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The Book of the Life-Boat

WITH NUMEROUS ORIGINAL ILLUSTRATIONS



EDITED BY

J. C. DIBDIN AND JOHN AYLING.

In aid of the
ROYAL NATIONAL LIFE-BOAT
INSTITUTION



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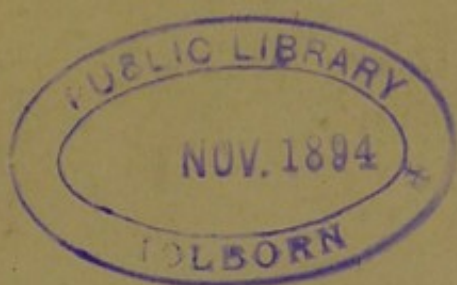
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THE BOOK OF THE LIFEBOAT

THE BOOK OF THE ALPHABET





*Photograph taken at Osborne by
Hughes & Mullins, Ryde,
Isle of Wight, 1893.*

HER MAJESTY THE QUEEN.
PATRON
ROYAL NATIONAL LIFEBOAT INSTITUTION

The Book of the Lifeboat

WITH A COMPLETE HISTORY OF THE LIFEBOAT
SATURDAY MOVEMENT, NUMEROUS ORIGINAL
ILLUSTRATIONS, AND THRILLING NARRATIVES
WRITTEN BY EYE-WITNESSES OF SHIPWRECKS
AND LIFEBOAT RESCUES ON THE COASTS OF THE
BRITISH ISLES. THE DANGERS AND EXCITEMENTS
SET FORTH BY MEMBERS OF THE LIFEBOAT
CREWS ENGAGED IN THE WORK

EDITED AND ARRANGED BY

J. C. DIBDIN AND JOHN AYLING

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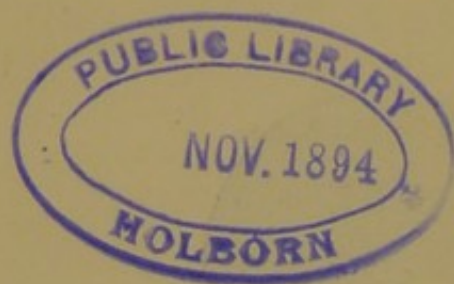
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RESEARCH OF THE
IN THE
ROYAL NATIONAL ANTHROPOLOGICAL INSTITUTE
AND
THE
MUSEUM OF THE
HUMAN HISTORY

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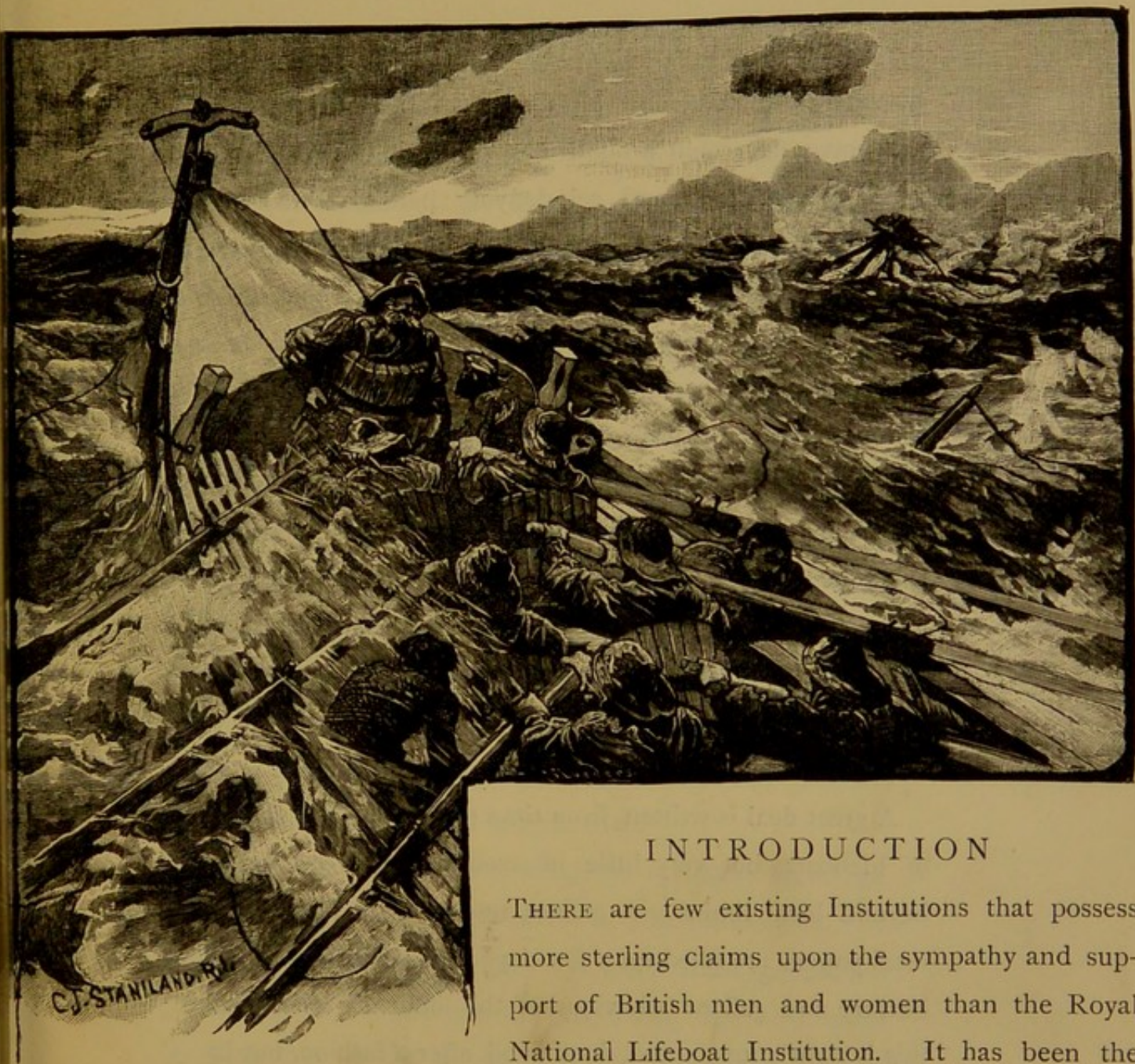
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INTRODUCTION

THERE are few existing Institutions that possess more sterling claims upon the sympathy and support of British men and women than the Royal National Lifeboat Institution. It has been the means of saving thousands of men, women, and children from a watery grave; it has rescued hundreds of thousands of pounds of merchandise from destruction; and, by

providing lifeboats and all the necessary appliances to the brave fishermen around our coast, it has fostered a spirit of generous and self-denying heroism which has prompted deeds of as great self-denial as can be found in the annals of history. It may be said that these facts are pretty generally known, and that the Lifeboat Institution is so well established and appreciated for its services that its claims upon the public do not require to be further insisted upon. That this is a false conclusion has been fully proved, and it is questionable if even a small minority of those who do not live at the coast are acquainted with a smattering of the work that has to be done, and the dangers and self-sacrifices yearly made by those who are the means, in the hand of providence, of saving men and ships from destruction.

A great deal is written, from time to time, on the subject of lifeboats, but very little of such matter is ever read beyond local limits. A gallant rescue is made, and the local papers are filled for a few days with laudations of the bravery and gallant behaviour of the lifeboat's crew. All this is right enough, and does good after a fashion, but by the dwellers in inland cities how very very little is known

of the subject. The inauguration, recently, of Lifeboat Sundays and Saturdays is the first practical step that has been made to remedy the difficulty, but, until the movement is made universal, and every one has an opportunity of bestowing his or her mite, there should be no stone left unturned, or effort spared, to bring the necessity of supporting the Lifeboat Institution under the notice of everybody.

It was in the hope of placing some of the more startling and thrilling incidents of lifeboat work before those who are not versed in the subject that the Editors bethought them of publishing this volume, which they trust may, in two ways, benefit the Institution; firstly, in a direct way, by having a large sale; and secondly, indirectly, by interesting many in the subject who have hitherto regarded lifeboats with the calm indifference of ignorance.

The incidents related are nearly all first-hand from eye-witnesses or actual performers in the stirring scenes depicted, and in every case have been most generously contributed. To one and all with whom they have come in contact it is the privilege of the Editors to express cordial and sincere thanks, and particularly to Mr. Charles

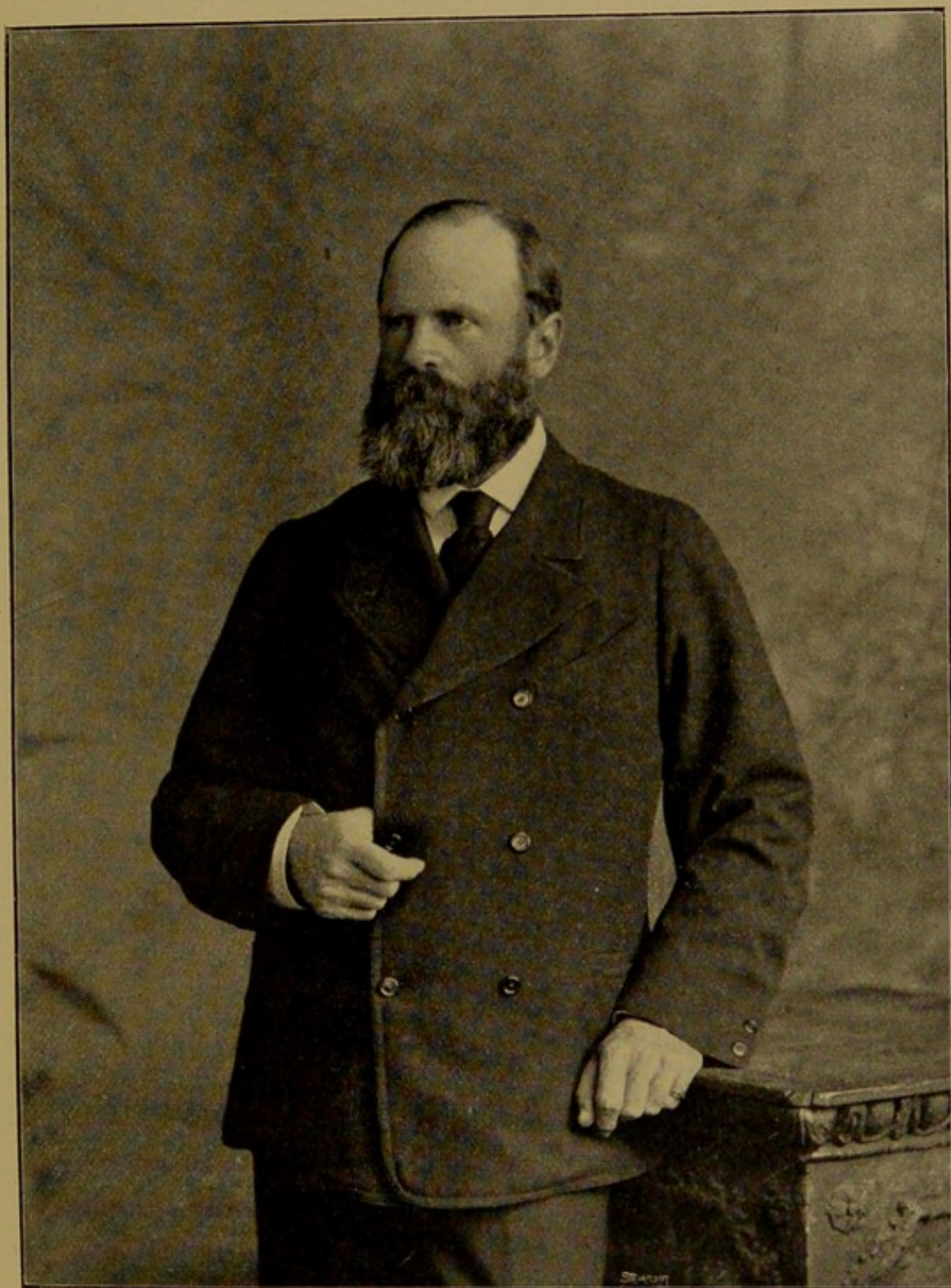
Dibdin, the able and enthusiastic Secretary of the Royal National Lifeboat Institution.

Their hope is that by the means adopted in constructing the present volume, not only will the book be found interesting, but that many who have hitherto been uninfluenced by any practical sympathy with the Lifeboat Scheme will, after reading this volume, feel the necessity of helping in the good work which it should be the proud ambition of every inhabitant of this Island to see flourish in a way that is worthy of its noble mission.

J. C. D.

J. A.

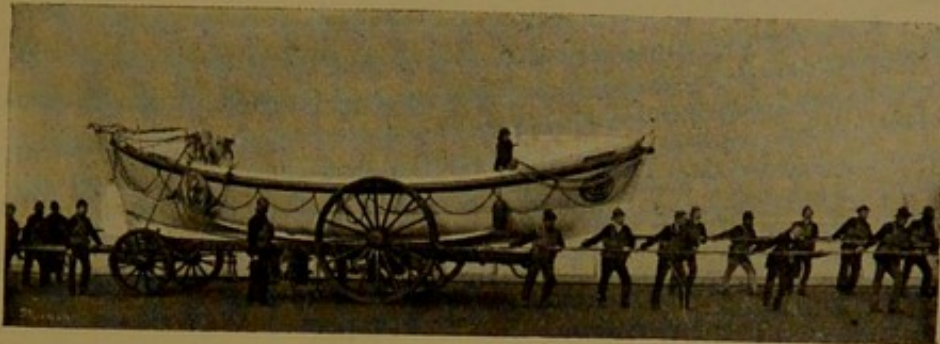
August 1894.



SIR EDWARD BIRKBECK, BART.

Vice-President, Trustee, and Chairman, Royal National Lifeboat Institution.





THE STORY OF LIFEBOAT SATURDAY

IN tracing the history of the Royal National Lifeboat Institution, it is curious to note how, when its fortunes have ebbed, it required some great disaster to wake up the people to a sense of their duty towards it. The Institution appears, indeed, to have owed its origin, among other causes, to the fact of numerous wrecks having occurred in Douglas Bay, the personal experience of which, in his efforts to save life, moved Sir William Hillary to take public action, and to issue, in 1823, a powerful appeal to the nation for help. Then, when its fortunes had gone down to the lowest point in 1849, there occurred a fearful disaster in December of

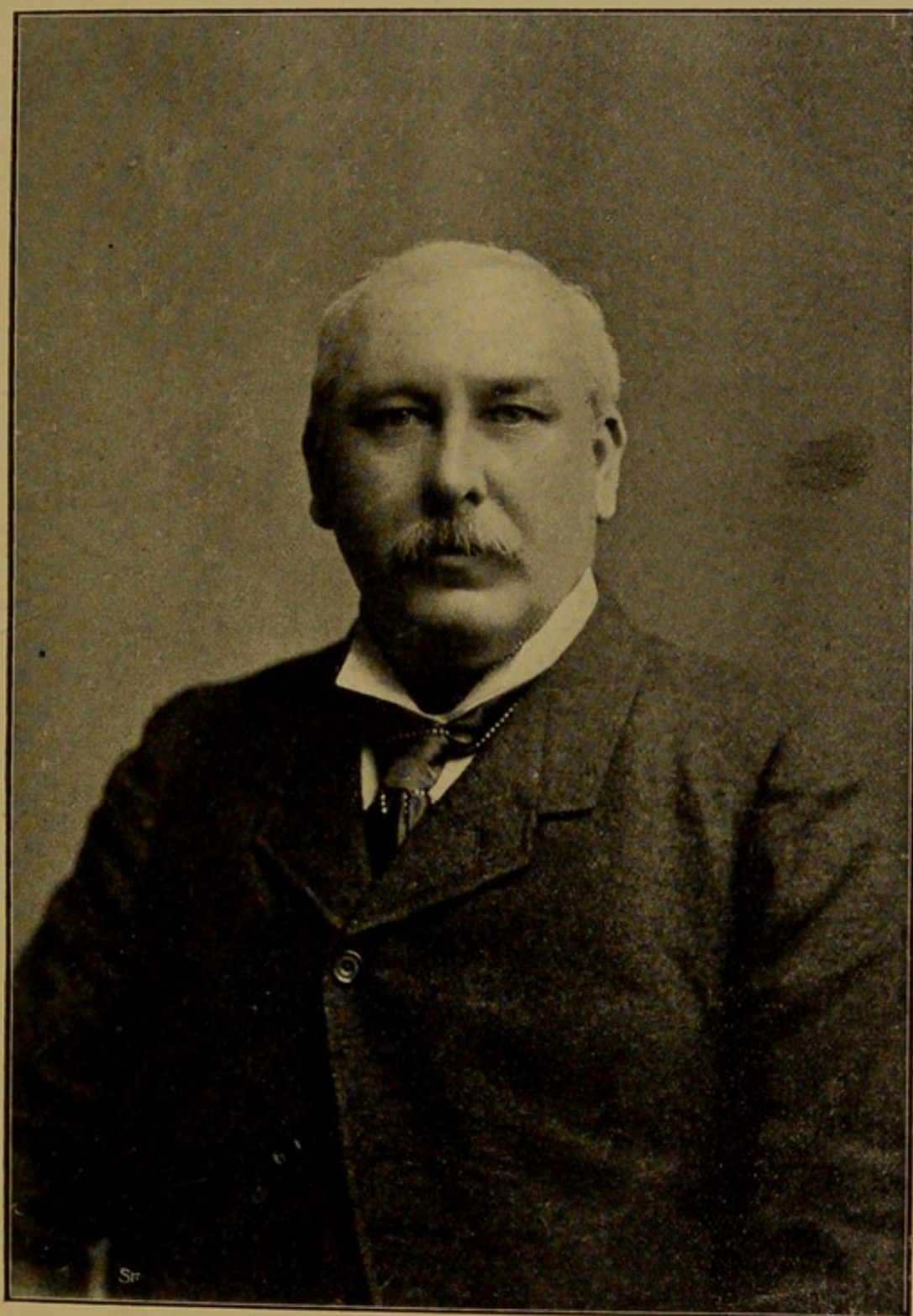
that year, when the South Shields lifeboat, with twenty-four pilots on board—going to the assistance of a wrecked vessel—was capsized, and twenty out of the twenty-four rescuers were drowned. During nine years previous to this occurrence, the Institution had made no appeal to the public, but now it was roused again to vigorous efforts, which have been more or less sustained to the present time. It would seem, however, that there is a constant tendency on the part of these philanthropic institutions, even of the purest and noblest kind, to lapse into a condition of listlessness, and though the support given to this one has been of late years fairly well maintained, there were indications, not so long ago, that it required another impetus, not only of a sustaining character, but towards a larger and more securely based development of its powers. Once more it was by a great disaster that this was brought about, the catastrophe this time happening on the Lancashire coast, with the result that attention was drawn, as it had never been drawn before, to the lifeboat service, its dangers, and its needs. The ultimate and most remarkable outcome of this newly awakened interest was an entirely new departure, in the establishment of a 'Lifeboat Saturday' movement, the results of which have been so phenomenally successful as to warrant a special historical record.

THE STORY OF LIFEBOAT SATURDAY 3

The founder of this new movement is Mr. Charles W. Macara, whose name is not only indissolubly connected with it, but with a devotion to the lifeboat service generally of a most enthusiastic and unremitting kind. How his interest was first awakened in this philanthropic work, and the subsequent efforts in support of it, originated and controlled by him, have been graphically described in an address which he delivered in the Waterloo Rooms, Glasgow, on 20th September 1893, in connection with the establishment of a Lifeboat Saturday in that city. From his published narrative, which has had a wide circulation, and from other sources, we are enabled to furnish our readers with some deeply interesting and stimulating facts, which will serve to show how great results may spring from causes to which, at the outset, they seemed very distantly related.

Mr. Macara has told us that, owing to the strain consequent upon the management of a large mercantile and manufacturing business in Manchester, he was advised to have a seaside residence, and how he selected the then little-known watering-place on the Lancashire coast—St. Anne's-on-the-Sea, which possessed for him the advantages of easy access and the means of telephonic communication, thereby enabling him to secure healthy relaxation, without

losing touch with his business operations. Possessing a natural fondness for the sea, he soon began to interest himself in the pursuits of the fishermen among whom he found himself a resident. He went out sailing with them in their boats, and so became familiar with the details of their craft. Among other matters he acquainted himself with the work that had been done by the local lifeboats; and the remains of wrecked vessels visible from the windows of his house brought forcibly home to him a sense of the importance of such rescue work on this dangerous estuary of the Ribble with its treacherous and shifting sandbanks. His first experience of lifeboat-work was in the beginning of December 1886, when one stormy afternoon a small object of somewhat unusual appearance was descried out at sea. At first it was thought to be a fishing-boat in trouble, but it proved to be the mast of a ship with men clinging to it, and trying to make known their dangerous position. They were five miles away on the Salthouse Bank, where the vessel had grounded. The lifeboat was at once launched, but the state of the tide made progress difficult; meanwhile, by reason of the heightening waves and a stormy north-west wind, the peril of the men on the wreck was momentarily increasing. The progress of the lifeboat was watched with intense interest



MR. CHARLES W. MACARA, J.P.

Member of the Committee of Management of the Royal National Lifeboat Institution, and
Originator of the Lifeboat Saturday and Sunday Movement.



by the people on the shore, and great was the relief when in the evening she returned bringing with her five shipwrecked and exhausted sailors, the whole crew of the *Yean-Yean*, a small steamer from Montrose, driven hither from her course by the violence of the storm. The sequel to the wreck was somewhat dramatic. It happened that an hour or two later an amateur concert was to be given in aid of the funds of the Royal National Lifeboat Institution, and, while the entertainment was proceeding, the lifeboat crew entered the room bringing with them the five men they had rescued. The poor fellows had been well cared for, but there was a dazed look on their faces, expressive of the terror and suffering so recently undergone. The master of the lost vessel (a Scotchman) ascended the platform and told the audience the story of the wreck and rescue. He commenced his remarks by saying that instead of being there that night he expected to have been in eternity, and he expressed his gratitude to God for the deliverance vouchsafed to himself and his crew. Then he went on to tell of the terrible position he and his men had been in, as they clung to the mast with the waves breaking over them from a rising tide. He told of their hopes and fears: and how, when their situation had become known and they saw the lifeboat coming, they doubted if it was possible to

hold on until her arrival. His position was at the bottom of the mast, and as each sea went over him, it was with the greatest difficulty that he could hold his breath until the wave had passed. The engineer, who was at the top of the mast, was in an equally precarious condition, for he was benumbed with cold, and constantly called out to the master that he could hardly hold on. It is unnecessary to say that the story, told under such circumstances and with so much feeling, produced a great impression upon the audience. After the concert, Mr. Macara invited the coxswain and sub-coxswain of the lifeboat to his house, and induced them to describe the rescue, in their own words, to the Manchester press by telephone. Mr. Macara says he can well remember what intense pleasure this new experience gave to the men, and how elated they were with their afternoon's work, remarking that there had not been a wreck for a considerable time, but it seldom occurred that there was one without there being more. The almost prophetic nature of this remark was verified with awful consequences only five nights later.

It was on a wild December night that the ship *Mexico* of Hamburg, bound for Liverpool, was driven helplessly before a storm of exceptional fury, and eventually struck upon a sandbank between Southport and Formby. The crew

finding the water breaking over their vessel sent up signals of distress, which were responded to from three parts of the coast. Three lifeboat crews, those of Southport, Lytham, and St. Anne's, put out to the rescue. When the signals of distress were seen at the latter place rockets were sent up from the lighthouse to summon the crew, thirteen in number, who were scattered along the coast as far away as Lytham. The *Laura Janet* was run out from the boat-house, and, when the time for embarkation came, it was found that eight of the crew were in their places. Four volunteers stepped forward to take the seats of the absent men, and at the last moment William Johnson, the coxswain, drove up hastily from a distance, and took charge of the expedition. The men, doubtless, were in good spirits, for they had fresh in their minds the successful rescue of the crew of the *Yean-Yean*; but it is said that the sub-coxswain, Charles Tims, a fisherman of undoubted bravery and a notable man on the coast, seemed to recognise something of unusual gravity in the task they had undertaken. Among the volunteers was the Scotch captain who had so recently been rescued, but his services not being needed he was not allowed to go. A little crowd of anxious and interested onlookers watched the successful launching of the boat, and sent after her a cry of 'God-speed' as she went on her way.

For a time the light which she carried was visible, showing that she was making brave headway against a terrible sea ; but soon the last gleam was lost amid the darkness and the storm. Then for those who remained on the shore there followed a time of anxious watching and waiting. It was half-past ten when the boat started, and at half-past eleven lights were seen which were supposed to come from some other distressed vessel. Later, other lights were visible which it was hoped were those of the returning boat, but hour after hour passed, and still no sign was there of the return of those who had gone out to save.

Many of the people in St. Anne's spent the whole of that night on the shore, but all they could see of the position either of the wreck or the rescuers was an occasional rocket. The morning broke, but still the St. Anne's boat had not returned. It was thought she must have put into some other port. The wives and mothers of the crew having so recently heard of what had been done by the telephone, flocked to Mr. Macara's house to inquire if any news had been received. At length by this means the terrible tidings were conveyed that the bodies of some of the lifeboat-men had been washed up on the opposite shore.

A little later, too, a confirmation of the news came in a form which was highly dramatic. A lifeboat, which was

recognised as that of Lytham, was seen making her way to the shore, but before she could touch the land, a horseman rode through the waves to meet her, and it was he who returned to tell the anxious crowd the terrible message she had brought. Then it became known definitely, that of the three boats which had gone out that of Lytham only had returned safely, bringing with her the rescued men, but the boats of Southport and St. Anne's had both been capsized. Of the former, thirteen men had been lost out of a crew of fifteen, and of the latter, not a man had escaped. Then followed a scene of wailing and lamentation among the widows and orphans of the drowned men which it is needless to dwell upon here, but which will not soon be forgotten by those who witnessed it. In time the ill-fated *Laura Janet* was found not far from the wreck and brought back to the boat-house, and one by one the bodies of the drowned men were recovered and laid in the churchyards of St. Anne's and Lytham.

At this time the Institution had been in existence for sixty-two years, but no such catastrophe had ever before occurred; indeed, the record of lives lost when on service is marvellously small considering the terrible risks that have to be faced by these gallant men, who are ever ready at any hour of the day or night to face the perils of the deep in

their noble life-saving work. As the news of a disaster of such magnitude, and of the heroism and self-sacrifice with which it had been marked, spread through the country, men's hearts were moved to sympathy with the bereaved, and in little over a fortnight the magnificent sum of £33,000 was collected, a sum more than sufficient to amply provide for those who were thus made widows and orphans. The late German Emperor, William I., sent £250, which was distributed among the bereaved by the German Consul, along with £1400 from Hamburg, the port from which the ill-fated *Mexico* had sailed.

Mr. Macara took an active and prominent part in the raising and distribution of the relief fund; and was afterwards appointed chairman of the St. Anne's Lifeboat Disaster Committee. He was thus led to devote himself in many ways to the cause of the lifeboat service, one aim in view being to make provision, by means of enlarged and permanent resources, for such emergencies as this. Though it was confessedly a satisfactory thing for him to have helped to raise money for the sufferers by this calamity, yet as a business man he could not help feeling that it was not desirable to rely upon such spasmodic efforts, inasmuch as, owing to peculiar circumstances, in one place it might be overdone, at another it might be quite inadequate, and in a

third there might be nothing done at all. For instance, a lifeboat-man in some quiet fishing-village, where there was no one to take a lead in raising a fund, might lose his life, and the widow and family have to be satisfied with the £100 that is granted by the Institution, which, after all, is a wretched sum wherewith to compensate them for the loss of the bread-winner. It became a conviction in the mind of Mr. Macara that the funds of the Institution ought to be sufficiently large to enable the committee to deal adequately with all cases of this kind, and that all should be treated with equal fairness. He maintained that every lifeboat-man who risks his life to rescue others should have the satisfaction of knowing that, if he never returns, those who are dependent upon him will not suffer pecuniary loss through his self-sacrifice. So deep was this conviction, that Mr. Macara determined that, as soon as he could afford the time, he would do something to arouse interest in this direction, as well as in many others affecting the service generally. In this determination we may recognise the germ of the 'Lifeboat Saturday' movement.

In administering the Relief Fund it was thought that, beyond affording assistance to those who were sufferers, something should be done to perpetuate the memories of those who had so bravely laid down their lives, and at St. Anne's

this took the form of a statue, which is now to be seen on the promenade there. Monuments of this kind sometimes fail in the purpose for which they are intended by reason of some fault in taste or form, but that cannot be said of the sculptor's work in this case. It is at once picturesque and appropriate. Upon the pedestal, which bears the names of the thirteen drowned men, there stands the dignified figure of a lifeboat-man fully equipped for his work, and who is shown looking seaward with one hand resting upon a life-buoy, while in the other he holds a life-line slung over his shoulder. It is appropriate, too, as giving individuality to the figure, that the face is made to show the lineaments of that of the dead coxswain.

It was in accordance, too, with the fitness of things that in the ceremonial accompanying the unveiling of the statue, which took place in May 1887, not only were the crews of the lifeboats on the coast present, but the military service was represented in volunteer and other forms. The men who man our lifeboats are all volunteers; and those fishermen of St. Anne's and Southport who now lie in their graves might perhaps have been living yet if they had thought that the lines of their duty were limited to the following of their own occupations. In as true a sense as soldiers do, they risked their lives in the public service,



CHARLES E. FISH

Ex-Coxswain of the lifeboat *Bradford*, Ramsgate, Kent; now Under-Harbourmaster, Ramsgate. He has received, besides numerous other medals, the first Institution Gold Second Service Clasp ever granted in this country, for saving 877 lives from 39 vessels, and 77 vessels, during 26 years of service, having put to sea 591 times.



THE STORY OF LIFEBOAT SATURDAY 13

and it is gratifying that the identity of purpose should be recognised.

Not the least interesting part of the proceedings was the naming of a new lifeboat, an anonymous gift, but which, it was desired, should be called *The Brothers*. However the name may have originated, it is peculiarly appropriate. It suggests that sense of the brotherhood of humanity upon which all saving of life is founded, and in this connection it is interesting to reflect that the rescued crew of the *Mexico* were not Englishmen.

It has sometimes happened that memorials have been set up to commemorate doubtful events, but no visitor to the Lancashire coast will so regard this one. It stands there to him an evidence that among the fishermen who sail these seas there are those who, though they may not have heard of that hero, are imbued with the same spirit which made the brave Horatius say of himself as he kept the bridge—

‘To every man upon this earth
Death cometh soon or late.
And how can man die better
Than facing fearful odds.’

