouth, Hilbre Island, Longhope and Sennen Cove.

THURSDAY, 9th October, 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.

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

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

Northern District—Cullercoats, Cambois, Blyth, Newbiggin, Tynemouth (two boats), Cresswell, Stonehaven, Johnshaven, Gourdon, Montrose (two boats), St. Andrews and Crail.

Eastern District—Sunderland (two boats), Hartlepool (three boats), Seaton Carew, West Hartlepool and Cromer.

Southern District—Exmouth, Brixham, Torquay, Teignmouth, Yealm River, Hope Cove, Plymouth, Salcombe and Dungeness (two boats).

Western District—Holyhead (two boats), Porth Rhuffydd, Penmon, Llanddwyyn and Cemaes.

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

	£.	s.	d.
The Misses SIMPSON, to provide a new Life-boat for the Berwick-on-Tweed station, the boat to be named the <i>Matthew Simpson</i> , after their late father, who was for many years Hon. Secretary of the Lancaster Branch of the Institution	1,000	-	-
Proceeds of Life-boat Sunday collections at Worthing on the 24th August, 1902, per Worthing Branch	67	6	5
Proceeds of concert held at Rhosneigr on 26th August, 1902, per Rhosneigr Branch	11	15	-
Proceeds of Harvest Thanksgiving Services at Aldringham and Thorpe, per the Rev. C. DU MAKEPEACE, M.A.	7	7	5
Contents of contribution box on board H.M. Yacht <i>Osborne</i>	3	8	2
—To be severally thanked.			

Also the receipt of the following legacies:—

	£.	s.	d.
The late Mrs. F. M. HOMER, of Redcliffe, Bristol	200	-	-
The late Miss ANGELINA WEST, of Lewisham	50	-	-

Deep regret was expressed at the death of Mr. GEORGE PALMER, a Vice-President, who had been connected with the Institution for many years.

Paid 6,924*l.* for sundry charges on various Life-boat establishments.

Voted 80*l.* 11*s.* to pay the expenses connected with the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Buckhaven .	Barque <i>Norren</i> , of Christiansand. Landed 7, and afterwards saved	8
Gorleston No. 1	A small boat. Saved boat and	3
Hauxley . .	Took a Doctor to Coquet Island Light-house.	
Palling No. 1 .	S.S. <i>Mundako</i> , of Bilbao. Stood by vessel.	

Also 184*l.* 12*s.* 6*d.* to pay for assemblies of crews or launches to the aid of vessels not ultimately needing help, by the following

Life-boats:—Bridlington Quay, Broadstairs, Caister No. 1, Cemlyn, Filey, Gorleston Nos. 1 and 2, North Deal, Palling No. 2, Sennen Cove, Wells, Whitby No. 1, and Winterton No. 2.

Voted an extra reward to the crew of the Buckhaven Life-boat in recognition of their gallant services in landing part of the crew, and subsequently saving the entire crew, of the barque *Nornen*, of Christiansand, on the 3rd and 4th September.

Also paid the medical expenses for attendance on JAMES HAYLETT, Junr., and the three survivors of the Life-boat accident at Caister in November, 1901, for the past eleven months.

THURSDAY, 13th November, 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 Swansea, Mumbles and Porthcawl.

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

Northern District—Whitelink Bay, Port Erroll, Peterhead, Newburgh, Fraserburgh, Banff, Wick, Ackergill, Huna, Thurso, Stromness, Longhope, Stornoway and Nairn.

Eastern District—Gorleston (three boats), Grimsby, Runswick and Staithes.

Southern District—Dover, Ryde, Brighstone Grange, Brooke, Kingsdowne, Walmer, North Deal, Hayling, Selsey, Littlehampton and Southsea.

Western District—Rhosneigr, Rhoscolyn, Holyhead, Porth Rhuffydd, Moelfre, Bull Bay, Cemlyn, Cemaes, Barry Dock and Penarth.

Irish District—St. Anne's (two boats) and Wicklow.

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

ARCHIBALD MUIR, Esq. (additional)	£.	s.	d.
Collected in Hadnall Church, Salop, per the Rev. BROOKE C. MORTIMER, M.A.	100	-	-
Collection from Captain and Officers of the s.s. <i>Bulysees</i> , per Captain T. G. SCOTT	10	-	-
Collected on board the s.s. <i>Lake Michigan</i> , per Captain R. SHUMINEN	9	1	10
Collected in Hessele Church, Hull, per L. STROMBERG, Esq.	4	10	8
—To be severally thanked.			

