

# THE LIFE-BOAT.

JOURNAL

OF THE

Royal National Life-Boat Institution.

(ISSUED QUARTERLY.)

VOL. XXI.—No. 237.]

1ST AUGUST, 1910.

[PRICE 3d.

## DEATH OF KING EDWARD VII., PATRON OF THE INSTITUTION.

The Institution in common with the whole Empire, mourns the decease of His Majesty King Edward the Seventh. First as President and then as Patron, His Majesty took the warmest interest in the affairs of the Institution and was

ever ready to further its endeavours on behalf of humanity; and the Committee of Management have placed on record in a very special manner their deep sense of the loss which the Institution has sustained through his death.

## OUR NEW PATRON.

His Majesty King George the Fifth has graciously consented to become Patron in succession to His late Majesty, and the Committee feel greatly encouraged by this fresh token of Royal favour. Elected Vice-Patron in 1890,

and President in 1902, His Majesty has never ceased to lend his powerful and sympathetic aid to the Institution, and it will be a satisfaction to all lovers of the Cause to learn that he now fills the office of Patron.

## OUR LATE SECRETARY.

With the deepest sorrow we have to announce that Mr. Charles Dibdin, the Secretary of the Institution, died, after a long illness, on the 7th June. Mr. Dibdin was born on the 9th October, 1849, and was thus in his sixty-first year. He was appointed Secretary on the 9th May, 1883, and for the period of twenty-seven years he worked with unremitting zeal, enthusiasm, and success. He was heart and soul devoted to the Institution; and his last conscious words had reference to its work and gave evidence of his unabated affection for the Cause. Mr. Dibdin was practically the founder of the Civil Service

Life-boat Fund, and from 1870 until quite recently he was its Honorary Secretary. He was highly esteemed and beloved by the Committee of Management and by the Staff who worked under his immediate direction; and expressions of regret have reached the Institution from its Honorary Officials in all parts of the United Kingdom bearing testimony to his worth, as well as to his genial and courteous bearing. It was with melancholy satisfaction that we read the intimation that His Majesty had intended on his birthday to confer a Knighthood on Mr. Dibdin.

## THE LIFE-BOAT AND ITS WORK.

Paper read by Sir JOHN CAMERON LAMB, C.B., C.M.G., V.P., Deputy-Chairman of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, before the Royal Society of Arts, on the 16th February, 1910.

Colonel Sir FITZROY CLAYTON, K.C.V.O., V.P., Chairman of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, *in the Chair*.

THE Council of your Society have thought it appropriate that, in this, the jubilee year of the charter of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, a paper on the Life-boat and its work might be offered for your consideration.

It is not to be supposed that lives were not saved from shipwreck before the advent of the Life-boat. From time immemorial there had been gallant rescues by all kinds of boats; and they continue to the present day. But the Life-boat has saved thousands of lives which would otherwise have been lost; and it has led to a concentration of thought and of effort, both in this country and abroad, which has radically changed the character of the service rendered by brave men to their shipwrecked fellow-creatures. No longer does the service depend on the generous impulse of scattered, irresponsible, ill-requited men: it is organised and under control; it has public recognition and support; it is constant in its operation, and it is inspired by as much courage and generosity as ever.

It is impossible to assign to any one person the merit of inventing the Life-boat.

As early as 1777, a Monsieur Bernières, Director of Roads and Bridges in France,

invented a boat which, while carrying eight men on board, would not sink when she was filled with water, and would not capsize when she was hove down so far that the top of her mast touched the sea\*; but I cannot find that the invention was ever put to practical use.†

Lionel Lukin, with his plans for increasing the buoyancy and stability of boats, was first in the field in this country. He appears to have had no knowledge of the work of Monsieur Bernières. A coach-builder in Long Acre, he was a very worthy member of the Worshipful Company of Coach-makers, of which he became Master in 1793. Although a landsman, he had sea blood in his veins, being descended on his mother's side from Lionel Lane, one of Blake's captains. Writing to the Prince of Wales ‡ (afterwards George IV.), whom he had frequently to see on other business, he described how, in 1784, he was led to study the subject, how his Royal Highness encouraged him, and how far success attended his efforts. It appears that, having purchased a Norway yawl§ he converted her into what he called an "unimmovable boat," tested her on the Thames, and took out a patent.¶ The name

\* "Cheap Magazine," published at Haddington, 1814, Vol. II.

† A high official in Paris, under date of 24th January, 1910, writes as follows: "Dans le grand dictionnaire Larousse, j'ai bien constaté que cet ingénieur avait fait diverses inventions intéressantes, mais on ne mentionne pas celle-là. On trouve aussi, dans ce recueil, à l'article 'sauvetage,' qu'au 18<sup>e</sup> siècle, des Anglais et des Français ont découvert des engins de sauvetage, mais il y est ajouté qu'à l'époque on n'y porta pas attention et que rien ne paraît en avoir subsisté." But see Appendix.

‡ The invention, principles of construction, and uses of unimmovable boats, stated in a letter to H.R.H. the Prince of Wales, by Lionel Lukin. Printed for the author by J. Nichols and Son, London, 1806.

§ "On the advice of the Deputy-Master of the Trinity House, Lukin entrusted this boat to a Ramsgate pilot to be tested in bad weather. He never heard from this man or saw his boat again, but he learned that she had frequently crossed the Channel when no other boat would venture out, and he surmised that she was employed in smuggling, and eventually captured and destroyed. He then had one like her built for himself, and called her the *Witch*, because of the prodigies of sailing which she performed in bad weather. But she was not employed as a Life-boat."—*Obituary in "Gentleman's Magazine,"* 1834.

¶ Extract from Specification: . . . to the outside of the boats and vessels, of the common or any other form, are projecting gunnels, sloping from the top of the common gunnel, in a faint curve, towards the water, so as not to interrupt the oars in rowing; and, from the extreme projection (which may be greater or less, according to the size and use the boat or vessel is intended for), returning to the side in a faint curve, at a proper distance above the water-line. These projecting gunnels may be made solid, of any light materials that will repel the water, or hollow and water-tight, or of cork, and covered with thin wood, canvas, leather, tin, or any other light metal, mixture, or composition. These projections are very small at the stem and stern and increase gradually to the dimensions required. . . . In the inside at the stem and stern, and at the sides (where the projecting gunnels are not necessary), and under the seats and thwarts, are inclosures, or bulkheads, made water-tight, or filled with cork, or other light materials that will repel the water: the spaces between the timbers may in like manner be filled up. . . . Under the bottom, along the centre of the keel, is affixed a false one of cast iron, or other metal; this . . . will act as ballast with more power than a much greater weight in the common situation, and is . . . not liable to shift by any sudden motion of the boat or vessel.

"unimmergeable" did not suggest a sufficiently philanthropic purpose, and it was not simple enough to be popular. It is evidence indeed that Lukin was thinking rather of making people in boats safe than of using those people to save others. But some of the essential features of a Life-boat were there, as may be seen from the diagram on the screen.

The larger figure shows the plan of the Norway yawl as converted by Lukin, and the smaller a cross section amid-ships. A is a projecting cork gunwale; B, B, B, are air-tight cases at the ends of the boat, and along the sides above and below the thwarts; c is an iron keel. The patent is dated 2nd November, 1785.

By accident Lukin was associated with the earliest known attempt to establish a life-saving service. Nathaniel, third Baron Crewe of Stene and Bishop of Durham, married the daughter of William Forster, of Bamburgh, Northumberland, and acquired the estates of that gentleman. Dying in 1721 without children, he left the estates to trustees for charitable purposes. In course of time the management was undertaken by Archdeacon Sharp, an enlightened philanthropist, who not merely administered the Trust as chairman, but furthered its objects by contributions out of his own pocket. It was owing to his initiative that the funds were partly devoted to purposes connected with the sea. He devised schemes under the Trust for the benefit of mariners and shipwrecked persons; and, in 1786, he sent a coble to London to be converted by Lukin into a safety-boat, which was afterwards employed for some years at Bamburgh in saving life from shipwreck. Thus, although only to the extent of applying his ideas to the coble which was sent to him, Lukin was concerned in the first life-saving station on the coast.\*

At about the same time, William Wouldhave, a house-painter in South Shields, who taught singing in the charity school, and eventually became

parish clerk, a versatile and eccentric genius, was trying to design a boat which would neither sink nor remain upset; but his final model was not made until 1789, between three and four years after the date of Lukin's patent.

A third claimant to the invention was Henry Greathead, also of South Shields. This gentleman received £1,200 from Parliament, and a gold medal and 50 guineas from the Society of Arts, besides other rewards.†

In the *Gentleman's Magazine* of 1806 there is a voluminous correspondence on the merits of the claimants, two Tyneside gentlemen taking up the cudgels for Wouldhave, against both Lukin and Greathead, and Lukin defending his own position. The controversy has been revived from time to time, and Sir David Brewster became the champion of Lukin in an article which appeared in *Good Words* in 1863. The materials now available are perhaps scarcely sufficient for an unassailable judgment; but what emerges from the conflicting claims may be stated thus: Lukin, when he took out his patent, had not thought of self-righting qualities, and did not propose to construct a boat to be specially employed in saving life; neither did he propose to establish a Life-boat service. His aim (and he afterwards said he thought it was a higher aim) was to make all kinds of boats safe and buoyant. Although he liked the build of the Norway yawl, he did not attach importance to it or to any particular design, but proposed that his invention should be applied to any boat.

Wouldhave, unlike Lukin, thought much of build or design. He was not insensible to the value of water-tight chambers and cork; but it was on the shape of the boat that his mind kept working; and he intended that his boat should be a Life-boat, and nothing else. He did not suppose that the owners of the vessels which frequented the Tyne

\* The humane plans of Archdeacon Sharp have been varied from time to time, but they have never been interrupted, and the Life-boat cause now receives from the Trust substantial support in the shape of contributions towards the maintenance of Life-boats in the neighbourhood of Bamburgh.

† 100 guineas each from the Trinity House and Lloyd's; 5 guineas from the Literary and Philosophical Society of Newcastle-on-Tyne; a medallion from the Royal Humane Society, and a diamond ring from the Czar of Russia. The rewards were all given in 1802, and Lukin remarked that none were applied for until his patent had expired.

could be induced to convert their ships' boats into safety boats; he was possessed with the conviction that if life was to be saved from shipwreck, it must be by means of a boat specially constructed, set apart for the purpose, and always ready. The kind of seas encountered at the mouth of the Tyne made it important that a boat stationed there should have self-righting qualities, and this gave direction to his aims. A firm of brewers allowed him to test his models in their tanks, but it was an accident which suggested the solution of the problem. In a ramble, early in 1789, he happened to see a woman who had just been drawing water from a well. Her skeel was full, and on the surface of the water there floated the half of a circular wooden dish. While he chatted with her before helping to lift the skeel to her head, he tried to make the wooden fragment turn over, but at his every attempt it righted, and would not remain upside down. Wouldhave might have cried "Eureka," but he probably used some more homely expression as, with a light step, he went off to continue his experiments at the brewery. Presently he ran into the office of the firm, saying that he had discovered the principle he was looking for. Soon afterwards an advertisement appeared in the *Newcastle Courant* offering a premium of two guineas for a plan or model of a boat capable of living in the stormy seas at the mouth of the Tyne. Wouldhave was ready, and, on the 10th June, submitted the model,\* of which a photograph is shown on the screen.

It was made of tin; and his idea was that the actual Life-boat might be made of iron, or preferably of copper as not being liable to tear. She was to have a straight keel, high-peaked ends fitted with water-tight cases containing cork, cork along her sides within board and above the floor amidships, and great shear of gunwale. It has been suggested that he must have known of Lukin's patent, and made use of the knowledge, but the essence of Wouldhave's invention lay in the shape of the boat, and in the

high ends the value of which he had learnt from the broken wooden dish. He was evidently working independently, and he could not have learnt about the high ends from Lukin, as that gentleman never mentioned them. Wouldhave and Lukin were both men of honour and singleness of mind. One was poor and the other well off, but they were both of the same mind in desiring to serve their fellow-creatures and in lightly esteeming monetary reward.

A careful consideration of the facts will, I think, lead you to the conclusion that Wouldhave was the father of the self-righting Life-boat, and Lukin of the staunch non-self-righting sailing Life-boat.

To ascertain Greathead's part it is necessary to revert to the advertisement in the *Newcastle Courant*, and to admit to our minds the testimony of Mr. Nicholas Fairles, a gentleman of South Shields, who had more to do with the matter than anyone. The advertisement originated with a body bearing the curious name of "The Gentlemen of the Lawe House." They met in a house which had been built as barracks for a battery, on an eminence called the Lawe. From their reading-room they could look on the entrance to the Tyne, and they must have seen many dreadful wrecks—among others, that of the *Adventure*, whose crew dropped off the rigging one by one, and perished in the sight of thousands of helpless spectators.

The "Gentlemen of the Lawe House" were not very solemn personages, for they playfully dubbed their Treasurer "Chancellor of the Exchequer," and they had a "Sergeant-at-Arms," who wore an imposing badge of office. But they had feeling, and they were practical and prompt. The wreck of the *Adventure* was on the 15th March, 1789.† In April they submitted to the Brethren of the Newcastle Trinity House a proposal to station a boat permanently at the mouth of the river for the saving of shipwrecked persons, and to erect beacons for the guidance of mariners. Their proposal was warmly approved both by the Brethren, and by that important body known as the "Committee

\* Preserved in the Public Museum, South Shields. It is 22 inches long, 9 inches broad, 4½ inches deep amidships outside and 3 inches inside.

† *Newcastle Courant*, March 21st, 1789.

of the Coal Trade."\* Thus encouraged, the "Gentlemen of the Lawe House," in May of the same year, appointed a committee of six, who, under the chairmanship of Mr. Nicholas Fairles,† drew up a table of what they regarded as the essential qualities of a Life-boat, and issued the advertisement to which reference has been made. Various plans, models, and suggestions were submitted, including Wouldhave's model and a model prepared by Greathead. It was now (the 10th June, 1789) that Greathead was heard of for the first time. The committee duly met; and we have it on the authority of Mr. Fairles, their chairman, that they did not accept Greathead's model—a model shaped like a raft, which they considered quite unsuitable—and that they did not give him the premium.‡ How, then, did his name become associated with the Life-boat? The answer is, that he was a skilled boat-builder, accustomed to the sea as a ship's carpenter and mate, and he was employed to build the Life-boat.