It is one of the hopeful features of a great catastrophe of this kind in which ‘many stalwart souls of heroes went down into Hades,’ that there are those left who are not

deterred from daring the same fate. A new lifeboat is found, and immediately there is another crew ready to man her.

The catastrophe with which we have been dealing had the effect of drawing attention to the Royal National Lifeboat Institution, and, doubtless, with some temporary beneficial results to its finances, but there was no element of permanency in the interest thus induced; the subsequent reports disclosing large differences between income and expenditure, and in the wrong direction, so that it became necessary to send forth special appeals for assistance. Meanwhile, Mr. Macara, who had become Chairman of the St. Anne's Branch of the Institution, had also found time to make a study of the general financial position of this life-saving service, the result being anything but satisfactory. On examination of the annual report for the year 1890, he found that the subscriptions, donations, and contributions from branches only amounted to about £21,000; special gifts for specified lifeboat stations to another £5000; and that the total income, including dividends and interest on the accumulated funds from legacies (which are frequently trusts left for special purposes) amounted to a little over £42,000, whereas the expenditure during that year amounted to nearly £76,000. On going into matters a

little more closely he was astonished to find that two-thirds of the income of this, the only institution of its kind for saving life at sea, had been contributed, for many years prior to 1890, either by bequests or gifts of boats, by a yearly average of about one hundred persons; and that not more than about 25,000 out of the many millions who constitute this great maritime nation contributed to its support at all. He discovered also that, in many cases, through want of proper knowledge on the part of the donors, bequests and gifts were hampered with conditions which had the effect of considerably reducing their value, and so the Institution appeared to be in a much better position, financially, than it really was. Moreover, he found that the average contributions from the branches of the Institution, including all the large cities and towns throughout the country, amounted to an average of about £35 per annum. These disclosures led him to conclude that the whole financial position was as precarious as anything could be, and he therefore decided to make use of the experience he had gained in raising the Lifeboat Disaster Fund with a view to a special appeal of his own, those of the Institution having failed to bring about the desired results. To this end, on the 23rd July 1891, he addressed a communication to the press of the country

which produced a large number of very able editorial notices, advocating the claims of the Institution ; the appeal ran thus :

‘ I think the British public generally have very little idea that one of the noblest of the numerous philanthropic institutions in the country is in dire financial straits. The record of the Royal National Institution since its formation is one of which the nation is justly proud, as by its instrumentality over 35,000 lives have been saved at sea, and the many deeds of heroism which have been chronicled in connection with its operations are the envy of the whole civilised world. Having a seaside residence on one of the most dangerous parts of the Lancashire coast, I have had opportunities of witnessing the conspicuous gallantry of our Lifeboat men that do not fall to the lot of many. It has also been my painful experience to be prominently associated with the most terrible disaster that ever befell the Lifeboat service, when the whole of the St. Anne’s crew were swept away, and all but two of the brave men who manned the Southport boat returned no more. The great power of the Press was never better illustrated than on that memorable occasion, as, mainly by the pathetic appeals that were made through it, considerably over £30,000 was raised for the widows and children of the drowned men. The late German Emperor, William I., was

MR. PUNCH TO THE LIFEBOAT-MEN

[The President of the Board of Trade has, by command of the Queen, conveyed, through the Royal National Lifeboat Institution, to the crews of the Lifeboats of Atherfield, Brighton, and Brook, Her Majesty's warm appreciation of their gallant conduct in saving the crew and passengers of the steamship *Eider*.]

Your hand, lad! 'Tis wet with the brine, and the salt spray has sodden your hair,
And the face of you glistereth pale with the stress of the struggle out there;
But the savour of salt is as sweet to the sense of a Briton, sometimes,
As the fragrance of wet mignonette, or the scent of the bee-haunted limes.

Ay, sweeter is manhood, though rough, than the smoothest effeminate charms
To the old sea-king strain in our blood in the season of shocks and alarms,
When the winds and the waves and the rocks make a chaos of danger and strife;
And the need of the moment is pluck, and the guardian of valour is life.

That guardian you've snatched from the teeth of the thundering tiger-sea's waves,
And the valour that smiles is as naught, after all, to the valour that saves
They are safe on the shore, who had sunk in the whirl of the floods but for you!
And some said you had lost your old grit and devotion!
We knew 'twas not true.

The soft-hearted shore-going critics of conduct themselves would not dare,
The trivial cocksure belittlers of dangers they have not to share,
Claim much—oh so much, from rough manhood—outfinishing cool daring in fray,
And selflessness utter, from tellers with little of praise, and less pay.

Her broods to get "on the cheap" from the rough rank and file of her sons
Has been England's good fortune so long, that the scribbler's swift tongue-babble runs
To the old easy tone without thought. "Gallant sea-dogs and life-savers!" Yes!
But poor dribblers of lyrical praise should not be their sole guardian, I guess.



On the coast, in the mine, at the fire, in the dark city byways at night,
They are ready the waves, or the flames, or the blind-geosing burglar to fight.
And are we quite as ready to mark, or to fashion a fitting reward
For the coarsely-clad commonplace men who our life and our property guard?

A question *Punch* puts to the Public, and on your behalf, my brave lad,
And that of your labouring like. To accept your stout help we are glad—
If supply of cheap heroes should slacken, and life-saving valour grow dear—
Say as courts, party-statesmen, or churches—'twould make some exchequers look queer.

Do we quite do our part, we shore-goers? These lights could not flash through the fog,
And how often must rescuer willing lie idle on land like a log
For lack of the warning of coast-wires from lighthouse or lightship? 'Tis flat
That we, lad, have not done our duty, until we have altered all that.

Well, you have done yours, and successfully, this time at least, and at night.
All rescued! How gladly the last must have looked on that brave "Comet Light!"
As you got from the wave-battered wreck. Cold, surf-buffed, weary, and drenched,
Your pluck, like the glare from that beacon, flamed on through the dark hours quenched.

Nor then was your labour at end. There was treasure to save and to land.
Well! done, life-boat heroes, once more! *Punch* is proud to take grip of your hand!
Your Queen, ever quick to praise manhood, has spoken in words you will hail,
And 'twere shame to the People of England, if they in their part were to fail.

PRESENTED BY THE PROPRIETORS OF "PUNCH" To "Each Man of the Crew"

Of the Three LIFEBOATS, respectively stationed in the Isle of Wight,

AT BRIGHTSTONE

"Worcester Cadet."

JAMES COTTON, *Commander*.
ROBERT BUCKETT, *2nd Coxswain*.
ROBERT SALTER.
WILLIAM BARTON.
FRANK EDMUNDS.
FRANK BUCKETT.
GEORGE NEW.

GEORGE MORRIS.
GEORGE SHOTTER.
GEORGE HAWKER.
EDGAR WHITE.
WILLIAM MERWOOD.
JAMES HEDGECOCK.

AT BROOK.

"William Stanley Lewis."

JOHN HATTEY, *Commander*.
BEN JACOBS, *2nd Coxswain*.
ROBERT COOPER.
W. JACOBS.
J. COOKE.
G. WHITE.
W. CASSELL.
T. HOOKEY.

J. NEWBURY.
J. COOPER.
J. HOOKEY.
R. WOODFORD.
M. CASSELL.
WILLIAM HATTEY.
W. BLAKE.
W. HOOKEY.

AT ATHERFIELD.

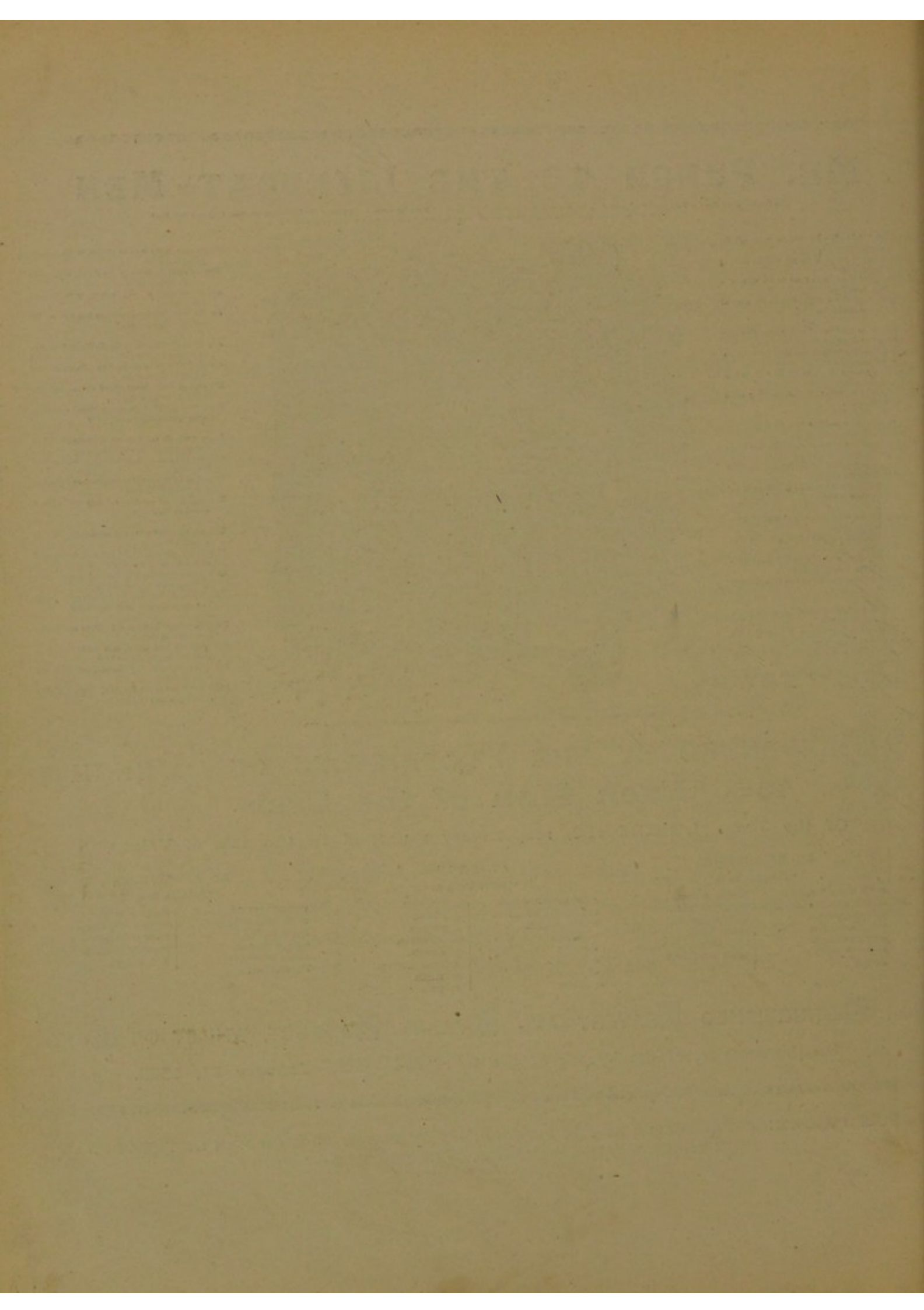
"Catherine Swift."

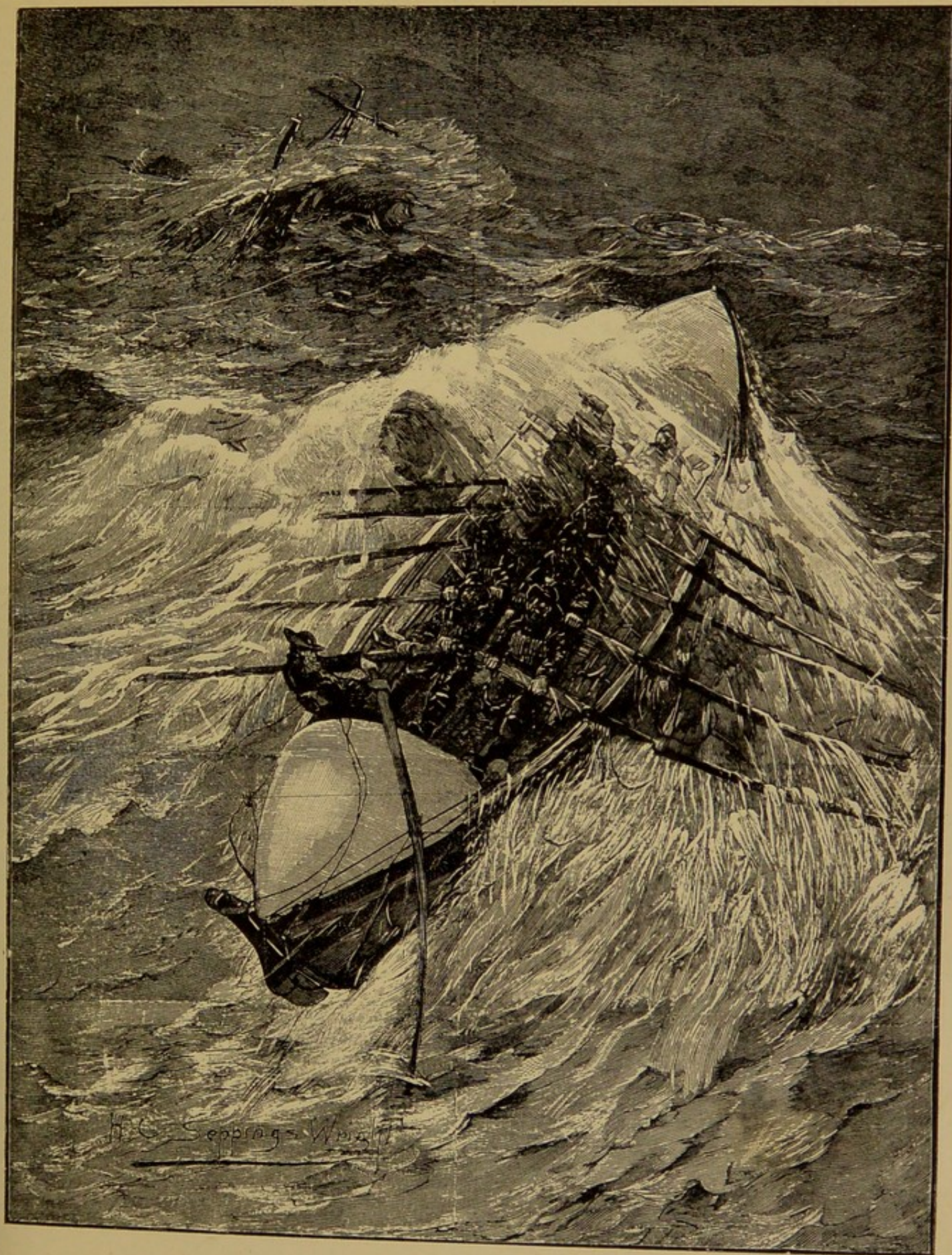
WILLIAM COTTON, *Commander*.
DAVID COTTON, *2nd Coxswain*.
JAMES COTTON.
THOMAS COTTON.
FRANK COTTON.
JOHN COTTON.

CHARLES COTTON.
WALTER WOODFORD.
WALTER WHITE.
CHARLES HARDING.
B. WHILLIER.

FOR DISTINGUISHED BRAVERY AND GALLANT CONDUCT, WHILST ON DUTY,
On the occasion of the Wreck of the S.S. "EIDER," January 31, 1892.

REDUCED FACSIMILE—PRESENTED BY THE PROPRIETORS OF PUNCH TO EACH MAN OF THE CREW OF
THE THREE LIFEBOATS STATIONED IN THE ISLE OF WIGHT





H. C. Seppings Wright

TO THE RESCUE



so much touched with this disaster that he sent £250 for distribution amongst the bereaved. Such a magnificent result has emboldened me to appeal once more by the same means to the public on behalf of this great national institution, which is sorely in need of funds. The deficit last year assumed alarming proportions, viz. £33,000, and unless the country is roused to supply the necessary means the Institution's operations will be very seriously curtailed.'

After this appeal was issued money began to flow in immediately from one source or another, to a limited extent, but the first important result accrued from the appeal having fallen into the hands of Mr. H. J. Palmer, the editor of *The Yorkshire Post*, when that gentleman was on a holiday tour. He was so much impressed with what he read that he was induced to pay a visit to St. Anne's-on-the-Sea, and, to use his own words, his blood was stirred by seeing the characteristic and unique monument erected to the memory of the drowned lifeboat crew. This inspired him to pen one of the most pathetic and forcible appeals on behalf of a noble cause that has ever been issued, entitled 'Man the Lifeboat,' part of which we shall here quote:—

'On the wind-swept slope that faces the sandy shallows of the estuary of the Ribble, off St. Anne's-on-the-Sea, stands one of the most pathetic memorials ever erected to

British heroism. High upon a rock pedestal is the rough figure of a stalwart lifeboat-man, booted and belted as for such life and death work as three noble crews put out upon that



deadly triangle of water and sand and reef to perform, or to perish in performing, on the night of December 9, 1886. The silent figure looks straight out to sea, as though watching for a fresh task of peril upon the fatal Horse Bank, whose whirling flood swept over a score of comrades into the lower deeps at a swoop. In the tranquil summer days thousands of city folk, who never saw an angry sea, swarm over this vast marine tableland, to praise the "safety" of

its sands, as they paddle through the wavelets, and to prattle of the pretty curling crests of the "white horses"

THE STORY OF LIFEBOAT SATURDAY 19

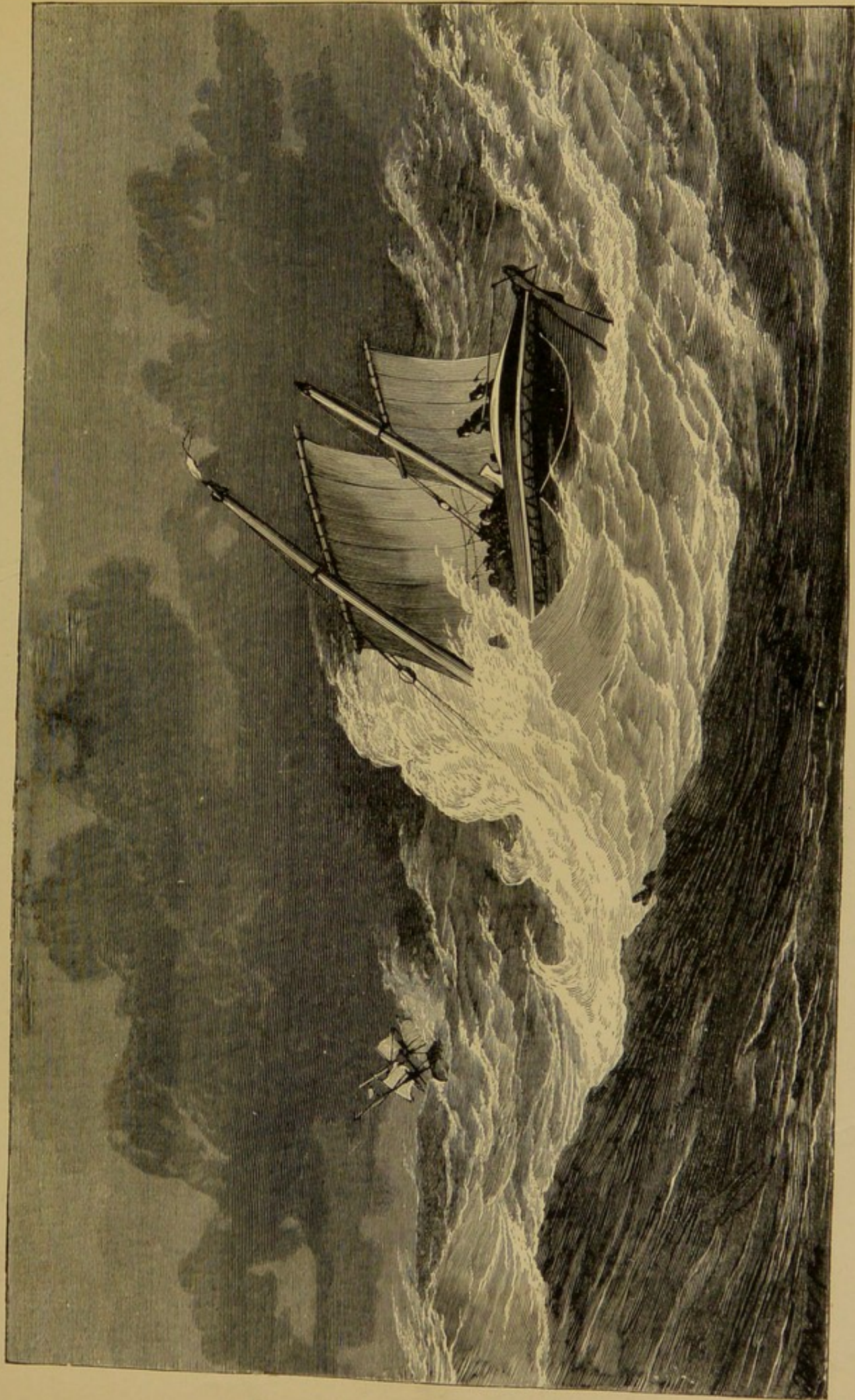
that leap over the ridges which mark the ocean graves of the bravest of British hearts. To do them justice, no adult loiterer among them looks up at the belted hero and reads the legend beneath without adding something to the little heap of casual coins that lie at the bottom of the pillar-box of the National Lifeboat Institution at the foot of the monument. But the pity—nay, the scandal—of it is that some such dramatic memorial is needed to bring the claim of a great and unbought National Service home to the inlander's mind and heart, and that for the million who can afford a yearly mite to sustain it, the statue of the lifeboatman is as unknown and unregarded as it is for the children who play "tig" around its base. . . . The harvest of the sea hereabouts is not rich enough to maintain any extensive fishing fleet. Two score families probably furnish the three crews. Yet, when six-and-twenty gaps were made in this little lifeboat force, six-and-twenty other fearless fellows were straightway found to fill them, to face the risks anew, and maintain the ancient honour of their race, their craft, and their coast-line, even though in many a case the body of a father or a brother lay but half a dozen fathoms below them as they bent themselves to a fresh effort of rescue. The name of Parkinson occurs twice in the list of those who perished in the attempt to save the German crew in

December 1886. It occurs half a dozen times in the list of their successors. The National Lifeboat Service is "supported by voluntary contributions." These stupendous sacrifices of fathers, husbands, brothers are the "voluntary contributions" which the humble homes of a stormy estuary make towards the maintenance of the noblest volunteer force in the world. And they are made without appeal and without a second call. When will the shillings and half-crowns of the "gentlemen of England who live at home at ease," which are so urgently needed to pay the mere routine charges, be forthcoming with half the readiness with which these gallant men tender their lives?

" Evil is wrought by want of thought
As well as want of heart."

Mr. Palmer followed up this appeal by opening the columns of *The Yorkshire Post* in aid of the funds of the Royal National Lifeboat Institution, with the result that in little over a fortnight a sum of £3500 was contributed. Sir William C. Leng, of the *Sheffield Daily Telegraph*, made a similar effort, raising thereby about £1400.

Shortly after his appeal of July 1891, Mr. Macara determined to make an effort to arouse the sympathies of all classes of the community in Manchester towards this great Institution, and in furtherance of this aim he called upon some of the



LIFEBOAT GOING TO A WRECK



prominent men in every line of business in Manchester and Salford, with the result that they cordially consented to aid him in his effort to organise a popular demonstration in order to bring the claims of this noble Society prominently and forcibly before all classes of the community—a simultaneous collection to be made in all places of business, such as banks, warehouses, mills, engineering establishments, and workshops. The labour in connection with this organisation was of a very arduous nature, but he received most valuable help in every direction, and more especially from young men, who evidently felt themselves honoured by being associated with the institution of this great movement. In this way it came about that Lifeboat Saturday was originated, destined at once to become popular and to obtain for itself a foremost place among philanthropic efforts of this special kind. With its subsequent progress and development, and of the good results accruing from it, it now remains for us to deal.

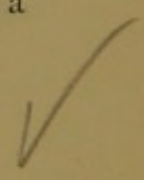
Regarding Manchester and Salford, where, as we have seen, the first experiment was tried, Mr. Macara has told us that although prior to 1890 various benevolent people had from time to time either left or given money to the Institution, principally for the building of lifeboats, the yearly contributions from the vast population only reached

an average of a little over £200, whereas since the establishment of Lifeboat Saturday an average of over £4000 per annum has been contributed for the support of the boats associated with the Manchester Branch and for the general purposes of the Institution. In addition to the above amount, a very considerable sum was raised and expended in connection with the demonstrations and disseminating information regarding the movement throughout the country. No better investment was ever made for the benefit of the Royal National Lifeboat Institution, as will be seen from the following facts. In 1890, the year before the establishment of Lifeboat Saturday, Lancashire and Yorkshire together contributed about £3000 towards the support of the Institution, but in 1891 the contributions from these counties was raised to nearly £21,000, which is an excellent illustration of what may be done. In 1892 the movement spread much further afield, and Dundee had the honour of leading the way in Scotland. Among the earlier towns in which demonstrations were held may be named Leeds, Bradford, Nottingham, Preston, Bury, Cardiff, and Southampton, besides a great number of smaller efforts in England; while Glasgow also joined the popular movement with an enthusiasm and success which were remarkable. It is worthy of note, too, that in every city or town

where it has been established—save one or two places where, owing to special circumstances, the collection has been suspended for one year—Lifeboat Saturday has become an annual event. By this means it is hoped that a reliable substitute may be found for that spasmodic help which, in the past, has been the bane of the Institution, and has hampered the action of the Committee of Management very considerably. As an evidence of the rapid growth of this newly-formed aid, it may be said that in two years of its existence the income of the Institution was increased by nearly £20,000 per annum.

In originating Lifeboat Saturday the principal aim Mr. Macara had in view was to increase the income to not less than £100,000 per annum. He maintained that without such an income it was quite impossible to do all that was required, and he believed that with such a revenue many very necessary reforms might be accomplished. He drew attention also to the fact that £100,000 per annum is under three farthings per head of the population of Great Britain and Ireland, and is a very small sum for a nation that owns such a vast proportion of the world's shipping to spend upon this voluntary organisation for the saving of life at sea. Some people had thought that the work ought to be done by the State; but in view of the

magnitude of the operations and their peculiar character, Mr. Macara maintained that a purely volunteer force was the best and most economical. He thought it would be well if those who advocate that the Government should take up the work would try to calculate what the cost would be to the nation ; and after the money was spent could it be guaranteed that the work would be better—or indeed anything like so well—performed as by that invaluable volunteer force, chiefly composed of fishermen, who from their intimate knowledge, both of the handling of boats and the hidden dangers of the particular part of the coast where they live, are pre-eminently fitted to carry on this noble work ? From his own experience he could testify that these men, if allowed to perform the work in their own way, would do or dare anything. Among other objects in view, beyond providing them with the best boats possible, was the improvement of their position pecuniarily. If the income would admit, the first crews of all stations ought to have an annual retaining fee, which only the coxswains and bowmen have at present. More liberal provision ought to be made for those who are injured either temporarily or permanently in their arduous and dangerous work. An adequate provision ought also to be made for the widows and children of men who unfortunately lose their lives when on service, and a



retiring allowance granted to all lifeboat-men who have creditably served the Institution for a long term of years. As one who knew something of the fearful hardships that these men have frequently to endure—having been out in the lifeboats himself—Mr. Macara was convinced that this more liberal policy was only what ought to be adopted. He trusted that, with such altered conditions of administration, we should hear no more of men who had risked their lives on many a stormy night in order to save their fellow-creatures ending their days in the workhouse. Some little time ago he received a most pathetic letter from Mr. Charles E. Fish, ex-coxswain of the lifeboat *Bradford*, which is stationed at Ramsgate, expressing his great satisfaction at the increased interest that had been aroused in the lifeboat cause. For 26 years this man did splendid work, having been out in the boats belonging to the Institution nearly 400 times. In this manner he has helped to save 887 lives. Charles Fish was only 52 years of age when he was compelled to retire, and has practically wrecked his constitution with the fearful hardships he has endured, by being out in all sorts of weather, sometimes twenty-four hours at a stretch, tossing in the lifeboat, and only keeping her to her work by constant attention and continuous labour. And how heroic are the conditions of such work! ‘They decided to lie by till daybreak’ is a simple,

matter-of-fact statement often appearing in narratives of lifeboat rescues, but how very few realise the splendour of the heroism contained in these simple words! 'They decided to lie by till daybreak.' They decided to remain the whole of a long winter's night in freezing storm and tempest, tossed, buffeted, drenched, exposed to all the murderous fury of a terrible winter storm. Those words, 'They decided to lie by till daybreak,' deserve to be written in letters of gold on the scroll of England's glory. It is easy to picture what terrible risks, not only to health, but to life, these lion-hearted men must often run by spending a deadly winter's night on a stormy sea in order to save life, or indeed on the merest chance of saving life. Surely it is the duty of the British nation to provide liberally for the declining years of such men, and there are many around our coasts who have suffered seriously in health on account of the terrible hardships they have endured in the self-imposed and arduous labours they have had in going to the rescue of shipwrecked mariners.

As we have already said, the press of the country rendered eloquent and most valuable service to the new movement from its commencement. It is difficult out of a vast multitude of such comments to make any selection, but without seeming invidious, this from *The News of*

the World may be taken as a typical expression of opinion:—

‘Even the grave, quiet heroism of the doctors and nurses, who descend single-handed into the arena of death to grapple with plague and pestilence, is not nobler than the heroic grandeur of the lifeboat-man who leaves his wife and bairns and calmly goes off into a seething swirl of raging waters, not knowing whether he may return, but quite certain that there are lives to be saved if Providence bless his efforts. Nothing appeals so strongly to the popular sympathy as the story of the lifeboat service. Like a precious lifebelt it engirdles our storm-bound coast. Its members are ready to go anywhere and do anything. It is one of the peculiarities of the life-saving service in this country that it is distinguished by being voluntary. The National Lifeboat Institution, which manages its affairs of life and death with conspicuous skill, is dependent entirely for its income on the voluntary offerings of the people—the pence of the poor and the pounds of the rich. On this ground we commend the suggestion which has been made public that there should be a Lifeboat Saturday as well as a Hospital Saturday.’