Also the receipt of the following legacies:—

The late Mrs. CATHERINE LINGARD, of St. Leonards-on-Sea, for a Life-boat to be called the <i>John Rowson Lingard</i> , on account	£.	s.	d.
The late JENNINGS RUTTER, Esq., of Ramsgate	600	-	-
	90	-	-

Voted the thanks of the Committee to the Rev. A. R. HOCKLEY and Mr. F. W. BUNE, in recognition of their past valuable services as Hon. Secretaries, respectively, of the Lynmouth and Dartmouth Branches of the Institution, which offices they had just resigned.

Reported the transmission to their stations of the Aldeburgh, Robin Hood's Bay and Tenby new Life-boats.

Appointed Lieutenant P. E. MACLEAN, R.N.R., Chief Officer in the Peninsular and Oriental Steam Packet Company's service, a District Inspector of Life-boats, vice Lieutenant H. W. PULLAN, R.N.R., deceased.

Paid 12,378*l.* for sundry charges in various Life-boat establishments.

Voted 336*l.* 10*s.* 6*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Ardrossan . . .	Ship <i>Savona</i> , of Maitland, Nova Scotia. Stood by vessel, and landed 3 persons.	
Blakeney . . .	Ketch <i>Annie</i> , of Grimsby. Assisted to save vessel.	
Broadstairs . . .	Fishing-boat <i>Nancy</i> , of Ramsgate. Saved boat and	2
Caister No. 1 . . .	Smack <i>Admiral</i> , of Lowestoft [Also saved a dog and a cat.]	9
Formby . . .	Barquentine <i>Marie Sophie</i> , of Falmouth.	6
Formby . . .	S.S. <i>Heraclides</i> , of Liverpool	14
Gorleston No. 1 . . .	Lugger <i>Cyprus</i> , of Banff. Stood by vessel.	
Holyhead . . .	Schooner <i>Water Lily</i> , of (Steam Life-boat) Liverpool. Rendered assistance.	
Hoylake . . .	Barquentine <i>Matador</i> , of Riga	9
Newbiggin . . .	S.S. <i>Greenwich</i> , of London. Landed 10 persons.	
New Brighton No. 1 . . .	S.S. <i>Heraclides</i> , of Liverpool	22
Pwllheli . . .	Schooner <i>Snaefell</i> , of Falmouth	8
Rhosneigr . . .	Schooner <i>Lily Green</i> , of Liverpool. Rendered assistance.	4

The Cloughey, Holyhead (steam), Piel and Newbiggin Life-boats rendered assistance to the s.s. *Miramar*, schooner *Two Brothers*, of Carnarvon, schooner *T. and E. F.*, of Barrow, and s.s. *Greenwich*, of London, respectively.

Voted, also, 876*l.* 5*s.* 10*d.* to pay for the assemblies of crews or launching of the following Life-boats with the view of assisting vessels in distress:—Angle, Broadstairs, Buckhaven, Caister No. 1, Cemlyn, Cloughey, Cromer, Dungeness Nos. 1 & 2, Gorleston Nos. 1 & 2, Hauxley, Hoylake, Johnshaven, Kessingland No. 1, Kingstown No. 2, Kirkcudbright, Lowestoft No. 1, Margate No. 1, Minehead, Newbiggin, New Brighton No. 1, Palling No. 2, Plymouth, Ramsgate, Swanage,

Torquay, Wells, Whitehaven, Whithorn, Winchelsea, Winterton No. 1, and Great Yarmouth.

Voted the Silver Medal of the Institution, accompanied by a copy of the vote inscribed on vellum (framed), to Mr. THOMAS DODD, coxswain of the Hoylake Life-boat, in recognition of his gallantry in saving life, more particularly for his services during the gale of the 15th to 17th October, when the life-boat saved the crew of nine men from the stranded barquentine *Matador*, of Riga; the boat had only returned to her station eight hours previously, after having been afloat on service continuously for about twelve hours, and was engaged for another thirteen hours in rendering this service.

Voted 2*l.* 10*s.* to five men for putting off in a boat and rescuing three men from the smack *Mary*, which sank in a strong north-westerly breeze and a heavy sea off Ardrossan Harbour on the 31st October. When picked up the men were in a very exhausted condition.

Also 2*l.* to eight men for putting off in a coble after dark on 22nd October, and bringing ashore the Captain and crew of three men of the s.s. *Aggie*, of Dundee, which stranded on the Burn Car Rock off Beadnell, in a strong north-westerly breeze, moderate sea and hazy weather.

Also 7*s.* 6*d.* to CHARLES FORD, and 8*s.* to two other men for their promptness in picking up two men from a coble which had been run down off Tynemouth in a fresh S.S.W. breeze and slight sea on 31st October.