What happened was this: not satisfied with any of the models or plans, the committee thought enough of Wouldhave's model to award him half the premium. There is a tradition that Wouldhave, after addressing the committee in what he deemed appropriate language, flung the guinea down and walked out. His friends blamed him for leaving his model in the hands of the committee, but his native goodness came out in the reply, "Never mind, never mind; I know they have sense enough to adopt the good points of my model, and, though I am poor, if they refuse to give me the reward, I shall have the satisfaction of being instrumental in saving the lives of some of my fellow-creatures."§

Mr. Fairles and Mr. Rockwood, a member of the Committee who had himself suffered shipwreck and been rescued

by a Norway yawl, revolving in their minds the ideas which had been presented to them, went together into a brick-field belonging to Mr. Fairles and modelled a boat in clay. It bore a general resemblance to a Norway yawl, and it is remarkable that this type of boat should enter into the early history of the Tyne Life-boat as well as of Lukin's invention. After making the model they instructed Greathead to build a boat like it. He suggested that its keel should be curved or "rockered"; and, according to Mr. Fairles, this was the only part Greathead had in the design.¶ The curved keel was adopted, and the boat was forthwith constructed by Greathead. She embodied some of Wouldhave's ideas, but fell short of his most important one, namely, that of self-righting power. She was completed before the end of 1789, at a cost of £76 9s. 8d.;¶ and she continued to do service until 1830, when she was dashed on the rocks and broken in two.\*\* Thanks to the skill with which she was handled, she never lost a single hand, and she saved hundreds of persons from death. She was the first boat ever called a Life-boat, and the first one expressly built for the saving of life from shipwreck; and we cannot but pay a tribute of respect to the memory of the "Gentlemen of the Lawe House," especially Mr. Fairles and Mr. Rockwood, to whom belongs the credit of having originated at the mouth of the Tyne a public, permanent, and organised Life-boat service—a service which has never ceased, which has been the means of saving more than 4,000 lives, and which at this day is in full activity under the control of the "Tyne Life-boat Society." The society, possessing four boats ready for service, maintains, with sturdy independence, a separate existence, is supported by a voluntary tax paid at the Custom House by ships

\* Eventually these two bodies voluntarily bore the whole of the expenses.

† The other members of the Committee were Michael Rockwood, Henry Heath, Cuthbert Marshall, William Masterman, and Joseph Roxby.

‡ Mr. G. B. Hodgson's "History of the Borough of South Shields."

§ Mr. Hodgson's History.

¶ Mr. Hodgson's History.

¶ The total bill for boat, boat-house, cork jackets, and incidental expenses was £149 13s. 9d., which sum,

with a "margin," which may have been intended as a mark of appreciation of the excellent work of the builder, was paid by the two bodies at Newcastle mentioned in the text.—*Ibid.*

\*\* Her name was the *Original*: she was 30 feet by 10 feet by 3 feet 3 inches, and at each end she was 5 feet 9 inches high. Exclusive of the steam boats, the largest Life-boat now in the service of the ROYAL NATIONAL LIFE-BOAT INSTITUTION is 46 feet by 14. The cost of rowing and sailing Life-boats without gear, ranges from about £800 to about £1,700.

entering the river, and seeks no assistance from the general public.

The photograph on the screen, taken from an engraving in Volume XX. of the *Transactions of the Society of Arts*, may be regarded as a faithful picture of the first Life-boat. Her ends were alike: she had no rudder, but a long steering oar at each end, and she could be rowed in either direction. She was clinker-built, and where the overlapping planks ceased to be visible, there was the wale of cork which was one of her essential features. The cork was held in position by copper straps. Mr. Greathead, himself, submitted this picture to the Society in 1802, along with an explanatory diagram, which is also now shown on the screen.

There were no air-chambers, no compartments at the ends, and no means of getting rid of water except by baling. The model on the table correctly shows her general design, but it does not represent what she was like inside when she first came into use. It shows water tubes and other modifications which were introduced at a later date. A sister boat, built in 1800, and placed at Redcar in 1802, performed a service as late as 1880, when, in the absence of other Life-boats, she saved the crew of the brig *Luna*. Rescued from the breaking-up yard, she is now carefully preserved as an historic relic. Her name is the *Zetland*. All the boats of this type had the curved, or "rockered," keel, suggested by Greathead; and the Tyne Life-boat Society, for local reasons which they deem sufficient, keep it up in a modified degree to this day, but it is not to be found in Life-boats elsewhere, and is generally regarded with disfavour. The *Bedford* is the newest boat of the Society. She has air-cases at the ends but not up to the level of the gunwale, air-cases along the sides within board, and a closed water-ballast tank in the centre. She is steered by oars, and is fitted for rowing only. With all the modifications which have

been made in internal fittings, it is wonderful to see how closely for 100 years the builders of the Tyne Life-boats have adhered to the general design of the "original" boat. The next picture shows you the *Tyne*, built by Oliver in 1833\*; and if you will glance at the *Bedford*, built in 1886, you will see how small has been the change.

Looking to South Shields as the place where the word "Life-boat" was first used, where the earliest boat designed for the saving of life from shipwreck was built, and where public spirited men did so much to establish a Life-boat service, you will not be surprised to learn that the town, on receiving its charter of incorporation, chose the Life-boat for its coat of arms and the words "Always Ready" for its motto; or that the townspeople went the length of placing a model of a Life-boat in their parish church. In France we see in the churches on the coast votive offerings in the form of models of fishing boats and other craft; but probably St. Hilda's Church in South Shields is alone in this country in having a model of a Life-boat suspended from the ceiling in full view of the congregation. It is there as a testimony to the interest which the people of the town take in the Life-boat service; it stirs the minds of the young; and it helps to keep alive the fame of the men who have worked and suffered for the cause.

It was not until 1798 that Greathead built the second Life-boat. She was ordered by Hugh, Duke of Northumberland, † the father of the "sailor duke," and he placed her at North Shields with an endowment for her maintenance. Greathead's third boat went to our old allies the Portuguese, being presented in 1800 by the Duke of Northumberland to the town of Oporto. ‡

In the same year Mr. Cathcart Dempster, a magistrate of St. Andrews, had a boat built for that place; and Greathead, with a reputation now well

\* The *Tyne*, built in 1833 to replace the first Life-boat, was reconstructed in 1845, and was withdrawn from service in 1887. She had saved 1,024 lives.

† Born 1742, succeeded 1786, died 1817.

‡ The reason for this gift was no doubt recorded in the archives of the British Consulate, but they disappeared in the siege of Oporto, and a careful search,

kindly made by High Authorities, has failed to reveal any sign of a record of the Duke's generosity, although, in a pamphlet of 1832 which is preserved in the public library, it is stated that a Life-boat sent at an early date from England to the care of the British Consul, was taken as a model for a new one, built in 1828.

established, found orders pouring in from all sides. Before the end of 1803 he had built 31 boats—18 for England, 5 for Scotland, and 8 for foreign countries.\* All were fitted for rowing only, and were not provided with sails.†

After 1803 there was little or no advance until 1807, when Lukin, the coach-builder, again appeared on the scene, and made mankind his debtor by the part he took in designing and constructing a sailing Life-boat. Consulted by the Suffolk Humane Society, he gave them advice and superintended for them the building and fitting of a boat which is held to be the true fore-runner of the Norfolk and Suffolk type—a type still most popular with the Norfolk and Suffolk fishermen, and represented at this day by 18 examples on the coast. Admirable under sail, Lukin's powerful boat could search the outlying sands as no other Life-boat then in existence could. Here, therefore, we see Lukin, I will not say abandoning his overmastering idea of making boats of all kinds unimmovable, but taking a part, a notable part, in directing the construction of a boat expressly designed for the saving of life from shipwreck and adapted to the seas in which she was to do her work. Her dimensions were 40 feet by 10 feet by 3 feet 6 inches. She was built by Baram, of Lowestoft, at a cost of 200*l.*, and she had a life of 43 years, during which she saved 300 lives. Thus Lukin established a double claim to be regarded as the father of the sailing Life-boat.

For the next important event we must look to the year 1824.

But meanwhile the Society of Arts had not been idle. We saw that in 1802 it gave a reward to Greathead. In 1807, it awarded a gold medal to Christopher Wilson, of London, for a "neutral-built, self-balanced boat." The

sides of this boat had outer and inner planking with an air-space between.‡ Wilson, like Lukin, intended that his system should be followed in the construction of "all open boats of whatever form or use"; but a boat to his design had been specially built and placed at Newhaven, in competition with one of Greathead's Life-boats, and apparently it was her excellent behaviour in a heavy sea which helped to win for Wilson the reward of the gold medal. The Society gave three other rewards in 1810, 1814, and 1817, respectively. The first was one of 20 guineas and the silver medal to Mr. Bremner, Minister of Walls and Flota, in the Orkneys, for his plan of converting any ship's boat into a Life-boat.§ The second was one of 10 guineas and the silver medal to Mr. Boyce, of Dean Street, Fetter Lane, for an elaborate buoy.|| The third was the silver medal to Captain Gabriel Bray for his plan of making ordinary boats buoyant.¶ The inventions were no doubt put forward in good faith as original, and they were certainly ingenious, but they were not novel in principle; and it is difficult to restrain a smile at the details of two of them.

What occurred in 1824 was the birth of "The National Institution for the Preservation of Life from Shipwreck," which now exists in our midst under the name of "THE ROYAL NATIONAL LIFE-BOAT INSTITUTION." No one heard of this event with more satisfaction than Lukin. Greathead had died in 1816, and Wouldhave in 1821; but Lukin who was 82 years of age, and had still ten years to live, wrote to congratulate the chairman of the Institution, and sent him a copy of a pamphlet containing a description of the sailing Life-boat which he had designed in 1807. The founder of the Institution was Sir William Hillary, Baronet, a resident of the Isle of Man, whose heart was moved by

\* One built in 1802 was purchased by Lord Crewe's Trustees for Bamburgh, and it may be gathered that the old coble fitted up by Lukin was no longer of any use.

† He told the Society of Arts in 1802 that he could convert them into sailing boats by fitting them with sliding keels, and in the model which he submitted to the Society he professed to show how this could be done. But it may well be doubted whether they would have been of any use as sailing boats in bad weather.

‡ The outer planking was carvel, and the inner, clinker.

§ By means of empty casks lashed inside the boat, one forward and the other aft, and packed in with bundles of cork covered with pitch, the operation being completed by the attachment of a bar of iron or lead to the inside of the keel.

|| To be held suspended at the stern of a ship and dropped if a man fell overboard. It carried a mast and sail, which, if set up, would enable it (so Mr. Boyce said) to follow a ship or reach the shore.

¶ By means of wooden air-boxes to be fastened by copper clasps under the thwarts, and long air-cases to be lashed fore and aft outside.

the terrible loss of life on our coasts, and who roused the public by his appeals. At a preliminary meeting in the City of London Tavern, promoted by Sir William Hillary, and presided over by Mr. Thos. Wilson, one of the members for the City, it was resolved to convene a general meeting for the formation of the Institution. This general meeting was held on the 4th March, with Dr. Manners Sutton, Archbishop of Canterbury, in the chair. Wilberforce moved one of the resolutions, and the Institution began its course under Royal patronage, with the Prime Minister (the Earl of Liverpool) as President, and Peel, Canning, Lord John Russell, and other eminent men as Vice-Presidents. Mr. Wilson was elected Chairman of Committee, other officers were appointed and offices taken at 12, Austin Friars. In the forefront of the resolutions adopted at the meeting it was declared that the objects of the Institution "extend to all without distinction of country, in war and in peace"; and the Institution has always acted in the spirit of this declaration. For some years its work embraced the care of mariners after their rescue from shipwreck, and the establishment of mortar and rocket apparatus. But the former was taken over in 1854 by the Shipwrecked Fishermen and Mariners' Society,\* and the latter was transferred to the Board of Trade in 1855. From the earliest days the Institution cared for the families of men who perished in going out in boats to save life; and in the very first year they made grants to widows and orphans at Redcar, Yarmouth, and Carnarvon. In that year they received contributions amounting to £9,706, and arranged to establish eleven boats in England, two in Scotland, and two in Ireland. Twelve were built by Pellew Plenty, of Newbury, and three by Skelton, of Scarborough.† The Committee recorded the fact that, before they began operations,

there were already thirty-nine Life-boats on the coast. They claimed that in the first year three whole crews and 124 other persons had been saved by exertions which they had rewarded.‡ Subsequent annual reports exhibit a fluctuating but diminishing revenue from donations and subscriptions. In the year 1832-33 it was as low as £319, and in 1837-38 it went down to £254. Deploring the inadequate support of the public, and seeing no prospect of the establishment of sufficient Life-boat stations, the Institution incessantly recommended the adoption of methods for rendering ships' boats safe, and of appliances for sending lines from wrecked ships to the shore. The deputy-chairman, Mr. George Palmer, M.P., an able and devoted friend of the Institution, had designed a Life-boat [model exhibited on the table] which was superseding Plenty's, and, on his suggestion, they issued circulars, showing how, at small expense, all kinds of shore-boats could be made safe. There is reason to believe that the Society of Arts lent its aid in the distribution of these circulars. Mr. Palmer's ideas do not seem to have been in advance of Lukin's, but his position in the Institution and his reputation as a sailor§ lent authority to his suggestions, and they met with a favourable reception. From 1841 to 1850 the Institution published no report and made no appeal to the public. Various local associations|| helped to keep the cause alive; but in 1849 it had reached its lowest ebb, and there is reason to doubt whether, among the Life-boats then on the coast, there were as many as twenty in an efficient condition. It may seem strange that a cause launched with so much enthusiasm, and supported by such influential men, a cause appealing so strongly to the feelings of our countrymen, should have languished and almost died. But the nation was going through a time of

\* That society possessed several Life-boats, which it transferred to the Institution, and the two bodies have always worked together with the utmost harmony.

† The latter were probably of the Greathead type. The former were designed by Plenty himself; they were of great breadth amidships, had upright stem and stern, straight keel, bilge pieces, a mass of cork on the bottom for protection from stony beaches, and small internal capacity for holding water. Buoyancy was secured by air-cases built along the sides within

board. They had good qualities, and were selected after careful trials of various types by distinguished naval officers and other experts.

‡ By the 31st December, 1909, the number had risen to 48,627.

§ He had been a commander in the service of the Hon. East India Company.

|| For example, on the Tyne, in Lincolnshire, in Norfolk and Suffolk, and in the Isle of Man where Sir William Hillary made his powerful influence felt.



deep distress and agitation, and many people thought the State itself was on the verge of shipwreck. In 1825, the very first year after the foundation of the Institution, there was a panic, the Bank of England refused accommodation to its best customers, and money was so scarce that Mr. Huskisson said: "We were within twenty-four hours of barter." Dr. Arnold, of Rugby, writing in February, 1833, to a friend who was on the eve of leaving for India, said: "You are going from what bids fair, I fear, to deserve the name of a City of Destruction." Glance at the table of contents of any history of the period:

1826. Bloody riots. Power looms destroyed. Drought.

1829. General distress.

1831. Agitation for repeal of the Union. Rejection of the Reform Bill. Outrages. Cholera.

1832. Reform Bill. Strike of pitmen and murder of Mr. Fairles, of the Tyne Life-boat Society.

1835. Agricultural distress.

1836. Paralysis of Trade.

1839. Rebellion in Canada. Chartist riots. Cotton strike and organisation for murder in Scotland.

1840. War with China.

1841-1843. War in Afghanistan.