When the first experiment of Lifeboat Saturday had been tried, the *Daily News*, in its leading columns, declared

that 'As an illustration of skilful method and consequent success in appeal to the charitable public, the newest proceedings of the National Lifeboat Institution are perhaps unsurpassed.' These proceedings were of a wide and comprehensive character, and the outcome of a lucidly planned and thoroughly efficient organisation. Appeals of a most stirring kind were issued, including the following one, which was sent to all the chief magistrates throughout the United Kingdom. It is at once a record of past success and a stimulus to renewed effort:—

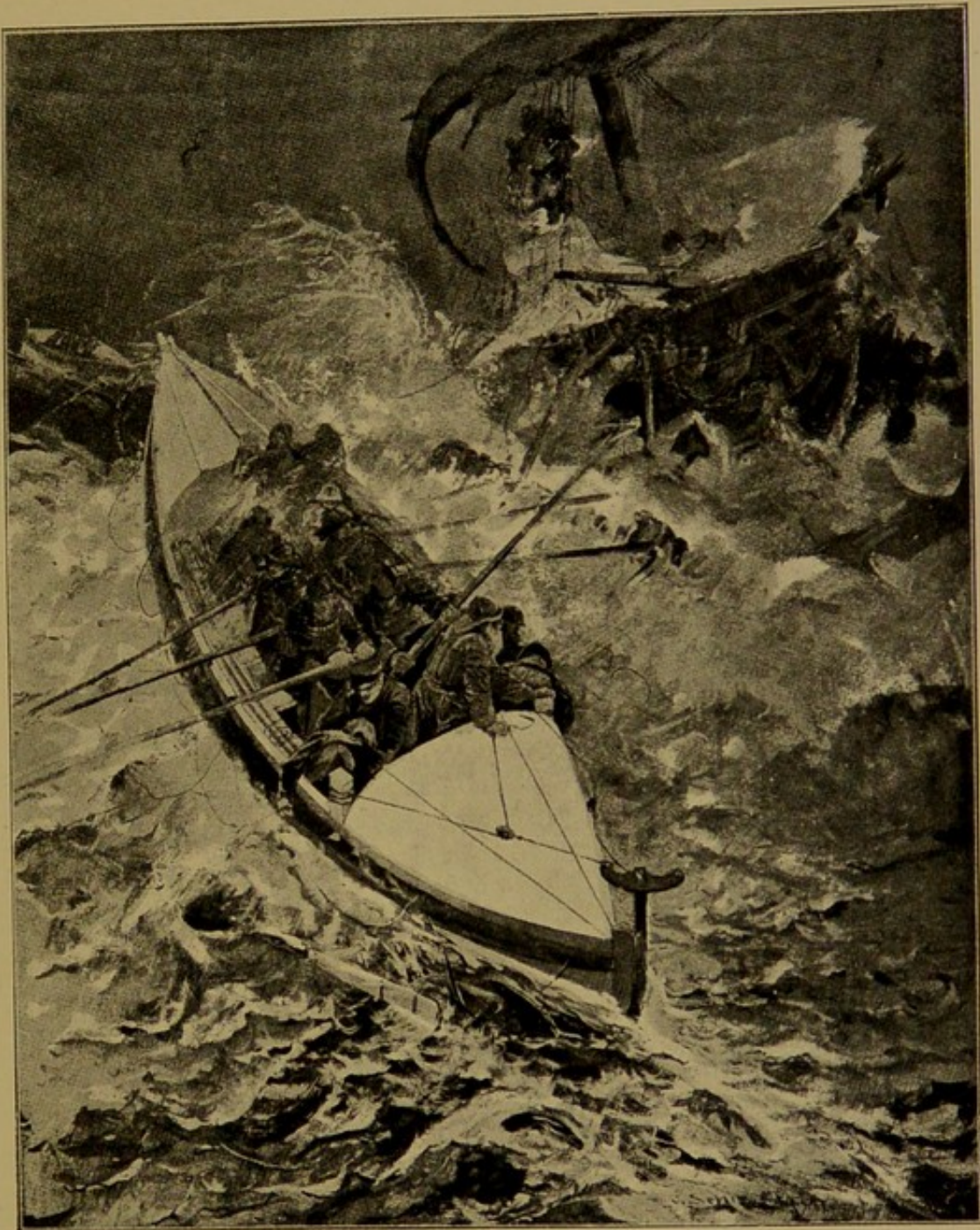
LIFEBOAT SATURDAY FUND.

President, THE MAYOR OF MANCHESTER; *Vice-President*, THE MAYOR OF SALFORD; *Chairman of Executive Committee*, C. W. MACARA, Esq., J.P.; *Hon. Treasurer*, ALEX. MUIR, Esq., Manchester and County Bank; *Secretary and Collector*, Mr. A. P. SMITH, 1 Piccadilly, Manchester.

How 'Lifeboat Saturday' was Organised in Manchester and Salford.

Mr. C. W. MACARA, the originator of the movement, appealed to the British public through the press in July 1891. This appeal received very wide publicity, and a large number of very able editorial articles were written, especially in the North of England, in support of the cause.

In the following month he called upon the Mayors of



From 'Black and White.'

THE GREAT GALE ON THE SOUTH COAST

At Dungeness on Sunday morning the Littlestone lifeboat put out to sea in answer to signals of distress from the barque *Johanne Marie*, of Christiania. The boat could not get near the vessel owing to the force of wind and waves, and was drifted by the heavy seas past her on to the shore. The *Buffalo* lifeboat was then manned by volunteers, drawn over the shingle to the east of the wreck, and launched; she reached the *Johanne Marie* and was capsized; the men were washed ashore, and two of them drowned. Notwithstanding this, fresh volunteers from the crowd were found to man the *Buffalo* a second time, and she put to sea again, but again in vain. A fourth attempt was made to save the eleven Norwegian sailors, who had been now twelve hours in the rigging, by the Dover lifeboat, and this time they were rescued. This is but a sample of what our south-coast men will do.—*Black and White*, November 25, 1893.



Manchester and Salford, and a certain number of the leading men in each line of business, and explained to them fully the needs and claims of the Royal National Lifeboat Institution, suggesting that a council should be formed for the promotion of a 'Lifeboat Saturday' Collection, in order to enlist the sympathies of all classes of the community in the work of the Institution. This they readily agreed to, most of them having been deeply interested by reading the press notices.

Afterwards an Executive Committee composed of some of the members of the Council, some members of the local branch committee of the Royal National Lifeboat Institution, and a number of energetic young men, was formed. This executive was subdivided into an advertising committee, a demonstration committee, a canvassing committee, and a finance committee.

Large placards were extensively posted throughout the city and district a fortnight before the date fixed for the collection. Literature explaining the work of the Institution was freely distributed by post and otherwise, along with forms for subscriptions and other forms for collecting small sums in mills, workshops, warehouses, banks, insurance offices, &c. Collecting-boxes were provided for those who preferred this mode of collecting in public works, &c.

On the Thursday and Friday previous to 'Lifeboat Saturday,' two lifeboats and crews, from stations on the Lancashire coast, where there are two lifeboats and reserve crews, were paraded in different directions through Manchester and Salford and suburbs, each headed by a band, the one being that of the training-ship *Indefatigable*, of Liverpool, and the other the Blackpool Fisherman's band.

On 'Lifeboat Saturday' a grand procession was formed, consisting of the two boats, three bands, the fire brigade, and ambulance corps, representing the mode of saving life on land as well as water. This procession proceeded from the centre of the city to Belle Vue Gardens, and was witnessed by enormous crowds on the route.

In the gardens the boats were launched both afternoon and evening, in an artificial lake, and an exhibition given of saving life by means of the rocket apparatus, in the presence of 30,000 spectators.

The police arrangements were admirable all through, and no accident of any kind occurred.

A number of collectors accompanied the boats each day, and large collecting-boxes were placed in the main thoroughfares, at the railway stations, and places of amusement. These were tended by boys from the Strangeways Refuge in their uniform, the boxes being so made that

money could not be extracted. Sheets were also erected at various prominent places : these were guarded by policemen.

A sum of £600 was got in the streets, largely in coppers.

A cart with large boxes in charge of two members of the Committee followed each boat on account of the great weight of the money : these were also used each night in collecting the street boxes.

A total sum of £5500 was raised, chiefly in small sums, this being strongly advocated by the Committee in order that none might be deterred from giving ; indeed it was estimated that 200,000 people contributed in one way and another to the fund.

After paying expenses, and retaining an amount for working the movement in future, the 'Lifeboat Saturday' Committee handed over to the Manchester branch £4600 to be transmitted to the parent Institution in London.

The other Lancashire towns—namely, Bolton, Oldham, and Stockport—which had a Lifeboat Saturday used some of the surplus literature, and worked on similar lines, though much less elaborately, and succeeded in raising considerable sums. Liverpool also made a special effort, which resulted in trebling her annual contribution.

These efforts, along with those of several editors who

opened their columns for subscriptions, had a stimulating effect all through the North of England, the contributions from Lancashire and Yorkshire being raised from £3000 in 1890 to about £21,000 in the following year.

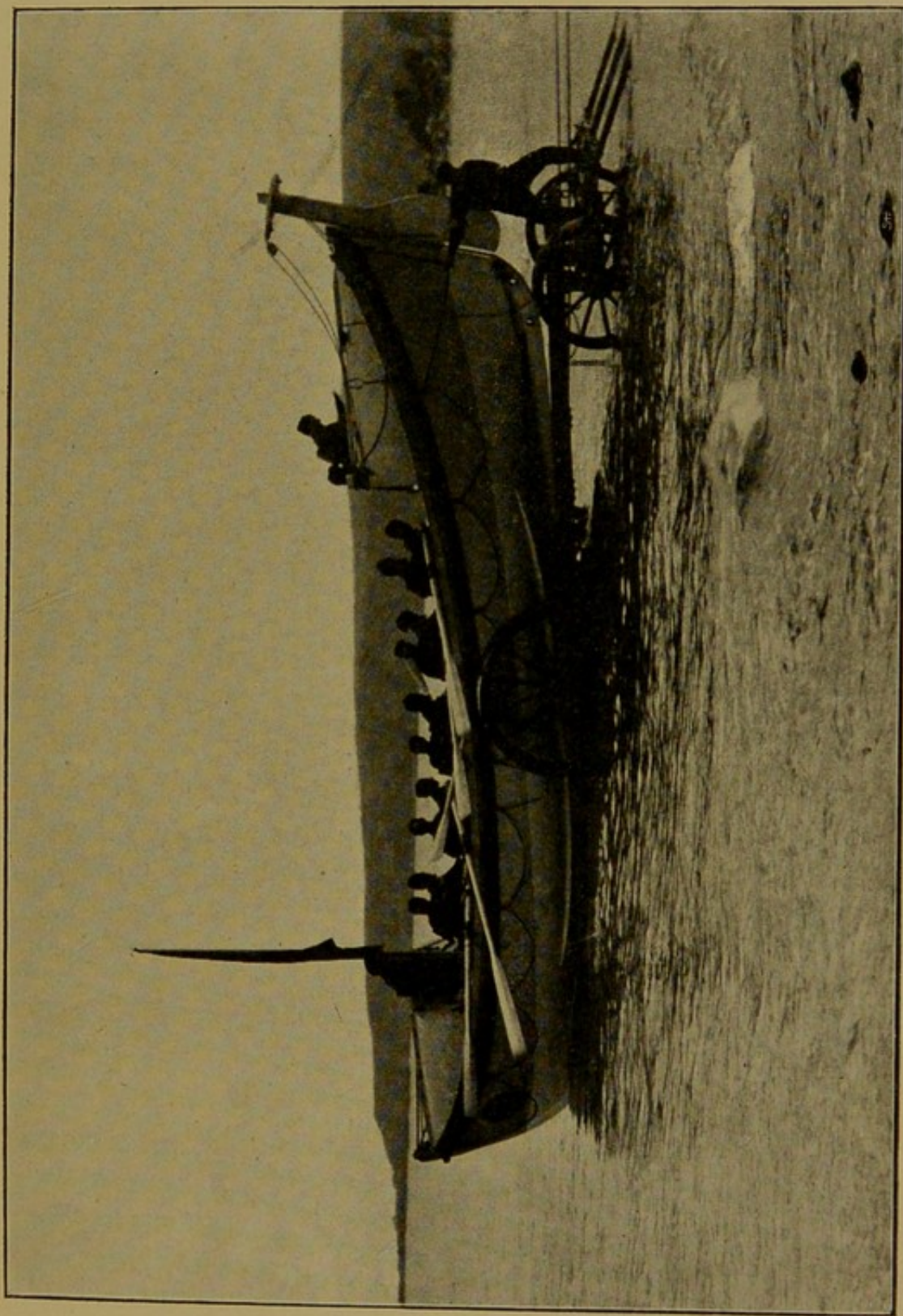
Copies of the literature and collecting forms used can be had from the Secretary, Mr. A. P. SMITH, 1 Piccadilly, Manchester.

As the 'Lifeboat Saturday' movement appears to be spreading rapidly, if a uniform literature could be agreed upon, a great saving in expense would be effected.

Attention is again directed to the importance of enlisting the sympathy and co-operation of the local press in the various towns where the movement is adopted.

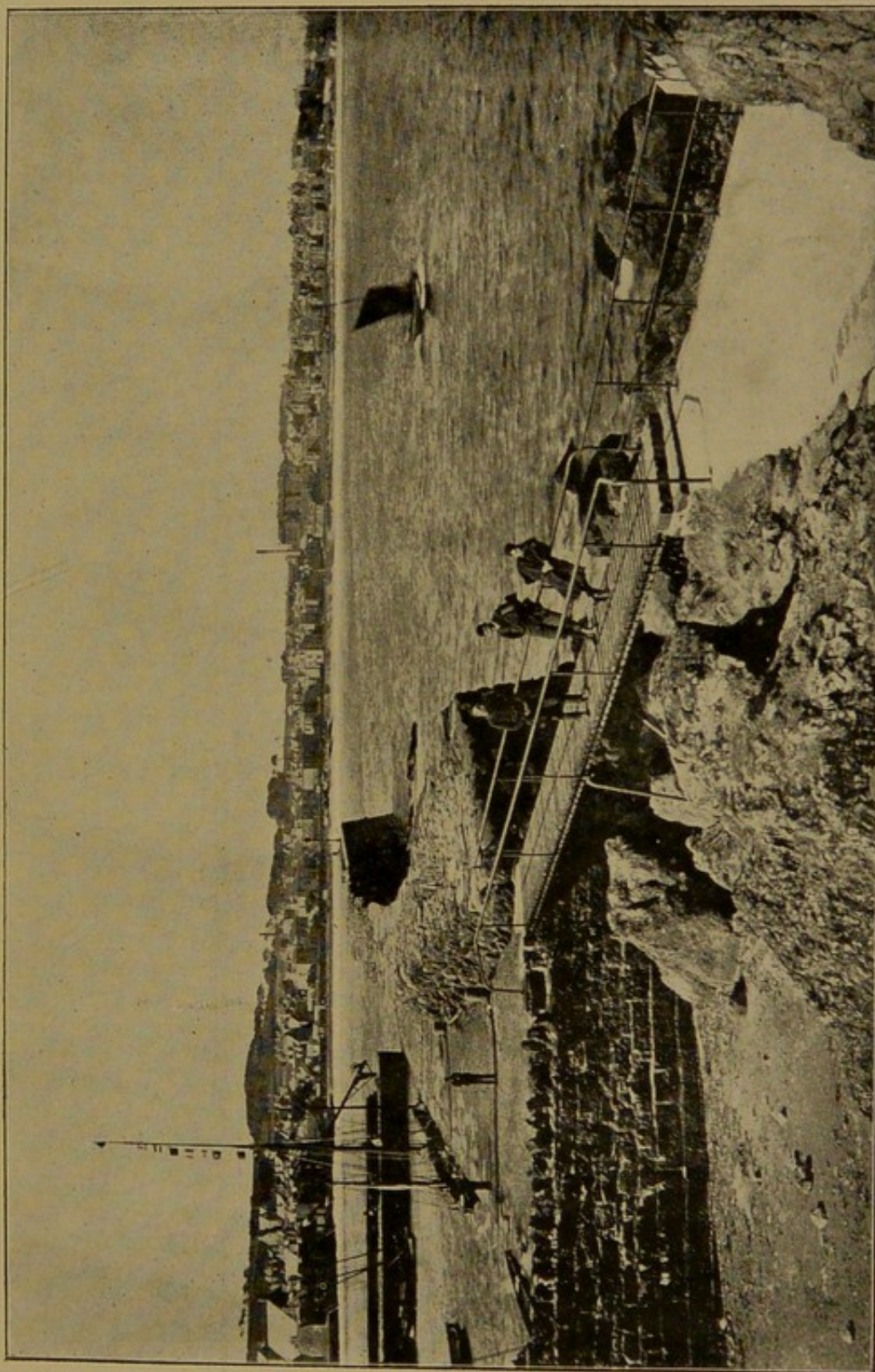
In addition to this an appeal of a special nature, dealing with the claims of the Institution, was also sent to all chief magistrates, signed by the Mayor of Manchester, the Mayor of Salford, and Mr. Macara, as Chairman of the Executive Committee.

At this time too a very important departure was made in the formation of a Ladies' Auxiliary Committee. This has proved an invaluable aid in popularising the movement in social circles. It consists, in the place where it was originated, of a council of ladies, about fifty in number, of



THE NORTH BERWICK LIFEBOAT AND CREW





ENTRANCE TO NORTH BERWICK HARBOUR



which the Lady Mayoress of Manchester is President, the Mayoress of Salford, Vice-President, Mrs. J. F. Pearson, Hon. Treasurer, and Mrs. C. W. Macara the Honorary Secretary.

The organisation was the outcome of some correspondence of the nature of an appeal to the women of England, towards which the following letter was contributed by Mrs. Macara :—

‘The earnest appeal to the women of England to help in the lifeboat cause which has been made by Mr. E. G. McConnel, of Manchester, will, I feel sure, meet with even a more hearty response than his last year’s one entitled “Women and Children First.” The graphic way in which he describes his own experience of seeing a lifeboat put out to sea in a whole gale against wind and tide must have touched many a woman’s heart. I, too, have seen a lifeboat launched in a fearful storm, and have waited and watched with the wives and mothers of the crew, all through the long hours of a wild December night, for the return of the brave men who went out to save, but, alas! returned no more.

‘Such are the sacrifices which the humble homes of our fisher-folk are called upon from time to time to make. Surely the wives and daughters of England will not be be-

hind in doing their share towards the maintenance of this noble volunteer force. I am glad to see that Lady Roscoe is taking a lead in this matter. If a central committee of ladies could be organised in the North of England and another in the South, with sub-committees in each town to collect small sums from the many in aid of the Lifeboat Saturday Fund, I think it would be a great assistance in commencing the movement where it has not been taken up, and also in rendering it a permanent success.

‘MARION MACARA.

‘St. Anne’s-on-the-Sea, *August 1st, 1892.*’

Of this Ladies’ Committee, when it had been formed and was doing its useful work, Miss Emily Faithfull wrote thus in the pages of the *Lady’s Pictorial*: ‘It must be allowed that the appeal of the Lancashire ladies to their sisters throughout the British Isles is a timely one, and Mrs. Bosdin T. Leech, as Mayoress of Manchester, may be congratulated on having in that capacity initiated a movement which is destined to prove a national one. Great movements often spring from little things, and when Mr. McConnel first suggested that “the wives and daughters of Manchester and Salford” should be asked to help in the Lifeboat Saturday organisation, it is probable he did not realise what would

be the result. Lady Roscoe was one of the first to express her sympathy with the enterprise, and to suggest the names of ladies who might be willing to serve on the council. The wife of Mr. C. W. Macara, who is known throughout England for his splendid services to the lifeboat cause, became the moving spirit of the Ladies' Association. She wrote hundreds of letters, and with incomparable determination overcame difficulties at the very outset that would have appalled any one less courageous and enthusiastic.' Here it may be incidentally mentioned that Mrs. Macara had other qualifications than courage and enthusiasm for the onerous post she undertook—those further qualifications being experience and excellent training: she having been associated with her husband in all the work he has done, both in connection with the relief fund of £33,000, which was raised in 1886, and having also helped him in establishing the 'Lifeboat Saturday,' doing most of his secretarial work.

The plan of operations adopted by this ladies' committee is an excellent one. In its working, the suburbs of the city are divided into districts clearly defined, and worked by small executive committees presided over by the respective members of the ladies' council, nearly 300 ladies taking part in the work. By a process of subdivision a house-to-

house visitation is made, and small contributions are solicited. It is not necessary to go further into detail in this matter, but it may be said that the organisation is perfect to minute particulars. By this means, according to the latest balance-sheets, a sum of upwards of £900 was handed over to the 'Lifeboat Saturday' Fund in Manchester and Salford.

In nearly all the places where Lifeboat Saturday has been adopted, the Ladies' Auxiliary has played a most important part. In Warrington the whole movement was practically led by the Mayoress, Mrs. Greenall. The lines laid down by the Manchester and Salford Ladies' Council were also substantially adopted at Bolton, Leeds, Bradford, Nottingham, Glasgow, Edinburgh, Huddersfield, Batley, Dewsbury, Sheffield, Southampton, Birmingham, Leicester, Rochdale, Hull, etc.

In 1892 Mr. Macara was elected to a seat on the Board of Management of the Royal National Lifeboat Institution, the object being to secure representation for the large number of enthusiastic voluntary workers, by whose efforts 'Lifeboat Saturday' had hitherto been so successfully promoted.

By the end of 1893, this remarkable movement, which has been quite phenomenal in the rapidity with which it

has spread through the country, had enlisted the sympathies of all classes of society wherein it had been established. Its general adoption was strongly advocated by H.R.H. the Prince of Wales at the annual meeting of the Institution in the same year, and on two occasions by H.R.H. the Duke of Saxe-Coburg and Gotha. The dimensions it had attained involved so much work upon Mr. Macara and those who were prominently associated with him that he was requested by the committee of management of the Royal National Lifeboat Institution to formulate a comprehensive scheme for further procedure and development.

By this scheme the whole of Great Britain and Ireland is divided into six districts, viz. (1) London, (2) Southern and Eastern Counties, (3) West of England and South Wales, (4) Midland Counties, (5) North of England and North Wales, (6) Scotland and Ireland. Each district is to have a committee composed of representatives from the cities and principal towns within the district, and a secretary to be resident in the most central city in the district. An organising secretary will ultimately be appointed for each district, whose duty will be to establish branches in the smaller towns and organise 'Lifeboat Saturday' demonstrations and collections in the larger centres of population. The meetings of the district committees will be held alter-

nately in the various cities or large towns within the respective districts. By this means it is anticipated that a much wider interest will be created in the work of the Royal National Lifeboat Institution, and that 'Lifeboat Saturday' will ere long become one of the annual events in every city and town throughout the length and breadth of the land. The first district to be organised was the North of England, which includes Lancashire, Yorkshire, Durham, Cheshire, and North Wales. Each city and large town where branch or 'Lifeboat Saturday' committees exist or shall be formed, is to elect annually representatives from its committee to serve on the district committee, the number of these representatives being regulated according to the population. When the scheme is in full working order it will be most complete.

The inaugural meeting of the North of England District Committee was held in Liverpool on the 30th May 1894, the Right Hon. A. B. Forwood, M.P., presiding, and representatives from Manchester, Leeds, Sheffield, Hull, Bradford, and many other places being present. The proceedings were marked by great earnestness and unanimity. The chairman, in commenting upon the growth and importance of the Lifeboat Saturday movement, and the nature of the present organisation which had sprung

from it, expressed his own personal interest in what was being done, and said that hitherto the progress which had been attained was largely owing to the indefatigable zeal of a few gentlemen, and notably of Mr. C. W. Macara. The Lifeboat Saturday demonstrations which he commenced had not only brought the existence of this Institution to the minds of the people, but they had added largely to the funds. One of the advantages of this popularising of the Institution was that it increased the interest taken by persons who perhaps did not give freely while they lived, but who were disposed to leave legacies in their wills. Mr. Forwood also commented upon the fact that scientific progress affected this Institution, as well as others, and that among the needs of the future there might be the provision of more steam-lifeboats. In conclusion, he stated that this new organisation was not intended to supplant, but to supplement, those already in existence. In the proceedings relating to the formation of the committee, Lord Derby was elected President, and the Duke of Westminster, Lord Egerton of Tatton, the Right Hon. A. B. Forwood, M.P. ; Sir R. H. Williams-Bulkeley, Bart. ; Sir Wm. Houldsworth, Bart., M.P. ; Sir Henry Mitchell, Colonel Gascoigne, C. W. Macara, Esq., J.P. ; H. J. Palmer, Esq. ; the Lord Mayors of Liverpool, Manchester, and York ; the Mayors of Brad-

ford, Hull, Leeds, Salford, and Sheffield; and the Master Cutler of Sheffield, were appointed Vice-Presidents. In the matter of the appointment of a Chairman of Committee, Mr. H. J. Palmer, the editor of the *Yorkshire Post*, said that he would like to make a nomination. The chairman had already indicated that there was only one fit person for the appointment, and that was Mr. Macara. It was quite unnecessary in such a meeting as that to enlarge upon his services or his fitness for the post in question. This was a movement which had not only been originated in idea by him, but very largely carried on by his personal exertions. It was a matter in which not only was enthusiasm required—enthusiasm was easily generated for a short time in any good work—but it was a matter in which enthusiasm had to be sustained. He never knew a more remarkable instance of sustained enthusiasm and self-sacrifice than that which had been exhibited by Mr. Macara. On the motion being carried, with a request that he would undertake another year's work for a great cause, Mr. Macara, in accepting the office upon the terms suggested, said that the work, he would not deny, had been an arduous one, and without the immense help which had been rendered in every direction, it would never have been successful. In this regard he had specially to acknowledge the invaluable





*From a Photograph by R. Banks,
65 Market Street, Manchester.*

ST. ANNE'S



BOAT CREW

*From 'Lifeboat Saturday Journal,' lent by
Mr. John Heywood, Manchester.*




aid rendered by Mr. Palmer, as the editor of one of the leading organs of the country. In the report of the Lifeboat Saturday movement, which was subsequently read, it was stated that, considering the organising staff was only at half its intended strength, the progress that had been made was highly satisfactory. The following new cities and towns had formed Lifeboat Saturday committees this year, and most of them had formed Ladies' Auxiliaries also ; and were all actively preparing for their respective demonstrations:—Belfast, Birmingham, Bristol, Blackburn, Burnley, Dumbarton, Edinburgh, Dewsbury and Batley, Halifax, Hull, Huddersfield, Leicester, Newport (Mon.), Plymouth, Rochdale, Sheffield, and Swansea. To this list may now be added London—if a practical form should be given to resolutions passed at a great and influential meeting held on June 13th at the Mansion House, and presided over by the Lord Mayor, who, in advocating the claims of the Lifeboat Institution, called upon the leading citizens and city guilds to set a worthy example to other cities and towns in the United Kingdom, a number of which had already enthusiastically raised large sums of money for the cause by means of Lifeboat Saturday demonstrations, and in other ways. His Royal Highness the Duke of Saxe-Coburg and Gotha, in moving the first resolution, pledging the meeting to do

its utmost to support the Institution, referred to the latest movement in that direction, and paid a graceful tribute to Mr. Macara as the originator of it, at the same time explaining that one great idea of the meeting was to bring London into accord with other cities and towns on the subject. He thought a strong representative committee could be formed, to whom they could look to secure a large proportion of much-needed assistance from the citizens of London. Among other influential speakers was Captain Lord Charles Beresford, R.N., who, in moving a resolution—the effect of which was the formation of a powerful committee of prominent citizens—vigorously advocated the Lifeboat cause, and pleaded for more enthusiasm on the part of the multitude. A generous few gave largely, but what was wanted was the small subscriptions of the many, not so much for new boats, but to keep up properly what they had got. How powerful an influence, in the directions indicated as desirable by Lord Charles Beresford, the Lifeboat Saturday movement has been, and may be, is amply made manifest. One of the most remarkable features of it is the enthusiasm aroused among the hard-headed populations in the manufacturing districts of the North of England and beyond the Tweed. The hearty co-operation of the working-classes is one of the most hopeful features of the new movement, and

doubtless the response has come all the more readily because the appeal was not only in support of the Lifeboat Institution, but on behalf of the heroic toilers of the sea who man the lifeboats; for, as was pointed out in the appeal, the main object of Lifeboat Saturday is to so augment the income of the Royal National Lifeboat Institution that the Committee of Management may be in a position not only to suitably reward the gallant men who carry on this noble and national work, but, in the event of permanent injury to health or loss of life, to compensate both them and those dependent on them for pecuniary loss—an aim that ought to commend itself alike to the sympathy and support of both rich and poor. As one feature of the work already accomplished, it must be a source of great satisfaction to the working men and women, as also the many thousands of all classes who have already contributed to the Lifeboat Saturday fund, to know that their contributions, in addition to serving many other useful ends, have enabled the Committee to increase the pay of the gallant lifeboat-men all round our coasts.

LIFEBOAT SUNDAY

HE Annual Report of the Royal National Lifeboat Institution, issued in May 1891, closes with the following sentence: 'The Committee earnestly and urgently appeal to the public for funds to enable them to extend and carry on efficiently the great work they have undertaken. Last year they were compelled to spend much more money than they received, and, unless the public show their appreciation of their endeavours by contributing largely and liberally during the current year, the scope and efficiency of this great life-saving service, of which the nation is so justly proud, must be curtailed.' Shortly after the annual meeting in 1891, Mr. Charles Dibdin, the Secretary of the Institution, in view of the urgent need for increased support, recognising that collections were frequently made in churches and chapels for humane works of every kind, and also there being the well-known money-raising institution of

'Hospital Sunday, conceived the idea of trying to have a 'Lifeboat Sunday.' Accordingly he issued a special appeal to the honorary secretaries of the Institution throughout the country begging them to lend their co-operation to this end. He also sent a letter to a large number of the clergy urging them to give a helping hand in this work. The responses to this appeal to the clergy were disappointing, which, however, is partly excusable on account of the innumerable claims that come before them, but to their credit be it said, that notwithstanding this a certain number responded most nobly, and have instituted 'Lifeboat Sunday' collections in their various spheres of labour. Many others who did not see their way to do this have directed the attention of their congregations to the more popular method of raising money, viz. 'Lifeboat Saturday.'