Voted 6*l.* and medical expenses to F. CUREN, whose right hand was injured while assisting to re-house the Piel Life-boat after service on the 22nd October.

A letter of thanks was sent to the Captain of the s.s. *Jet*, of Newcastle, for his kind co-operation in towing the Palling No. 2 Life-boat when returning to her station, after being out for many hours of service on the 5th and 6th November.

THURSDAY, 11th December, 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 reports of the District Inspectors of Life-boats on their recent visits to the following Life-boat Stations:—

Northern District—Dornoch, Berwick-on-Tweed, Port Logan, Port Patrick, Ballantrae, Ayr, Campbeltown, Southend, Ardrossan, Dunbar and Eyemouth.

Eastern District—Scarborough, Filey, Flamborough (two boats), Bridlington Quay, Hornsea, Withernsea and Aldeburgh.

Southern District—Newhaven, Southend-on-Sea, Harwich, Margate (two boats), Brighton, Sidmouth, Lyme Regis, Weymouth, Swanage, Poole and Bournemouth, Clacton-on-Sea and Walton-on-the-Naze.

Western District—Point of Ayr, Llandudno, Rhyl, Criccieth, Abersoch, Porthdinllaen, Pwllheli, Llanddulas, Littlehaven, Angle, Tenby and Ferryside.

Irish District—Courtown.

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

Ancient Order of Foresters (annual subscription)	£. s. d.
	112 - -
Independent Order of Odd Fellows (Manchester Unity), (annual subscription, 50 <i>l.</i> ; donation, 6 <i>l.</i> 9 <i>s.</i>)	56 9 -
Collected on board the s.s. <i>Royal Sovereign</i> , per Captain E. J. HOLLAND	5 11 2

—To be severally thanked.

Also the receipt of the following legacies:—

	£. s. d.
The late Miss SARAH AUSTIN, of Tottenham, for two Life-boats, one to be named the <i>Elizabeth Austin</i> , and the other the <i>Sarah Austin</i>	1,798 19 -
The late Miss PRINGLE KIDD, of Lasswade	300 - -
The late RICHARD DAVISON, Esq., of Great Driffield (on account)	270 - -
The late Mrs. MARY ANN WILLS, of Canonbury	100 - -
The late Miss ROSA MARY LONGE FOX, of Norwich	50 - -

Voted the thanks of the Committee to BENJAMIN PRESTON, Esq., M.A., J.P., and E. T. OLVER, Esq., in recognition of their long and valuable co-operation as Honorary Secretaries, respectively of the Lowestoft and Falmouth Branches of the Institution, which offices they had just resigned.

Reported that His Excellency the Lord-Lieutenant of Ireland paid a special visit to the Institution's Life-boat Station at Groomsport on the 29th October, and expressed himself as much pleased with all he saw.

Reported the transmission to their stations of the Blyth, North Berwick, and Whitburn new Life-boats.

Paid 9,998*l.* for sundry charges on various Life-boat Establishments.

Voted 467*l.* 7*s.* 8*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Ackergill . . .	Smack <i>Catherine</i> , of Wick	3
Bull Bay . . .	Smack <i>Jane</i> , of Beaumaris. Rendered assistance.	
Cardigan . . .	Schooner <i>Katie Darling</i> , of Cardigan	3
Cloughy . . .	Brig <i>Dictator</i> , of Tvedestrand. Stood by vessel.	
Donna Nook . .	Brigantine <i>Jane Dyson</i> , of Hull	5
Flamborough No. 2 . . .	Two fishing cobles. Stood by boats.	
Formby . . .	S.S. <i>Ibbal</i> , of Liverpool. Stood by vessel.	

Life-boat.	Vessel.	Lives saved.
Gorleston No. 1	Schooner <i>Liggo</i> , of Riga	8
Huna	Steam trawler <i>Silanion</i> , of Grimsby.	10
Montrose No. 1	Ketch <i>Spartan</i> , of Montrose. Remained in attendance.	
New Brighton	S.S. <i>Ikkal</i> , of Liverpool. Stood by vessel.	
(Steam Life-boat)		
Newhaven	S.S. <i>Calvados</i> , of Newhaven. Stood by vessel.	
Newquay (Corn-wall)	Fishing-boat <i>Sweet Brier</i> , of Newquay. Attended boat into safety.	
Port Isaac	Six fishing boats of Port Isaac. Rendered assistance.	
Ramsey	Two boats of s.s. <i>Aviles</i> , of Aviles. Attended boats into safety.	
Southend (Scotland)	Steam-lighter <i>Gnome</i> , of Glasgow.	4

The Cloughy Life-boat assisted to save the schooner *Twin Sisters*, of Stranraer, and three lives; the Ramsgate boat saved the steam yacht *Ethel*, of Margate, and four lives, also landed six persons from the E. Goodwin light vessel, where they had taken refuge, their vessel, the schooner *Martha Edmonds*, of Fowey, having stranded; and the Plymouth Life-boat rendered assistance to the brigantine *Snowdrop*, of Plymouth.