1845. Irish famine.

1849. Close of the Corn Law agitation.

In such a period we need not wonder that the Life-boat Institution received little public attention. But it kept the flickering flame of pity for the shipwrecked mariner alive, and in its worst times it was the means of encouraging and rewarding heroic deeds. Every now and then the gloom was relieved by some act of gallantry or self-sacrifice. Thus, on the 20th of November, 1830, when the Royal Mail steamer, *St. George*, under the command of Lieut. Tudor, R.N., was wrecked in Douglas Bay, Sir William Hillary, the founder of the Institution, performed a brilliant service as leader of a party of rescue. The vessel arrived on the evening of the 19th and anchored in the Bay, the weather being stormy. In the night the storm increased in violence; at 5 A.M. her cable parted and she began to drive in between two dangerous

rocks, on one of which she presently struck. The Life-boat (one of Palmer's) was new, and was not ready for service, as she was still without her stern air-case. Nevertheless, Sir William, with the help of two other gentlemen, and a crew of fourteen men put off and rescued the whole company of twenty-two persons. He and three others were washed overboard, but were got on board again, and he stuck to his task although he had his chest crushed and a rib broken. This is only a sample of the brave deeds performed by Sir William. A second gold medal was awarded him, and you will agree that it was well bestowed. Looking further through the records of the Institution, you may find the following entry:—

"1838. William Darling, Lighthouse Keeper, Silver Medal.  
Grace Darling, His Daughter, Silver Medal."

These medals were given for the rescue, in an ordinary boat, of nine persons from the wreck of the *Forfarshire*, an exploit which, as every one knows, gained for Grace Darling a name that is not likely to die.

The year 1849 closed with a tragedy at the mouth of the Tyne which made a deep impression on the public mind. A Life-boat named the *Providence*, seven years old, went out in a heavy sea to the brig *Betsy* of Littlehampton, which had stranded on the Herd sand. She reached the wreck and was lying alongside with her head to the eastward and a rope made fast to the quarter; but through some error her bowfast was not properly secured and a wave recoiling from the bow of the vessel caught the Life-boat's bow and threw her on end, causing her crew and the water she had shipped to fall into the stern sheets. The bowfast not holding, the Life-boat in this condition drove astern of the vessel, and the ebb tide then catching her, she turned end over end, and drifted ashore bottom up. Out of her crew of 24\* of the finest and most skilful pilots of the Tyne no fewer than 20 were drowned; and there can be little doubt that it was owing to her being without the self-righting qualities which Wouldhave had proposed. This

\* This was a double crew.

event not only created sorrow for the families of the brave men who had sacrificed their lives, but directed renewed attention to the claims of the

think of the wrecks round the coast. Her Majesty Queen Victoria and the Prince Consort came to the aid of the Institution ; and their heartfelt interest,

DIAGRAM 1.

SELF-RIGHTING TYPE.

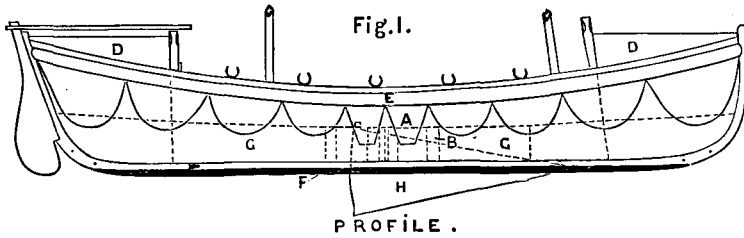
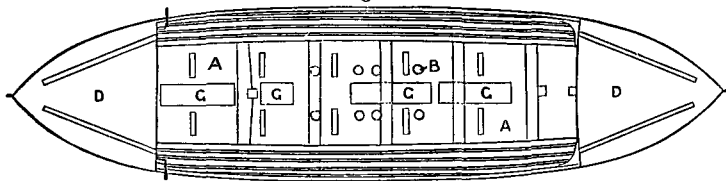
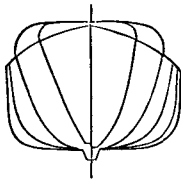


Fig. 2.



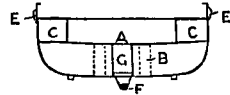
DECK PLAN.

Fig. 3.



BODY PLAN.

Fig. 4.



MIDSHIP SECTION.

12/99

- A.—Represents the deck.
- B.—Relieving valves for the automatic discharge of water off the deck.
- C.—Side air-cases above deck.
- D.—End air-compartments usually called "end-boxes," an important factor in "self-righting."
- E.—The "wale" or "fender."
- F.—Iron keel ballast, important in general stability and self-righting.
- G.—Water-ballast tanks.
- H.—Drop keels.

Life-boat service. The nation was now emerging from the agitation and distress in which it had been plunged ; prosperity was returning, and people had time to

sustained and steadfast, finds its generous counterpart in that of His Majesty King Edward and His Royal Highness the Prince of Wales, who are now

respectively Patron and President of the Institution. There had been no President since the death of the Earl of Liverpool in 1828; but in 1851, Algernon, Duke of Northumberland, the "sailor duke,"\* became President; and, under the impulse of his powerful and sympathetic nature, the Institution began a new and uninterrupted career of usefulness, in the course of which it has absorbed all the local Life-boat associations, except those of the Tyne and two or three other places; has increased its fleet until it now numbers 282, including a steam-tug; has attracted a large, although I fear I must say insufficient, income †; has left no clearly indicated danger spot unprotected, and has become in fact, as well as in name, a National Institution. Time would fail me to tell of all that has contributed to this result, but I cannot refrain from mentioning the help given to the Institution since 1891 by the Life-boat Saturday Fund, and the unselfish labours of the late Sir Edward Birkbeck, at one time a member of Council of the Society of Arts, who for twenty-five years was chairman of the Institution. He was concerned in its management for more than forty years, and up to within a few weeks of his death he ceased not to devote himself to the promotion of its aims and the defence of its interests. He was largely instrumental in persuading the Government to sanction the system of Coast Telegraphs, designed and carried out by the Post Office, which affords communication with coastguard stations, light-houses, and light-vessels, and adds so much to the efficiency of the Life-boat service.

\* Second son of Hugh, second Duke, born 1792, succeeded his brother Hugh, 1847; died 1865; entered Navy, 1805; Acting Captain *Caledonia*, Lord Exmouth's flagship, 1841; Rear-Admiral, 1850; First Lord of Admiralty, 1852; accompanied Herschell's scientific expedition to Cape, 1834; supported study of Egyptian antiquities and Lane's gigantic work the Arabic Lexicon.

† In 1909 the receipts were £126,215, including £27,318 from investments; £19,351 from the Life-boat Saturday Fund, and £47,513 from legacies and special gifts in trust. But for the legacies, the income would have fallen far short of the expenses.

‡ At the suggestion of the Prince Consort, lectures on the results of the Exhibition were delivered before the Society of Arts in the winter of 1851-2. One of these, on "Naval Architecture and Life-boats," was given by Captain Washington, and he described the work of the Duke of Northumberland's Committee and the state of the Life-boat service.

§ Her dimensions were 36 feet by 9½ feet by 3½ feet.

When the Duke of Northumberland became President in 1851, realising that the "first and most obvious step was to endeavour to introduce an improved Life-boat," he offered a prize of 100 guineas, and appointed a committee of experts, under the chairmanship of Captain Washington, R.N., to report on the models which might be sent in. Boat-builders and others in all parts of the United Kingdom, and in France, Germany, Holland, and the United States responded, and no fewer than 280 models and plans were received. Fifty of these were sent to the Great Exhibition, and there contributed to the awakening of public interest. † After a patient and exhaustive examination, the committee awarded the prize to Mr. James Beeching, of Great Yarmouth. His model, kindly lent by the United Service Institution, is on the table, and a photograph is shown on the screen; also a diagram giving details of her construction.

He at once built a boat, which was purchased by the Harbour Trustees of Ramsgate, and there did splendid work for many years. She embodied most of Wouldhave's ideas, with improvements of which that gentleman probably never dreamt. Coming sixty-two years after he sent in his model to the committee at South Shields, she was the first genuine self-righting boat ever built. §

The Duke of Northumberland's committee, while giving the prize to Beeching, could not bring themselves to adopt his device of air-chambers and a water-ballast tank in the bottom of the boat. They thought the partitions would be certain to be injured, and that the water-

and she could carry about 70 persons. The cork employed in her construction was confined to the fender below the gunwale. Apart from her general design, her buoyancy was secured by air-tight cases at the ends, along the bottom, and partly round the sides; and her self-righting power by the height of the end cases, by the absence of side air-cases amidships, by 2½ tons of water ballast, and by an iron keel. The Life-boat which capsized in 1849, at the wreck of the *Betsy*, had water ballast, but it was in an open tank, and when she turned end over end the water ran out, and the tank became an air-space—an air-space in the wrong place—which simply increased her tendency to remain bottom up. In Beeching's boat the water ballast was confined in a closed tank, and could not shift or run out. She had ample means of freeing herself of any seas that might come aboard, which none of the early Life-boats had. There was some controversy as to who first thought of closed tanks. Farrow, of South Shields, and Greener, of Birmingham, both claimed to have proposed them in 1841. Probably they thought of them independently.

ballast would make its way into the air-chambers. So they got one of their number, Mr. Peake, assistant master-shipwright of Woolwich Dockyard, to design a boat with a very heavy iron keel, cork\* instead of air-chambers along the bottom, and no water-ballast. This type underwent a long series of trials and alterations, and eventually the self-righting Life-boat of the present day was evolved.

This boat is practically a reversion to Beeching's ideas. There is no cork about her except the fender under the gunwale; and the risk of injury apprehended by the Duke's committee is guarded against by the exceedingly strong structure of the boat, † the use of numerous air-cases ‡ which are fitted into the hold, and the division of the closed water-ballast tank into four compartments. One advantage of water ballast is that when the boat is placed at a station where she may have to be transported some distance by road, the water need not be admitted until she is launched, and she is, therefore, lighter to transport. [Model of latest type on table.] In some cases, where the boat is never transported by road, the iron keel is made heavier and water ballast is dispensed with.

Remark the high air-case at each end, and the drop keel which, since 1884, has been adopted for all boats intended to carry sail.§ The tests which a self-righting boat has now to pass before being sent to her station are of the utmost severity, and they make it certain that if she capsizes she will self-right immediately.||

\* The earlier builders of Life-boats had a great fancy for cork, but it went entirely out of favour, except for fenders, because it was found that it became sodden and lost its buoyant qualities.

† Canada elm frame, and double mahogany planking put on diagonally, and copper fastened.

‡ The number of separate cases ranges from about 70 in the smaller boats to more than 100 in the larger. They are made of white pine, served inside with a preservative against decay, smeared outside with mastic, covered with strong calico, smeared again with mastic, and then painted twice with white lead.

§ The larger boats, both of this type and of the non-self-righting types, carry two drop keels.

|| In 1887, after some serious Life-boat accidents, the whole subject of the self-righting power of the Institution's Life-boats was under review, and it was decided that all self-righting Life-boats should be proved to "right" with their full crew (represented by dead weights, taking 11 stone as the average weight of a man) on board, in addition to all their gear; and further, that they should "right" with their sails set, but the foresheet not belayed. The Life-boats had to answer this test both with the water ballast tanks full and empty, and no self-righting Life-boat built in 1887

There are 182 self-righting boats in the service, which shows how popular they are with the Life-boat crews. ¶ These men are always consulted as to the type of boat they would like, and before making their wishes known they are allowed to elect representatives and send them, at the expense of the Institution, to inspect boats which have to work under similar conditions. The choice is naturally governed, to a large extent, by such conditions, but it is also governed by the likes and dislikes of the men. The Institution does not give any crew a boat with which they do not express themselves satisfied.

Non-self-righting boats number 99\*\* ; the most prominent type being the Watson boat, designed by the late consulting naval architect of the Institution, Mr. G. L. Watson, the famous designer of yachts and other craft. Broadly speaking, it may be said that, with large sailing Life-boats, intended to go well out to sea, it is better to set aside the self-righting principle and aim at great buoyancy, stability and speed. This is what Mr. Watson did, and his boats have beautiful lines, are safe, weatherly, quick in stays, and of great speed, and they are prime favourites on many parts of the coast. [Model on table.] The diagram shows wherein they differ from self-righting boats (see page 258). The breadth amidships is greater; the ends are lower; the heavy iron keel does not extend so far; and there are air-cases along the sides, not only between the deck and the thwarts, but also above the thwarts, so as to give

or since has ever been sent to her station without passing this severe ordeal. This great increase in the self-righting power of the Life-boats involved a considerable increase in the weight of the iron keel and in the capacity of the end air-chambers, these latter being made longer, higher, and wider at the tops. The weight of the boat was consequently much increased, and the space for the crew considerably encroached on by the larger end boxes. As great "beam" is a factor against self-righting power, the new boats were built with beam of less proportion to length than had hitherto been the rule.

¶ This number includes some boats designed by Mr. Rubie, the surveyor of the Institution, to meet demands for Life-boats of specially light weight.

\*\* Non-self-righting boats:—

Steam Life-boats . . . . .	4
Cromer type . . . . .	1
Liverpool type . . . . .	32
Norfolk and Suffolk type . . . . .	18
Tabular . . . . .	1
Watson . . . . .	41
Whale boats . . . . .	2
	99

increase of buoyancy and leave no ledge or crevice in which water can lodge when the boat heels over.

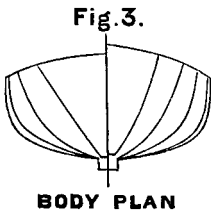
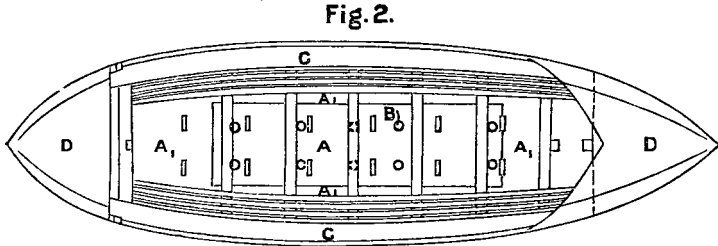
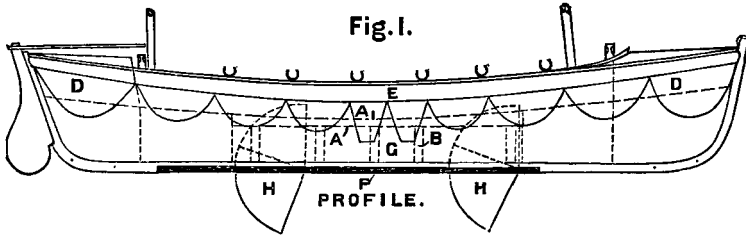
As already stated, the fleet includes a steam tug. Her name is the *Helen*

to render aid to vessels in distress which have no chance of getting private tugs. [Model on table.]

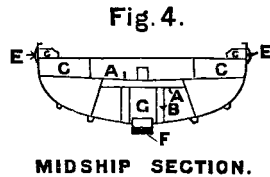
The Institution also possesses four steam Life-boats. The first, the *Duke*

DIAGRAM 2.

WATSON TYPE



DECK PLAN.



BODY PLAN

MIDSHIP SECTION.

12/99.