Among the first places to adopt 'Lifeboat Sunday' were Douglas, Isle of Man, and the little town of St. Anne's-on-the-Sea, where it has been observed each year since 1891. In support of this movement Bishop Bardsley, in August 1891, pleaded to an immense audience on Douglas Head the claims of the National Lifeboat Institution, selecting for his text the first verse of the 130th Psalm: 'Out of the depths have I cried unto Thee, O Lord!' His lordship said he did not want so much to preach that afternoon

about his text as to place before them the claims of a great Institution to their support. He had been told that the National Lifeboat Institution was the grandest charitable Institution in the world. He had also been informed that there was no place in the United Kingdom where a collection could be better made and where the cause could be more suitably pleaded than on Douglas Head. He wished to say a few words as to these two statements. First of all, as to the statement that the Institution was the grandest charitable Institution in Great Britain. It was so if they considered the scene of its operations. Great Britain, as they knew, was an island, or islands, having 5000 miles of sea coast. Along that sea coast our vessels were continually sailing. There was no greater enterprise than that connected with our ships, sailors, and commerce. It was to preserve those ships, it was to save the lives of our sailors when in danger and peril, that this great Society was formed. The National Lifeboat Institution was not only a great Society because of the scene of its operations, but it was also a great Society because of the work it had done. It had at this present moment 302 lifeboats stationed at different ports along the coast, and these 302 lifeboats had saved the lives of about 36,000 people.

Was it not a grand Society when they considered what it

had accomplished? He felt that when he pleaded for the Lifeboat Institution, his appeal was sure to meet with a response wherever it was heard. The Lifeboat Institution was, then, as he had shown, a grand Institution; but could he prove his second point, that Douglas Head was the place to speak for it, and that they (his congregation) were the people to support it? He could. He need not tell them that the Isle of Man was an island. That being so, they were surrounded by a coast. Though beneath that summer afternoon sun that coast looked very peaceful and very tranquil, it had quite another appearance when lashed by the winter storms which beat around it. There was Langness, with its many stories of shipwreck to tell before the lighthouse was erected there; there was Spanish Head, with its traditions of the drifting Spanish warships. Then we had Poolvash, which meant the pool or bay of death. Even of Douglas Head there were traditions of disasters in which many lives were lost.

Many years ago there was a storm which suddenly burst upon that part of the coast, and destroyed more than 100 fishing-boats and 132 lives. The sailors found a good friend in Sir William Hillary, whose residence at Fort Anne was only a short distance from where he (the Bishop) stood. It was stated that he was instrumental in saving more than

300 lives. When he saw the winter storms which raged around our coasts, and what a terrible danger the Connister rock was to storm-beaten vessels, he and his wife erected on it the Tower of Refuge, so that if vessels were driven on the rock, the weather-tossed mariner might find refuge. Sir William and Lady Hillary not only erected the Tower of Refuge, but they determined if possible to found a Society for providing lifeboats. The lifeboat had been known and had been in use for more than 100 years, but there was only one here and one there before Sir William Hillary originated the Lifeboat Institution. In the month of May 1824, that great meeting was held at which the Archbishop of Canterbury was in the chair, and William Wilberforce, the friend of the slave, was amongst those on the platform. Sir William Hillary and two members of Parliament organised that Institution, through the instrumentality of which there were now lifeboats on all parts of our coasts. Here, in the Isle of Man, there were six lifeboats. There were stories of noble rescues to tell of these lifeboats. One Sunday night, not quite two years ago, in October, a great storm broke on the coast, and in the early hours of a Monday morning a large vessel was seen to be drifting on to the coast. The lifeboat at Peel went out to the rescue, and after two hours of struggling reached the ship, and found there a crew of

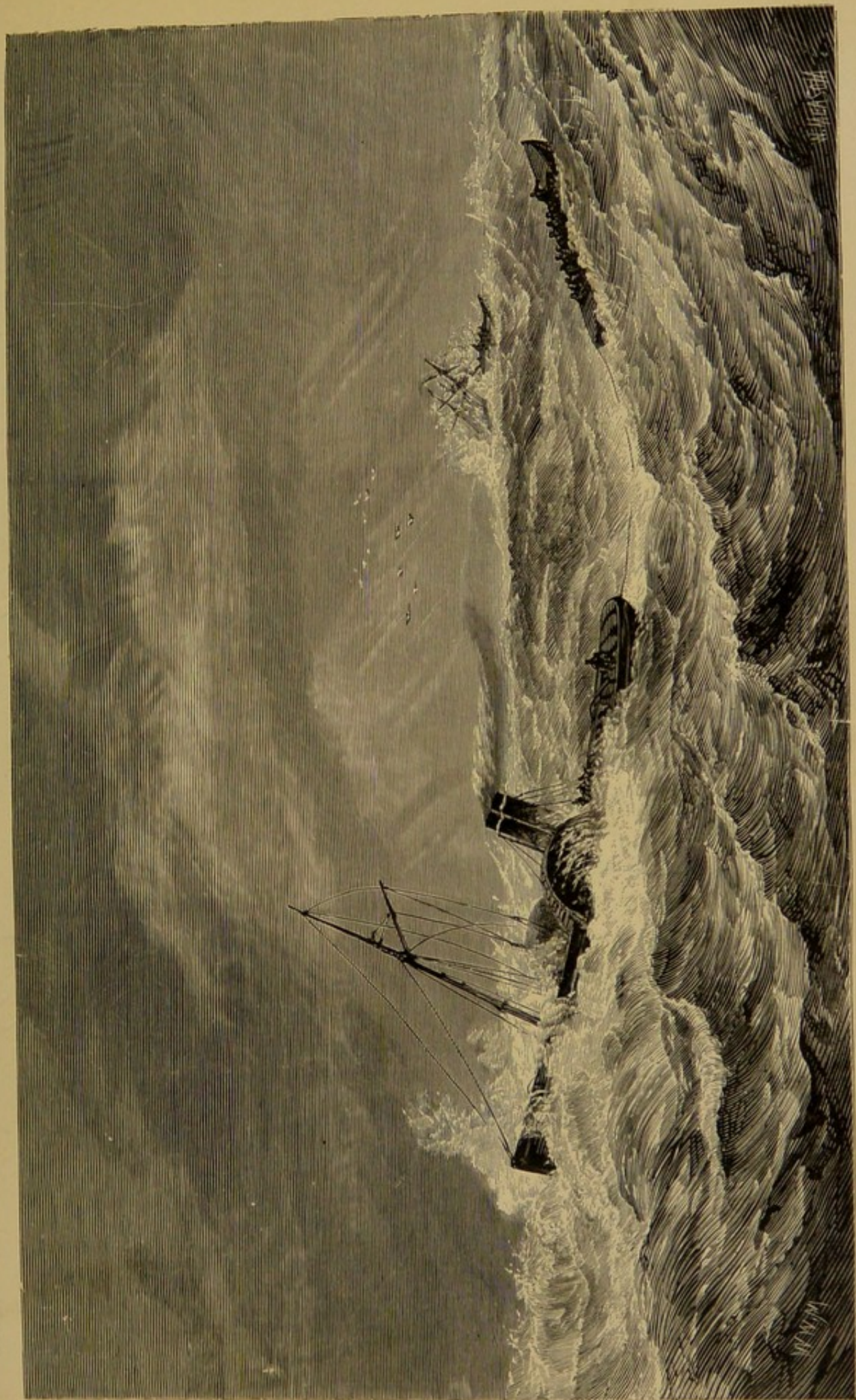


THE LIFEBOAT MEMORIAL GRAVESTONE, SOUTHPORT

From a Photograph by J. W. Wood, Marple, from 'Lifeboat Saturday Journal,' lent by Mr. John Heywood, Manchester.



THE UNIVERSITY OF MELBOURNE
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WRECK OF THE 'INDIAN CHIEF'



twenty-three in all, and that the captain's wife and infant child were also on board. He (the Bishop) need not go into details. When the lifeboat, after infinite toil and peril, arrived at the pier, the cry went up, 'How many saved?' The response was, 'All are saved'; and when the captain's wife was handed ashore with her baby wrapped in a canvas bag, and it was seen all the crew was safe, such a shout went up as was never heard in Peel before, and, as if in indication that God's blessing was upon the work, at that moment a rainbow was seen to span the sky. He (the Bishop) believed there was no more touching story of rescue than this, and what Peel had done, the men of Douglas—where there were two lifeboats—and Ramsey, and Castletown would do. He would ask all his hearers to remember the greatness of the work, and to remember also that the great Lifeboat Institution took its start in Douglas Bay, the first to begin it being the good man who lived at Fort Anne. He would ask every one of his hearers to give liberally to this Institution, and so help to man the lifeboats.

In connection with the second observance of Lifeboat Sunday at St. Anne's-on-the-Sea, the Rev. W. Elstub gave the following striking address, which also contains a short sketch of the rise and progress of the noble society on whose behalf he pleaded for the increased support so urgently needed.

After alluding to the various forms of philanthropy, he said :—

‘ I propose to speak to you on that aspect of Christian philanthropy which comes before us in connection with our “ Lifeboat Sunday,” with a view to awakening interest in an Institution the support of which has, upon the whole, been left in the hands of comparatively few.

‘ We have, I believe, from four to five thousand miles of seaboard, many parts of which render navigation exceedingly perilous. We have also a vast stake in shipping interests.

‘ Every year a large number of wrecks occur. From June 30th, 1889, to June 30th, 1890, there were, it is said, no less than 4344 wrecks on our coasts, making an average of nearly 12 wrecks a day.

‘ How little many of us realise what this means to thousands of our sailors in danger, and thousands more of their wives and children at home ! For long weary hours the sailor battles with the storm for very life ; sometimes he escapes into the open sea, sometimes succeeds in entering some harbour of refuge, or in getting safely into port ; but often he is overpowered by winds and waves, and with torn sails or broken masts, misled or driven in the storm and darkness out of his course, his vessel strikes some sunken rock or

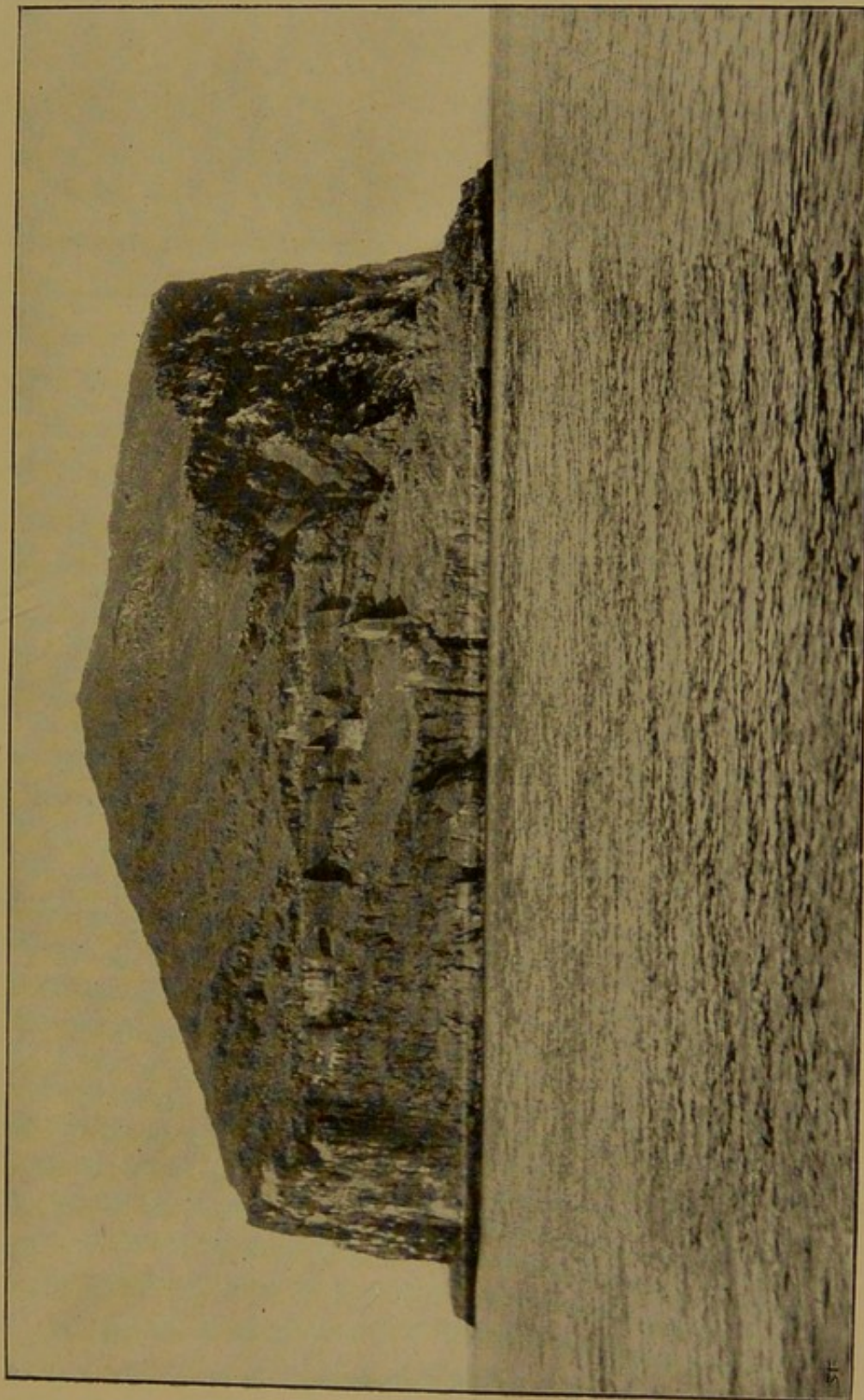
dangerous sandbank, and at once he is face to face with death.

‘It was not until a comparatively recent period that I partly realised what a sailor’s lot is at such a time. Yonder, off the Formby Point, on a stormy afternoon last December, a vessel was seen approaching from the northward, under steam and canvas, labouring heavily in a terrific sea. The old sailors on shore said she could not live for long in such a sea, nor did she ; within two or three hundred yards of the lifeboat-house she grounded ; her five men on board could see the lifeboat-house, and the lifeboat sign, and, climbing the rigging, they shouted for help. Their cries were heard through the storm ; the old lifeboat-men were ready for service, and one of them said, “We could have had all these men ashore in an hour had we but possessed a boat that could live in such a sea.” But there was no boat ; the Mersey Dock Board had removed their old lifeboat—this they considered they were justified in doing, no wreck having occurred there for a number of years. Night came on, the storm increased in fury, and the tide rose ; and as the night wore on it was noticed how one after another those cries for help gradually ceased ; one by one the five men were washed into the sea, and their dead bodies were left next morning on the shore by the receding tide.

‘As the tide went out, and I went down to examine the deserted ship ; as, looking along the shore, I saw the raft which had been thrown into the sea and then overturned ; as one by one the dead bodies of those sailors were brought into our village ; and as I thought of the feelings of these men that night—their hopes, their despair, their struggle for life—I realised as never before what means a night of storm to those in peril on the sea.

‘Each year, on this stretch of British seaboard, an average of fully 700 lives are lost, many ships are swallowed up, and much valuable property lost to the nation. Facts like these tell their own tale.

‘I propose now to trace the movement that led to the organisation of the National Lifeboat Institution. Until about a hundred years ago it seemed to be taken for granted that the annual drowning of thousands of our countrymen was an unavoidable necessity—the price to be paid for our maritime prosperity. But a hundred years ago a new spirit of philanthropy took possession of many Christian minds in England. Men like William Carey were roused to care for the heathen abroad ; others, led by Robert Raikes, were moved to care for our neglected children at home ; men like John Howard were roused to think of and look into the condition of the prisoners in our jails ; men like Wilberforce



THE BASS ROCK, FROM NORTH BERWICK



were roused to deal with the lot of the slave ; and Christianity generally assumed a more practical side than it had done for centuries.

‘ In that new movement our sailors were not forgotten. One hundred and seven years ago a man named Lionel Lukin, who, like many a noble originator of a great movement, went to his grave unrewarded and unacknowledged, invented a lifeboat which saved many lives, and in that way he had his reward. Four years later public interest was aroused by a storm which visited our east coast, in which the *Adventure* was wrecked off Shields. Thousands of people witnessed the wreck, but were helpless to save the perishing crew. The excitement of this disaster led to a public meeting to consult as to what could be done, and a prize was then offered for the best model of a lifeboat. But still no systematic means were provided for saving life. At length, through a storm which burst on the shores of the Isle of Man, wrecking 100 fishing-boats and destroying 132 lives, the Royal National Lifeboat Institution was originated.

‘ Sir William Hillary, of Douglas Head—a man who had often proved himself a real hero and a true philanthropist—was deeply moved by that storm. He set himself about to establish a Sailors’ Home ; he built the Tower of Refuge at the entrance to Douglas Bay ; and in 1824 he succeeded in

stirring up the public men of his day to a new sense of duty and responsibility, and the National Institution for the Preservation of Life from Shipwreck was founded in response to his appeals.

‘Now I come to ask, What has this Institution done to command English sympathy? We all feel its story is the story of one of the chivalries of our time; that it includes some of the noblest records of heroism in the naval history of our country; but do we know enough, after all, to lift us into practical sympathy with the work this Society is doing? I took up the other day last year’s Annual Report. Its records of dangers faced, of sufferings relieved, of lives saved, ought to be widely read. There are 303 lifeboats stationed at dangerous points along our coasts; there are well-nigh 17,000 men ready at any hour of the night or day to take up the oar on the errand of mercy when the summons to duty is given; 342 times last year were the lifeboats launched, and they succeeded in saving 568 precious lives; 168 more lives were saved by means of fishing-boats, whose crews were rewarded by the Institution; making a total last year of 736 lives saved.

‘Since 1824, when the Institution was formed, it has granted rewards for saving 36,179 lives, and to these are to be added 700 more men, women, and children

who have been rescued by the Lifeboat Service during the present year, no less than 379 being saved from one ship alone—the German Liner *Eider*—which went on the rocks off the Isle of Wight during a fog in February last. Within the last fortnight 29 men were rescued from the *Maxwell*, which struck on the Mersey Bar. When the distress rockets were fired, one of the Mersey Dock Board's boats¹ went out, but unfortunately she capsized, and three of her crew, after terrible sufferings, lost their lives. The deliverance was effected, however, by the National Lifeboat Institution's boat at New Brighton. And so, year by year, the story runs on—a story of heroism, of mercy, and self-sacrifice. But this work, like much other philanthropic work, is carried on with crippled resources. With a Christianity which professes to catch its spirit from Him who came not to destroy men's lives, but to save them, we British people still continue to spend more on how to destroy life than how to save it—an inconsistency which, it is to be hoped, the conscience of the nation will soon demand to be swept away. Meanwhile, we are called individually to lend a helping hand to this good work. In the "Lifeboat Sunday"

¹ The five lifeboats belonging to the Mersey Dock Board have since been handed over to the Royal National Lifeboat Institution, the Dock Board paying an annual subsidy for their support.

movement St. Anne's, I am told, has led the way. I do not wonder, for yonder, on your shore, on that pedestal of rock, in that figure of a lifeboat-man, booted and belted for his mission of mercy, stands a pathetic memorial of the heroism and self-sacrifice of your own sons, who perished in the attempt to save a shipwrecked crew—a memorial which will remain for years to come an abiding appeal on behalf of the lifeboat cause. It is fitting that you should thus follow, in your own way and according to your own means, in the steps of those who, in giving their lives for others, have followed the divine Christ of Calvary, who “came to seek and to save that which was lost.”

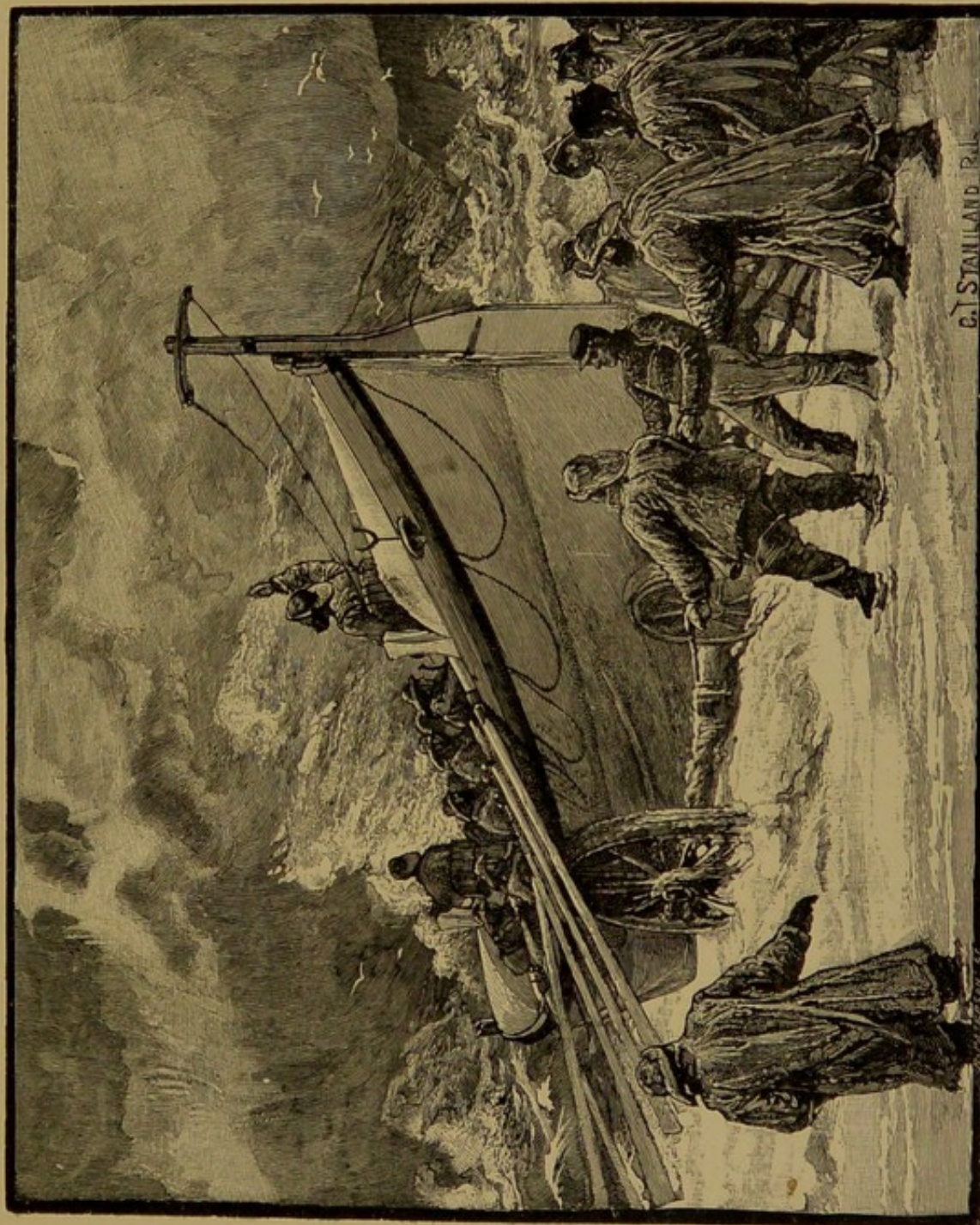
THE ROYAL NATIONAL LIFEBOAT INSTITUTION

IT is a distinct feature of the British nation that most of the great philanthropies of the country are supported by voluntary contributions, and in the case of the Royal National Lifeboat Institution the work also is largely carried on by voluntary aid. A glance at the list of names on the Committee of Management will show that it includes some of the most prominent men in the country—men whose time must be extremely valuable, and whose experience is equally so. It is not generally known to the outside world how much time and attention the active members of this Committee devote to the management of this Institution. On three days each month the General and Sub-Committees hold their meetings, the latter frequently having sittings of from five to seven hours' duration. In addition to the usual meetings there are

special meetings constantly summoned. This Committee is to the Lifeboat Institution what the Board of Directors is to an industrial concern, but without any emolument. At the meetings every detail in connection with the boats, slipways, carriages, and houses is thrashed out most conscientiously, first with regard to efficiency and then as to cost, and a structural and mechanical ability displayed and business capacity exercised which would be a credit to the directorate of any public company. The labours in connection with the financial part of the work are of an equally arduous nature. Many of the members of the Committee of Management have served for a long term of years, and it is impossible to estimate the value these services have been to the nation. Sir Edward Birkbeck, the energetic and enthusiastic chairman of this Committee, has rendered an immense service to the whole country, especially towards the saving of life at sea, by having successfully carried a motion in the House of Commons with reference to the provision of telegraphic and telephonic communication between all lighthouses, signal, coastguard, and lifeboat stations round the coast. A Royal Commission, of which Sir Edward Birkbeck is a prominent member, was appointed to carry this out, and he has devoted a great deal of his valuable time to the work. Then

there is the large number of honorary secretaries and branch committees throughout the country. The work of the honorary secretaries, at the stations especially, is far more arduous than is generally supposed. Many of these gentlemen also have been connected with the Institution for a great number of years. It will be seen, therefore, that the services rendered by honorary officials is a very important contribution, and one that is apt to be overlooked, but is nevertheless of the utmost value, and had these services been paid for it would have amounted annually to a very large sum. The lifeboat-men also must be classed as volunteers, since the pay they receive is much too small to compensate them for the risk, not only to life but of permanent injury to health, in consequence of the extreme exhaustion arising from long-continued exposure to cold and wet, and the fearful tax on nerve and mind, when for many hours, sometimes even more than twenty-four hours at a stretch, they are tossing in the lifeboat, waiting for a chance to reach the wreck, and only keeping the boat to her work by constant attention and continuous labour. The responsible officer of each lifeboat's crew is the coxswain superintendent, whose duty it is to keep the boat and gear in good order and take command when on service or exercise. The coxswain, sub-coxswain, bowman, and signal-

man each have an annual retaining fee, regulated in proportion to their responsibilities. The other members of the crew have no retaining fee, but they, as well as the coxswain, sub-coxswain, and bowman are paid for active services and quarterly practices. These payments are regulated according to the time of the year, and also whether the work is done during the day or night. It is obvious that no amount of money could adequately reward these gallant men for many of the services they render, but it is scarcely to the credit of the British nation that either they themselves or those dependent upon them should be allowed to suffer pecuniary loss, which has, unfortunately, too frequently occurred, hence the absolute necessity for increasing the income of this Institution. In all great philanthropic organisations paid officials, who devote the whole of their time to the work, are imperative. The exacting nature of the work of saving life at sea, as in the case of the Lifeboat Institution, renders this an absolute necessity, therefore a certain number of experienced executive officers are employed, and also an efficient secretarial staff. These executive officers and other officials are appointed, and their remuneration is regulated by the Committee of Management, and is on much the same scale as they would receive if they were in the Government service. They have,



THE LAUNCH: AWAITING A CHANCE



however, much longer hours, and are not entitled to the pension that Government officials enjoy after a certain term of service. The executive staff now consists of a Chief Inspector, Deputy Chief Inspector, and four District Inspectors of Lifeboats. The Chief Inspector and Deputy Chief Inspector are mainly employed at headquarters, and have, among other duties, to attend to and answer the extensive daily correspondence regarding the boats, etc. The work in connection with the stores, rockets, signals, life-belts, and all the innumerable and indispensable appliances for carrying on such a service also falls to their care. The four District Inspectors are principally engaged in visiting the numerous lifeboat stations on the coast, which they have to inspect twice each year, each Inspector having about seventy-five boats under his charge. They also drill and exercise the crews, and frequently do this in weather quite as bad as when the services of the lifeboat is required. They likewise check the stores, and do a great variety of work, such as conferring with the honorary officials and committees of the branches, reporting to them as to how they find the lifeboat, etc. They have also to carry on a large correspondence both with the Honorary Secretaries and headquarters. Should anything go wrong at a lifeboat station in their respective districts their duty is to be on the spot

as quickly as possible, no matter how far away they may happen to be. They are really the Admirals of the lifeboat service. The work of the secretarial staff is of an extensive and arduous nature. This can be readily understood when it is remembered that the Institution has over three hundred branches scattered throughout the United Kingdom. The Secretary has to be endowed with great tact in having to deal with so many honorary workers, which renders his post much more difficult than if he were a Government official; indeed this applies to all connected with the Institution, as not only has the service to be skilfully managed, but the money has to be found annually for carrying it on, a part of the work which Government officials have no experience of. The present Secretary of the Institution was an enthusiastic voluntary worker himself before he was appointed to his present onerous position, and was successful in raising thousands of pounds for the cause as Honorary Secretary of the Civil Service Branch of the Institution, a post which he still holds, doing the work in his leisure time, and by this means raises a large sum annually towards the funds. It is the opinion of some people that the work carried on by the Royal National Lifeboat Institution should be handed over to the State, but we think whoever reads these pages must be convinced that such a course

would be an enormous loss to the nation. Comparatively few realise the magnitude of the operations carried on by this Institution, and what the cost would be to the people of this country if the work of the numerous honorary officials throughout the United Kingdom were transferred to those paid by the State. Then again, if the Government had not only to provide and maintain the 303 lifeboats which are stationed all round the coasts of Great Britain and Ireland, but had also to pay the crews who man them a weekly wage, the annual expense would surprise most people. And even if the money were spent, could it be guaranteed that the work would be better, or indeed as well, performed as at present? Then again, the lifeboat-men are not accustomed to control of any kind, and it is doubtful whether any amount of remuneration would tempt them to submit to the dictation of Government officials. It must also be borne in mind that there is no coast in the world more dangerous, or which requires more local knowledge, than the British coast, and the amount of shipping that has to be dealt with also renders the possible casualties very much greater than on any other coast. The men to do the work are after all the principal factors any Government department would have to deal with if the service were taken over by the State. The Rocket Life-Saving service

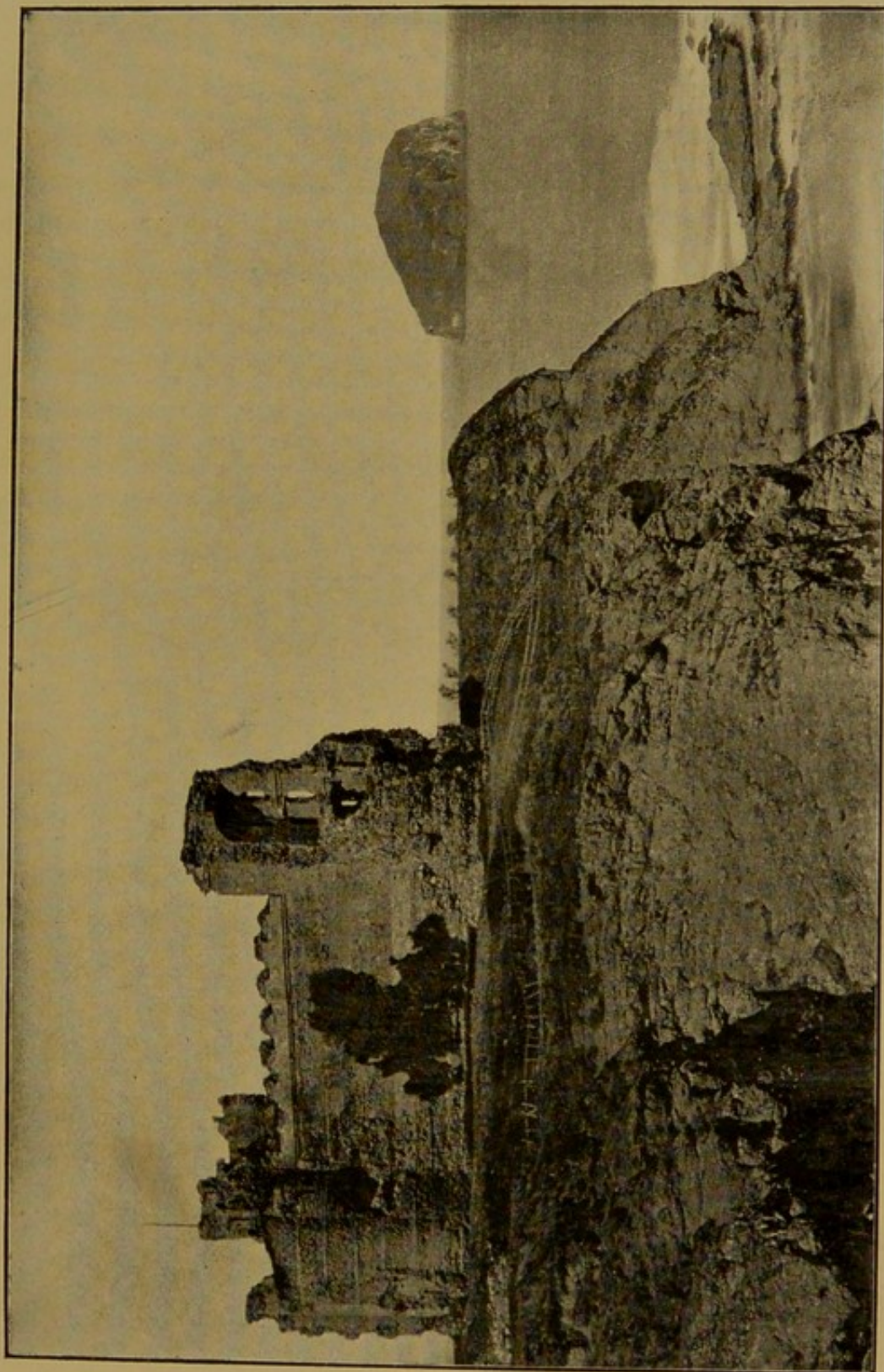
is worked under Government, but this is entirely different, no special local knowledge being required, the operations being carried on from the shore. Here discipline and training are of the first importance. This service is carried on by the Coastguard with the assistance of volunteers. In support of these views the following opinions of those thoroughly competent to judge are of the utmost importance:—

The Right Hon. Sir MICHAEL HICKS-BEACH, Bart., M.P., when President of the Board of Trade, stated at the Annual Meeting of the Lifeboat Institution, on 30th April 1892:—

‘In the work of saving life at sea the Lifeboat Institution takes the larger part, not only as regards the number of lives saved and money spent, but *also as regards the efficiency of the work done. I have never had brought before my notice one single case in which the crews of the Lifeboats have failed to do their duty.*’

The Right Hon. A. J. MUNDELLA, M.P., when President of the Board of Trade, said at the Annual Meeting of the Institution, on 18th March 1893:—

‘*No Government department could ever do the work as well as the National Lifeboat Institution. No Government department would ever maintain that alertness and alacrity which the Governors of this Institution have always ex-*



TANTALLON CASTLE, NEAR NORTH BERWICK



hibited ; and no Government department could ever evoke that generous sympathy with heroism which has characterised the work of the Institution. I trust the time will never come when the English public will abdicate their duty and their highest privilege of supporting such a noble Institution.'