Voted also 696l. 13s. in payment for launches of the Life-boats, or for assemblies of the crews with the view of assisting vessels in distress at Angle, Arbroath, Berwick-on-Tweed, Broughty Ferry, Buckhaven, Caister No. 1, Cromer, Dunbar, Eastbourne, Eye-mouth, Folkestone, Formby, Gouidon, Hastings, Hythe, Kingsdowne, Lowestoft No. 1, Margate No. 1, Newbiggin, Palling No. 2, Rhoscelyn, St. Heliers (Jersey), Southwold

No. 1, Sunderland (North Dock), Sunderland (South Outlet), Whitelink Bay, Wicklow, Winterton No. 2, Tynemouth No. 1, Walmer and Yarmouth.

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

Voted a binocular glass bearing a suitable inscription to Mr. PHILIP HERBERT, for saving the life of Professor McHardy, who was knocked overboard from the deck of the yacht *Grayling*, at about 9 P.M. on the 26th July last in a strong S.S.W. wind and rough sea when off Beachy Head.

The Committee specially recognised the valuable and important co-operation of the Rev. Canon WAKEHAM, Honorary Secretary of the Campbeltown and Southend Branch, on the occasion of the wreck of the steam lighter *Gnome*, of Glasgow, on the 15th November.

An additional award was also made to each member of the crew for their good services on this occasion.

Thanks were accorded to A. F. CLOWES, Esq., Hon. Secretary of the Yarmouth and Caister Branch, for his exertions, and for volunteering to go in the Yarmouth Life-boat on the 18th November; also to N. MCBAIN, Esq., Hon. Secretary of the Arbroath Branch, for the able manner in which he carried out his duties on the 1st and 2nd December when the services of the Life-boat were likely to be required.

The sum of 8l. was granted to men injured while engaged in the Life-boat service at Eastbourne and Swanage.

Voted 2l. to the crew of the steamer *Rothsay Bay* for assisting to save three of the crew of the s.s. *Tinto*, of Bo'ness, off Anstruther in a whole gale from S.W. and very heavy sea on 3rd September.

Also 3l. to three of the crew of the tug *Snowdon* for promptly putting off from that tug in a small boat and rescuing four of the crew of the s.s. *Knud*, which was run down off Tynemouth in a moderate E.S.E. and strong sea on the 20th November.

THE LIFE-BOAT MEN.

God bless the Life-boat men!
 Long live the noble men!
 God bless the men!
 And may they ever be,
 When tossed on stormy sea,
 In safety kept by Thee.
 God bless the men!

They count not their lives dear,
 Brave hearts that do not fear.
 God bless the men!
 Round Britain's rocky shore,
 May they for evermore
 Be brave as heretofore.
 God bless the men!

When storms are raging high,
 The strength they need supply.
 God bless the men!
 Lord of the sea and land,
 The ocean's in Thy hand,
 Save Thou the noble band.
 God bless the men!

TOM JEFFREY.

Services of the Life-boats of the Institution during 1902.