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

*Peele*, and her station is Padstow. She is built of steel, is more than twice as long as the largest sailing Life-boat, displaces 231 tons, and has twin screws. She is employed to tow Life-boats, and

of Northumberland, was built by Messrs. R. and H. Green, in 1889, and sent to Harwich in 1890. [Model on table.] Her hull is of steel, treble riveted and divided into fifteen compartments. She

does not lose her stability until she reaches an angle of 110 degrees from the perpendicular. She is propelled by a water turbine, the idea being that a screw might get fouled by wreckage or sea-weed. She is now stationed at Holyhead. The *Queen*, built in 1897, has the same means of propulsion. She is at New Brighton. The *James Stevens No. 3*, built in 1898, and the *City of Glasgow*, built in 1901, are stationed respectively at Angle (Milford Haven) and Harwich. These two are screw steamers, and the risk of fouling is guarded against by the placing of the screw in a cavity, as shown in the diagram (see page 263).

The steam Life-boats are very useful at the carefully-selected stations where they have been placed, but it does not seem that their number should be increased. They are more than twice as heavy as the heaviest sailing Life-boat, they cannot be launched and hauled up like other boats, they must lie afloat at all times of the tide in safe harbours not remote from scenes of wreck, and they are expensive to maintain. There are very few places where the requisite conditions obtain.

Four sailing Life-boats have been fitted experimentally with petrol motors and screws; and, as the experiment is proving successful, the Institution is proceeding with the building of new boats with a protective cavity in which the screw will be placed as in the case

of the later steam Life-boats.\* Three of these new boats are already on the coast. The photographs on the screen show a motor boat under trial.

An important feature of all Life-boats is the series of self-acting, non-return, relieving valves for getting rid of any water which may come on board. These are the outcome of discussions and experiments which followed the Duke of Northumberland's prize competition in 1851. Before that time the "relieving tubes," which had been introduced early in the century, were open at each end, and, although they let the water out, they also let it in, and, even in a slight sea, allowed it to spurt up, to the great discomfort of the crew. Now they act in only one direction, and they discharge the water in an incredibly short time.†

Every Life-boat carries a stout anchor and cable to enable her to veer down to a vessel wrecked on a lee-shore. Many of the larger boats are fitted with a wheel for steering. All boats carry a drogue or canvas bag, shaped like a candle extinguisher, to be towed astern with the mouth foremost, its purpose being to hold the boat's stern back when she is running before a sea and prevent her from being turned broadside to the sea or broaching to. They are all provided with a compass, ropes of the finest make, grappling irons, life-buoys, a lamp, signal lights, an axe, two hatchets and

\* The main requirements in motors for Life-boats may be stated thus:—

1. Simplicity, reliability, and strength in every part.
2. The engine should not have more than four cylinders, to avoid complications and to prevent the parts being too numerous, too small, or too delicate.
3. Accessibility to all parts.
4. No aluminium.
5. The spread of the bearers which support the engine to be designed to suit the construction of the boat.
6. The engine to work properly when placed on a permanent longitudinal angle of 1 in 4 on a slipway and a permanent list under sail of 25° either to starboard or port, or a momentary list of 45° either way.
7. The engine to be capable of running 12 hours continuously without any attention or any need to open the casing.
8. In self-righting boats an automatic cut-out switch, to stop the engine when she is thrown over to an angle of about 60° to 70°.
9. A governor (independent of hand control) to control the engine and prevent racing.
10. The carburetter and magneto placed as high as possible so that they can be easily got at.
11. Two camshafts, one on each side of the engine, so as to distribute the weights.
12. Petrol feed on pressure system with a small gravity tank inside the motor casing as well.
13. Ignition: one system only, and low tension much preferred. Engine fitted with half compression, to enable it to start on low tension.

14. Lubrication: Mechanical oil feed to all the main bearings. A supplementary lubricating system to be embodied whereby the bearings, connecting rods, and pistons may be lubricated by splash.

15. Air pump for pressure feed (plunger pump). Bilge pump continuously running (gear pump). Large size circulating water pump (gear pump).

16. Inlet for circulating water to be in position arranged by boat builder.

17. Very large water jacket capacity. (The engine, being in a water-tight casing, is apt to get hot, and thus it is necessary that the cylinders should be well cooled.)

18. None of the circulating water to be discharged in the exhaust, so that no water may get back to the cylinders. The exhaust to be water-jacketed and a very effective water-cooled silencer provided.

19. The engine to be fixed in a water-tight casing, and all the reversing gear and other parts to be below water-tight hatches, with the exception of the control gear, which is to be in a standard on the deck.

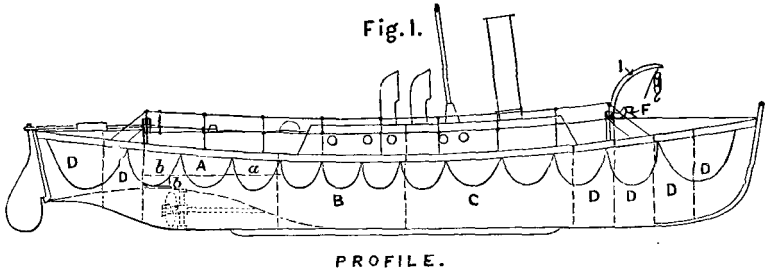
† The principle on which the tubes act is the simple one that water must find its own level. The boat is so designed that, in any trim, her deck is higher than the surface of the sea. Any water, therefore, that comes over the gunwale to the deck makes its way down the tubes immediately, and the non-return valves prevent it from rising again. The greatest quantity that can come on board is discharged in less than one minute.

other tools, and an air-tight case containing some chocolate (the gift of a well-known firm), biscuits, and a bottle

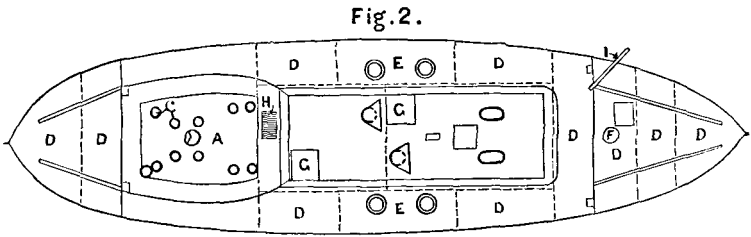
always of cork, like the one worn by the fine old coxswain, John Owston, whose portrait is shown on the screen; but

DIAGRAM 3.

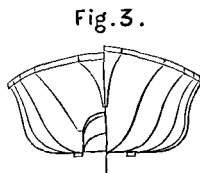
STEAM LIFE-BOAT.



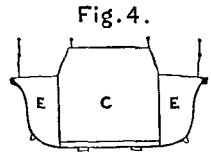
PROFILE.



DECK PLAN.



BODY PLAN



MIDSHIP SECTION.

- A.—Cockpit.
- a.—Deck.
- b.—Propeller hatch.
- c.—Relief valves.
- B.—Engine room.
- C.—Boiler room.
- D.—Water-tight compartments.
- E.—Coal bunkers.
- F.—Capstan.
- G.—Hatches to engine and boiler rooms.
- H.—Cable reel.
- I.—Anchor davit.

of spirits, to be served out to the rescued or used in emergency by the crew of the boat. Every member of the crew wears a life-belt. Formerly the belt was

“Kapok” is now being substituted for cork, and you will presently see a picture of a whole crew wearing belts of that substance. It comes from a plant which

grows in the Malay Peninsula.\* Very like cotton, but with a shorter staple, it is not merely more buoyant than cork, but retains its buoyancy longer, and it makes the belt warm and comfortable for the wearer, which is more than can be said for cork. The Institution has just determined, after a prolonged trial, to go still further, and to use it for buoys as well as belts. A buoy stuffed with "Kapok" is more efficient, and, as it is lighter and softer than a cork buoy, it can be thrown farther, and, if it hits a man, it will not hurt him so much.†

There is great variety in the methods of launching the boats. In the simplest cases men can haul or push them over greased skids, and on the screen you see a North Deal boat ready to be launched in this way. If men helpers are not available, women come to the fore, and the next picture shows you the wives and daughters, and perhaps sweethearts, of the Life-boat men at Runswick bravely helping to get the boat off to a wreck. Sometimes a stretch of sand or shallow water intervenes, or a launching place to suit the direction of the gale has to be reached by road. The boat must then be mounted on a carriage and drawn by horses, which take her into the sea until she is in deep enough water to be launched. Where there is soft sand or mud, Tipping's wheel-plates‡ have to be put on the main wheels. You may see typical cases at Worthing and Port Eynon. Haul-off warps are used in some cases. Away, in a sufficient depth of water, an anchor or a solid mass of concrete is embedded, with a buoy and block attached. Through the block a warp from the shore is rove, and by this means the boat is hauled through the surf. It is a method which has been in use since 1829, when it was intro-

duced at Yarmouth by the celebrated Captain Manby. In many cases a single rope attached to an anchor is found sufficient for the purpose. Sometimes a permanent timber launching-place has to be provided, as at Totland Bay. Where rocks or other obstructions are in the way, a solid slipway has to be built so that the boat may be launched clear and free. If there are local reasons against a solid structure, the slipway is constructed on piles, as at Margate. There are some stations, like Cemaes, in Anglesey, where both boat-house and slipway must be placed on piles. At Atherfield, in the Isle of Wight, the boat is conveyed from the top of the cliff on ways which slant down a land-slip for 300 feet.

I need not multiply examples, and I must refrain from telling in detail what is done at the various stations, but it may be interesting to describe one case which illustrates several features in the work of the Institution. At Newquay, in Cornwall, there is a sandy beach, from which it was possible to launch a boat on a carriage very well, but the beach being deeply embayed, it was difficult and tedious, and sometimes impossible, to beat out against an adverse wind to a vessel in distress in the open sea. It became imperative to devise some other arrangement. On the west side of the bay lies a rocky headland, which gives protection from westerly gales. Near the end there is a natural depression, and beyond this the extremity rises and spreads so as to form a shelter from the north. A site was chosen here, a Life-boat house built, and a concrete slipway constructed, in order that the boat might be launched into deep water within easy reach of the open sea and in command of the whole bay. The slipway is little more than

\* "Kapok" is described in the *Journal of the Society of Arts* of July 23rd, 1909, vol. lvi., page 737; and its use for life-belts is mentioned in the *Journal* of that Society of October 15th, 1909, page 981.

† A "Kapok" life-belt returned for examination after it had been constantly used at Whitby for four years, was thoroughly tested, with the following result:—Weight before immersion, 3 lb. 14 oz., supported 26 lb. in water 24 hours; weight after immersion, 5 lb. 1 oz. A comparative test of old cork belts resulted as follows: Weight before immersion, 6 lb., supported 22 lb. in water 24 hours; weight after immersion, 6 lb. 10 oz. A "Kapok" life-buoy, which was sent to Moelfre in September 1905, and had been in service ever since, was recently returned for examination. It was in excellent condition. It was

tested along with a new cork life-buoy and an old cork life-buoy which had been on the coast for about 10 years. The result was as follows: *New cork buoy*, weight prior to immersion, 9 lb., supported 31½ lb. for 15 hours and then sank; carried awash 28 lb. for 9 more hours; weight after immersion, 13½ lb. *Old cork buoy*, weight prior to immersion, 13 lb.; supported 32½ lb. for 5 hours and then sank; carried awash 28 lb. for 19 hours; weight after immersion, 15½ lb. "Kapok" buoy, weight prior to immersion, 5½ lb., supported 34½ lb. for 24 hours; weight after immersion, 6½ lb. Although more yielding than cork buoys, "Kapok" buoys can easily be bent back to shape, and they have borne a severe test for strength.

‡ Invented by Lieut. Gartside-Tipping, R.N., a Member of the Committee of Management.



a boat's length from the doors of the house. When required the boat is brought to the edge, and the crew, having donned their oilies and "Kapok" life-belts, climb in and take their places. The masts are stepped, and, at the word of command, she is released, shoots down the slipway, and dashes into the sea in a cloud of spray.\* After she has done her work she has to be housed again; but she cannot be brought to the slipway and hauled up there; she must be beached; she therefore turns before the gale and makes for the head of the bay; here she is met by willing hands and a team of magnificent horses;† tackle is made fast, and she is drawn over skids to her carriage. The eight horses, trained to obey the whistle of the foreman teamster, act as one, and go in fine style up the beach, through the town, and away to the house at the headland, where the boat is promptly made ready for further service.

The pictures you have seen are pictures of an exercise on the occasion of a visit last June of their Royal Highnesses the Prince and Princess of Wales, who went to Newquay for the express purpose of seeing the exercise and of encouraging the crew and local committee. I regret I am unable to show you what the conditions are in a storm. There are pictures of rescues in gales of wind, but they are generally fancy pictures, and I prefer to leave them to your imagination. I venture, however, in conclusion, to tell three short, unvarnished tales which may enable you to carry away some impression of the kind of work which the Life-boat service renders to humanity.

In September, 1906, the Caister Life-boat effected a rescue in circumstances of great danger. The Russian barque, *Anna Precht*, carrying twelve hands, under the command of Captain Jansson, and bound to Yarmouth, encountered an east-north-east gale, and was running for an anchorage, when she drove on the Cockle sands. Before she could make a distress signal she went to pieces. Three men got into her small boat, and,

without oars, trusted themselves to the waves. The coastguard had not seen the wreck, but they descried the small boat, and at once aroused Coxswain Haylett, who mustered his crew, and the Life-boat *Nancy Lucy* (of the "Norfolk and Suffolk" type) was launched. Meanwhile the ship's little boat was thrown on the beach, and the three sailors were cared for by the coastguard. There were still nine men to account for, and the Life-boat men made their way out and found Captain Jansson, whom they rescued. Proceeding with their search, they discovered on the wreckage a lad, whom they unlashd and saved. Still persisting, they found four men clinging to another piece of the wreck, and made them safe. Then, although drenched to the skin and suffering from exposure, they kept on searching, but could find no more. The wreckage was surrounded by loose spars and pieces of wood, and it was with great risk and difficulty that the Life-boat was brought through it and near enough to the distressed sailors, while in the case of some of these poor fellows, who were benumbed and helpless, the Life-boat men had to clamber on to the pieces of wreckage to effect their rescue. Coxswain Haylett, Assistant-coxswain Plummer, Solomon Brown, and Walter Haylett were awarded silver medals, and the whole crew were given an additional pecuniary reward.

In a dense fog, at 10.30 P.M. on the 10th March, 1907, the White Star liner *Suevic*, with 524 persons on board, ran on the Maenheere Reef, off the Lizard. There was a strong S.W. wind and heavy sea. Her signals of distress were promptly responded to by the Life-boats at the Lizard and Cadgwith, and further aid was summoned by telephone from Coverack and Porthleven. Two of the ship's boats were filled with women and children, but it was fortunate that they had scarcely left the ship when the two nearest Life-boats arrived, for the officers in charge had no knowledge of the rocks around them. The Lizard Life-boat took one in tow to Polpear and returned to the wreck. The other ship's boat was picked up by the Cadgwith Life-boat, and the local honorary secretary, the Rev. H. Vyvyan, jumped from the Life-

\* Except near the toe, this slipway has a gradient of 1 in 3.