The Right Hon. A. B. FORWOOD, M.P., when Secretary to the Admiralty, stated in public at Liverpool :—

'The Admiralty have no machinery whatever for working the Lifeboat Service, and *I am decidedly of opinion that the best, and indeed the only, way that this work can be carried on is by the existing organisation.*'

Royal National Lifeboat Institution

For the Preservation of Life from Shipwreck.

(Incorporated by Royal Charter).

FOUNDED IN 1824—SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

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District Inspectors of Lifeboats.

Northern District—KEPPEL H. FOOTE,
Esq., late Lieut. R.N., Alnmouth.

Eastern District—Com. T. HOLMES,
R.N., London.

Western District—Commander T. H.
WILLOUGHBY BEDDOES, R.N., Bristol.

Irish District—EUSTACE W. C. STRACEY,
Esq., late Lieut. R.N., Dublin.

Engineer and Architect—W. T. DOUGLASS, Esq., M.Inst.C.E.

Consulting Naval Architect—G. L. WATSON, Esq.

Surveyor of Lifeboats—Mr. J. LUTHER EVANS.

Bankers—Messrs. COUTTS & Co., 59 Strand.


Treasurer—HUGH LINDSAY ANTROBUS, Esq.

Solicitors—Messrs. CLAYTON SONS & FARGUS.

Auditor—SAMUEL LOVELOCK, Esq., Public Accountant, F.C.A.

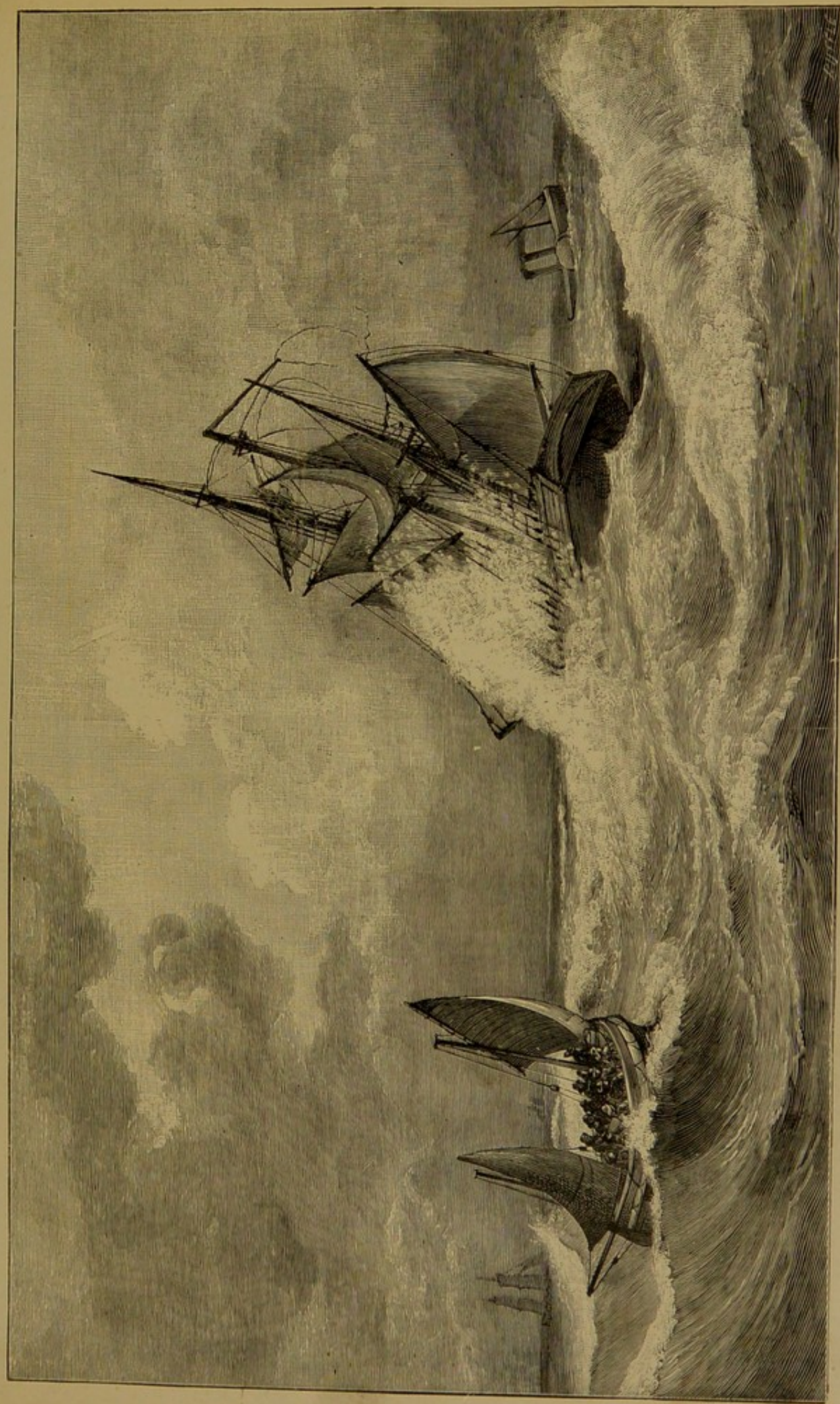
CAHORE STATION

JOHN S. SINNOTT, Esq., *Hon. Secy.*

 HE following verses give a vivid picture of the fearful dangers that may at any time overtake the crews of lifeboats. In them we have the rare advantage of having the scene described not only by an eye-witness, but by the chief actor in what was nearly becoming one of the most awful tragedies conceivable, but which was turned by the lifeboat crew into a noble rescue, and commemorated at the time in good healthy British fashion by a substantial dinner.

Mr. William Potter, the gallant Coxswain of the Lifeboat, prefaces his verses with the following narrative:—

‘Eight of the American seamen got into my lifeboat. The captain and the remainder of the crew hesitated to follow their example. I then watched an opportunity, and got on board the ship, and tried to impress on them the necessity of abandoning her, as the gale was fast increasing, and there



THE LIFEBOAT 'SAMUEL PLIMSOLL'



seemed no possibility of saving the ship. A heavy sea at this time struck the lifeboat, filling her to the gunwale,



WILLIAM POTTER.

when an American seaman, not knowing the self-freeing capabilities of the boat, and fearing a repetition, immediately

seized a hatchet, and cut the hawser. The boat could not regain the ship, and they ran her on shore at Blackwater. During the afternoon some of the bales of rags were found to be on fire, and I now describe in verse what occurred until our rescue by the Courtown lifeboat.'

THE ship in her forehold ¹ is now seen on fire,
 And terror strikes all with present'ment so dire ;
 Whilst the seas lash ² her stern, and her stout quarters
 crumble,
 'Neath the blow of the great waves that over them tumble.

No 'escape there seems now, for destroyed are our boats,
 And their planking and gear all round the deck floats ;
 But they 're soon borne away by the waves' furious rush
 That tears off her bulwarks, and the strong timbers crush.

And the smoke, the dense smoke from her forehold 's now
 seen,
 Whilst the fire works its way to her strong decks between ;
 And its loud crackling noise we distinctly can hear—
 Like the knell of a death-bell it sounds on each ear.

¹ The ship's cargo consisted of scrap-iron and bales of rags, which were stored in the forehold.

² The ship was lying stern on to the wind and sea.

But, oh ! what a glorious sight burst on our view !
'Tis a lifeboat of mercy, manned by a brave crew,
Every muscle they strain, and her bows breast the wave,
As she enters the great seas our lives now to save.

With breathless anxiety we watch the bold few,
As she rides on the billows, and again 's lost to view ;
But anon she emerges and empties herself free
From the volumes of water poured in by the sea.

Wending her way, and to seaward careering,
The lifeboat's blue sides are quite plainly appearing ;
But each moment of time seems to us now an age,
For the flames will soon burst forth and furiously rage.

For their safety we pray from our shelter on high,
And we cheer them, and wave as their grand boat draws
nigh ;

For full well we know that the lives of our few
Depend on the coolness of the gallant boat's crew.

Onward they come, every muscle they 're straining,
For the thick smoke they see, and they know the fire 's
gaining ;

And well they know, too, as the distance decreases,
'Tween the doomed ship and boat, the danger increases.

For the great waves with fury are now o'er her breaking,
 And from stern to foremast her dark sides are raking :
 But her bows ¹ from the water are secure and kept free,
 Where the fire fiercely burns and the smoke blown ² to lea.

What now are our feelings towards the crisis so dire,
 'Tis a race for our lives 'twixt the lifeboat and fire !
 And, oh ! what excitement that moment we feel,
 As her anchor's let go, and she swings off our beam.

They soon edge towards us, and cautiously keep
 Their boat's bow to the seas, that high over her sweep ;
 And caution they need, for the strong crossing tide,
 Exposes her broadside—she's flung on her side.

And, oh ! what dismay for an instant we feel,
 As we now from our shelter can plain see her keel :
 But joy fills each breast as the lifeboat, victorious,
 Rights again on the sea, to our view indeed glorious.

Again on their thwarts the brave crew take their place,
 Determined once more the great danger to face,

¹ The ship's after-part had settled well down in the marl, causing her bows to rise, thus keeping the water confined to her after-part.

² Had the smoke blown towards us we would have been suffocated, or had to jump overboard.

But a line with a buoy is now flung in the tide,
It shoots out towards her, and is hooked o'er her side.

We are saved ! we are saved ! we are saved is the cry !
For the boat is now steadied by the line from the buoy ;
They haul off towards us, they ease off the hawser ;
Her position is gained, she 's secured 'fore our quarter.

All is activity now, and each man in his turn,
Swings from the main-yard that shall soon fiercely burn ;
Lowers himself down, and escapes from his grave,
Where he 's caught in the arms of the stalwart and brave.

The boat is hauled off from the ship now in flames,
And the fire o'er the water its victory gains.
But the flames bursting forth have to us lost their horror,
Which a moment before we gazed on with terror.

A slant is now watched for, the anchor we trip,
The ropes, too, are cut that bound us to ship,
Then away on the crest of each wave the boat flies,
With the drogue towing astern, on which safety relies.

The dread bank being crossed, and our lives now secure,
In water that's smooth we the lifeboat then moor,
To gaze on a sight so terrific and grand,
Illuming the night from the ship to the strand.

The flames from her bows fiercely fly up her stays,
 And her foresail ¹—foretopsails are now all ablaze ;
 And they circle and twist round the tarred ropes on fire,
 Till the mainsail is caught with destruction that's dire.

Soon the mizzen's enveloped from its truck to her deck,
 And the remnants of charred spars fall thick round the wreck ;
 But they're soon borne away by the waves and the tides,
 And naught now remains but her ribs and her sides.

Now all is darkness and gloom where 'twas brightness
 before,

As we trip the boat's anchor and beat along shore ;
 Till her station ² is gained, where she's moored by the pier,
 And the rescuers and rescued get cheer after cheer.

.

We are brought to an inn where we meet with good cheer,
 With the best of roast-beef, and with Guinness's beer ;
 And I look on the careless as each bottle they free,
 Who in danger proved heroes, and fought 'gainst the sea.

WILLIAM POTTER.

¹ At the time of the fire all sails were set for the purpose of trying to force her over the bank.

² Courtown Harbour.

HAYLING ISLAND STATION

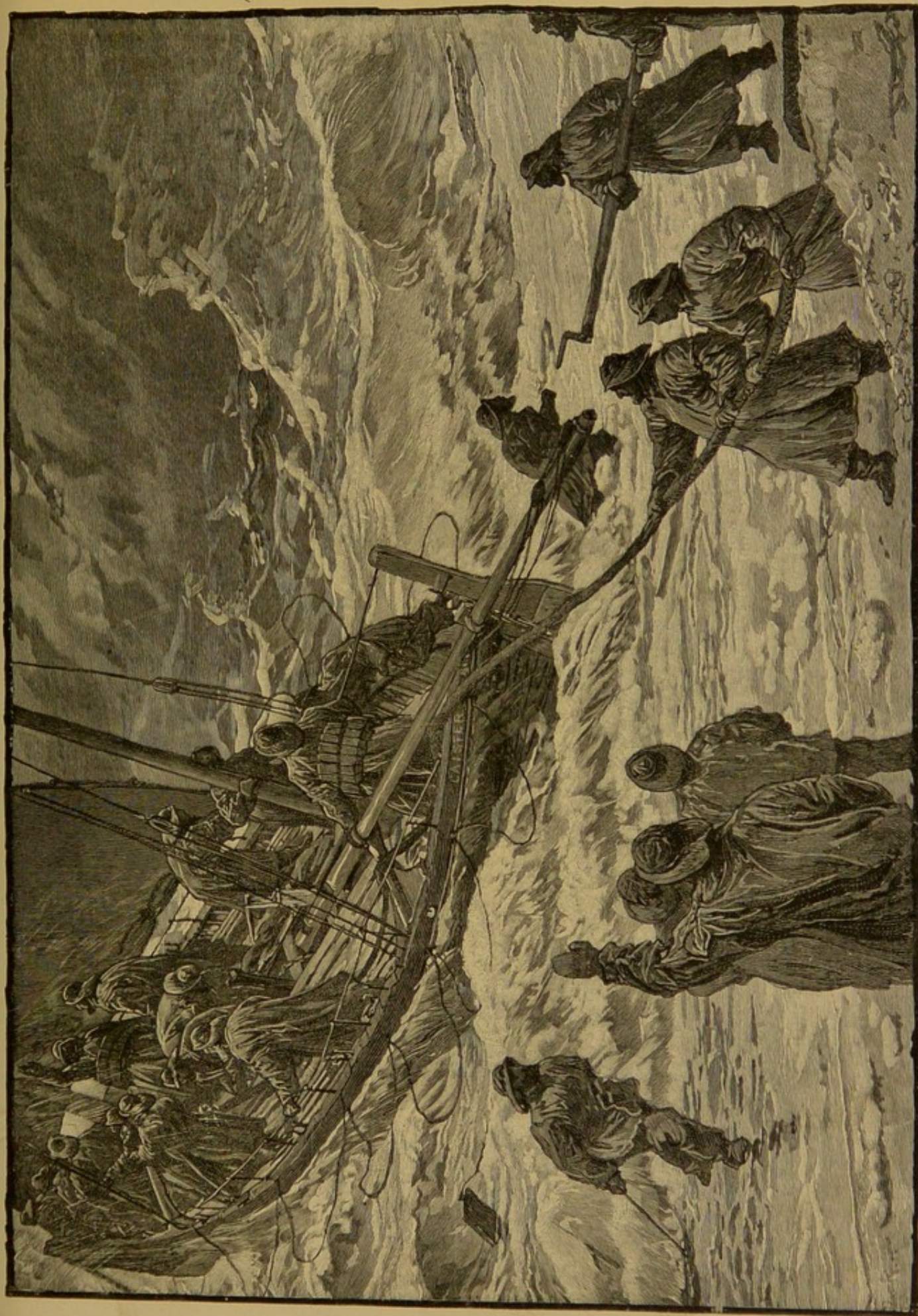
H. R. TRIGG, Esq., *Hon. Secy.*



HIS place has been the scene of many sad shipwrecks. On the occasion of the great storm which raged on our shore on January 14th, 1865, the ship *Ocean*, of Plymouth, struck upon the bar at the entrance to Langston Harbour. Major Festing, then residing on the island, seeing the peril of the ship and the crew, volunteered to go to their rescue. He was joined by eight of the Hayling fishermen. On this occasion they went out in a boat belonging to Cumberland Fort; the sea ran exceedingly high; several times the boat with its gallant crew were nearly lost. They, however, saved the lives of three of the crew, the others having perished; and the vessel became a total wreck. The heroism of Major Festing and his companions excited much interest, and attracted the attention of Messrs. Leaf, Sons, & Co., of Old 'Change, London, who presented to the Institu-

tion the cost of the Hayling lifeboat; which was shortly afterwards launched under the name of the *Olive Leaf*.

At the close of the same year a barque was wrecked near the same spot. The lifeboat and crew saved fourteen lives on this occasion. Since then there have been saved eighteen lives from the barque *Lady Westmoreland*, of Newcastle, and seven lives from the brig *Lisbon*. The *Olive Leaf* becoming unfit for service, the present boat, named the *Charlie and Adrian* was presented by L. T. Cave, Esq., of Ditcham Park, Petersfield, Hants.



THE LAUNCH



CADGWITH STATION

JOSEPH NICHOLLS, Esq., *Chairman.*

Rev. J. J. MALLOCK, M.A., *Hon. Sec.*



THE following appeal for the widow and orphans of a brave coxswain who perished in most sad fashion in 1891, is well worth record in the present collection of deeds of heroic bravery.

Although the particular object for which it was written has been fulfilled, with a ready response that speaks volumes for the sympathetic nature of the hearts of the British public, the letter is interesting from a wider point of view. The case is eminently a typical one, and the simple and unaffected style of the composition of the appeal shows in a clear and straightforward manner something of the noble natures of those who are ever ready, with their own lives in their hands, to go forth and do battle with the hungry billows for the lives of their fellow-men.

DEATH OF A GALLANT LIFEBOAT COXSWAIN.

A letter addressed to the Editor of *The Times*, September 14th, 1891.

SIR,—I doubt not that there are some amongst your readers who know the wild rocky coast around the Lizard, and one here and there, perhaps, who has had the misfortune to be shipwrecked hereabouts. Such readers as these will hear with deep regret of the death of Mr. Edward Rutter, for twenty-four years the coxswain of the Cadgwith lifeboat. Ever an industrious man, on Friday, the 4th inst., Rutter was busy with his fishing, when others of his neighbours had gone off to a regatta, when, owing probably to his not being able to move quickly enough to let go the sheet, his boat was capsized by a sudden squall. The accident was witnessed by a lady and her children from the shore, and a boat quickly put out to the rescue, but as it reached him, swimming steadily but slowly towards the rocks, he was found to be exhausted, and he could but exclaim, 'O Dick!' to his friend in the boat before he gave one last gasp and died, probably from failure of the heart.

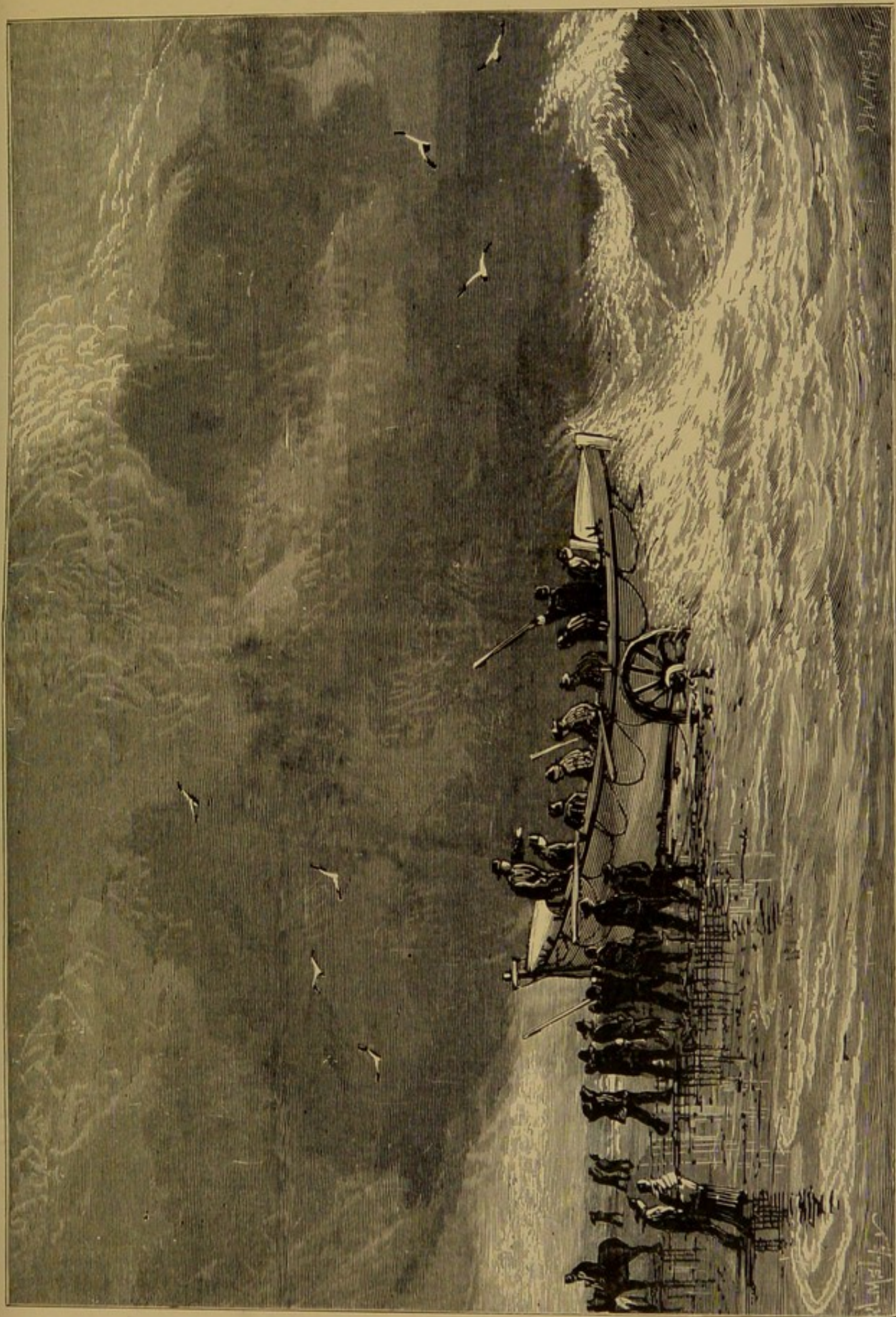
This is a sad end for a man, who, as coxswain, has gone out in all weathers and faced all risks to save life on this dangerous coast. During the twenty-four years he has been in charge of our station he has been out on service some

twenty-eight times, and on such occasions the boat has often been in the water within five minutes of the signal being fired by the coastguard, thus showing the perfect order in which the boat's gear was kept. Of course, often enough on such occasions no lives were found to be in danger, but nevertheless Rutter had his share in saving over sixty. His record of life-saving is longer than that of the Cadgwith lifeboat, and stories are told of the risks he ran in saving life before the Institution placed one of its boats in the cove. Now, alas ! his own life has been lost in that treacherous sea he knew so well, and worst of all, his widow and five young children are left quite unprovided for, as is so often the case in these fishing villages, where the earnings are so precarious ; and yet, though perhaps he is to blame for this, it hardly seems right that the widow and children of a man who has done such gallant work for the shipping of the English Channel should be left to starve, or yet to the tender mercies of the parish. It is told of Rutter that some thirty years ago, when a vessel was breaking up on the rocks off the Lizard, his simple appeal to the crew that hesitated to row him in a small boat alongside amid the surf, the broken spars, and the tangled rigging was, 'Why, the men will drown—the men will drown ! you are not going to let the men drown, are you ?' And now we have to make a like

appeal on behalf of those he has left behind. 'They are in want—they are in want! you are not going to let the widow and children of such a man want for food, are you?' . . . —I am yours, etc.,

J. J. MALLOCK,
Hon. Sec. CADGWITH L.B.

ST. RUAN RECTORY,
RUAN MINOR, R.S.O. CORNWALL.




READY TO START



MONTROSE STATION

A. MEARNS, Esq., *Chairman.*

Bailie ALEXANDER, *Hon. Sec.*

E are indebted to Mr. A. Balfour for kindly supplying the following facts regarding the history of this station, which are taken from the columns of the *Montrose Review*:—

HISTORY OF THE MONTROSE LIFEBOATS.

The history of the Montrose lifeboats dates back to the year 1807. The first formal meeting of those interested in procuring a lifeboat for the port was held on 6th May of that year, at which a committee was appointed to raise funds, and it was resolved to commission Mr. Henry Greathead, of South Shields, to build a lifeboat, at a cost of £130. In a letter from Mr. Greathead to the Committee, he makes reference to a lifeboat that had been stationed at Montrose even prior to 1807, and which probably had been one of

five lifeboats which Mr. Lewis in his interesting book, *The Lifeboat and its Work*, mentions was built for Scotland by Mr. Greathead before the end of 1803. Towards the cost of that new boat a donation of £50 was obtained from the Committee of Lloyd's Coffee-House, along with nine guineas of private subscriptions. The minutes of the Committee meeting contain one or two slight allusions to services rendered by the boat, which, it would appear, had never been 'kirsened,' as she is only spoken of as the lifeboat. The Committee seem to have had a continued struggle, owing to a considerable debt incurred in providing a carriage for the boat and erecting a boathouse. In June 1818 the boat and her belongings were transferred to the Magistrates and Town Council, on their paying off the debt which the Committee had incurred, amounting to about £50; and in December of the same year she was in turn handed over to the Harbour Lights Committee, who built the present light-keeper's house with lifeboat-house underneath. In 1838 the above boat was superseded by a new lifeboat, built by Mr. Wm. Wake, Sunderland, for £111, on the most improved principles then known, and which was supported by an assessment on all vessels entering the port. When the Montrose Harbour Act was obtained in 1839, the lifeboat—which, we are told, had

done good service—and apparatus were handed over to the Lifeboat Committee, composed of shipowners and shipmasters, along with £370 of accumulated funds. That sum formed the nucleus of the £600 which is now vested in trustees, who are elected annually, and the interest from which—£30—has, since 1869, been annually voted to the Royal National Lifeboat Institution, the Committee having in that year affiliated with that Institution. The Committee of the Institution at once decided to appropriate to the station the munificent gift of the Mincing Lane merchants, and a new boat, named the *Mincing Lane*, 33 feet by 8½ feet, on the self-righting principle, pulling ten oars, was built, as well as a house and slipway for its accommodation, close to the old house, in which the old boat, renamed the *Roman Governor of Caer Hûn*, was still kept for service. A small service boat is always kept in readiness on the south side of the river to ferry the crews across, they being drawn from the Ferryden fishermen. The old boat was replaced in 1874 by a new one, 30 feet by 8 feet, pulling eight oars, the gift of Mr. Davies Griffith, of Conway, who had given £400 to the Institution to defray the cost. The same name—*Roman Governor of Caer Hûn*—was given to her. This designation was suggested to Mr. Griffith by his friend Mr. Gladstone, the Prime Minister, on account of Mr.