1902.			Lives saved.
Jan. 6.	1.15 a.m.	Schooners <i>Emma Louise</i> and <i>Elizabeth Miller</i> , of Wick. Life-boat landed 7.	Thurso
„ 13.	8.35 p.m.	Barque <i>Glenbervie</i> , of Glasgow.	Coverack Life-boat saved . . . 16
„ 18.	1.30 a.m.	Steam trawler <i>Teal</i> , of London. assisted to save vessel.	Winterton No. 1 Life-boat
„ 25.	6. 0 p.m.	Schooner <i>Lord Clyde</i> , of Banff.	Johnshaven Life-boat saved . . . 6
„ 25.	11. 0 p.m.	Barquentine <i>Ethiopia</i> , of Wicklow.	Moelfre Life-boat rescued . . . 6
„ 26.	2.30 a.m.	Schooner <i>Lily Green</i> , of Liverpool.	Moelfre Life-boat rescued . . . 3
„ 26.	3.35 a.m.	Barquentine <i>Aurora</i> , of Guernsey.	Flamborough No. 2 Life-boat saved 8
„ 26.	9. 0 a.m.	Ditto ditto	assisted to save vessel.
„ 28.	7.55 p.m.	S.S. <i>Fleswick</i> , of Whitehaven.	Hayle Life-boat saved 12
„ 31.	11. 0 a.m.	Eight Cobles.	Cullercoats Life-boat rendered assistance.
„ 31.	6.30 p.m.	S.S. <i>Belle</i> .	Wexford Life-boat stood by vessel.
„ 31.	11. 0 p.m.	Brigantine <i>Volant</i> , of Limerick.	Gorleston No. 1 Life-boat stood by vessel.
Feb. 1.	11. 0 a.m.	Ketch <i>Ada</i> , of Gloucester.	St. Mary's Life-boat stood by vessel.
„ 1.	4.40 p.m.	Smack <i>Lottie</i> , of Ramsgate.	Ramsgate Life-boat saved 1
„ 2.	5.30 a.m.	S.S. <i>Dungonnell</i> , of Glasgow.	Clacton-on-Sea Life-boat assisted to save vessel and 11
„ 3.	6.53 p.m.	Barque <i>Chili</i> , of Gefle.	Winterton No. 2 Life-boat stood by vessel and rescued 14
„ 4.	8. 0 p.m.	Schooner <i>Snaefell</i> , of Ramsey.	Falmouth Life-boat stood by vessel.
„ 5.	7.15 p.m.	Ketch <i>Jessie</i> , of Boston.	Poole Life-boat stood by vessel.
„ 7.	11.15 a.m.	Cobles <i>Thomas and Richard</i> and <i>Lady Morris</i> .	Whitby No. 1 Life-boat landed 6.
„ 8.	9.30 a.m.	Schooner <i>Ellesmere</i> , of Runcorn.	Ramsey Life-boat rescued 3
„ 8.	noon.	Fishing-cobles.	Staithes Life-boat stood by boats.
„ 11.	11.20 a.m.	Two persons surrounded by the tide.	Hoylake Life-boat landed 2.
„ 15.	8. 0 a.m.	S.S. <i>Rion</i> , of Newcastle.	North Deal Life-boat assisted to save vessel.
„ 16.	5.45 a.m.	S.S. <i>Minerva</i> , of Sunderland.	Cresswell Life-boat rend. assistance.
„ 21.	6.30 a.m.	Fishing-boat <i>Marjory Brown</i> .	Montrose Life-boat rescued 5
„ 21.	6.30 a.m.	Ditto ditto	ditto saved vessel.
„ 21.	10.30 p.m.	S.S. <i>Velocity</i> , of London.	Hauxley Life-boat assisted to save vessel.
„ 23.	8.40 a.m.	Ketch <i>Pilot</i> , of Plymouth.	Winchelsea Life-boat saved vessel and
„ 27.	8.15 a.m.	Barque <i>Loveid</i> , of Porsgrund.	Aldeburgh Life-boat landed 10 from a steamer.
Mar. 15.	6.55 a.m.	Ketch <i>Justice</i> , of Harwich.	Margate No. 2 Life-boat saved vessel and 3
„ 15.	9.25 a.m.	Ketch <i>Crania</i> , of Brixham.	Clacton-on-Sea Life-boat saved vessel.
„ 16.	1.45 a.m.	Schooner <i>Morwenna</i> , of Truro.	Ramsgate Life-boat assisted to save vessel.
„ 18.	2. 0 p.m.	Smack <i>Young Helen</i> , of Buckhaven.	Dunbar Life-boat stood by vessel.
„ 24.	12.10 a.m.	H.M.S. <i>Opossum</i> .	Holyhead Steam Life-boat rendered assistance.
„ 24.	12.10 a.m.	Schooner <i>Gipsy Maid</i> .	Ditto ditto
„ 24.	1.15 p.m.	A Fishing-boat.	Exmouth Life-boat stood by vessel.
„ 24.	8.25 p.m.	Schooner <i>John Ewing</i> , of Carnarvon.	Cardigan Life-boat saved 4