† Placed, without fee or reward, at the disposal of the Institution by a public-spirited merchant of the town.

boat into the ship's boat, and, slipping the tow-rope, successfully piloted her ashore through the rocky and dangerous channel. He then returned to the wreck, where he assisted in the saving of the passengers. Meanwhile, the Life-boats from Coverack and Porthleven arrived, and the work of rescue was continued throughout the night. The darkness was intense, and between three and four o'clock the weather became worse, but by noon every one was in safety. There was not a single accident or injury to report, although sixty of the children on board were under three years of age. Two sailors, George Anderson and William Williams, distinguished themselves in the work of carrying the children down the rope ladders, and were each rewarded with a gratuity and the silver medal. The silver medal was also given to the Rev. H. Vyvyan, Coxswain Rutter, Coxswain W. H. Mitchell, and Assistant-coxswain Edwin Mitchell, and a large sum was distributed in rewards to the crews and helpers. Three of the boats engaged were self-righting boats, and one was of the Liverpool type.

There is one story, perhaps the most thrilling, still to tell. On the 22nd February, 1908, a gale of unusual severity blew over the United Kingdom; and the Holyhead Steam Life-boat, the *Duke of Northumberland*, which had just returned from rendering assistance to a disabled steamer, received information that another steamer, the *Harold*, was in danger. Failing to reach Holyhead, this vessel was drifting with the tide towards the rock-bound coast of Anglesey, between the North and South "stacks." Notwithstanding the terrible seas, the Life-boat went out again immediately. The wind had been increasing, and was blowing with hurricane force; but the Life-boat made headway against it, and found the distressed steamer anchored not far from the cliffs amid such seas that it was impossible to get near her. Huge waves tossed the Life-boat like a cork; but eventually, after two hours' skilful manœuvring by the coxswain, and helped by the slackening tide, she was able to approach sufficiently near to effect communication by means of a rope. Seven of the ship-

wrecked sailors were drawn through the water to the Life-boat when a heavy sea carried her almost alongside, and the two remaining men jumped on board. The rope was slipped, and the Life-boat steamed clear, and landed the whole of the ship's crew safe and sound. The service was attended by extraordinary risk, as the Life-boat was in imminent danger of being driven against the disabled steamer, which would have been death to all on board. The coolness and courage displayed by Coxswain Owen and his crew were the subject of universal admiration at Holyhead, and were fully appreciated by the Committee of the Institution. The slightest error of judgment on the part of Owen, or any hesitation in carrying out his orders on the part of his crew, could only have brought destruction upon all. The engine-room staff were not less deserving of praise than the others. Battered down below and not knowing how matters were going on, they endured suspense which it would be difficult to describe. Owen was voted the gold medal, and each of the deck hands and engine-room staff received the silver medal, besides pecuniary rewards. His Royal Highness the Prince of Wales marked his sense of the importance of the service by graciously commanding the attendance of Owen at Marlborough House, when, after pinning the gold medal on his breast, he congratulated him and shook him cordially by the hand. Owen already held the silver medal for a gallant rescue in 1890, as well as the medal of the Royal Humane Society.

Stories of equal heroism in Scotland and in Ireland might be told, but my purpose being rather to convey an impression of the kind of work done than to praise the gallantry of the Life-boat men, I will now only point you to the wreck chart of the Board of Trade—the latest chart published—which, with its sinister black marks, tells of the necessity for the work of these men all round our coasts. There, better than in any words of mine, you will discover why there must be a Life-boat Institution; there you will see what is the task it is called on to perform; and there, may I say, you will find an invitation to forget sectarian and party strife, and to

join in fervent prayer for a blessing on the Life-boat cause.

NOTE.—I am indebted to Mr. Cave and Mr. Hargood, members of the Committee of the Life-boat Institution, for several photographs; and to Mr. G. B. Hodgson, of South Shields, Mr. Malcolm and Mr. Robinson, Vice-President and Secretary respectively of the Tyne Life-boat Society; Mr. Hawkey, of Newquay; Mr. Bayley, Secretary of Lord Crewe's Trustees; the officers of the Life-boat Institution and of the Society of Arts, and other gentlemen, for much valuable information.

#### APPENDIX.

Since the paper was read at the Society of Arts, the following extract from a book, now out of print, entitled:—

#### “LE TABLEAU DE LA MER.

NAUFRAGES ET SAUVETAGES.

PAR

G. DE LA LANDELLE

Paris: Hachette, 1867”

has been received from Monsieur Girdret, who so kindly made the enquiries in January about Monsieur Bernières. It seems to show that Monsieur Bernières invented his boat as early as 1765:—

“p. 282 et suiv. . . . Au mois de juillet 1775, on fit sur la Seine l'essai d'un léger canot insubmersible et inchavirable, dont l'invention qui datait déjà de dix ans, était due à M. de Bernières, Contrôleur général des Ponts et Chaussées, connu d'ailleurs par plusieurs autres remarquables découvertes.

“Les expériences, qui furent renouvelées à diverses reprises, notamment le 25 juin de l'année suivante, à St. Cloud, en présence du Prince de Conti et de Mlle. de Bourbon, réussirent toujours à souhait. Elles sont relatées dans les principales gazettes du temps.

“La nacelle mâtée et munie de deux ponts à la poupe et à la proue, c'est-à-dire de deux grandes boîtes à air, portait aisément neuf personnes, dont six assises au fond, un patron et deux rameurs. On la remplissait d'eau jusqu'aux bords et on lui imprimait des balancements violents sans qu'elle pût couler. Une foule de nageurs s'y accrochaient tous du même côté, on pesait sur le mât jusqu'à le plonger dans l'eau. ‘Au moment où le mât était lâché, elle se relevait d'elle-même, avec une rapidité surprenante, comme si un corps étranger, élastique et puissant, l'eût relevée avec force. Ce succès a étonné, poursuit l'auteur de la relation, et a confirmé ce que M. de Bernières avait promis de faire: l'expérience d'une chaloupe insubmersible; cette nacelle multiplie les secours contre les hasards de la mer, elle peut sauver non seulement les hommes qu'elle porte, mais aussi ceux qu'elle traîne, et ses côtés deviennent presque aussi utiles que son intérieur.’ (*L'esprit des journaux*, août 1775.)

“Faut-il dire que, malgré la publicité donnée à l'invention du contrôleur général de Bernières, malgré sa haute position et ses protections royales, il en fut au siècle dernier de sa nacelle insubmersible comme il en avait été 160 ans auparavant de celle du brave Razilly?”

## REMEMBER THE LIFE-BOAT!

COME, now, a cheer for the Life-boat

And its gallant, fearless crew;  
Only give them a chance, lads,  
And you'll see what they can do.  
No matter how dirty the weather,  
Or how fierce the wind may blow,  
They're ready enough to face it—  
They've British hearts, you know!

Perchance there's a wife and children,  
Or perhaps a mother dear;  
But they leave to the women the weeping,  
And the black foreboding fear.  
For them there's the call of duty;  
There's a man's work to be done,  
And with stout hearts—Heaven willing!—  
A victory to be won.

The foe is the raging tempest—  
The wild waves mountains high—  
While out from the darkness yonder  
For help has come a cry.  
There's a vessel battling bravely  
With the fury of the gale;  
And the shipwrecked crew? God help them!  
If the Life-boatmen should fail!

Amid the crash of the thunder,  
And the lightning's fitful glare,  
The stalwart crew of the Life-boat  
For the fight with Death prepare;  
And there's not a face that blanches  
At the terrors of the night;  
Well, they're only fulfilling their duty,  
And doing the thing that's right!

And see! the boat is launched, lads,  
By willing hands and strong—  
Oh would that I were a poet,  
I'd sing a stirring song,  
That told of the deeds of heroes—  
Of the men who rescued lives—  
Just think of the joy of the children, [wives.  
And the fervent "Thank God!" of the

Then "Hip hurrah for the Life-boat!"  
And a cheer for its sturdy crew!  
Those warriors of the ocean,  
With hearts so brave and true.  
Their cause to-day I'm pleading—  
Just a penny—aye, or a pound.  
But don't forget the Life-boat  
When the hat is handed round!—Anon.



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

LLANDUDNO, CARNARVONSHIRE.—At 1.45 P.M. on the 1st January a signal of distress was shown by two men in a fishing-boat two miles off from land in Llandudno Bay. The men, father and son, had gone out to their fishing lines and were overtaken by a sudden rising of the wind blowing from the west, which nearly caused the swamping of their boat. They fortunately had a bucket in the boat and were able to keep her afloat until help reached them. The Life-boat *Theodore Price* was launched very promptly and the men were rescued, their boat being towed in nearly full of water. In the freshening wind the sea became very rough, but the Life-boat behaved splendidly.

CARDIGAN, CARDIGANSHIRE. — The Life-boat *Elizabeth Austin* was launched at 9.15 P.M. on the 1st January in answer to signals of distress from a vessel midway between Cardigan Head and Cardigan Island. There was a strong westerly breeze and a rough sea. On reaching the vessel, which proved to be the ketch *Kattie Darling*, of Cardigan, with a crew of three men, it was found she was dragging her anchors and drifting towards the rocks. The men were rescued and conveyed ashore, the vessel being left to her fate. Fortunately the anchors held and the vessel did not become a total wreck, but was taken into the river the next day.

SELSEY, SUSSEX.—The Coastguard, at 8 A.M. on the 2nd January, reported that a vessel was ashore on the west end of the Mixon Reef, and the crew of the Life-boat *Lucy Newbon* were quickly assembled and the boat launched. They found the barquentine *Waterwitch*, of Portsmouth, loaded with coal and bound for that port, had stranded in the prevailing fog and was bumping heavily. Owing to the strong flood tide and head wind it took the Life-boat some time to get to the vessel, but on reaching her it was thought prudent to stand by her as she was in a very dangerous position, and with a heavy ground swell running.

Later in the day a tug from Littlehampton was able to tow the vessel off in a leaking condition, and the crew being no longer in danger, the Life-boat returned to her station, arriving shortly before 5 P.M.

CAISTER, NORFOLK.—During a very thick fog on the 5th January a message was received from the Cross Light-vessel by wireless telegraphy stating a steamer was ashore on the sand. The crew of the No. 1 Life-boat *Covent Garden* were assembled and the boat launched. The sea was smooth at the time, but there was a heavy swell on the sands. After searching for half an hour in the fog the Life-boat fell in with the s.s. *Orkla*, of Leith, bound from that port to Alexandra with a general cargo, on the sand with three tugs in attendance. The captain asked the Coxswain to stand by until high water, when the vessel floated; the Life-boatmen were then engaged to assist to save the vessel and took her to Yarmouth Road, where she anchored.

PALLING, NORFOLK.—In smooth but thick weather on the 6th January a telephone message was received from the Coastguard stating that a steamer was ashore at Horsey Gap. The crew and helpers of the No. 2 Life-boat *Hearts of Oak* were assembled and the boat sent to her assistance. She found the s.s. *Swansea Bay*, bound for Portugal in ballast, in the position described. By the request of the master the Life-boat stood by the vessel and her crew assisted to lay out an anchor, by which means the vessel was eventually floated. The Life-boat then returned to her station.

RAMSEY, ISLE OF MAN.—At about 4.45 P.M. on the 8th January a flare was observed E.N.E. of the Harbour from a schooner riding about a mile off. The Life-boat crew were summoned and the Life-boat *Mary Isabella* was quickly alongside the schooner, which turned out to be the *Glide*, of Belfast, bound from Connah's Quay with bricks. Two

anchors were out but the cables were foul, and the men on board feared dragging, as there was a strong gale blowing from S.W. with a heavy sea running. Whilst the crew, four in number, were being rescued, a steam trawler fell across the schooner's bows and carried away her bowsprit, placing the Life-boatmen in considerable peril. They got clear, and returning to Ramsey landed the rescued men at 6 P.M.

**HOLY ISLAND, NORTHUMBERLAND.—**

At about 1.30 P.M. on the 9th January the Life-boat Coxswain with a large number of men witnessed the breaking away from their moorings of two boats anchored in Holy Island Harbour, one being the cutter *Alma*, of South Shields, and the other the ketch *Fingal*, of Dublin. A very strong W.S.W. gale was blowing, with a very heavy sea, and the boats were liable to the double danger of collision and stranding on the rocks. The *Alma* managed to barely clear the rocks but stranded on a sandy beach, where she was attended by shore-boats. The Life-boat *Lizzie Porter* was smartly launched and in five minutes was alongside the *Fingal*, which had been brought up by her anchors. The Life-boat stood by the vessel for two hours.

**LLANDDULAS, DENBIGHSHIRE.—**

Shortly before noon on the 9th January, the schooner *Gwalia*, of Drogheda, bound from Liverpool with coal, was observed in the Bay showing signals of distress. The crew of the Life-boat *Brother and Sister* were at once summoned, and although they were mostly in their different places of worship the Life-boat was promptly launched. In the teeth of a westerly gale the boat was rowed to the sinking vessel. The whole of the crew, six in number, were rescued and brought ashore, amid much excitement amongst the large crowd assembled on the beach. The sea was very rough at the time of the rescue, and after the men were saved the schooner stranded.

**POOLE, DORSET.—**On the evening of the 11th January, considerable anxiety was felt for the safety of fourteen fishing boats belonging to Poole, the south-

westerly wind having suddenly increased to a whole gale whilst they were out at sea. Many members of the Life-boat's crew were in the boats, but a crew was obtained and the Life-boat *City Masonic Club* launched to their assistance. On reaching the boats she stood by them and accompanied them into port, the last one arriving at about 10.30 P.M. Fortunately all the boats got in safely, but many of them had their sails and gear carried away, and had a very narrow escape.

**WALMER, KENT.—**At about 9.30 on the evening of the 11th January, signals of distress were observed from a large ship ashore, or nearly so, on the main abreast of Walmer Castle. The weather was very bad with a rough sea and a strong S.W. by S. gale. The crew of the Life-boat *Civil Service No. 4* were mustered and the boat launched. In doing so, owing to the heavy surf, the rudder was damaged and rendered useless, but notwithstanding this the men proceeded to the vessel, steering the boat by means of sweeps and oars. They found the vessel in a very dangerous position, having lost one of her anchors and her sails being blown away. Eight Life-boatmen were placed on board and succeeded with the assistance of a tug in saving the vessel and her crew of twenty-two men. It was impossible to weigh the vessel's anchor, as the windlass was broken; the cable was therefore slipped, and the tug having made fast, towed the vessel to the Thames.

The vessel was the barque *Formosa*, of Glasgow, and was bound from Shields to San Pedro with a general cargo.

**PETERHEAD, ABERDEENSHIRE.—**The steamer *Lady Bessie*, of Aberdeen, whilst on her way to Peterhead, stranded in the South Bay on the evening of the 13th January. A strong S.S.W. breeze was blowing and the sea was rough. In response to a telephone message reporting the casualty and the vessel's signals, the Life-boat *George Pickard*, was sent to her assistance in tow of a tug. On nearing the wreck the Life-boat anchored and veered down to her, but the captain of the vessel preferred to land the crew by means of the ship's

boat, although warned of the danger. He declined the help of the Life-boat; she therefore stood by until all were in safety and then returned to her moorings.