Griffith having on his property in North Wales the remains of a Roman encampment resembling one near Rome which Mr. Gladstone had seen. The district protected by the Montrose lifeboats includes Lunan Bay, and Montrose Harbour and bay as far north as the river North Esk, a range of about 10 miles. In consequence of the large number of vessels which stranded near the mouth of the North Esk, and the consequent delay in carrying the smaller or surf-boat over land to the scene of the wrecks, it was resolved to place a third boat in that district, and with this object in view a house was built at Kirkside salmon-fishing station, on the north side of the old mouth of the North Esk. At that station a new ten-oared boat, named the *Resolute*, was placed, to be in readiness when any vessel should drift ashore in that dangerous and isolated locality. The *Resolute* still occupies the house there, but from various causes she has never been brought into active use, and we understand it is in contemplation to remove the boat and station altogether. In 1887 the *Mincing Lane* was superseded by the splendid twelve-oared boat *Augusta*, which now occupies the new house at Montrose, and in 1889 the *Roman Governor*, after having been fifteen years at this station, was replaced by the ten-oared boat *Bessie Webster*, which was publicly launched on 28th December, and was

the gift of Mr. George Webster, merchant, London, a native of Brechin. Mr. Henry Lindsay, Collector of Customs, was the first Hon. Secretary to the local branch, and he was succeeded by Collector Edwards, on whose retirement Mr. James Warrack was appointed. For about twenty years this gentleman held the office, and under him the life-saving institution at Montrose has been brought to a state of excellency. Mr. Warrack retired from the secretaryship in 1890, and the Institution, in recognition of his twenty years' valuable service, presented him with their thanks engrossed on vellum and framed, together with an aneroid, bearing a suitable inscription. The branch have been fortunate in securing an equally energetic Secretary in Bailie Alexander. For a number of years back, Mr. D. Clark, lighthouse-keeper, discharged the duties of boatkeeper with great efficiency, and it was only recently he retired, Mr. Stewart Munro being appointed his successor. The station is a model of cleanliness, everything being in its proper place, and in readiness when occasion requires; and altogether there is no better equipped port than Montrose for the saving of the lives of the unfortunate sailors whose vessels are cast ashore during bad weather.

There is only room to record one or two instances of the services rendered by the Montrose lifeboats and their

gallant crews. The following facts speak for themselves :— When Mr. Warrack retired from the secretaryship in 1890 he mentioned in his letter that, since the reorganisation of the lifeboat crews, twenty years ago, the *Mincing Lane* had been the means of saving 140 lives, the *Roman Governor* 89, and the *Augusta* 18, besides many cases of valuable assistance in attending fishing-boats over the bar in sudden storms. With the exception of the very first case, in 1869, when three unsuccessful attempts were made, on a dark stormy night, to save the crew of the *Hermes*, wrecked on the Annat Bank, the Montröse lifeboats have been uniformly successful. Several cases of daring rescues have been witnessed in the Bay. On the 21st December 1872, the *Mincing Lane*, William Mearns, senior, coxswain, crossed the Annat Bank in a heavy south-easterly gale to rescue the crew of the *Henrietta* of Memel, stranded to the north of the Bank. When 100 yards or so from the ship the lifeboat was struck by a heavy sea and capsized, and when she righted, five of the crew, including the coxswain, were floating away to the leeward. Knowing that, with their cork lifebelts on, the men would float, the remainder determined to save the brig's crew first, and then pick up their own men. Having obtained communication and succeeded in rescuing a portion of the crew, they then pulled after and

picked up their floating comrades, deeming their own men were by that time in greater danger than those on the brig. The rest of the crew of the *Henrietta* were subsequently rescued by the other lifeboat, which had been launched on No. 1 boat being capsized. William Mearns, the coxswain, was struck by the rudder and rendered almost insensible, but the most unfortunate part of the accident was that Alexander Paton, one of the lifeboat crew, died a few days after from the effects of the exposure. The silver medal was voted to each of the coxswains, William Mearns and William Mearns, jun., in acknowledgment of their gallant services in the lifeboats on that occasion. On a later occasion the Parent Committee expressed their appreciation of the excellent services of the Montrose lifeboat-men by a vote of thanks, inscribed on vellum, to the crews and coxswains, David Duncan and James Watt, worthy successors of the two Mearns, in recognition of good service in saving life. Fortunately, very few casualties have happened on our coast during the past two or three years ; and although the present coxswains, James Watt and Thomas Watt, and crews have not had the same opportunity of distinguishing themselves in the noble work of saving the lives of their fellow-men, there is no doubt when occasion demands they will prove as courageous and self-sacrificing as their predecessors.

THE OLD REDCAR LIFEBOAT

Captain JOHNSON, *Chairman*.

J. M. MEEK, Esq., *Secretary*.



THE following interesting communications, as well as the photographs from which the illustrations have been produced, were supplied by Mr. T. H. Nelson, Member of the Lifeboat Committee:—

This boat, the *Zetland*, was one of the first lifeboats on the east coast. It was built in 1802, and has been the means of saving upwards of 300 lives. In 1859 the Royal National Lifeboat Institution took over the management of the station, and, in 1864, the old boat was superseded by the *Crossley* (presented by Messrs. Crossley and Sons of Halifax). The old boat was condemned, and removed to Stockton-on-Tees, but by the efforts of the late Earl of Zetland she was restored to the Redcar fishermen, and is now housed at the east end of

the town. The following verses were composed by the late Viscount Stratford de Redcliffe, who was visiting at Upleatham (the seat of the Earl of Zetland) at the time the old boat was removed.

THE OLD LIFEBOAT

THE Lifeboat, oh! the Lifeboat, we all have known so long,
A refuge for the feeble, the glory of the strong;
Twice thirty years have vanished since first upon the wave
She housed the drowning sailor, and snatched him from the grave.

Let others deem her crazy, nor longer fit to breast
The surge that, madly driven, bears down with foaming crest;
But we, who oft have manned her, when death was on the prow,
We cannot bear to leave her, nor will we leave her now.

Our fathers, long before us, her worth in danger tried;
Their fathers, too, have steered her, amidst the boiling tide;
We love her,—'tis no wonder,—we can but follow them;
Let Heav'n, but never *word* of man—the dear old boat
'condemn.'

The voices of the rescued,—their numbers may be read,—
 The tears of speechless feeling our wives and children shed,—
 The memories of mercy in man's extremest need,—
 All for the dear old Lifeboat, uniting, seem to plead.

The Power unseen that lashes to storm the briny pool,
 And, when the blast is keenest, forbids our hearts to cool,—
 The hand of earthly kindness, that gave our Boat its life,
 That made it, bird-like, flutter o'er waves in deadly strife,—

And now that Kindred Spirit, who makes the poor His care,
 Shall heed our fond remembrance, nor spurn the seaman's
 prayer :

Another craft, and brighter, may stem the raging gale ;—
 Thy plea of sixty winters, old friend ! can never fail.

Thine age shall be respected, thy youth perchance restored,
 And sires and sons together shall press thy heaving board :
 No fear that storms be wanting : and, call it old or new,
 We 'll cheer the boat that 's foremost to save a sinking crew.

UPLEATHAM, *Sept.* 1864.

The last occasion on which this boat was on service was during the great gale of 28th Oct. 1880, when it saved the crew (7) of the brig *Luna*, the other lifeboats being on

duty at the time. In the year 1867, the *Crossley*, after saving 6 lives, was transferred to the neighbouring port of Middlesbrough, and replaced by the *Burton-on-Trent*, the cost of which was defrayed by subscriptions collected in that town. This boat saved 61 lives, and, in 1884, was replaced by the present boat *The Brothers*.

The Free Gardeners' Boat, *Emma*, was presented in 1877 to the fishermen by the Society of Free Gardeners. It was afterwards handed over to Mrs. Dawson, of Otley Hall, who had generously offered to support it, and she continued to do so until the time of her death. Since then, her son, Lieutenant-Colonel Dawson, has been at the expense of maintaining the boat.

YARNS OF WRECKS AT REDCAR IN THE OLDEN TIMES, AS SPUN BY JACKIE STONEHOUSE

The following 'yarns' are from the recollections of Jackie Stonehouse, the oldest fisherman of Redcar. He is now in his 87th year, but can talk about occurrences 60 and 70 years ago as though they had taken place yesterday.

The first 'yarn' relates to the wreck of the brig *Ovington*, of Newcastle, from London, with a general cargo, valued at £40,000. Weather very stormy, wind from N.E.,

13th October 1822. She came ashore at Redcar: the crew of 13 were rescued safely by the help of a coble, but one boy died afterwards.



JACKIE STONEHOUSE

Old Jackie begins as follows :—

‘ Ah knaw as weel about it es if it was tae-neet,— it was belaw Reed-Howls, an it was sike¹ a ship as niver cam tae Ridcar—naebody expected, they wadn’t creedit it, ’at there

was onybody alive on her, wi' t' sea bre-akin' ower her as it was; Ah tell ye, there was nae ship tae see at ahl at tahmes²; they sees her comin' doon afore t' sea an' she fetches up in t' Inner-heat.³ It was rayther grey, duskin' in, an she drops baith her anchors, wi' 'ighty fadoms⁴ o' chine⁵; they cuts t' foremast away, an' efther that it tak t' mainm'st off by t' top; that was all t' stick 'at was left. It was a seet for onybody tae see; she drave reet across t' Laad⁶, baith anchors draggin'. Now then, t' neet closens in, an' they knew she wad come ashooore, an' there was ten fellows (they had five shillins apiece) tae laak⁷ for her: they knew she wad be ashooore owther i' pieces or yall.⁸ Noo, then, t' drum went about for t' Lifeboat. Noo then, bein a leet cargo, she cam reet up, an' sae, as there was ha-ardly watter for t' Lifeboat, they taks a cobble.⁹ Noo then, she was bro-adside on, an' that brak t' sea; they rows alang-side an' gits aboo-ard, an' fand a young chap, 'ighteen yee-ars owd, an' there was twea wimmen abooard; they gits this young man an' puts him intae t' cobble, an' they taks him tae t' 'Croon an' Anchor,' an' he rowls ower—he was alive, mahnd ye! an' for ahl that he was starved tae dee-ath! Noo then, t' doctors sez when a man's blud gits storken¹⁰ it's ahl ower'd wiv him! Noo, see'st thou, ah niver seed sike a shockin' saht¹¹ as those twea

wimmen; they were up tae t' chin i' watter in t' cabbin.' Ah niver seed sike a saht. They hed gone up tae Lunnon tae meet their husbands, an' were comin' as passingers tae Sunnerland. Noo, see'st thou, there was twea chaps frae Marske, an' they tak their co-ats off an' lapped them round those twea wimmen, an' they taks them away tae t' 'Croon an' Anchor.' Ah niver seed sike a saht as those twea poor wimmen i' mah life. There was hunders an' hunders o' cheeses in that ship. She was six weeks, an' men was employed in takkin' t' cargo down tae t' Tee-as¹² an' shippin' it boo-ard three sloops. T' crew was ahl saved, barrin that young chap 'at ah telt ye about.'

The wreck of the Esk, of Whitby, a Greenland whaler, laden with whale oil, bound for Whitby. Storm from N.E. 7th Sept. 1826.

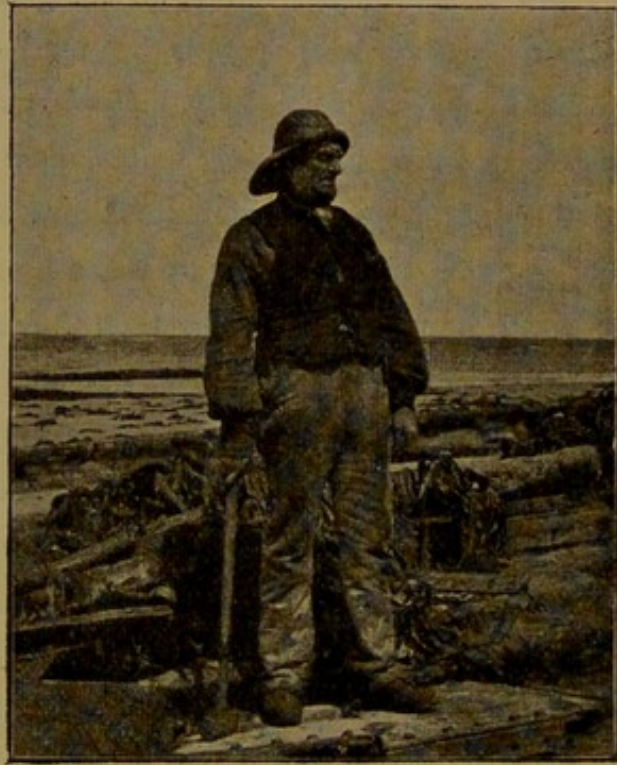
'Aye, Ah mahnd as weel as can be! She was seen oot here iv aboot twinty fadom o' watter: there was 'ight-an'-twinty o' a crew. Noo then, it starts tae leehten up—wod hed been sint roond 'at a grit ship was comin' in—an' she begins tae brik up, seas was lappin' her up, an' ya'¹³ pairt went ya' way an' t' other pairt anither way, an' all t' crew was weshed off, an' ahl was droonded but three—yan o' t'

chaps 'at was saved sed, "whereiver there was a piece o' wood there was fahve or six men tryin' tae git hod." (Noo then t' wha-ale-ba-an¹⁴ iv a wha-ale fish i' them da-ays was just lahke a cod's gills, in lays,¹⁵ lahke, an' its' gotten oot i' bla-ades. Hain't ye iver seen yet-posts¹⁶ mad' o' t' jaw-ba-anes?) When they were comin' yam,¹⁷—but Ah'll nut believe t' repo-orts 'at was sed,—they puts intae t' Tyne, an' they sed t' captain was a passionate fellow, but nut a bad sort nowther; frae what Ah hear he was a kind-hearted chap, he was yan o' that soo-art. Why then they sed when he comes oot o' t' Tyne, he sez he wad hev her owther i' Hell or Whitby that neet, but Ah dee-ant creedit that ta-ale. She cam ashooore at Reed Howls; Ah seed her frae t' watter idge; Ah was nobbut a young chap i' them da-ays.'

The wreck of the Dutch galliot Berhardina, bound for Hull, with a cargo of bark and bones. Wind N.E. 25th Nov. 1830.

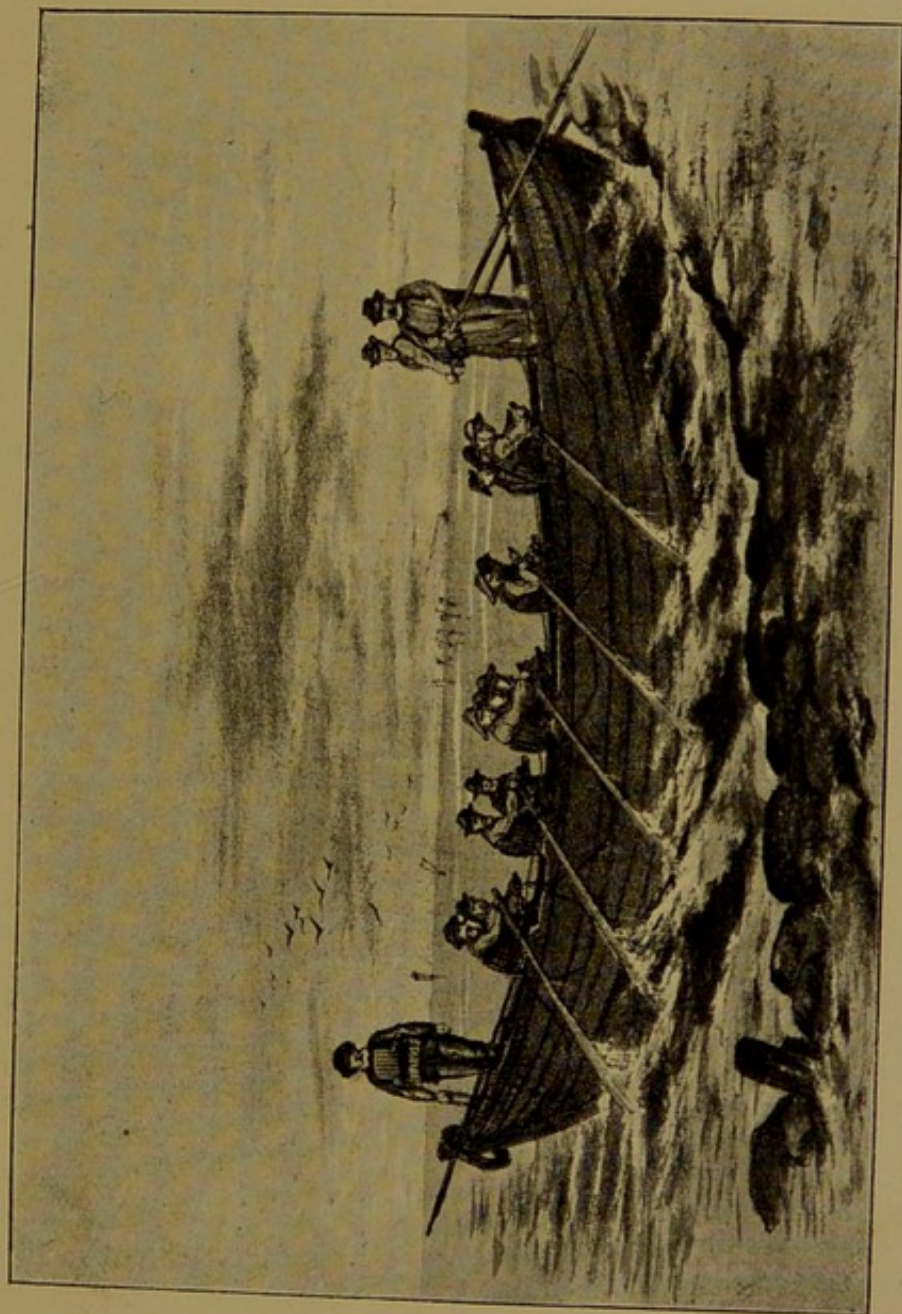
'Was Ah iver tellin' ye aboot that Dutch galliot? Noo then, she dra-ave intae Sa-atburn Bay wi' t' flood tahde,¹⁸ an' fetches up o' Dowedale-Scar. There was neea wind, an' she drops her anchor. Why then her crew foond t' sea was growin' despate heavy, an' sae they gat their own boat oot an' pulled doon tae Huncliff, an' fand a smooth pla-ace

an' cam ashore. Noo, mahnd what Ah's sayin' tae ye !
 Noo then, t' Love-tenant¹⁹ o' Coastguard at Sa-atburn telt
 his men tae git their own bo-at oot ; he aimed at makkin' a



RICHARD PICKNETT
 Coxswain of Free Gardeners' Boat, Redcar, 1877-84

prize on her, dee-ant ye see? Why then they went off tiv
 her an' gits aboo-ard. Noo, then, t' sea grew despate fast,
 an' began tae brik aboo-ard on her. Word cam tae Ridcar,
 an' t' drum went aboot, an' we gits t' lifeboat oot, Ah was



REDCAR OLD LIFEBOAT (STEERED BY OARS)

After a Photograph by Mr. A. Goodchild, Photographer, Redcar



in her mahsel.²⁰ We taks her alang t'sands, an' watches for a smooth an' gits her off, wi'out onny bother mitch: an' we pulls away for her: noo then, t' sea was trimendous heavy, an' when we gits tiv her we fand her masts an' riggin' ahl alangsahte on her, an t' Love-tenant an' his men was ahl drunded. Mah feyther fand t' Love-tenant at t' Tee-as three weeks efther; it had been a Ee-asterly breeze, an' he was carried doon there.'

'Noo this galliot was la-aden wi' ba-anes; nut those ba-anes 'at grows in t' fields, but ba-anes 'at they grun' up tae put on t' land for manner.'²¹

The wreck of the brig Caroline, of Aalborg, from Shields, with a cargo of coal. Wind E.N.E. Crew of 10 drowned. They took to their own boat, and perished in about ten minutes. One of the Redcar pilots, Will Guy, was drowned out of the lifeboat in rendering assistance. 25th December 1836.

'Aye; Ah was there! Tommie Bilton was there tae, an' he gat what kept him i' beed six months, he was niver t' sa-ame man efther. She was a foreign brig, an' she brake i' peeces on t' Gare²² an' cam ashooore i' fower peeces. What dae ye say? How was Will Guy droonded?—Eh! bairn, it was a unseen job! It was sike a thing as ye niver

heerd of! It was of a Kesmas Day. Noo, this Will Guy, he was a Methody, an' he was in t' Methody Chappil when somebody comes an' tells him there was a ship comin' on, an' he gav his watch tiv a chap tae hod²³ for him. Noo, then, this ship was runnin' in, an' owd Nannie Potts (what you'll knaw her, she's livin' i' Ridcar)—noo, then, owd Nannie Potts hed a glass, an' she was laakin' oot o' winder, an' she seed some men in t' riggin', an' they were ahl iv' a hee-ap as thof²⁴ they were consultin'. Noo, then, they gits their bo-at oot, an' efther they gits her oot, they gits intiv her, an' t' ship was sometahmes i' t' wind an' sometahmes full, an' she was drahvin' tae t' Norrard. Noo, then, we puts t' lifeboat in at West Scar Hee-ad,²⁵ an' rows off, nut far off. Noo, some sez they sees t' boat i' West Scar Hee-ad, an' we gans for her. Noo, then, this was t' job. We keeps drahvin' away tae t' Norrard, an' then, somebody sez he sees a man i' t' bo-at wiv his airms roond t' thoft.²⁶ Noo, mahnd, t' lifebo-at was drahvin' i' t' sea, an' t' sea was mountains high. Why, then, we gat that nigh hand her 'at we weren't moore nor a cobble's lang mast length frev her. Noo, mahnd what Ah's sayin' tae ye! Noo, owd Slater Potts hed hod o' ya steerin' woo-ar²⁷ an Jurge Robbison o' t' tother, an' t' men 'at was rowin' hed their backs tae t' sea. It was a unseen job, was this! Noo,

Will Guy he was bowman,²⁸ an' he hed t' bo-at-hook iv his hand, an' he sez, "Where is Ah tae tak hod on him?" an' Jurge Robbison sez, "Get it intae his claes,²⁹ or onnyway thoo can." Noo, see'st thou, a grit sea cam, lahke a moontain! an' we puts her fa-ace tae 't. Why, then, it niver briks, an' she taks this sea an' she sets off an' runs wi' 't, an' she runs reet tae t' shoore; she ran reet under t' watter! they couldn't see her frae t' shoore; she was buried in t' sea. Noo, then, but it was a unseen job.

This sea 'at lifebo-at taak tossed Will Guy reet oot on her. Will Smith, he jumps up an' cliks³⁰ hod on a coil o' rape an' flings it ower tiv him, an' efther we gits insahde t' sea, we hauls this rape in, expectin' Will Guy would hev hod on 't.—But there was nowt³¹ on!—Noo, then, he was fand. He was six weeks in t' watter. Ah hed a sister Marget livin' at Steers³²; she was married there; an' there was a young lass gans tae Sandy Wyke ya day. Noo, then, this young lass she gans tae Sandy Wyke, an' there she fand a droonded man in t' pla-ace, an' she cam back an' tellt them at Steers 'at there was a droonded man at Sandy Wyke; an' mah sister, she sees them bringin' him alang, an' she laaks at his fa-ace, an' she sez, "Ef that isn't Will Guy Ah niver seed him i' mah life!" An' she sint word by t' hoss-post tae Ridcar, an' he was browt tae Ridcar, an'

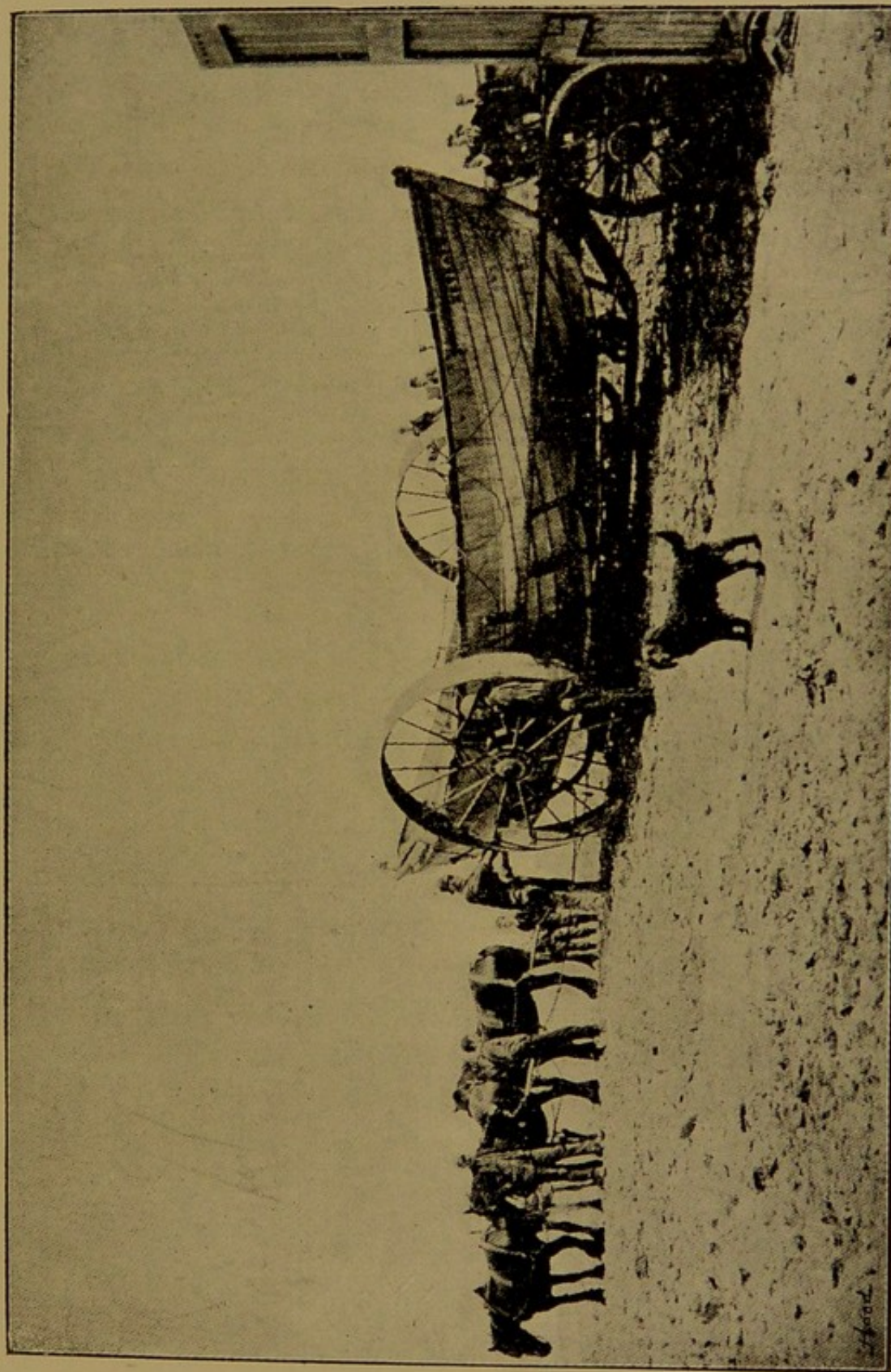


100 THE BOOK OF THE LIFEBOAT

boried in t' chorchyed.³³ An' t' Guys said they wad niver forgit Marget Sta-anehoose for tellin' them 'at Will Guy was fand at Sandy Wyke; ef she hedn't sent word, he wad ha' been boried iv Hinnerwell³⁴ chorchyed, an' his folk wad niver hev knawn.'

The wreck of the Arcturus, a Whitby barque, from Sierra Leone to Sunderland, with a cargo of teak. Wind E. The crew and master's wife and child, 18 in all, were saved by the Redcar lifeboat. 10th May 1840.

'Why, mahnd at that time, Ah can remimber, t' wind was frae t' Ee-astard; she comes off here; she was laden wi' Afrikan o-oak; she hed a Doons³⁵ pilot o' boo-ard tae tak her tae Sunnerland; she was frae t' back settlements o' Afrika. Noo, then, it was bad weather when she was off here, an' they wanted tae keep t' sea, an' forst yan was grummelin', an' then another, an' sed they should be at some place o' sa-afety afoore dark. Noo, then, she ta-ak t' Teeas for Sunnerland—that was a mista-ak they mad on the coont³⁶ o' t' flag at t' co-oastguard hoose—they thowt that was t' pla-ace they wanted. Why, then, she gits on tae t' Gares. We taks t' lifebo-at doon tae t' Teeas an' gans off tiv her, an' there was ya chap came up o' deck with a blankit iv his airms, an' yan o' oor chaps sings oot, "Nea



Photograph by Mr. T. H. Nelson, Redcar.

THE REDCAR LIFEBOAT 'ZETLAND' BEING DRAWN OUT OF THE HOUSE FOR REPAIRS



claes is comin' in here; we dean't want nea claes!" An' t' man spak up an' he sez, "Why there's a bairn i' this blankit." Ye see t' maister hed his wife o' bo-oard; she'd been tae Afrika with him, an' this bairn was nobbut ten days owd. Ah was in t' lifebo-at an' seed it ahl. Why then, we taks all t' crew oot an' brings them doon tae Ridcar. Why, then, t' ship briks up on t' Gares, an' ahl t' Afrikan o-oak washes up on t' noth side of t' river.'

Wreck of the sloop George, 12th Jany. 1841. Three lives lost. Wind E.

'Noo, then, she cam' oot o' Scotlan', an' when she cam' oot o' Scotlan' she hed six mair o' boo-ard, comin' as passingers; an' when she was off Hartipool Heugh³⁷ she spak a bo-at oot o' Scotlan', wi' oysters, an' axed ef they wad tak their passingers off, an' sae they did. Why, then, efther that she gibed her mains'l an' drave ower tae t' Gares. Word cam tae Ridcar an' we gits t' lifebo-at oot. Noo, then, t' tahde was reet up tae t' bank end, an' sae we hed tae tak her by t' ro-ad—sae away we gans, hard lash,³⁸ pullin' up ahl t' yet stoops³⁹ by t' way an' we gits doon tae t' bank end, an' when we gits her on tae t' sands she sticks fast,—she hed clog⁴⁰ wheels i' them da-ays,—noo, then, for ahl she had

nahneteen hosses tiv' her she sank doon tae t' assel-trees⁴¹ an' sticks fast, an' nae poower o' earth could move her then, an' we couldn't git tae t' wrick. She brak up i' fower pairts, and t' nixt neet some of us gans doon wiv a cobble an' owd Sam Upton he was gettin' up tiv' her, an' he puts his knee on a pairt o' her sahde belaw her bulwarks an', see'st thou, he puts his knee on a dee-ad man !'

Wreck of the brig Liberty of Sunderland, from Lynn in ballast. Came on at Saltburn. Hurricane from N.N.E. Five of crew drowned ; one saved. He came ashore in the ship's boat, the rope having broken before the rest of the crew could get in. The lifeboat got to the place with great difficulty, but could not get near the wreck. The crew had perished half an hour before the lifeboat arrived at Saltburn. 4th Feby. 1843.