			Lives saved.
1902.			
Apr. 1.	4.30 p.m.	Schooner <i>Pioneer</i> , of Dundee. Peterhead Life-boat assisted to save vessel.	
" 15.	4.45 p.m.	Cobles <i>Ocean</i> and <i>Queen's Jubilee</i> . Scarborough Life-boat rendered assistance.	
" 18.	1.40 p.m.	Steam trawler <i>Notus</i> , of Great Yarmouth. Gorleston No. 2 Life-boat stood by vessel.	
" 22.	10.30 a.m.	A Fishing-boat. Stromness Life-boat rescued boat and . . .	3
" 26.	5.40 a.m.	Four-masted barque <i>Crown of India</i> , of Liverpool. Dungeness No. 1 Life-boat rendered assistance.	
" 28.	10.40 p.m.	Pilot-cutter <i>Tantalus</i> , of Newport. Clovelly Life-boat saved vessel and	2
May 3.	1.35 p.m.	Ketch <i>Meteor</i> , of London. Broadstairs Life-boat saved vessel and	4
" 5.	8.15 a.m.	Fishing-cobles. Whitby No. 1 Life-boat stood by boats.	
" 12.	9.30 a.m.	Fishing-cobles. Staithe's Life-boat remained by boats.	
" 12.	11.15 a.m.	Fishing-cobles. Newbiggin Life-boat remained in attendance.	
" 27.	4.10 a.m.	H.M. torpedo-destroyer <i>Recruit</i> . Sennen Cove Life-boat stood by vessel.	
" 27.	10.30 p.m.	A Pilot Yawl, of Wexford. Wexford Life-boat rescued boat and	5
" 30.	10.30 p.m.	S.S. <i>Ben Corlic</i> , of North Shields. Uppang Life-boat rescued .	5
June 1.	9.30 a.m.	Barque <i>Demetra</i> , of Christiania. Berwick-on-Tweed Life-boat saved	8
" 2.	4. 0 a.m.	Three-masted schooner <i>Frier</i> , of Poole. Whitby No. 2 Life-boat rendered assistance.	
" 16.	10.45 a.m.	Yawl <i>Swan</i> , of Wexford. Wexford Life-boat rescued	4
July 1.	11.15 a.m.	Brigantine <i>Hilda</i> , of Abo. Clacton-on-Sea Life-boat stood by vessel.	
" 5.	10.40 a.m.	S.S. <i>Holderness</i> , of Glasgow. Winterton No. 2 Life-boat stood by vessel.	
" 5.	10.50 a.m.	Ditto ditto Palling No.1 Life-boat stood by vessel.	
" 20.	6.25 p.m.	Schooner <i>Eliza Bond</i> , of Lancaster. Moelfre Life-boat rescued	3
" 26.	12.30 p.m.	Fishing boats. Montrose No. 2 Life-boat remained in attendance.	
" 26.	1. 0 p.m.	Fishing boats. Gourdon Life-boat stood by boats.	
" 27.	7.50 a.m.	Barque <i>Assyria</i> , of Christiania. New Romney Life-boat stood by vessel.	
" 29.	1.45 p.m.	Flat <i>Livadia</i> , of Liverpool. Hilbre Island Life-boat stood by vessel.	
Aug. 10.	10.45 a.m.	S.S. <i>Araucania</i> , of Liverpool. Caister No. 1 Life-boat stood by vessel.	
" 18.	12.35 p.m.	Cutter <i>Curlew</i> , of Harwich. Gorleston No. 2 Life-boat assisted to save vessel and	4
" 22.	10.33 a.m.	Smack <i>Jane</i> , of Beaumaris. Bull Bay Life-boat rendered assistance.	
Sept. 3.	8.15 a.m.	Yacht <i>Moduen</i> , of Liverpool. Moelfre Life-boat saved	1
" 3.	8.37 a.m.	Shrimper <i>Dreadnought</i> , of Parkgate. Hilbre Island Life-boat saved boat and	1
" 3.	9.30 a.m.	Smack <i>Victory</i> , of Maryport. Maryport Life-boat saved	5
" 3.	9.55 a.m.	Fishing-nobbie <i>Dinna Ken</i> , of Peel. Peel Life-boat saved boat and	4
" 3.	10.10 a.m.	<i>Hopper</i> No. 12, of Liverpool. New Brighton Steam Life-boat stood by vessel.	
" 3.	10.30 a.m.	Boat of Dredger <i>G. B. Crow</i> . Formby Life-boat saved	7
" 3.	12.20 p.m.	Barque <i>Norven</i> , of Christiansand. Buckhaven Life-boat landed 7.	
" 4.	—	Ditto ditto Ditto saved	8
" 3.	1.45 p.m.	Fishing-boat <i>Rosebud</i> , of Arbroath. Arbroath Life-boat stood by boat.	
" 3.	2.15 p.m.	Smack <i>Carmi</i> , of Arbroath. Dunbar Life-boat rendered assistance.	
" 3.	2.15 p.m.	Fishing-boat <i>Ocean</i> , of Dunbar. Eyemouth Life-boat rendered assist.	
" 16.	10.30 a.m.	A small boat of Gorleston. Gorleston No. 1 Life-boat saved boat and	3
" 27.	9. 0 a.m.	S.S. <i>Mundako</i> , of Bilbao. Palling No. 1 Life-boat stood by vessel.	
Oct. 13.	3. 0 a.m.	Schooner <i>Lily Green</i> , of Liverpool. Rhosneigr Life-boat rendered assistance.	
" 15.	7.15 a.m.	Ditto ditto ditto rescued	4
" 15.	8. 0 a.m.	Schooner <i>Snaefell</i> , of Ramsey. Pwllheli Life-boat rescued . . .	8
" 15.	9. 0 a.m.	Ship <i>Savona</i> , of Maitland. Ardrossan Life-boat stood by vessel and landed 3 of the crew.	
" 15.	10. 0 a.m.	Barquentine <i>Marie Sophie</i> , of Falmouth. Formby Life-boat rescued	6
" 15.	4.25 p.m.	Schooner <i>Two Brothers</i> , of Carnarvon. Holyhead Steam Life-boat rendered assistance.	
" 15.	11.45 p.m.	S.S. <i>Heracles</i> , of Liverpool. New Brighton No. 1 Life-boat saved	22
" 16.	1. 0 a.m.	Ditto ditto Formby Life-boat saved	14
" 16.	2.50 p.m.	Fishing-boat <i>Nancy</i> , of Ramsgate. Broadstairs Life-boat saved boat and	2
" 16.	9.44 p.m.	Barquentine <i>Matador</i> , of Riga. Hoylake Life-boat rescued . . .	9
" 21.	11.15 p.m.	Ketch <i>Annie</i> , of Grimsby. Blakeney Life-boat assisted to save vessel.	
" 22.	8.50 a.m.	Schooner <i>T. & E. F.</i> , of Barrow. Piel Life-boat rendered assistance.	
" 28.	6.15 a.m.	Smack <i>Admiral</i> , of Lowestoft. Caister No. 1 Life-boat rescued .	9