CLACTON-ON-SEA and WALTON-ON-NAZE, ESSEX.—About midnight, on 14th January, signals of distress were observed from a vessel apparently ashore on the Gunfleet Sands, and a telephone message was sent to the Gunfleet Light-house, asking for information. Shortly afterwards further signals were seen and the Light-house also fired rockets. The crew of the Life-boat *Albert Edward*, at Clacton, and of the *James Stevens No. 14*, at Walton, were promptly summoned and the Life-boats proceeded to the sands. They found H.M. tug *Diligent* with a lighter in tow, bound from Harwich to Sheerness, aground on the S.W. part of the sand, and the captain gladly availed himself of the services of the Life-boatmen to try and float his vessel. At low water they ran out the vessel's large bower anchor with a steel hawser attached, and when the tide made, eventually succeeded in getting the vessel clear.

The Life-boats then returned to their stations.

PAKEFIELD, SUFFOLK.—During moderate weather at 5.35 A.M., on the 14th January, flares were observed in the direction of the Newcombe Sands. The crew of the Life-boat *The Two Sisters, Mary and Hannah*, were promptly called out and the boat launched. The vessel proved to be the ketch *Salacia*, of Lowestoft, homeward bound from fishing, but she was hard aground, with her mainmast carried away. At the request of the master Life-boatmen were put on board, and later on the Life-boat succeeded in towing her clear, when she proceeded to Lowestoft Harbour.

PIEL, LANCASHIRE.—The steam trawler *Dorothea*, registered at Thors-haven, Faroe Islands, left Fleetwood for the fishing grounds early in the morning of the 16th January, but stranded on

the west end of Walney Island, shortly after 3 A.M. The vessel was then in no immediate danger, but she was kept under observation, and later in the day tugs were ordered to go to her assistance. Shortly afterwards the vessel began to fill with water and hoisted a distress signal. The Life-boat *Thomas Fielden*, was promptly despatched to her assistance. A strong and squally S.W. breeze had been blowing and this increased to a moderate gale, causing very rough and broken water. A tug towed the Life-boat to windward of the vessel where she anchored and veered down. Considerable difficulty was experienced by the Life-boat in getting alongside the trawler, and just before doing so a heavy sea washed one of the crew out of the Life-boat, but he was fortunately recovered at once.

Ten men were aboard the trawler and all were successfully rescued, the vessel having every appearance of becoming a total wreck.

GORLESTON, SUFFOLK.—Shortly before 1 A.M. on the 23th January the Coast-guard reported that signals of distress had been fired by the St. Nicholas Light-vessel. As quickly as possible the crew of the No 1. Life-boat *Mark Lane* were assembled, and the Life-boat, in tow of a tug, proceeded to sea. From the master of the Cross Sand Light-vessel the Coxswain ascertained that two steamers had been in collision, and had steamed slowly away to the southward.

The Life-boat and tug proceeded in that direction, and fell in with the steamer *Helene Lohden*, of Stromstad, from Leith to Boulogne with coal, which had been in collision with the steamer *Restitution*, of Liverpool, with sixteen hands on board. As the former was leaking badly, the Life-boatmen quickly ran ropes from her to the tug, and, with the Life-boat in close attendance in case of emergency, the vessel was taken into harbour and berthed for repairs. During this service a strong N.N.W. gale was blowing, with a heavy sea, and, but for the timely assistance, the vessel would probably have been lost.



### SUMMARY OF THE MEETINGS OF THE COMMITTEE OF MANAGEMENT.

THURSDAY, 13th January, 1910.

Colonel Sir FITZROY CLAYTON, K.C.V.O., 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 visit to Fishguard.

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

Northern District.—Kirkcudbright, Balcary, Ackergill, Wick, Fraserburgh, Newburgh, Gourdon, Johnshaven, Buchhaven, Girvan and St. Andrews.

Eastern District.—Hunstanton, Donna Nook, Grimsby, Skegness, Sutton, Mablethorpe, Brancaster, Blakeney and Wells.

Southern District.—Eastbourne (two boats), Winchelsea, Hastings, Brighton, Selsey, Bembridge, Worthing and Littlehampton.

Western District.—Cemlyn, Rhosneigr, Burnham, Newlyn (Penzance), St. Mary's, St. Agnes, St. Ives, Padstow (two boats and steam tug), Fishguard, Appledore (two boats), and Clovelly.

Irish District.—Carrickfergus, Aranmore, Greencastle, Culdaff, Portrush, Cloughy, Groomsport and Blackrock.

Reported the receipt of a contribution of 19,35*l.* 16*s.* 4*d.* from the Central Committee of the Life-boat Saturday Fund as the net proceeds of Life-boat Saturday, 1909.

Resolved that the thanks of the Committee of Management be given to the Central Committee of the Life-boat Saturday Fund for their continued valuable services.

Also reported the receipt of 1,000*l.* from the

Civil Service Life-boat Fund, per Mr. HARRY FINCHAM, I.S.O., Honorary Secretary, towards recouping the Institution all the expenses incurred in 1909 in maintaining the seven Stations at which the seven Life-boats presented and endowed by the Fund are placed. The total sum thus contributed to the Institution by gentlemen in His Majesty's Civil Service has been 39,441*l.* 16*s.* 9*d.*

Resolved that the grateful thanks of the Committee of Management be conveyed to the Honorary Secretary, to his Committee, and to the subscribers to the Fund for their continued valuable assistance.

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

	£	s.	d.
Whitby Life-boat Fund (1861), per Charity Commissioners . . . . .	103	12	6
Mr. KENNETH M. CLARK (additional) . . . . .	100	-	-
In Memory of JOHN and MARY CUNNINGHAM, of Edinburgh (per the Misses CUNNINGHAM) . . . . .	100	-	-
S.S. <i>Caledonia</i> —collected on board (per Capt. W. BAXTER) . . . . .	50	-	-
Mrs. C. E. LAYTON . . . . .	25	-	-
Loyal Order of Ancient Shepherds, Ashton Unity (ann. subscription) . . . . .	25	-	-
St. Michael's, Paddington (per the Rev. G. F. PRESCOTT, M.A.) . . . . .	9	16	-
St. Peter's Court School Chapel Offertory (per the Rev. F. G. RIDGWAY) . . . . .	6	-	5
Readers of <i>The Christian</i> , per Messrs. MORGAN & SCOTT, Ltd. (additional) . . . . .	5	2	6
Brockdish Church, part of Christmas Offertory (per the Rev. WILSON W. WHITE, M.A.) . . . . .	2	17	5

—To be severally thanked.



Also the receipt of the following legacies:—

	£	s.	d.
The late Mr. CHARLES CARR ASHLEY, of Mentone (further on account) . . . . .	988	10	-
The late Mr. JOSEPH JOHN HEAL, of Brondesbury . . . . .	600	-	-
The late Mr. and Mrs. JOHN BAIN, of Helensburgh (per Glasgow Branch) . . . . .	500	-	-
The late Miss MARY PERKINS, of Leicester . . . . .	311	10	9
The late Mrs. ELIZABETH GRANT, of North Shields (on account) . . . . .	250	-	-
The late Mr. EDWY CROOKE, of Guildford (additional) . . . . .	192	17	8
The late Mr. EDMUND LYTHGOE, of Melbourne (further on account). . . . .	174	6	10
The late Mr. WILLIAM MCCUNN, of Largs, for the maintenance fund of the <i>Thomas McCunn</i> Life-boat at Port Logan (additional) £100			
For the benefit of widows and other dependent relatives of men who may lose their lives in connection with the Life-boat service in Scotland (additional) . . . . .	£50	150	-
The late Miss MARY BAIRD'S TRUST (share of residue), per Edinburgh Branch . . . . .	140	3	9
The late Mrs. ELIZA BAIRD or BEATSON'S TRUST (share of residue), per Edinburgh Branch . . . . .	100	-	-
The late Mr. JOHN ROBERT CALLOW, of Bexley Heath . . . . .	90	-	-
The late Mr. WILLIAM BARTON ARMSTRONG, of Kendal (per Settle Branch) . . . . .	50	-	-

Reported the transmission to their Stations of the *Ayr* and *Crail* new Life-boats.

Paid 4,025*l.* for sundry charges in connection with various Life-boat establishments.

Voted 1,036*l.* 15*s.* 9*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Abersoch . . . . .	Schooner <i>Unity</i> , of Beaumaris . . . . .	4
	Ketch <i>Prosperity</i> , of Carnarvon . . . . .	3
Aberystwith . . . . .	Fishing-boat <i>Mazeppa</i> , of Aberystwith. Saved boat and . . . . .	3
Aldeburgh . . . . .	S.S. <i>Helsingor</i> , of Frederikshavn. Stood by vessel. . . . .	
Blackrock . . . . .	Steam dredger <i>Thames</i> , of London. Rendered assistance. . . . .	
Boulmer . . . . .	S.S. <i>May</i> , of Newcastle . . . . .	4
Bridlington . . . . .	Brigantine <i>Guide</i> , of Leith . . . . .	7
Caister No. 1. . . . .	S.S. <i>Ockla</i> , of Leith. Assisted to save vessel. . . . .	
Cardigan . . . . .	Ketch <i>Kattie Darling</i> , of Cardigan . . . . .	3
Cresswell . . . . .	S.S. <i>Korea</i> , of St. Petersburg. Stood by vessel. . . . .	
Cromer . . . . .	Barquentine <i>Albatross</i> , of Cromer . . . . .	8
Donna Nook . . . . .	Ketch <i>Mavis</i> , of Hull . . . . .	3

Life-boat.	Vessel.	Lives saved.
Filey . . . . .	Steam trawler <i>Pelican</i> , of Hull. Stood by vessel. . . . .	
Flamborough . . . . .	Steam trawler <i>Pelican</i> , No. 1 of Hull . . . . .	9
Formby . . . . .	Schooner <i>Glanogwen</i> , of Beaumaris. Stood by vessel. . . . .	
Hartlepool . . . . .	Brigantine <i>Aneroid</i> , of No. 2 Folkestone. Stood by vessel. . . . .	
Hauxley . . . . .	Steam trawler <i>John Batey</i> , of Montrose . . . . .	4
Llandudno . . . . .	Fishing-boat <i>Adela</i> , of Llandudno. Saved boat and . . . . .	2
New Brighton (Steam) . . . . .	S.S. <i>Bellagio</i> , of Glasgow. Stood by vessel. . . . .	
Newhaven . . . . .	Lugger <i>Edith</i> , of Newhaven. Saved boat and . . . . .	2
North Deal . . . . .	S.S. <i>Westergate</i> , of Cardiff. Stood by vessel. . . . .	
Pakefield . . . . .	S.S. <i>Mercury</i> , of Dundee. Stood by vessel. . . . .	
Poolbeg . . . . .	Cutter <i>Tivoli</i> , of Dublin. Saved vessel and . . . . .	3
Port Eynon . . . . .	S.S. <i>Lutèce</i> , of Rouen. Stood by vessel. . . . .	
Ramsey . . . . .	Schooner <i>Glide</i> , of Belfast . . . . .	4
St. Ives . . . . .	S.S. <i>Congress</i> , of Liverpool . . . . .	1
Seaham No. 2 . . . . .	S.S. <i>Bee</i> , of Hull. Rendered assistance. . . . .	
Selsey . . . . .	S.S. <i>Glensck</i> , of Glasgow. Stood by vessel. . . . .	
	Barge <i>Birthday</i> , of London. Rendered assistance. . . . .	
	Barquentine <i>Waterwitch</i> , of Portsmouth. Stood by vessel. . . . .	
Southend-on-Sea . . . . .	Barge <i>Redan</i> . . . . .	1
Wexford . . . . .	Yawl <i>Gannett</i> , of Wexford . . . . .	2
Winchelsea . . . . .	Boat of Tug <i>Oceana</i> , of London . . . . .	3
	Aldeburgh No. 2 Life-boat assisted to save S.S. <i>St. Patrick</i> , of Gothenburg; Giles Quay Life-boat stood by steam dredger <i>Thames</i> , of London; Walmer Life-boat assisted to save S.S. <i>Westergate</i> , of Cardiff and 20; and Winchelsea Life-boat rendered assistance to S.S. <i>Salatis</i> , of Hamburg.	
	Also voted 1,335 <i>l.</i> 15 <i>s.</i> 10 <i>d.</i> to pay the expenses of the following Life-boat launches or assemblies of crews, etc., with the view of assisting persons on vessels in distress:—Angle (steam), Arbroath, Atherfield, Bembridge, Blakeney, Blyth, Broadstairs, Cadgwith, Cambois, Clacton-on-Sea, Clogher Head, Clovelly, Dover, Dunbar, Fenit, Formby, Fraserburgh, Greenore, Gorleston No. 1, Harwich (steam), Hastings, Hauxley, Hayling Island, Hilbre Island, Hoylake, Hunstanton, Littlehampton, Lizard, Mumbles, New Brighton (steam), Newlyn, North Deal, Padstow No. 2, Palling No. 2, Penmon, Penzance, Poole, Redcar, Scarborough, Skegness, Southend-on-Sea, Southsea, Teignmouth, Tenby, Totland Bay,	

Whitby Nos. 1 and 2, Winchelsea, Winterton No. 2, Withernsea, and Yarmouth.

The Ramsgate Life-boat also was out on three occasions, but her services were not required.

Voted the silver second service clasp and 3*l.* to WILLIAM PRITCHARD, Coxswain of the Penmon Life-boat and 1*l.* each to six men who assisted him, for rescuing the crew of four hands of the ketch *Willie*, of Liverpool, wrecked on the Life-boat slip in a whole gale and rough sea, on the night of the 21st December. Pritchard who entered the surf incurred grave risk of losing his life in establishing communication with the vessel.

Voted 7*l.* 10*s.* to five men for putting off in a boat for the purpose of saving the crew of the smack *Margaret Ann*, of Fishguard, which stranded in a moderate W.N.W. gale and rough sea, off Burnham, on the 1st December, 1909. Also 18*s.* to three men who assisted to launch the boat.

Also 2*l.* to two men for saving at moderate risk, two persons who were in great danger of being blown out to sea off Penzance, owing to their mast carrying away, in a moderate N.E. gale and rough sea on the 15th December, 1909.

Voted the thanks of the Institution engrossed on vellum and framed together with 2*l.* each to JASPER STEER and JOHN TRIBBLE for their gallant services in putting off in a boat and saving two men whose boat had been swamped in a strong easterly gale and very heavy sea, off Brixham, on the 15th December. The men when saved were in a very exhausted condition and the risk incurred by the salvors was very great.

Voted 4*l.* to eight men for assisting at slight risk to save the fishing-boat *Ariel*, and her crew of two men, in a whole S.W. gale and very heavy sea off Margate on the 2nd December, 1909. Also 10*s.* to five helpers who assisted to launch the boat.