'Noo, ah's gaine tae tell ye aboot this. Noo, then, they comes here for t' lifebo-at, an' away we gans wiv her, an' when we gits abreast o' Marske Chorch, as saan as we cam' there wi' t' lifebo-at, t' sea it cam' up i' gree-at sweeps,⁴² an' we thowt we'd loss t' hosses. Noo, then, there comes a sweep an' taks t' bo-at reet off t' carridge. Noo, then, we leaves t' carridge there where she was, an' we gits t' Life-

bo-at oot—noo, Ah was in her. Noo, mahnd, yoo'll hear this! Noo, then, as saan as we cam tae Sa-atburn Beck, we torned t' lifebo-at roond sharp tae git in. Noo, then, them folks 'at was stannin' on tother sahde of t' beck, sed, just as they seed t' lifebo-at torn roond they heerd t' crew shout, but niver efther. Noo, it was dark. Ahl but yan was droonded. Yan man gat intae t' boat an' t' rape 'at she was fast tae brak an' she weshed ashooore, an' he hed been taen tae t' public-hoose afoore we gat there,—noo, then, t' rest o' t' crew stuck tiv her an' they were ahl droonded. We daresn't gan wi' t' lifebo-at where t' ship was off o' Huncliff, wi' t' sea as it was, neea, nut for a thoosan' punds! Oh, bliss ye, it wad ha' been madness tae ha' gone off tae t' pla-ace 'at she was in: we wadn't ha' been yabble⁴³ tae ha' gone near her.'

GLOSSARY OF CLEVELAND WORDS AS USED IN THE YARNS.

- | | |
|---|---|
| ¹ Such. | ⁹ Coble—a north-east coast boat. |
| ² Times. | ¹⁰ Stiffened. |
| ³ A ledge of rocks off Redcar; see photo of Jackie Stonehouse. | ¹¹ Sight. |
| ⁴ Fathoms. | ¹² Tees. |
| ⁵ Chain-cable. | ¹³ One. |
| ⁶ The 'Lead'—a channel between the rocks. | ¹⁴ Whalebone. |
| ⁷ Look. | ¹⁵ Layers. |
| ⁸ Whole. | ¹⁶ Gate-posts. |
| | ¹⁷ Home. |
| | ¹⁸ Tide. |

GLOSSARY—*continued.*

- | | |
|--|------------------------------------|
| 19 Lieutenant. | 29 Clothes. |
| 20 Myself. | 30 Seizes. |
| 21 Manure. | 31 Nothing. |
| 22 Banks at the Tees Mouth. | 32 Staithes. |
| 23 Hold. | 33 Churchyard. |
| 24 Though. | 34 Hinderwell, near Staithes. |
| 25 West Scar Head : a ridge of
rocks, W. of Redcar. | 35 Downs. |
| 26 Seat. | 36 On account. |
| 27 Steering oar. The old life-
boat was steered by two
oars, as will be seen from
the illustration. | 37 Hartlepool Heugh. |
| 28 The bowman stands right for-
ward. | 38 As fast as possible. |
| | 39 Gate-posts. |
| | 40 Solid wheels of wood. |
| | 41 Axle-trees. |
| | 42 Waves running far up the beach. |
| | 43 Able. |

The wreck of the brig Jane Erskine of Belfast, from Antwerp to Newcastle, in ballast. Strong S.S.E. gale ; 18 of the Redcar fishermen went on board to assist. The ship had a crew of 9, and was 232 tons burden. 15th November 1854.

The following account is narrated by old Willie Dobson, who went off in the lifeboat which saved the crew and fishermen :—

‘The maist good that t’ owld lifeboat iver did was when an Irish brig cam’ ashore. It was a strang sootherly wind, sir, an she cam on tae Lye Dams Scar, afore dayleet in t’

mornin', an' maist of t' fishermen went off tiv her tae assist in getting of her off, an' t' sea began tae grow, sir; then, yoo see, me an' owld Jim Thompson an' Charlie Cole, we



'The Lifeboatman,' from a painting by Mr. W. Woodhouse, Morecambe.

WILLIE DOBSON
of Redcar, aged 74, Master of the Old Lifeboat

were waitin' in a cobbie near t' ship, we were gaine off tae assist, an' t' sea was comin' in despate fast, an' they towld us we'd far betther come ashooore till t' tahde flowed a

little mair an' it wad be smother. Weel, then, we'd ony just gotten ashore, and ah'd comed up yam tae git a drop o' tea, an' seear, they puts a flag o' distriss up for t' lifeboat tae gan off. Weel, then, we ta-ak t' boat alang t' sands an' went off, an' just gat them all oot, when she laid properly reet doon, an' brak up dirreckly. We hedn't gotten halfway tae shoore afore she brak up. There was about 50 of us ahltigither, wi' fishermen and crew. George Robbison was coxswain, an' ef it hadn't been for him they wad ahl ha' been drowned. Some wanted tae put t' boat in at Watter Race, an' George says, "Now, mah lads, we can git tae loo'ard if we can't git tae wind'ard; lets hev her in tae wind'ard," an' sae they put her in at Lye Dams, or else if they'd putten her in at Watter Race they wad niver hev gotten up tiv her, wi' that strang sooth wind, afore she 'd broken up, an' they wad ahl ha' been droonded.'

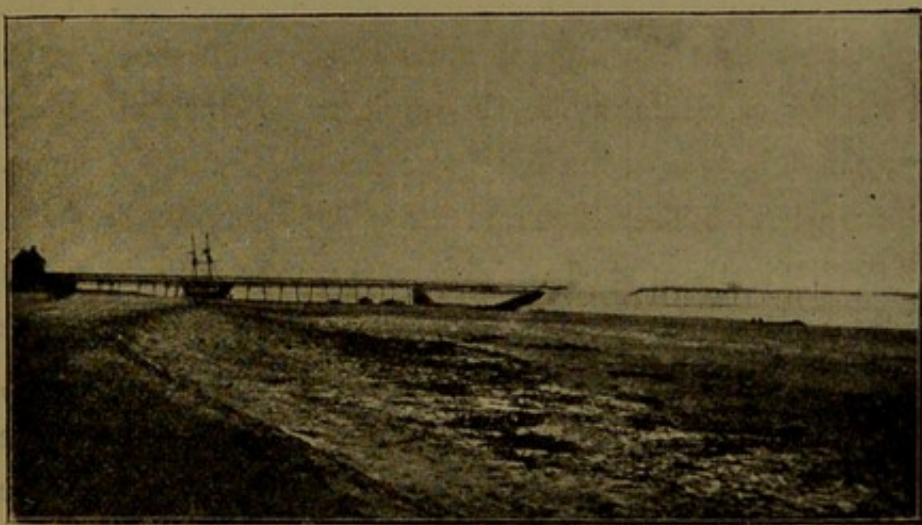
N.B.—Water Race is to leeward of Lye Dams with a S.E. wind.

The Gale of 9th December 1874.

A most terrific gale from N.E. came away on the night of the 8th December, and the scene at Redcar was most exciting.

The coastguardsmen, and those connected with the

rocket apparatus and the lifeboats, mustered in expectation of their services being required. Although the shore was strewn with wreckage, and four vessels were lying within sight of each other, no lives were lost. Coatham pier was broken through in two places. The schooner *Griffin* of Southampton, with a crew of seven men, laden with oak,



COATHAM PIER CUT IN THREE, 9th Dec. 1874

was caught in the storm at 11.30 P.M., when they shortened sail. From the violence of the wind and rain they could see no distance before them, and the ships came right on to Coatham Pier about 4 o'clock in the morning of the 9th. The crew jumped on to the pier, and the vessel passed right through, carrying off several yards of the iron girders.

The figurehead, bowsprit, and bulwarks were very much damaged. After striking, she swung round, and passed through the breach broadside on, for the stern bulwarks are broken up. She then drifted ashore, clear of the pier, and stuck on the sands. The schooner *Corrymbus* of Dundee, with a crew of five men, encountered the gale off Redcar; she ran through the pier about as far on the N. side of the saloon as the *Griffin* had gone through on the S. side. The pier carried away her bowsprit, and damaged the rigging and bulwarks, but otherwise she was not much worse. She drifted up Tees Bay, and grounded about a mile and a half up Coatham sands. The crew came ashore when the tide receded. The brig *Garibaldi* was driven on to the rocks early in the morning; the captain let go both anchors, and cut away the masts. The crew was saved by the rocket apparatus, under command of Captain Bates. The vessel then floated off the rocks, and drifted close beside Coatham pier. The brigantine *Express* came ashore at Lye Dams, E. of Redcar; the crew got off, and the vessel was afterwards broken up.



FREE GARDENERS' LIFEBOAT ALARM DRUM



Wreck of the barque Samarang, 1154 tons, of Newcastle, from Quebec for Shields, timber laden. Strong gale from N. 10th October 1884.

Before daylight on the 10th October 1884, the lifeboat signals awoke the inhabitants of Redcar. The morning was stormy and dark; heavy rain falling, and a strong N. gale blowing. The Free Gardeners' boat was launched at the E. end of Redcar and pulled down, inside the sea-break, towards Marske. By the earliest light of dawn a vessel could be discerned about two miles to the eastward. On arriving at the scene it was found that the Saltburn lifeboat was lying on the sands: she had been launched on the windward side of the vessel, but the strong N. gale and tide swept her past before a rope could be thrown on board. The Free Gardeners' boat had met with a similar fate. Both the Saltburn and Redcar rocket brigades were in attendance, and fired several rockets, but the force of the gale carried them far to leeward. The Redcar National boat, *Burton-on-Trent*, was brought round by road (as the tide was high, and the sands soft); it was also launched to windward of the wreck, and, like the others, was carried past before communication could be established. The lifeboat crew made strenuous efforts to pull up again

against the strong tide, and slowly made progress—the boat took several heavy seas broadside on, but behaved remarkably well under the severe trial. As one of the men afterwards said, when they saw those seas coming, ‘You could ha’ heard a pin drop in t’ boat.’ Meantime the rocket brigades had succeeded in getting a line over the vessel: the rope fell athwart the lifeboat, and the bowman seized hold of it, and so drew the lifeboat up to the ship. They then took off the crew, to the number of thirteen. The ship afterwards broke up and became a total wreck.

(I was an eye-witness of this wreck, and was out from 6 A.M. till 11 o’clock, when the shipwrecked crew were brought ashore.

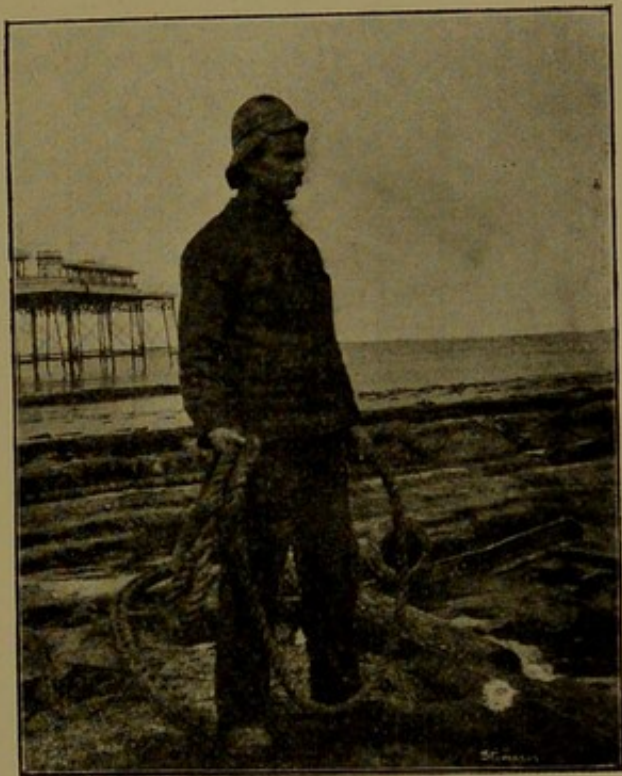
T. H. NELSON.)

Wreck of the barque Emily of Shields.

It was early on Sunday morning, February 6, 1876, when the alarming sound of the drum was heard, a sound which in those days made everybody at the seaside forget all in the world save one thing, and that was, ‘Life in danger.’ The man who had the horseing of the lifeboat was up and amongst his horsemen. One man rushed into the stable, in a way which is only seen on such occasions as this. He loosed old ‘Dapper’ from her stall, threw the

THE OLD REDCAR LIFEBOAT III

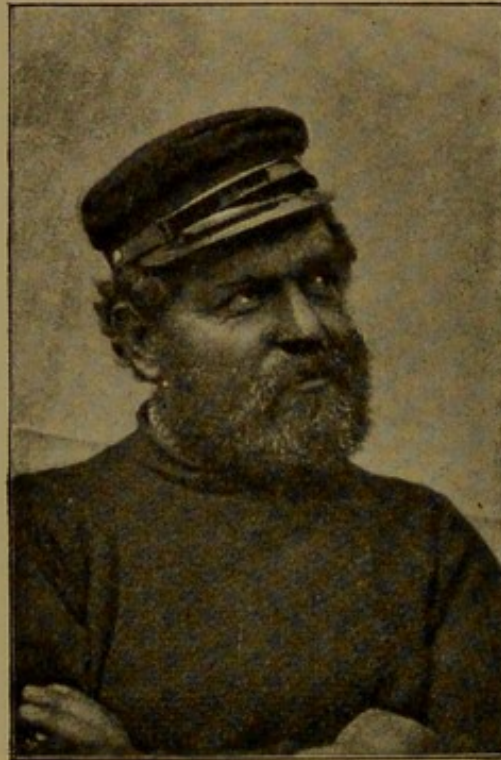
neck-collar and blinders on her, did the same to old 'Ball,' and they went galloping to the lifeboat-house, for they were experienced animals, and knew well what the sound



YOUNG WILL PICKNETT
One of the Lifeboat Crew, Redcar

of the drum meant. In a few more seconds the younger horses were ready, and then the horsemen mounted them and followed. When they got to the lifeboat-house the crew had the boat drawn out, and the first two horses yoked.

The other horses, numbering nineteen in all, were then yoked. All was then ready for a start. The question was now asked, 'Where is she?' 'She's nearly at th' Teeas;



KIT DOBSON, SON OF WILLIE DOBSON

One of the Crew who was at the wreck of the
Emily, 6th Feb. 1876

horroo! if we deant git there afore th' tide flaws, they'll all be dround.' The wind was blowing tremendously hard about N.E. The hail-showers were so cutting, that only

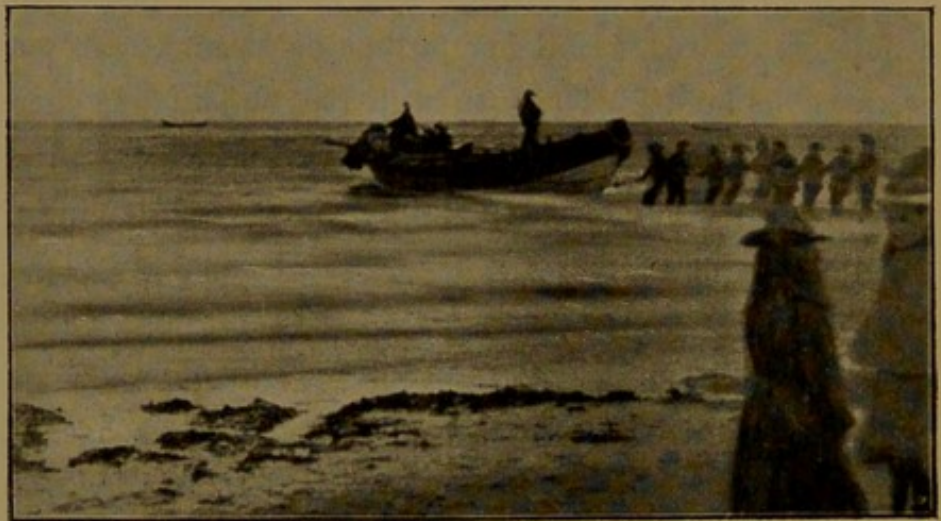


JOSEPH BURNICLE
Coxswain of the Redcar National Lifeboat



the horses and men that had been brought up to such work could stand them. They went fiercely along the beach. A man went ahead of the boat with a lantern to examine the state of the sands. The old horses were snorting and pulling, for they knew their work well, and the young ones were all in a tremble and pulling for life, when a shout was raised, 'Hod her forthur up' t' sand, here's a greeat hole here.' The man with the lantern was then getting out of a water hole, and had been nearly up to the neck. Then the horses were turned up the sand a little, and they struggled on again for some distance along the beach, 'cheeking' the bitter blast. 'There she bleezes, hurroo, lads!' They kept going on. 'Hod-on, weel hev her in here.' 'No; tack her forthur alang, pull up agean.' She was taken further along. 'Weel hev her in here. She was nearly opposite the vessel then. 'Here's a booat, they've comed ashoor i' their ain booats! no; they couldn't dea that, it's Seeaton lifebooat; here's some of t' crew.' 'How hev ye gotten here?' 'I 'ardly naw; there's a' awful sea here; a steeam-booat towed us out and let go on us, and we were foorced ti come. We've gotten eight of t' crew, but there's fower aboard yit, and th' ship is breaking in twea.' 'Hurroo, lads, lets hev oor booat in!' No sooner said than an attempt was made to launch the

Redcar lifeboat, and in spite of storm and darkness, the boat was then put stem to sea, the word was given, 'All right, go on.' Every hand was in its place. Then the boat was dragged into the sea and launched. She had not gone far when she ran on to a sand-bell. Then was the



FREE GARDENERS' BOAT COMING ASHORE, REDCAR

time to see them. Nearly every man was out of the boat at once into the sea to launch the boat off the bell, and get her on to the carriage again. There was a rope made fast to her, and every one had hold, pulling 'what could be done,'¹ when the rope broke, letting every man down and laming some of them. They worked up to the neck, and

¹ = as hard as they could—with all their might.

sometimes overhead in water, and in spite of darkness, wind and hail, I must say they worked like true Britons getting the boat on her carriage again, and in very little time, wet as they were, they took their seats, and the boat was successfully launched. They pulled her away with all their might against the great savage waves, beating first one way and then another. They at last got to the ship, and had great difficulty in getting the remainder of the crew. They landed them safely, and took them to the Cleveland Hotel, Coatham, where they were well cared for.

[The foregoing graphic account of the wreck of the *Emily* was written by Richard Preston of Redcar ; he was present on the occasion, from the time the alarm was given until the crew were brought ashore, and he assisted in getting out and launching the lifeboat, doing his utmost to render assistance at a time of great danger, as he invariably does whenever the signal is made to summon the lifeboat crew. Only those men who have lived all their lives in the place, and know what lifeboat work means, can thoroughly understand and appreciate the difficult services to be rendered. Richard Preston is one of those men.]

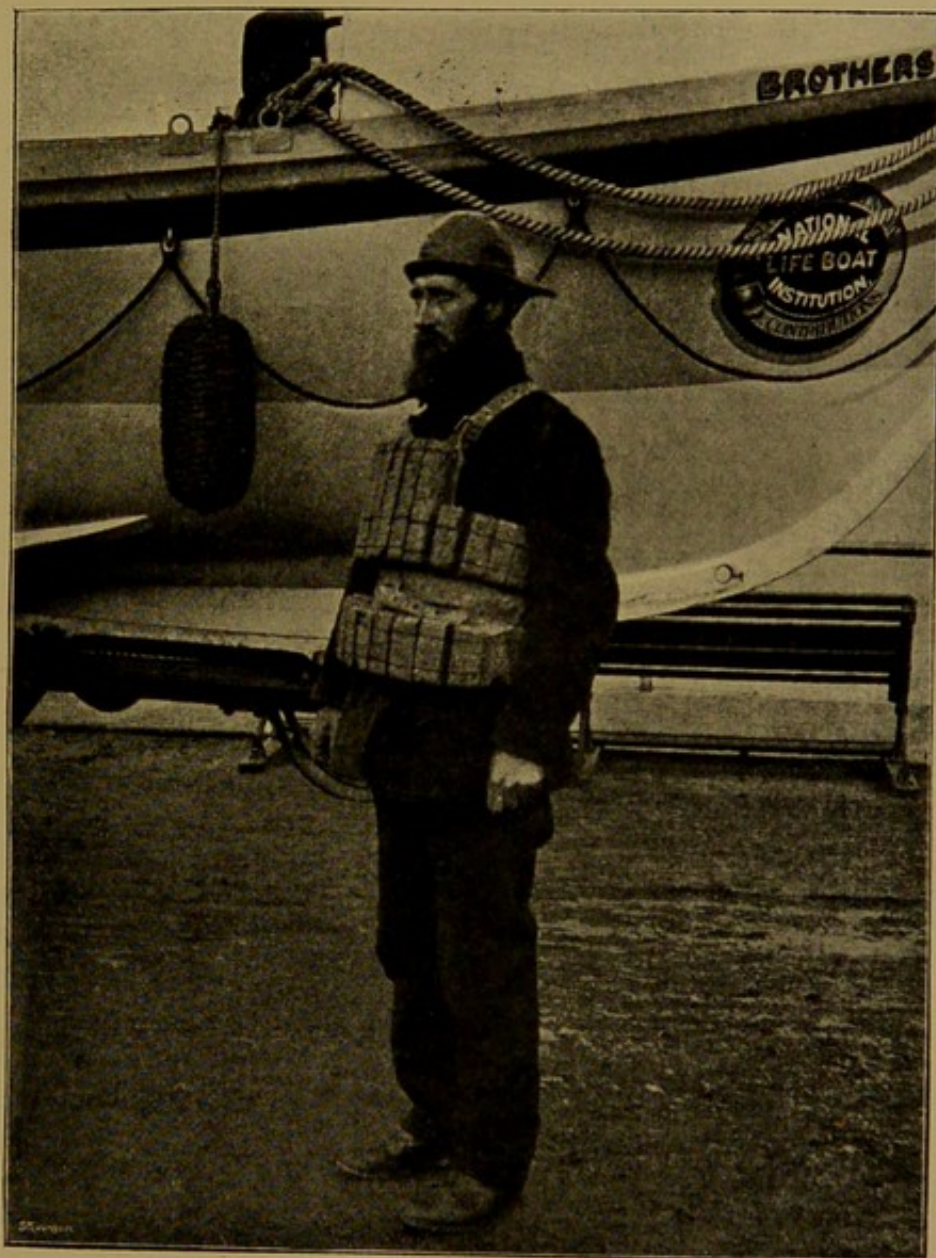
La Française, French barque of St. Malo, wrecked at Middleton, near Hartlepool, Sunday, December 13, 1874 ; 8 men and a boy, including captain, were drowned ; one man, F. Ronsin, saved. (Saw the ship from Redcar on Sunday morning and afternoon ; it nearly came ashore here ; preparations were made for saving crew.) Went

ashore about 5 P.M.; a steam-tug had hold of her, but the line broke, and she drove on shore. Two lifeboats put off, but were of no use. The survivor saved himself by swimming, and reached the shore greatly exhausted. Rockets were fired over the ship, but the crew did not understand their use.

The following is from a painting.



WRECK OF FRENCH BARQUE 'LA FRANÇAISE,' AT HARTLEPOOL
13th December 1874



MICHAEL BURNICLE

Son of Joseph Burnicle, and Second Coxswain of the National Lifeboat, Redcar




THE ORIGIN OF THE SOUTH SHIELDS AND REDCAR LIFEBOATS

BY AN OLD STAGER

*From the 'Redcar and Saltburn-by-the-Sea Gazette,' June 2nd,
9th, 16th and 23rd, 1894.*

THE FIRST SOUTH SHIELDS BOATS.

FROM numberless versions as to the origin of the lifeboat, space will not allow for more than a mere glance. In 1789, the inhabitants of South Shields had been spectators of many shocking disasters at the entrance of the Tyne.

A committee was formed, and premiums offered for the best invention calculated to brave the dangers of the sea in storms. Willie Woodhave and Henry Greathead suggested various methods, but not one of these was adopted in its entirety. It was resolved, however, to com-

bine the different proposals, and Greathead was nominated to build the first lifeboat. She was known as the *Original*—launched in 1790, was rent in twain on rocks in 1830. The *Tyne* was built in 1833, and her last achievement was on the 6th December 1882, having rescued one thousand and twenty-three lives, during fifty years. At Her Majesty's Jubilee in 1887, £500 was raised to erect a memorial to Woodhave and Greathead, in the form of a square tower and steeple fountain, medallion of Woodhave, model boat by Greathead in a storm, and a four-dial clock, costing £90. On Monday, May 7th, 1894, the sheltered platform for the *Tyne* was completed, and she was elevated to her position as a devoted relic from the treacherous ocean.

THE REDCAR LIFEBOAT 'ZETLAND.'

On the 7th October 1802, the famous lifeboat built by Greathead arrived at Redcar, and was joyously re-christened *Zetland*. For the two previous years she had been stationed at Spurn Point, mouth of the Humber. On September 12th, 1864, the *Crossleys* superseded the *Zetland*, after sixty-four years of usefulness, being now in her ninety-third year—the oldest lifeboat in existence—with the additional blessing of having saved upwards of four hundred lives.

By way of contrast with the generous actions at South Shields, it may be stated that in 1864, the National Lifeboat Institution condemned the *Zetland* to be broken up for firewood! A jack-of-all-trades gathered together his iron chisels, big hammers, axes, etc., and was about to commence operations. Spectators were indignant at the desecration of their pet idol, and shouted, 'Hold a bit! she's as sound as ivver, and better than new 'uns.' Deputations interviewed the official, Captain Ward, and 'begged' the old craft for Redcar fishermen, on condition that she was never to be employed against the National Boats. Redcarites, proud of the ownership of their dear old friend, subscribed their mites, fishermen contributed 2s. 6d. each, Lord Zetland and Squire Yeoman assisted, and she was sent to South Shields for repairs, at a cost of about £100. And thus we have the verification of the motto on her hull,

'Thine age shall be respected,
Thy youth perchance restored,'

so far as appearances go, in being repainted and fitted up for a visit to Huddersfield on the 23rd of June.

From the most reliable documents available, we present a summary of the career of the *Zetland*.

On the 8th of March 1804 the *Rose* struck on Redcar

rocks. The *Zetland* could not approach the vessel, but 26 lives were saved by the fishing cobbles.

March 25th, 1808.—The *Caledonia*, Aberdeen, laden with granite, struck on Saltscar rocks. During the night only the helmsman was on deck. At the first crash he awoke the crew of 23. A signal of distress was fired, but was not heard on shore. The captain refused to fire another gun ; danger increasing, an effort was made to raise another alarm, but the powder had become wet, and their efforts were in vain, and the vessel began to break up. Sixteen of the crew ventured in a boat, and were lost. In the morning the *Zetland* heaved to the ship, and saved the remaining seven. The dead bodies of ten were picked up and taken to the Red Lion Hotel, and afterwards buried, five in a row, in one grave at Marske. There are two headstones, one to Captain Booth, aged fifty, another to Mr. Burnett, aged eighteen. Portions of the granite with which the *Caledonia* was laden, were used in paving the footpaths in Moore Street, Redcar, and were only removed four years ago. Odd pieces are still to be found as relics of this catastrophe.

November 18th, 1809.—Four ships ashore in Tees Bay. *Zetland* saved two crews, numbering 10 ; the rest perished.

October 14th, 1814.—The *Two Brothers*, Whitby,

stranded on South Gar. Crew of 7 saved by the *Zetland*.

November 15th, 1817.—The *Rifleman*, Portsmouth, totally wrecked on Redcar rocks. Crew of 9 taken off by the *Zetland*.

September 6th, 1826.—A large Greenland whaler named the *Esk* was lost near Marske. Out of the crew of 29 only 3 were saved. Witnesses of the awful spectacle of poor humanity ever and anon cast ashore by the remorseless waves, the harassing scenes of destruction on the sands for miles, were such as could never be effaced from memory.

December 9th, 1834.—The brig *Mowbray* was driven ashore between Redcar and Coatham. The *Zetland* rescued 10 seamen, and returned to the shore. Whilst gazing at the distant vessel, the boatmen observed two boys lashed to the rigging, who had been left behind. In the meantime the tide had receded, affording a better chance of reaching the *Mowbray*, though at imminent peril. George Robinson, coxswain, launched a small boat, and, unaided, succeeded in bringing the two boys to land. For this noble deed a subscription was entered upon at Stockton, and in May 1835 a silver tankard was presented to Robinson, which remains an heirloom at Redcar to this day. The memory of George Robinson as coxswain is still in

good repute among the senior classes of fishermen, whom he frequently admonished when on a risky journey thus:— ‘Noo, lads! Aw know you’ll dee yer best. Don’t forget there’s twenty-three on us!’ And away they rowed, brightening all eyes, and cheering those in despair. Robinson died in 1859, aged 63.

On Christmas Day 1836, according to his tombstone in Redcar Churchyard, William Guy, pilot, in his 41st year, was ‘plunged into eternity whilst engaged with others in a brave but fruitless attempt to render assistance to the crew of a Danish vessel off Redcar.’ The name of the vessel was *Caroline*, with 10 men on board. The *Zetland* was manned by 22, George Robinson, coxswain, two men to each oar. The boisterous ocean drove the *Caroline* and lifeboat hither and thither. The crew of the doomed vessel left in two boats, and one came within what Guy thought easy distance for hooking or casting a line. In the attempt he was washed overboard, and lost to sight in a moment. The *Zetland* was smothered in the sea, ran several hundred yards invisible and was ultimately washed ashore between Redcar and Coatham. Nineteen out of the twenty-two oars were dashed out of the men’s hands by the waves. William Guy was the only man ever lost from the *Zetland*. Seventeen days after, Guy’s body was picked

up in the vicinity of Staithes, and recognised by the initials on his stockings and underclothing. Two of the heroic crew of the above mishap are still residing at Redcar, and familiarly known as Jackie Stonehouse, aged 87, and Tommy Boagey, retired captain, aged 75.