(Also saved a dog and a cat.)

	1902.			Lives saved.
Nov. 1.	3.15 p.m.	Lugger <i>Cyprus</i> , of Banff.	Gorleston No. 1 Life-boat stood by vessel.	
" 4.	7.20 a.m.	S.S. <i>Miramar</i> .	Cloughy Life-boat rendered assistance.	
" 6.	6.15 a.m.	S.S. <i>Greenwich</i> , of London.	Newbiggin Life-boat landed 10.	
" 6.	2.15 p.m.	Ditto	ditto	rend. assistance.
" 7.	6. 5 a.m.	Schooner <i>Water Lily</i> , of Liverpool.	Holyhead Steam Life-boat rendered assistance.	
" 8.	Noon.	Fishing-coble <i>Rose of England</i> , of Newbiggin.	Newbiggin Life-boat stood by boat.	
" 11.	9.30 a.m.	Two boats of s.s. <i>Aviles</i> , of Aviles.	Ramsey Life-boat attended boats into safety.	
" 15.	11.30 a.m.	Steam-lighter <i>Gnome</i> , of Glasgow.	Southend Life-boat saved	4
" 15.	10.15 p.m.	Barque <i>Dictator</i> , of Tvedestrand.	Cloughy Life-boat stood by vessel.	
" 16.	9.55 p.m.	Steam-yacht <i>Ethel</i> , of Margate.	Ramsgate Life-boat saved vessel and	4
" 17.	11. 0 a.m.	Smack <i>Catherine</i> , of Wick.	Ackergill Life-boat rescued	3
" 20.	10.35 p.m.	Schooner <i>Twin Sisters</i> , of Stanraer.	Cloughy Life-boat assisted to save vessel and	3
" 22.	7.25 a.m.	Three-masted schooner <i>Martha Edmonds</i> , of Fowey.	Ramsgate Life-boat landed 6 from Lightship.	
" 24.	10.15 p.m.	Fishing-boat <i>Sweet Brier</i> , of Newquay.	Newquay (Cornwall) Life-boat attended boat into safety.	
" 24.	10.20 p.m.	Six fishing-boats of Port Isaac.	Port Isaac Life-boat rend. assist.	
" 25.	3.10 a.m.	Brigantine <i>Snowdrop</i> , of Plymouth.	Plymouth Life-boat rendered assistance.	
" 25.	9.15 a.m.	S.S. <i>Calvados</i> , of Newhaven.	Newhaven Life-boat stood by vessel.	
" 26.	8.30 p.m.	Brigantine <i>Jane Dyson</i> , of Hull.	Donna Nook Life-boat saved	5
" 28.	1.50 p.m.	S.S. <i>Ikkal</i> , of Liverpool.	Formby Life-boat stood by vessel.	
" 28.	2.10 p.m.	Ditto, ditto.	New Brighton Steam Life-boat stood by vessel.	
" 29.	4.15 a.m.	Steam trawler <i>Silanton</i> , of Grimsby.	Huna Life-boat saved	10
" 30.	9.55 a.m.	Ketch <i>Spartan</i> , of Montrose.	Montrose Life-boat remained in attendance.	
Dec. 1.	1.12 p.m.	Schooner <i>Katie Darling</i> , of Cardigan.	Cardigan Life-boat rescued	3
" 5.	3. 0 p.m.	Two fishing-cobles.	Flamborough No. 2 Life-boat stood by boats.	
" 8.	2. 0 p.m.	Three-masted schooner <i>Liggo</i> , of Riga.	Gorleston No. 1 Life-boat saved	8
" 12.	12.30 p.m.	Three-masted schooner <i>Ehrglis</i> , of Riga.	Port Eynon Life-boat assisted to save vessel.	
" 12.	11. 0 p.m.	S.S. <i>Tertia</i> , of Flensburg.	Newbiggin Life-boat stood by vessel.	
" 14.	1.45 p.m.	Smack <i>Stag</i> , of Bangor.	Penmon Life-boat rescued	3
" 15.	9.55 a.m.	S.S. <i>Leonora</i> , of Rotterdam.	Holyhead Steam Life-boat saved	23
" 19.	6.30 p.m.	Steam drifter <i>Glentilt</i> , of Aberdeen.	Gorleston No. 2 Life-boat stood by vessel.	
" 21.	7.30 a.m.	Brigantine <i>James Simpson</i> , of London.	Palling No. 1 Life-boat assisted to save vessel.	
" 24.	11.55 a.m.	S.S. <i>Sandsend</i> , of London.	Gorleston No. 1 Life-boat assisted to save vessel.	
" 25.	1.45 p.m.	Fishing-boat <i>Optimist</i> , of Girvan.	Girvan Life-boat assisted to save vessel and	4
" 25.	2.15 p.m.	A fishing-boat of Gourdon.	Gourdon Life-boat stood by vessel.	
" 27.	9.27 p.m.	Four-masted barque <i>Lord Shaftesbury</i> , of Liverpool.	Holyhead Steam Life-boat rescued	29
" 30.	3.40 p.m.	Ditto, ditto.	Holyhead Steam Life-boat rendered assistance.	
" 28.	11.40 a.m.	S.S. <i>Baltazan</i> , of Sydney.	Newquay (Cornwall) Life-boat saved	20
" 28.	Noon.	Ditto, ditto.	Padstow No. 2 Life-boat and steam-tug saved	8
" 30.	8.10 p.m.	Steamer <i>Algethi</i> , of Shoreham.	Mablethorpe Life-boat rend. assist.	