Also 1*l.* 10*s.* to three men for assisting the crew of the fishing-boat *Mazepa*, which was dismasted about three miles to the south-west of Aberystwith, in a strong and squally E. wind with moderate sea on the 14th December, 1909.

THURSDAY, 10th February, 1910.

Colonel Sir FITZROY CLAYTON, K.C.V.O., 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, having made certain modifications, ordered that their recommendations be carried into effect.

Read the reports of the Deputy Chief Inspector of Life-boats on his recent visits to Shoreham, Workington, Campbeltown and Machrihanish.

Also the reports of the District Inspectors

of Life-boats on their visits to the following Life-boat Stations:—

Northern District.—Stornoway, Ayr, Ballantrae, Irvine, Troon, Ardrossan, Peterhead and Port Erroll.

Eastern District.—Aldeburgh (two boats), Yarmouth, Lowestoft (two boats), Caister (two boats), Palling (two boats), and Southwold (two boats).

Southern District.—Clacton-on-Sea, North Deal, Walmer, Kingsdowne, Margate (two boats), New Romney, Dungeness (two boats), and Newhaven.

Western District.—Watchet, Minehead and Holyhead (two boats).

Irish District.—Howth, Skerries, Kingstown (two boats), Poolbeg, Hilbre Island, Hoylake, New Brighton (two boats), Formby, Peel, Port Erin and Port St. Mary.

Deep regret was expressed at the decease of Mr. John C. Dobbie, who had been a representative of the Life-boat Saturday Fund on the Committee of Management for nine years; and it was decided to send a letter of sympathy to his family.

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

	£	s.	d.
HIS MAJESTY KING EDWARD VII. (annual subscription) . . . . .	21	-	-
MISS GERTRUDE E. RICHINGS, for a Life-boat to be named <i>Gertrude Eleanor</i> . . . . .	1,200	-	-
MISS LOUISA MARSHALL, twenty 10 <i>l.</i> shares Co-Partnership Ten- ants Ltd. . . . .	200	-	-
MISS ANN MCLELLAN and Mrs. HELEN IRVINE, in memory of their deceased sister . . . . .	100	-	-
Covent Garden Life-boat Fund, per Mr. G. MONRO (additional) . . . . .	55	4	6
<i>Life of Faith</i> Donation Fund (per the Editors) . . . . .	20	-	-
Cable ship <i>Norseman</i> . Contribu- tion from the staff (per Captain H. O. BARTER) . . . . .	7	-	-
New College Chapel, Oxford. Col- lection (per the Rev. W. A. SPOONER, D.D.) . . . . .	4	5	-

—To be severally thanked.

Also the receipt of the following legacies:—

Mr. JOHN TAYLOR CARDWELL, of Ikley (additional) . . . . .	3,278	12	6
The late Mr. EDWARD LONSDALE BECKWITH, of Eastbourne (per Eastbourne Branch) . . . . .	100	-	-
Mr. WILLIAM RYLAND, of Sheffield (on account) . . . . .	24	18	9

Reported the decease of Mr. John Collins, Honorary Secretary of the Port Erroll Branch and decided to send a letter of condolence to his family.

Voted the best thanks of the Committee to Mr. John R. Easton and Captain W. E. Miller, R.N. in recognition of their long and valuable services as Honorary Secretaries respectively of the Blyth and Southampton branches of the Institution, which offices they had just resigned.

Decided that the Angle No. 1 Station be discontinued.

Paid 3,500*l.* for sundry charges in connection with various Life-boats establishments.

Voted 183*l.* 4*s.* to pay the expenses of the following Life-boat services :—

Life-boat.	Vessel.	Lives saved.
Berwick-on-Tweed	Six cibles of Berwick. Stood by cibles.	
Holy Island No. 1	Ketch <i>Fingal</i> , of Dublin. Stood by vessel.	
Hoyleake . .	Ketch <i>Alexandra</i> , of Chester . . . . .	4
Llandulas . .	Schooner <i>Gwalia</i> , of Dublin . . . . .	6
Peterhead . .	S.S. <i>Lady Bessie</i> , of Aberdeen. Stood by vessel.	
Piel . . . .	Steam trawler <i>Dorothea</i> , of Thorshaven . . . .	10
Poole . . . .	Fishing-boats of Poole. Remained in attendance.	
Salcombe . .	Ketch <i>Sunflower</i> , of Lowestoft. Stood by vessel.	

The Bull Bay Life-boat saved the schooner *Four Brothers*, of Runcorn; *Clacton-on-Sea* and *Walton-on-Naze* Life-boats assisted to save H.M. tug *Diligent*, of Sheerness; *Gorleston No. 1* Life-boat assisted to save the S.S. *Helene Lohden*, of Stromstad, and 6; *Pakefield* Life-boat saved the smack *Salacia*, of Lowestoft, and 5; *Palling No. 2* Life-boat rendered assistance to the S.S. *Swansea Bay*, of Swansea; *Southwold No. 1* Life-boat saved the smack *Integrity* and 5; *Walmer* Life-boat assisted to save the barque *Formosa*, of Glasgow, and 22; and *Wells* Life-boat assisted to save the barge *Davenport*, of Ipswich.

Voted 603*l.* 13*s.* 6*d.* to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with the view of assisting persons on vessels in distress:—*Atherfield*, *Berwick-on-Tweed*, *Caister No. 1*, *Cloughy*, *Clovelly*, *Dunbar*, *Fenit*, *Fleetwood* *Fraserburgh*, *Girvan*, *Gorleston No. 1*, *Hfracombe*, *Kessingland No. 1*, *Kingsdowne*, *Llandudno*, *Lynmouth*, *Padstow No. 2*, *Palling No. 2*, *Penmon*, *Portrush*, *Ramsey*, *Skegness*, *Tyne-mouth*, *Whitby No. 1*, *Winchelsea* and *Yarmouth*.

Voted 3*l.* to a man injured in the Life-boat service at *Teignmouth*.

Voted 1*l.* 10*s.* to three men for promptly putting off in a boat and at slight risk rescuing a man from a boat which was in danger of being swamped off *Moelfre*, in a strong S.W. wind and rough sea, on 14th January.

Also 1*l.* 10*s.* to four men for promptly putting off in a boat and rescuing a man whose punt struck the bar at *Aberystwith* and threw him into the water in a moderate N.N.E. breeze and moderate sea on the 22nd January.

THURSDAY, 10th March, 1910.

Colonel Sir FITZROY CLAYTON, K.C.V.O., 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 visit to *Appledore*.

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

Northern District.—*Montrose* (two boats), *Broughty Ferry*, *Crail*, *Anstruther*, *Tyne-mouth*, *Cullercoats*, *Newbiggin*, *Arbroath*, *Stonehaven*, *Banff* and *Buckie*.

Eastern District.—*Lowestoft* (two boats) and *Kessingland* (two boats).

Southern District.—*Exmouth*, *Torquay*, *Brixham*, *Teignmouth*, *Yealm River*, *Plymouth*, *Hope Cove*, *Salcombe*, *Lyme Regis*, *Sidmouth*, *Folkestone* and *Hythe*.

Western District.—*Pwllheli*, *Abersoch*, *Criccieth*, *Porthdinllaen*, *Barmouth*, *Aberdovey*, *Aberystwith*, *Lynmouth*, *Hfracombe* and *Bude*.

Irish District.—*Castletown*, *Ramsey*, *Douglas*, *Lytham*, *St. Anne's*, *Fleetwood*, *Blackpool*, *Piel* (*Barrow*), *Southport*, *Poolbeg*, and *Killough*.

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

H.M.S. Shannon Canteen Fund	£	s.	d.
(per Fleet Paymaster A. Greenwood)	10	-	-
Holy Trinity Church, Westcott, collection (per the Rev. A. D. Woolley).	3	3	9

—To be severally thanked.

Also the receipt of the following legacies :—

The late Mrs. JULIANA WAKEFIELD, £ s. d. of *Kilcullen*, for a Life-Boat to be named *John Watson Wakefield*, further on account . . . . . £1,400

For general purposes . . . . . £149 1,549 - -

The late Mrs. ISABELLA GRAHAM, of *Walton-on-Thames* . . . . . 1,000 - -

The late Mr. JOSEPH CHAPMAN, of *Great Grimsby*, for a Life-Boat to be named *Docea Chapman*, and stationed on the coast of *Lincolnshire* or *Yorkshire* . . . . . 1,000 - -

The late Mr. CHARLES ANDERSON, of *Fettykil* . . . . . 500 - -

Deep regret was expressed at the death of Captain J. Ball Farran who had been Honorary Secretary of the *Mevagissey* Branch for thirty-four years, and it was decided to send a letter of sympathy to his family.

Voted the best thanks of the Institution to Captain F. E. D. Acland, Mr. R. J. Lesson and Mr. F. W. Lewellen in acknowledgment of their long and valuable services as Honorary Secretaries respectively of the

City of London, Cullercoats and Clacton-on-Sea Branches of the Institution, which offices they had just resigned.

The Committee also specially recognised the good services extending over many years of the following Honorary Secretaries of Branches of the Institution: Mr. Ernest R. Cooper, Southwold; Mr. W. Couldrey, Bembridge; Mr. Oswin Bell, J.P., Newcastle and Tynemouth; Mr. Thomas Guthrie, Ardrossan; Captain Herbert E. Inskip, Ramsgate; Lieut. H. H. Jackson, R.N.R., Grimsby; Mr. Robert Lees, Wicklow; Mr. C. M. Legg, Carrickfergus; Mr. J. M. Mawson, Piel (Barrow); Mr. W. H. Montgomery, North Berwick; Mr. B. J. Newcombe, Howth; Mr. Arthur J. Faire, J.P., Leicester; Mr. James Henderson, Sheffield; and Mr. H. Lloyd Ward, Dawlish.

Decided that the Winchelsea Life-boat Station be known in future as Rye Harbour Station.

Paid 7,103*l.* for sundry charges in connection with various Life-boat establishments.

Voted 366*l.* 3*s.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Abersoch . .	Ketch <i>Snowdon</i> , of Carnarvon . . . . .	4
	Schooner <i>Aeron Belle</i> , of Aberystwith . . . . .	3
Anstruther . .	S.S. <i>Ansgar</i> , of Copenhagen . . . . .	18
Dungeness No. 2	Ship <i>Blackbraes</i> , of London. Assisted to save vessel.	
Filey . . .	Fishing cibles of Filey. Stood by cibles.	
Littlehaven .	Ketch <i>Falcon</i> , of Cardiff . . . . .	3
Margate No. 2.	Ship <i>Marechal Suchet</i> , of Nantes. Stood by vessel.	
Montrose No. 1.	Paddle steamer <i>Mabel</i> , of Newcastle . . . . .	10
Newlyn . . .	Trawler <i>Radiance</i> , of Brixham. Stood by vessel.	
Padstow No. 1.	Ketch <i>New Boy</i> , of Lowestoft. Stood by vessel.	
Scarboro' . .	Seven cibles of Scarboro'. Rendered assistance.	
Tenby . . .	Schooner <i>Ellen</i> , of Arklow . . . . .	3
	Schooner <i>John and Margaret</i> , of Carnarvon . . . . .	4
Winterton No. 1	Ketch <i>Young Fox</i> , of Goole . . . . .	5

The Blackpool Life-boat assisted to save the derelict schooner *Prosperity*, of Carnarvon; Clacton-on-Sea Life-boat assisted to save the ketch *Cecilia*, of London, and 4; Cromer Life-boat rendered assistance to the sprit sail barge *Resurga*, of London; and Ramsgate and Walmer Life-boats assisted to save the S.S. *Brinkburn*, of London, and 22.

Also voted 655*l.* 18*s.* 9*d.* to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with the view of assisting

persons on vessels in distress:—Aldeburgh No. 2, Barry Dock, Bridlington Quay, Buckhaven, Buckie, Caister No. 1, Courtmacsherry, Dunbar, Fishguard (motor), Formby, Hoylake, Kingstown, No. 1, Llandudno, Margate No. 2, New Brighton (steam), Newlyn, Pakefield, Palling No. 2, Robin Hood's Bay, Selsey, Sennen Cove, Southend-on-Sea, Swanage, Tenby, Walton-on-Naze (motor), and Yarmouth.

Voted 3*l.* 10*s.* to men injured in the Life-boat service at Courtmacsherry and Penmon.

Ordered special letters of thanks to be sent to Mr. P. Ripley and Mr. Thomas Maw, for rendering valuable assistance in landing seven of the crew of the steam trawler *Ingomar*, on the 10th February, when the vessel was wrecked near Ravenscar, Yorkshire.

Voted 4*l.* 10*s.* to eight men for rescuing the crew of ten men of the trawler *Nemrod*, of Ostende, wrecked near Chale, Isle of Wight, in a stormy S.W. breeze and heavy sea, on the 6th February. Also 7*s.* to the man who first reported the wreck.

Also 1*l.* to four men for promptly putting off in a boat and saving a man, whose boat had been dismasted, in a very strong S.S.W. wind and moderate sea, off Bull Bay, on the 1st March.

Also 1*l.* to four men for promptly putting off from Ramsey and saving five men of the S.S. *Craig Ailsa*, whose boat was unmanageable and getting into broken water in a very strong S.S.E. breeze and rough sea, on the 22nd February.

#### TUESDAY, 15th March, 1910.

The Annual General Meeting of the Governors and friends of the ROYAL NATIONAL LIFE-BOAT INSTITUTION was held this day at the Royal United Service Institution, Whitehall, the Right Hon. the Earl of Crewe, K.G., in the chair.

The Chairman having made some suitable observations on the great and national character of the operations of the Institution, the Annual Report (which will be found in the May number of *The Life-boat Journal*) was presented to the meeting.

The meeting was also addressed by Admiral Sir Compton Domville, G.C.B., the Right Hon. the Earl Waldegrave, P.C., Sir Boverton Redwood, Sir Richard Williams-Bulkeley, Bart., Mr. Harry Hargood, Colonel Sir Fitz-Roy Clayton, K.C.V.O., Chairman of the Institution, Sir John Cameron Lamb, C.B., C.M.G., Deputy-Chairman, and others.

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

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

Before the close of the meeting, Colonel Sir FitzRoy Clayton, K.C.V.O., V.P., referred to the great loss which had befallen His Grace the Duke of Northumberland, K.G., by the death of his eldest son, Earl Percy. The Life-boat cause owed a great deal to the house of Percy, which had been associated with the Institution since its formation.

A vote of condolence with His Grace was carried.

#### THURSDAY, 14th April, 1910.

Colonel FITZROY CLAYTON, K.C.V.O., V.P., was unanimously elected Chairman, and Sir JOHN CAMERON LAMB, C.B., C.M.G., V.P., Deputy-Chairman of the Committee of Management of the Institution for the ensuing year.

Colonel Sir FitzRoy Clayton, K.C.V.O., V.P., having taken the chair, the members of the Sub-Committees were elected for the current year.

Also the delegates to the Central Committee of the Life-boat Saturday Fund.

Read and confirmed the minutes of the previous meeting.

Also 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 minutes of a meeting of the Central Committee of the Life-boat Saturday Fund, and directed that certain resolutions should be reconsidered at a special meeting of that Committee.

Read the report of Mr. Charles J. P. Cave and the Chief Inspector of Life-boats on their recent visit to Fowey.

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

Northern District.—Hauxley, North Sunderland, Cresswell, Alnmouth, Boulmer, Stronsay, Stromness, Longhope, Huna, Thurso, North Berwick, Whitehaven, Maryport, Whithorn, Port Patrick, and Port Logan.

Eastern District.—Pakefield, Winterton (two boats), Hasborough, Cromer, Sheringham, Flamborough (two boats), Bridlington Quay, Hornsea, Withernsea, and Grimsby.

Southern District.—Weymouth, St. Helier, St. Peter Port, The Lizard, Cadgwith, Porthoustock, Coverack, Porthleven, Falmouth, Mevagissey, Looe, Polkerris, Eastbourne (two boats), Shoreham, and Brighton.

Western District.—Padstow (two boats and a steam tug), Port Isaac, Newlyn, Penzance, Sennen Cove, St. Ives, Newquay (Cornwall), and Hayle.

Irish District.—Newcastle, Courtmacsherry, Clogher Head, Giles Quay, Drogheda, Greenore, Wicklow, Courtown, Cahore, Arklow, Tramore, Dunmore East, Fethard, Queenstown, Ballycotton, and Youghal.

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

	£	s.	d.
"A. A. H." (additional) . . . . .	50	—	—
Para Port Works. Collected from Staff and Workmen (per Messrs. S. Pearson and Son, Ltd.) . . . . .	34	1	9
The Friendly Brothers of St. Patrick (London Knot), per Mr. E. Nash (additional) . . . . .	10	10	—
St. Albans' Holborn Sunday School. Lent Savings of Children (per the Rev. W. A. Pearkes, M.A.) . . . . .	6	8	6
All Saints' Church, Ealing. Contribution from the children of the "Catechism" (per the Rev. W. E. Oliver, LL.D.) . . . . .	—	10	—
—To be severally thanked.			

Also the receipt of the following legacies:—

The late Miss ELLEN YOUNG, of Twickenham, for a Life-boat to be named <i>Sydney Webb</i> (on account) . . . . .	650	—	—
The late Mr. WILLIAM WEBBER, of Wembley, for the benefit of the Plymouth Branch . . . . .	500	—	—
The late Mr. ALLGOOD EDWARD SMITH, of Fore Street, E.C. . . . .	—	10	—
The late Miss ANN ELIZABETH STANLEY, of Dovercourt . . . . .	5	—	—

Voted the best thanks of the Committee to Mr. J. F. Titchmarsh, in acknowledgment of his long and valuable services, extending over 36 years, as Honorary Secretary of the Ipswich Branch of the Institution, which office he had just resigned.

Reported the transmission to her station of the Southsea new Life-boat.

Paid 6,810*l.* for sundry charges in connection with various Life-boat establishments.

Voted 295*l.* 10*s.* 9*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Berwick-on-Tweed . . . . .	Pilot boat of Berwick. Saved boat and . . . . .	2
Gourdon . . . . .	Fishing-boats of Gourdon. Stood by boats.	
Hoylake . . . . .	Steam flat <i>Victoria</i> , of Liverpool . . . . .	5
North Deal . . . . .	S.S. <i>Artificer</i> , of Newcastle. Stood by vessel.	
Plymouth . . . . .	S.S. <i>Rocheport</i> , of Belfast. Transferred 9 persons to a tug.	
Porthdinllaen . . . . .	Ketch <i>Sarah</i> , of Run-corn . . . . .	2
Rhosneigr . . . . .	Ketch, <i>County of Anglesea</i> , of Carnarvon. Stood by vessel.	
	S.S. <i>Aquilla</i> , of Liverpool. Stood by vessel.	
Rye Harbour . . . . .	Steam trawler <i>Margaret</i> , of Rye. Stood by vessel.	
St. Andrews . . . . .	Fishing-boat <i>Jane and Margaret</i> , of St. Andrews . . . . .	4
Selsey . . . . .	S.S. <i>Craigearn</i> , of Cardiff. Stood by vessel.	

Life-boat.	Vessel.	Lives saved.
Sennen Cove	Trawler <i>Harry</i> , of Brixham. Saved ship's boat and . . . . .	4
Walmer . . . .	S.S. <i>Artificer</i> , of Newcastle. Stood by vessel.	
Whitby No. 2 . .	Seven cobbles of Whitby. Stood by Cobles.	

Ramsgate Life-boat also stood by S.S. *Artificer*, of Newcastle.

Also voted 32*l.* 10*s.* 5*d.* to pay the expenses of assemblies of the crews or launches of the following Life-boats, with the view of assisting persons on vessels in distress:—Blackpool, Bull Bay, Caister No. 1, Donna Nook, Dungeness No. 2, Gorleston No. 1, Hastings, Lowestoft No. 1, Palling No. 2, Piel, Rhoscilyn, Skateraw, Wells, and Yarmouth.

Voted 20*l.* to the widow and invalid daughter of Robert Amis, Assistant Coxswain of the Palling Life-boats, whose death was caused by exposure on service on 1st March, 1910.

Also paid medical and other expenses amounting to 15*l.* 6*s.*

Voted 20*l.* to the widow and four dependent children of Joseph Richards, Life-boatman at Newhaven, who death was accelerated by exposure on service in the Life-boat.

Also 22*l.* 12*s.* 6*d.* to men injured in the Life-boat service at Cardigan, Sennen Cove, and Walton-on-Naze.

Sent a special letter of thanks, together with 5*l.*, to Mr. THOMAS HUTTON, for rushing into the surf and, at great risk, rescuing a man from shrimper *Ivy*, of Grimsby, wrecked near Donna Nook in a northerly gale and very rough sea on the 18th March.

Voted 5*l.* to Mr. WILLIAM THORNDALE, H.M. Coastguard, Rye Harbour, and decided to bring the case specially under the notice of the Admiral Commanding Coastguard and Reserves, for his gallant conduct in going into the surf and, at very considerable risk, rescuing a man who had been swept off his feet and was in danger of being washed out to sea, when assisting to launch the Life-boat for service on the 22nd December, 1909.

Also 2*l.* 10*s.* to five men for putting off in two boats and saving two men whose boat was capsized in a strong E. wind and heavy sea, when returning to harbour at Ballycotton, on the 21st March.

Also 8*l.* 12*s.* to several men for putting off in two boats and searching for a boat containing two people, which had put off in moderate weather on 8th April from Port Erin, and failed to return when expected.

THURSDAY, 12th May, 1910.

Colonel Sir FITZROY CLAYTON, K.C.V.O., V.P., in the Chair.

The Chairman after inviting the Officers and Staff to be present, moved the following Resolution, viz.:—“The Committee of Management and Officers and Staff of the

ROYAL NATIONAL LIFE-BOAT INSTITUTION desire to lay at the foot of the Throne an expression of profound grief at the death of His Most Gracious Majesty King Edward VII., who, as Patron of the Institution, took the warmest interest in its affairs and was ever ready to further its endeavours on behalf of humanity. They humbly offer to their beloved President His Majesty King George V., to Her Majesty the Queen, to Her Majesty the Queen-Mother, and to the other members of the Royal Family, an expression of their deep and sincere condolence and sympathy. They would assure His Majesty of their loyal devotion to his Person and Throne, and they pray that he may long be spared to rule in happiness and prosperity over a united people.” Sir FitzRoy, who was much affected, addressed the meeting in impressive terms, mentioning his early association with His Majesty King Edward in the Grenadier Guards, when he had the honour of instructing His Majesty in musketry and other duties, and expressing his personal grief, and his sense of the irreparable loss which had fallen on the nation. Colonel the Hon. Charles E. Edgcumbe seconded the Resolution in a very feeling manner, and it was carried unanimously.

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.—Southend and Campbeltown.

Eastern District.—Filey, Robin Hood's Bay, Scarborough, Whitby (two boats), Uppgang, Redcar, Staithes, Runswick, Saltburn, Seaham, Hartlepool (three boats), Seaton Carew and Whitburn.

Southern District.—Poole, Swanage, Southsea, Selsey, Bembridge, Hayling Island, Walton-on-the-Naze, Harwich (two boats), Clacton-on-Sea, Folkestone, Broadstairs, Margate (two boats), and Ramsgate.

Western District.—Burnham, Fishguard, Cardigan, New Quay (Cardigan), Burry Port, Angle, Tenby, Weston-super-Mare, Watchet, Minehead and Barry Dock.

Irish District.—Fenit, Helvick Head, Kilmore, Wexford and Rosslare Harbour.

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

	£	s.	d.
H.M.S. <i>Essex</i> , collected on board (per the Rev. C. Graham, R.N.).	2	14	6
Proceeds of Garden Party at Oswestry (per Mr. C. E. W. Noake) . . . . .	1	9	2
H.M.S. <i>Emerald</i> , donation from the ship's company (per Commander A. T. Taylor, R.N.) . . . . .	1	-	-

—To be severally thanked.

Also the receipt of the following legacies:—

	£.	s.	d.
The late Mr. JOHN FOSTER, of Whitechurch, Oxford . . . . .	500	-	-
The late Mr. JOHN MOSSOP, of Liverpool (per Liverpool Branch)	220	-	-
The late Mr. JOSEPH JOHN HEAL, of Brondesbury (balance) . . . . .	181	5	2
The late Mrs. EMMA ELIZABETH COOPER, of Pevensey Bay, for the benefit of the Eastbourne Branch (on account) . . . . .	180	-	-
The late Mr. ALEXANDER FLEMING, of Kilmaho (per Campbeltown and Southend Branch) . . . . .	100	-	-
The late Dr. G. W. CHAPMAN, of Margate . . . . .	50	-	-

The Committee appointed Captain Sir FREDERICK HERVEY BATHURST, Bart., Inspector for Inland Branches.

Reported the transmission to their stations of the Appledore No. 1, Hythe, Poole and St. Andrews new Life-boats.

Paid 6,524*l.* for sundry charges in connection with various Life-boat establishments.

Voted 158*l.* 18*s.* 6*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Atherfield . . . . .	S.S. <i>Diligent</i> , of Sunderland. Stood by vessel.	
Barry Dock . . . . .	A small boat of Barry . . . . .	1
Cromer . . . . .	S.S. <i>Haakon</i> , of Arendal. Stood by vessel.	
Hauxley . . . . .	Coble <i>Sunbeam</i> , of Newbiggin and a small boat. Saved boat and . . . . .	8
Runswick . . . . .	Four cobles of Whitby. Assisted cobles.	
St. Mary's . . . . .	S.S. <i>Minnehaha</i> , of Belfast. Stood by vessel.	
Thurso . . . . .	Schooner <i>Emma Louise</i> , of Wick. Landed 5 and saved . . . . .	4
	Schooner <i>Agnes Craig</i> , of Chester . . . . .	5
	Ketch <i>Sunlight</i> , of Hull. Landed 4.	

Life-boat.	Vessel.	Lives saved.
Walton-on-Naze (Motor) yacht.	Steam yacht <i>Sea Belle</i> , R.T.Y.C. Stood by yacht.	
Whitby No. 2	Coble <i>Robert and Mary</i> , of Whitby . . . . .	4
	Coble <i>Brotherly Love</i> , of Whitby . . . . .	3

The Palling No. 2 Life-boat assisted to save the S.S. *Haakon*, of Arendal; Walton-on-Naze Life-boat saved the barge *Mary Jane*, of Rochester and 3; and Winterton No. 1 Life-boat rendered assistance to the steam barge *Alert*, of London.

Also voted 67*l.* 2*s.* 8*d.* to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with the view of assisting persons on vessels in distress:—Caister No. 1, Cresswell, Fishguard, Gorleston No. 1, Rhoscelyn, St. David's, Walmer and Whitby.

The Ramsgate Life-boat was also out on two occasions but her services were not eventually required.

Voted the silver medal together with 3*l.* to Mr. JOHN DAWSON ARMSTRONG, and 3*l.* each to four other men for gallantly putting off in a small coble and at great risk saving the crew of three men of the coble *Sunbeam*, which was capsized in Druridge Bay near Hauxley, in a moderate southerly gale and moderate sea, on the 18th April. The men when picked up were in a very exhausted condition. Also granted 7*s.* to a man who hastened to call the Hauxley Life-boat to the assistance of the wrecked men and the salvors.

Voted 4*l.* 10*s.* to six men for putting off in a boat on the 8th April from Port St. Mary to search for a missing boat and subsequently landing the two persons who had been in her from the Chickens Rock Light-house, where they had taken refuge.

Also 1*l.* to four men for promptly saving the coble *Jeannies*, and her crew of four hands near North Sunderland, on the 28th April.

The wind was S.W. with very heavy squalls and the coble had her mast carried away and rudder damaged, rendering her unmanageable.

NOTICE.

The next number of the LIFE-BOAT JOURNAL will be published on the 1st November, 1910.

# ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patron—His Most Gracious Majesty the King.

Chairman—

COLONEL SIR FITZROY CLAYTON, K.C.V.O., V.P.

Deputy=Chairman—

SIR JOHN CAMERON LAMB, C.B., C.M.G., V.P.



Telegraphic Address:

“LIFE-BOAT  
INSTITUTION  
LONDON.”

Telephone:

No. 2964  
 (“GERRARD  
EXCHANGE.”)

## APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that during the past year (1909) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £74,567 on its Life-boat Establishments.

### GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING 1909.

	£	s.	d.
Number of Lives rescued by Life-boats, in addition to 43 Vessels and Boats saved by them and 239 persons landed from vessels in distress and lightships . . . . .	434	...	...
Number of Lives saved by Shore-boats, &c. . . . .	210	...	...
Amount of Rewards granted during the Year . . . . .	...	11,994	19 8
Honorary Rewards:—Silver Medals and Clasps . . . . .	8	...	...
Decorations . . . . .	1	...	...
Binocular Glasses . . . . .	15	...	...
Aneroid Barometers . . . . .	4	...	...
Votes of Thanks on Vellum . . . . .	23	...	...
Certificates of Service . . . . .	7	...	...
<b>Total . . . . .</b>	<b>58</b>	<b>644</b>	<b>£11,994 19 8</b>

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 in 1824 (to 31st Dec., 1909), is 48,627. The rewards and recognitions granted by the Institution in the same period comprise 101 Gold Medals and Clasps, 1,269 Silver Medals and Clasps, 69 Decorations, 412 Binocular Glasses, 15 Telescopes, 90 Aneroid Barometers, 1,916 Votes of Thanks inscribed on vellum and framed, 213 Certificates of Service framed, and £298,177 in money.

The Committee of Management earnestly appeal to the British Public for Funds to enable them to maintain their 280 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, at the Institution, 22, CHARING CROSS ROAD, London, W.C.; by the Bankers of the Institution, MESSRS. COUTTS AND CO., 440, Strand, London, W.C.; and by all the other Bankers in the United Kingdom.—August, 1910.