Total Lives saved by the Life-boats in 1902, in addition to 28 vessels and boats 364

The Life-boats also landed 51 persons, some of whom had taken refuge on board light vessels, while others were brought ashore in the Life-boats as a precautionary measure.

Rewards were also granted by the Institution in the same period for saving by means of Fishing and other Boats, etc. 91

Total for 1902 455

NOTICE.

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

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patron—His Most Gracious Majesty the King.

President—HIS ROYAL HIGHNESS THE PRINCE OF WALES, K.G.

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

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

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



Telegraphic Address:

"LIFE-BOAT
INSTITUTION
LONDON."

Telephone:

No. 2964
("GERRARD
EXCHANGE.")

APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that during the past year (1902) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £85,060 on its Life-boat Establishments.

GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING 1902.

	£.	s.	d.
Number of Lives rescued by Life-boats, in addition to 28 Vessels and Boats saved by them and 51 persons landed from vessels in distress and lightships	364	...	...
Number of Lives saved by Shore-boats, &c.	91	...	...
Amount of Rewards granted during the Year . . . . .	...	7,014	14 4
Honorary Rewards:—Silver Medals	3	...	...
Decorations	9	...	...
Binocular Glasses	18	...	...
Aneroid Barometers	8	...	...
Votes of Thanks on Vellum	20	...	...
Certificates of Service	11	...	...
Total	69	455	£7,014 14 4

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 43,652. The rewards and recognitions granted by the Institution in the same period comprise 99 Gold Medals and Clasps, 1,202 Silver Medals and Clasps, 66 Decorations, 355 Binocular Glasses, 15 Telescopes, 49 Aneroid Barometers, 1,726 Votes of Thanks, inscribed on vellum and framed, 159 Certificates of Service framed, and £231,107 in money.

The Committee earnestly appeal to the British Public for Funds to enable them to maintain their 288 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.—2nd February, 1903.