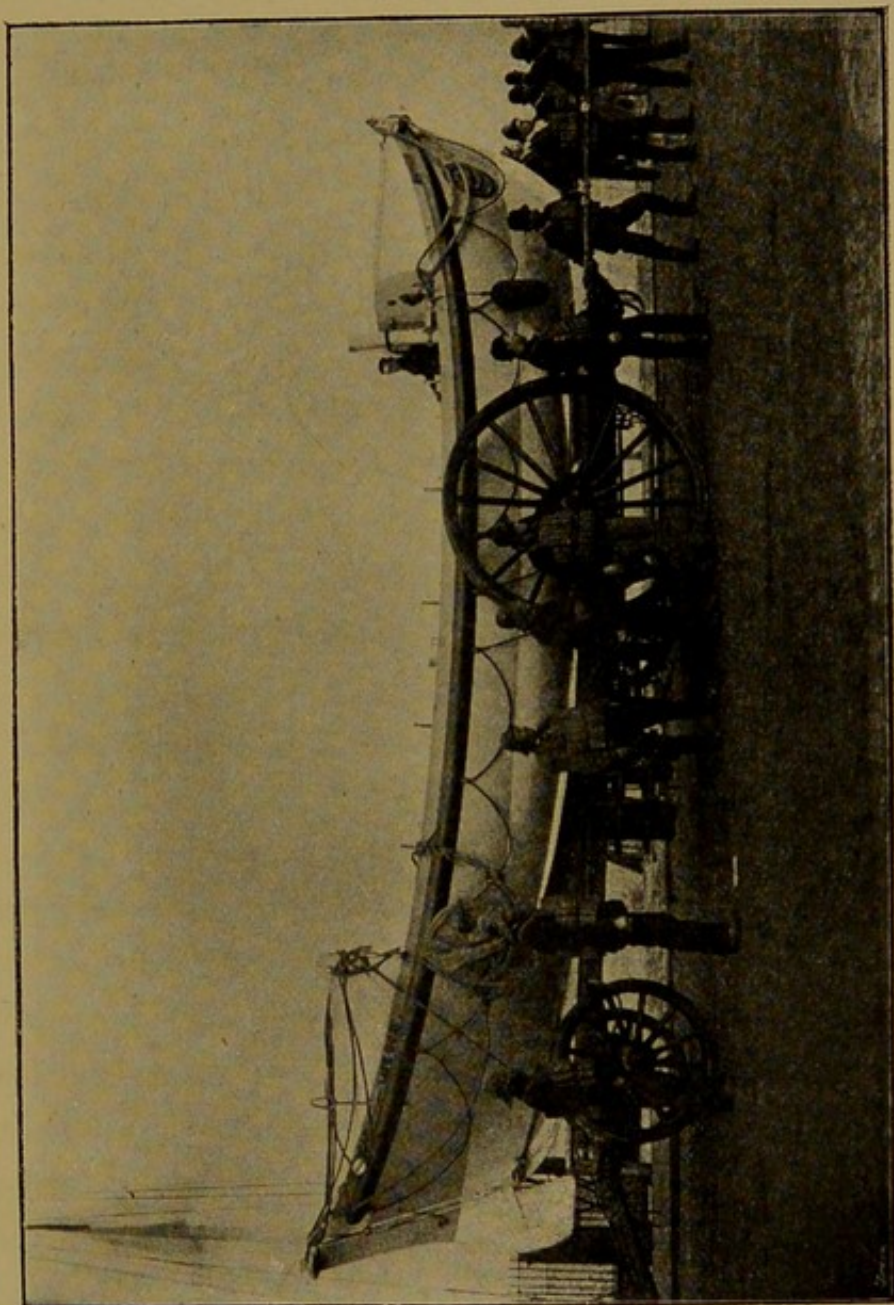
Saturday, 13th November 1841, was a calm, lovely evening when the *Susanna*, collier brig, sailed from Middlesbro', but during the night a terrific gale arose. On the following morning she was opposite Coatham, at easy distance from the sandhills where the Convalescent Home now stands. The masts swayed to and fro, the sails were in tatters, whilst the ill-found, rotten vessel plunged into the troughs of the sea, or was hoisted by the waves mountains high, in view of scores of anxious spectators. The *Zetland* hovered near to save the crew of 11, but was unable to render assistance. The *Susanna* was cast upon a sandbank and every soul perished. A dog belonging to the vessel swam ashore, and was carefully nursed. On board the *Susanna* was a near relative of Captain Thomas Boagey, of Redcar.

November 15th, 1854.—The *Jane Erskine* was wrecked on Lyedam Scar. Twenty-six fisherman endeavoured to reach the vessel in their cobbles, but the sea rising quickly into a storm, the attempt was not successful. The ship,

with her masts gone, was thrown on her broadside, with keel towards the shore. Sailors clambered on her exposed parts, and were rescued by the *Zetland*. On this occasion the *Zetland* carried 52 persons on shore, namely, 9 of the crew of the ship, the 26 fishermen who tried to reach her in cobs, and 17 lifeboat-men. In the absence of Sheldon Robinson volunteered as cox, saying, 'Aw'll dee what aw can for ye.'

January 5th, 1857.—On this occasion great credit was due to the young men of Redcar, whose ages ranged from seventeen to twenty-one, in manning the *Zetland* lifeboat and two cobs, with Robert Sheldon as coxswain, to rescue the barque *Emma*, off Redcar. When the *Zetland* was within easy distance from the ship the captain leaped into the lifeboat, but the crew refused to follow his example. Sufficient money was raised by subscriptions to present Sheldon with a gold watch, for his tact in saving 9 lives. Willie Upton, now aged seventy-six, followed Sheldon as cox.

On the 10th February 1864, occurred one of the most disastrous gales within recollection of the oldest seafaring community in Tees Bay. The brig *Roman Empress* was smashed to atoms, but the *Zetland* was lucky in rescuing 10 of the crew.



THE ROYAL NATIONAL INSTITUTION LIFEBOAT 'BROTHERS,' REDCAR



On the 11th of January 1870, about 11.30 P.M., the brig *Berdhinska* of Whitby, whilst on a voyage from Shields to the West Indies, with a cargo of coal, struck on the West Scar Rocks. The weather at the time was hazy, and the captain took Hartlepool light for that at Seaham Harbour. Some of the Redcar fishermen went to her assistance, and 13 of them agreed to get her off for £60. This they did next tide, with the help of a steam-tug: and being very leaky, she was taken to Hartlepool. She had lost her rudder, and sustained much damage in consequence of rolling on the rocks.

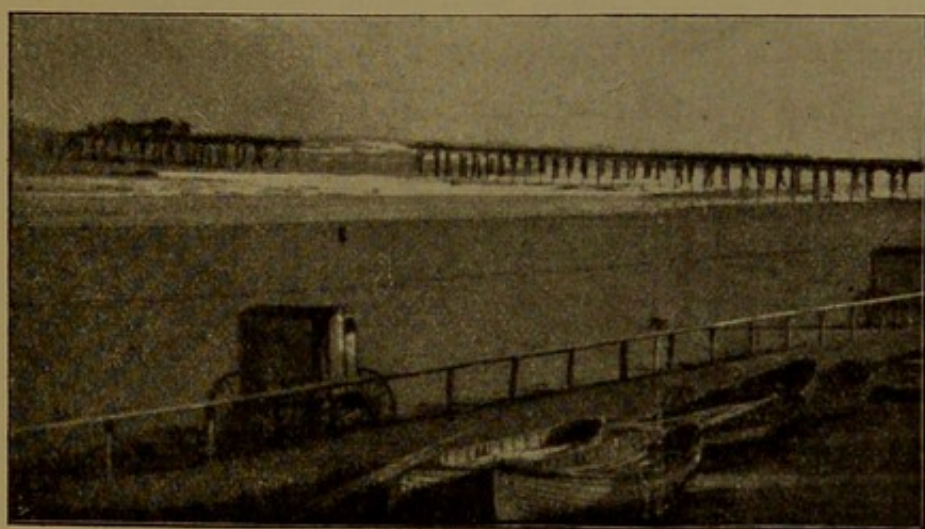
On December 9th, 1874, a couple of collisions occurred with Coatham Pier. The brig *Griffin* of Southampton, bound for Sunderland, with a crew of 7, ran through the shore end of the pier. There were carried away about six lengths of woodwork and iron fixings. After striking and clearing the pier, the *Griffin* drifted about 100 yards inshore, and became imbedded in the sand nearly opposite Coatham Hotel, where portions of her hull still remain. The *Griffin* was laden with valuable oak. The crew were saved. The schooner *Carrymbus*, Dundee, 5 hands, all belonging to Arbroath, Boulogne to Shields, passed through the same pier, midway from the saloon to the north end, and carried away on her bulwarks an iron girder towards

Warrenby, after losing her bowsprit, rigging, etc. The crew were below at the time of the accident, and remained there till the tide receded, and then walked ashore. The desolate and shivered condition of Coatham Pier, divided into three sections, with long gaps between each, was appalling. The repairs were estimated to cost £1500. The *Garibaldi* was also cast on the beach, facing Newcomen Terrace East. The crew were saved. The brigantine *Express*, of Blyth, became transfixed on Lyedam Scar, eastward of Redcar, and was bound from Boulogne to Blyth. The crew were saved. There were thus four vessels ashore in one day, within a mile of each other.

October 28th, 1880.—The brig *Luna* dashed into the Redcar Pier, at about 11 P.M., and carried off about 60 yards, smashed six girders, and cracked other two. The *Luna* lost her anchor and masts at sea, and was shattered. The captain's leg was broken by an iron column passing through the cabin skylight. The deck was covered with débris, but the crew were fortunately below. The men, however, were not rescued until four o'clock next morning. This was the last noble performance of the *Zetland*, when she carried seven to the shore. Somewhat odd, on the same day the schooner *Luna* ran dangerously near the north end of Coatham Pier, about six o'clock in

the morning, towards Warrenby. The crew were rescued by the Free Gardeners' lifeboat, *Emma*.

From sixty to seventy years ago, when collier sailing vessels were in full swing, Richmond's *Records of Stockton and Neighbourhood* (a scarce book), afforded ample statistics of the dreadful shipwrecks annually, and the sacrifice of



REDCAR PIER CUT IN TWO BY BRIG 'LUNA,' 28th October 1880

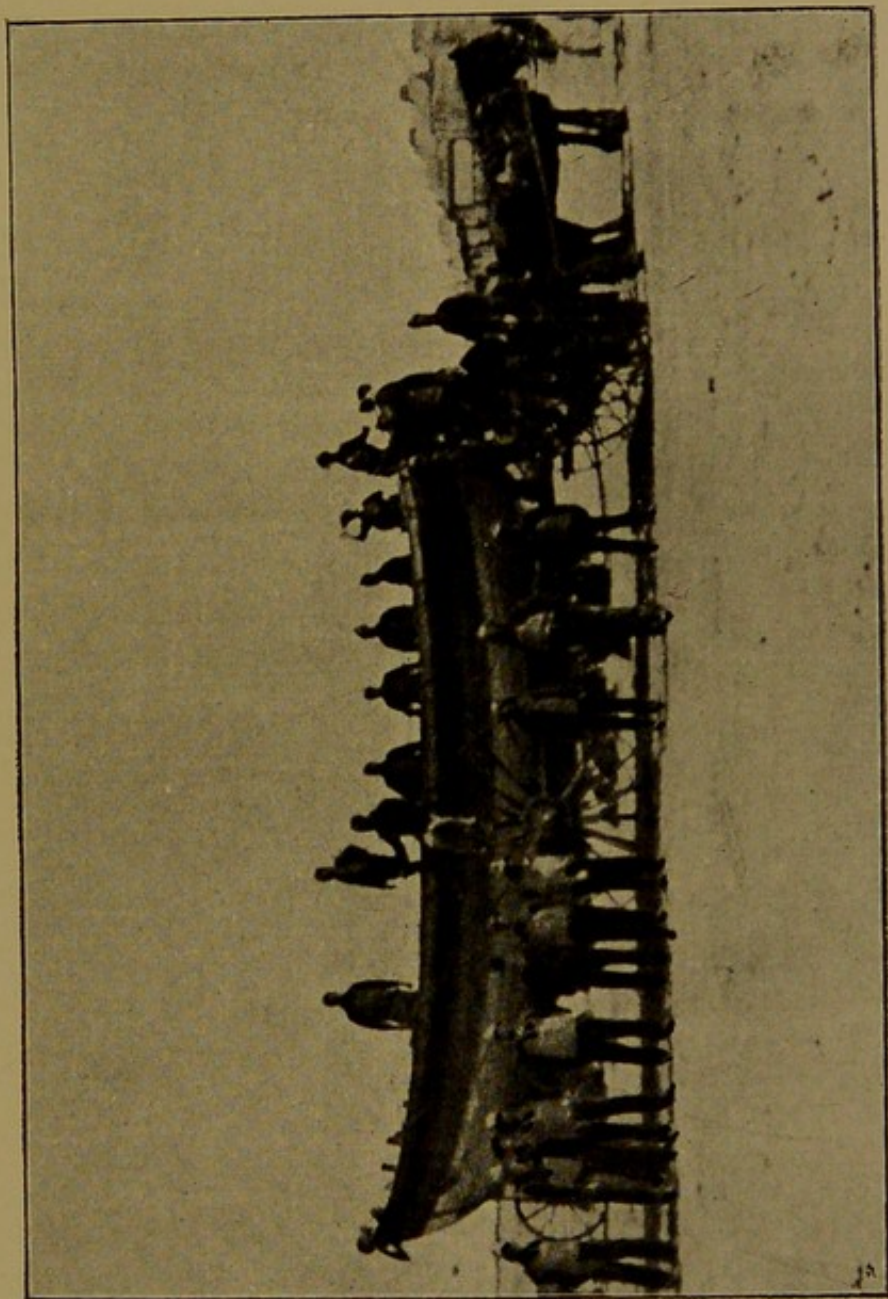
hundreds of lives. Thus, vessels lost or foundered :
 Nov. 4th, 1821, 95 ; Oct. 11th, 1824, 140 ; Oct. 14th, 1829,
 47 ; Nov. 24th, 1829, 59 ; Aug. 31st, 1833, 121 : total 462,
 On October 11th, 1824, there were 37 vessels ashore
 within a range of six miles in Tees Bay. No doubt exists
 of the pluck and stamina of our seafaring population,

which are equal to all demands on their services, but compared with the days of yore, the duties of lifeboat crews are now mere trifles.

We have not been very successful in tracing reliable ms. data, except entries without even the names of vessels, the words 'Brig,' 'Sloop,' etc., being the only guides; no numbers as to lives saved, or by what methods, leaving plenty of scope for 'guessing' at the results. We have, therefore, omitted all reference to these disconnected outlines which commence with September 29th, 1825. Resort for the best information has been to Richmond, William Hutton (1808), Orde's *Cleveland*, Tweddell, scrap-books, old newspapers, etc. etc. Personal inquiries for confirmation of facts have also been made of those who have had lifelong experience as toilers on the sea.

Since the issue of last week's *Gazette*, the following selections have accumulated, and they are believed to be of general local interest.

January 1804.—During our many recent investigations amongst fishermen, etc., it has been often asserted that there was 'no other lifeboat but the *Zetland* hereabouts.' This is a local error. A lifeboat was established at Hartlepool on the above date (1804). About the same period



FREE GARDENERS' LIFEBOAT, REDCAR, BEING PUT ON CARRIAGE READY FOR
TAKING UP TO THE HOUSE



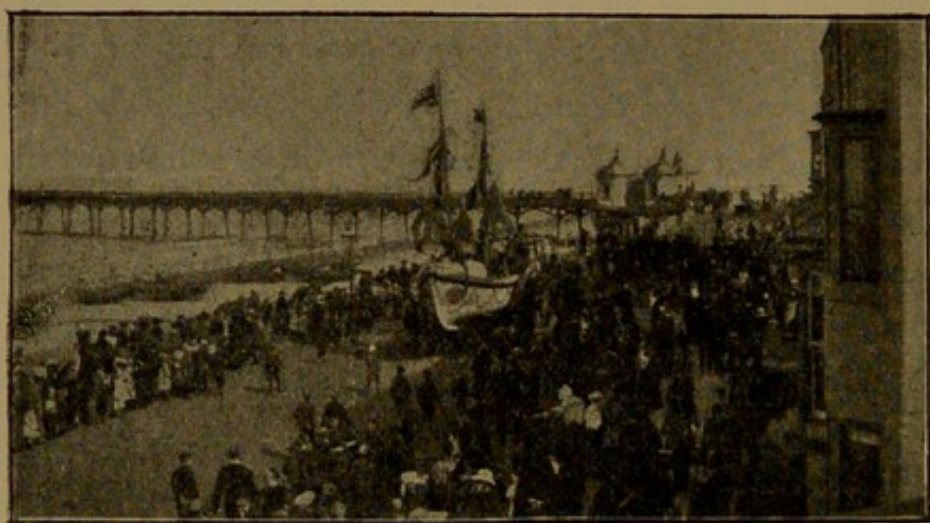
Mr. T. Backhouse of Darlington presented Seaton Carew with a lifeboat, and also built a shelter for its reception.

March 8th, 1804.—About midnight the natives of Redcar were aroused by heavy firing. Thinking an enemy was off the coast, drums were beaten to arms for assembly. The SEA FENCIBLES, commanded by Captain Thrush, were in a short time present on the sands, when proof was afforded that minute guns were being fired from the brig *Rose*, of London, which was stranded upon Redcar rocks. The lifeboat could not get near the *Rose*, but fishing cobs reached the vessel, and carried 26 persons on shore. The brig was from Christiansand, laden with timber. The vessel was totally wrecked. A patriotic poet of Stockton addressed to the Volunteers of the district a song entitled ‘The Mouth of the Tees,’ beginning with

‘Ye stout Volunteers, both of Stockton and Norton,
As loyal a corps as was ever once thought on,
Remember the day when by Allison led on,
The troops were reviewed by the brave Colonel Seddon,
How he praised your Appearance, Manceuvres, and Dress.
What he said was your due, and he could say no less.
Then let the French come as soon as they please,
But they’d better beware of the MOUTH OF THE TEES.’

June 22nd, 1894.—Positive information has arrived at Redcar from Yorkshire, that the old *Zetland* lifeboat ‘is

not wanted.' It appears that the Lifeboat Saturdays at Huddersfield and Dewsbury are to be managed more economically, by combining, and securing the same lifeboats for each town, to save the expense of transmission from Redcar, etc. Thus, after several weeks' labour in painting, forcing, breaking, unscrewing rusty bolts in the carriage,



LIFEBOAT SATURDAY, REDCAR, 20th Aug. 1892

which has been entombed for thirty years in a damp, dark dungeon, opinions differ as to whether the oldest existing lifeboat would not have been more attractive in Yorkshire than those of modern construction. During the process of renovation crowds of aged and infirm neighbours have visited the scene, anxious to gaze once more upon their

old Friend-in-Need when all others failed, and repeat the oft-told stories of their fathers and grandfathers. So far as the *Zetland* lifeboat is concerned, her career is closed :—

‘The light of other days has faded,
And all her glories past.’

But her deeds live in hearts that loved her well, and they graced Britannia’s story.

RECORDS AT THE REDCAR BOATHOUSE.

The following list is from the authorised version of the National Lifeboat Institution, in the boathouse of *The Brothers*, Redcar.

Saved by the ‘Zetland.’

October 25th, 1859,	<i>Isabella,</i>	.	.	.	2
Nov. 26th, 1859,	<i>Fortuna,</i>	.	.	.	11
Feb. 11th, 1864,	<i>Roman Empress,</i>	.	.	.	10
Feb. 17th, 1864,	<i>The Brothers,</i>	.	.	.	7

Saved by the ‘Crossleys’ Lifeboat.

March 22nd, 1866,	<i>Gipsy,</i>	.	.	.	4
June 17th, 1866,	<i>Dagmar,</i>	.	.	.	2

The *Crossleys* was then transferred to Middlesbro’.

Saved by the 'Burton-on-Trent.'

Sept. 25th, 1868, . . .	<i>Gentle Annie,</i> . . .	3
Sept. 25th, 1868, . . .	<i>Sybil,</i>	2
Nov. 23rd, 1869, . . .	<i>Dawson,</i>	6
Dec. 27th, 1869, . . .	<i>Francis Mary,</i> . . .	3
Feb. 6th, 1876, . . .	<i>Emily,</i>	4
Sept. 25th, 1876, . . .	<i>Psyche,</i>	7
Sept. 29th, 1876, . . .	<i>Morning Star,</i> . . .	3
Jan. 22nd, 1880, . . .	<i>Temperance Star,</i> . .	2
Oct. 28th, 1880, . . .	<i>Emanuel Boucher,</i> . .	7
Oct. 29th, 1880, . . .	<i>Hayzard,</i>	9
Sept. 10th, 1891, . . .	<i>Gentle Annie,</i> . . .	4
Oct. 10th, 1884, . . .	<i>Samarang,</i>	13

Nothing is further known concerning the *Burton-on-Trent*, but the conclusion is that she was condemned as useless.

From 1884 the lifeboat *Brothers* was permanently stationed at Redcar. Joseph Burnicle was appointed coxswain in 1873, and still retains that position.

Lives saved by the 'Brothers.'

Sept. 7th, 1887, . . .	<i>Robert,</i>	2
June 23rd, 1892, . . .	<i>Wild Rose</i> assisted.	
April 14th, 1893, . . .	s.s. <i>Rowan,</i>	17
Nov. 18th, 1893, . . .	s.s. <i>Garnet,</i>	7

November 18th, 1893, crew of brigantine *Harriet* was rescued by the Rocket Brigade and Volunteers. The vessel became a total wreck, part of which is still on the beach.

RUNSWICK STATION, YORKSHIRE

Dr. J. V. LAVERICK, *Hon. Sec.*

WHILE a gale of wind was blowing from the north-east, with a heavy sea, on the 5th November 1893, the schooner *Jane and Ellen*, of and for Whitby, from Seaham, with a cargo of coal, lost her sails and became unmanageable. She showed signals of distress, and at 6.40 P.M. the lifeboat *Cape of Good Hope* put off to her assistance, and brought safely ashore her crew of two men. The vessel became a total wreck.

On the 18th November 1893, while a furious gale was blowing from the north-east, accompanied by such a sea as has seldom been seen here, the brig *Carula*, of and from Wyborg, bound for Middlesborough with a cargo of pit props, was seen entering the bay. She was driven on the beach, only a short distance from the lifeboat-house, and on taking the ground broached to. The lifeboat *Cape of*

Good Hope had been promptly launched at 2 P.M., immediately the vessel was seen, but with the tremendous seas running and the rocking of the brig it was very dangerous to go near her. By skilful manœuvring, however, the boat was taken alongside and rescued six men who were on board. She was then run ashore on the beach and hauled into a safe position in a small creek. There she had to be left for a time, the opening of the creek soon being filled with wreckage. The vessel completely broke up during the night.

This was an extremely dangerous and difficult service, and is reported by the honorary secretary of the branch, who was an eye-witness, to be one of the most creditable deeds accomplished by the lifeboat crew. In recognition of their special services, double payment was awarded to the coxswain and crew of the lifeboat and the silver medal of the Institution was presented to Mr. George Tose, the coxswain, in acknowledgment of his long and gallant services in the lifeboat.

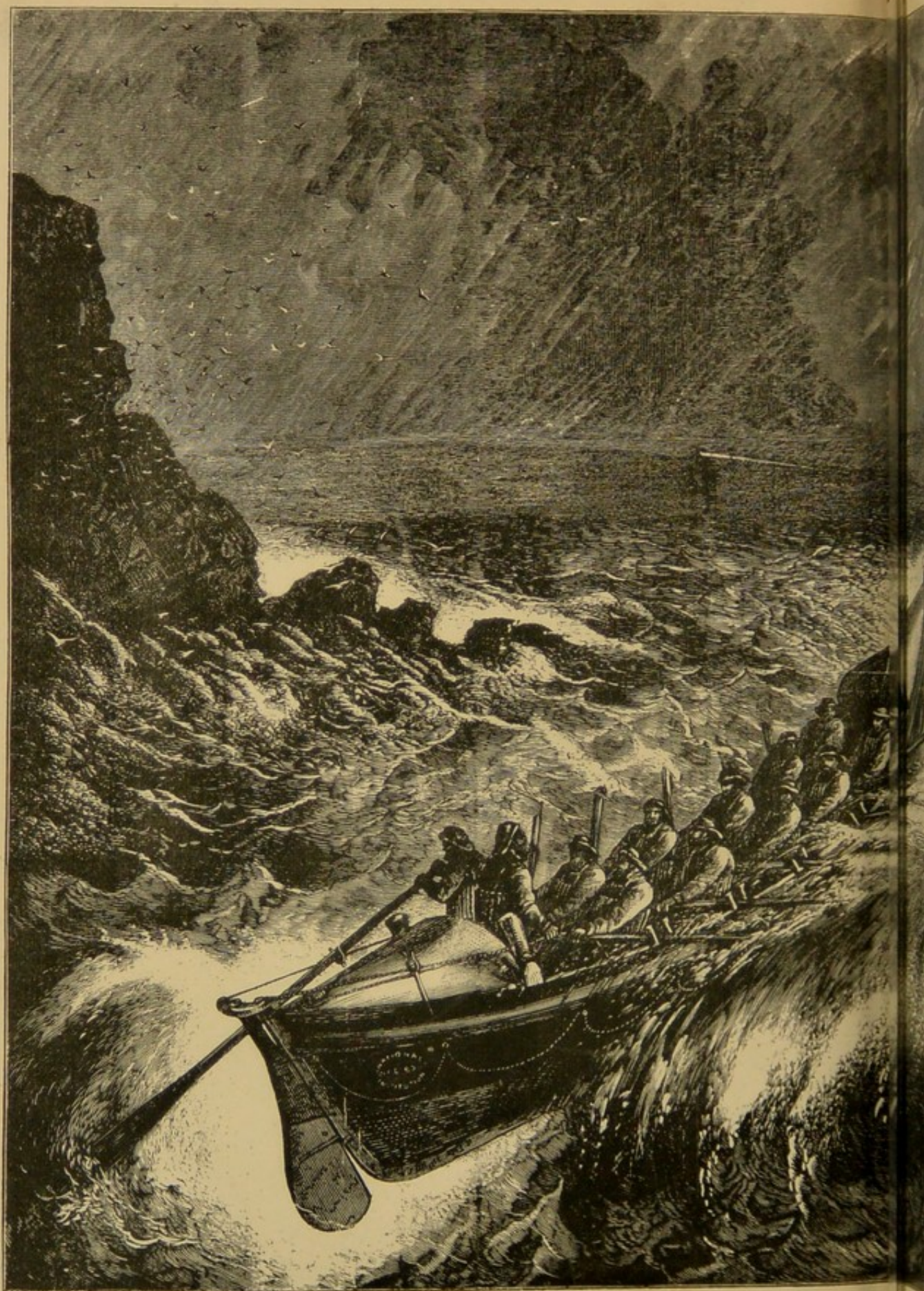
BROUGHTY FERRY STATION

JAMES HUNTER, Jun., Esq., *Hon. Sec.*

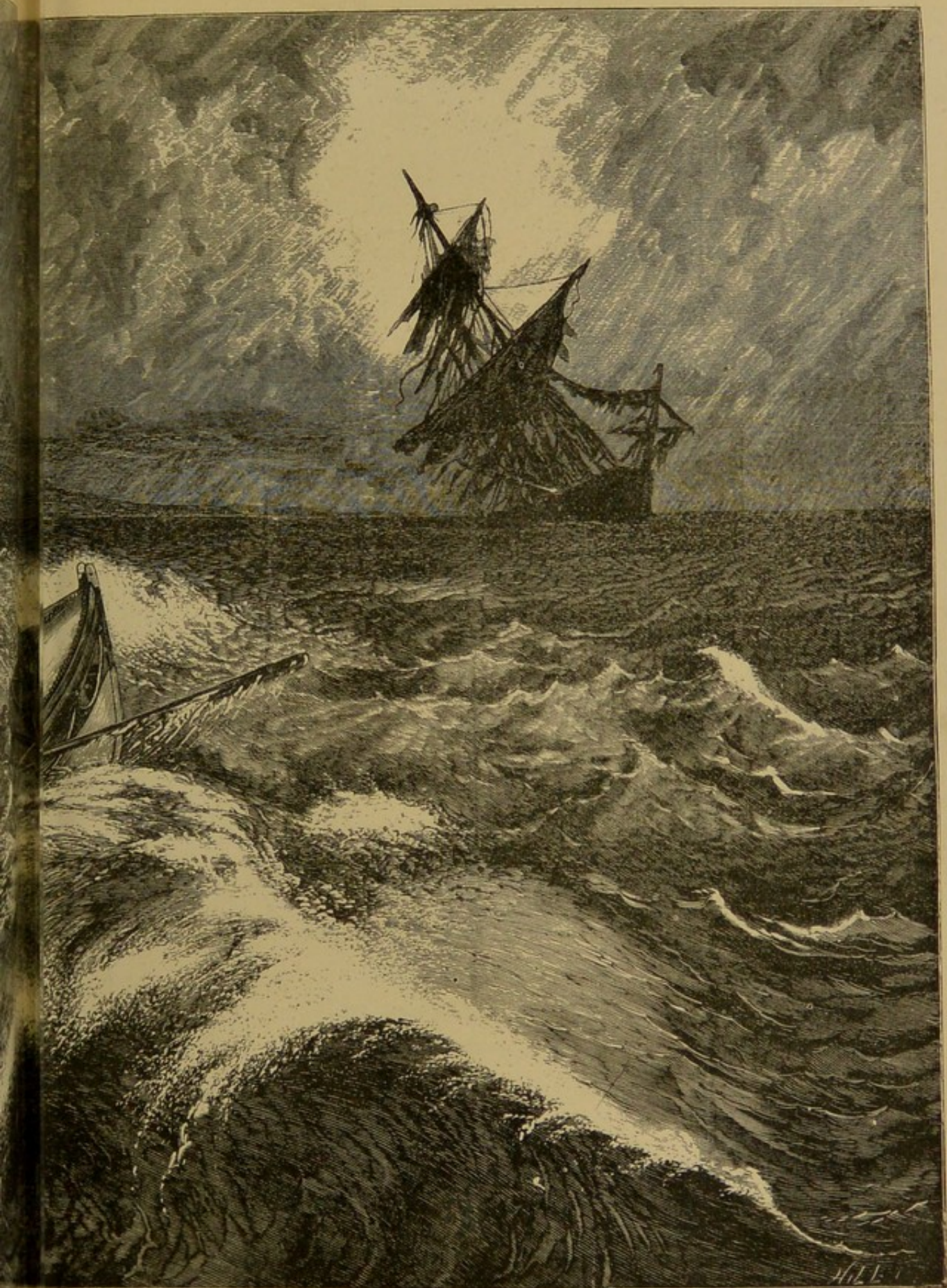
AT one o'clock on the morning of the 18th November 1893, the pilot-cutter, No. 2, of Dundee, dragged its anchor and stranded on Abertay Sands. Heeling over until it lay broadside to the gale, the vessel encountered the full force of wind and sea. The tide was ebbing at the time. Huge sheets of water swept the decks, the spray blew clean over the mastheads, and the crew were in imminent danger of being washed overboard. Rockets were sent up at intervals and coloured signals were burned, but the blinding fury of the seas precluded these from being witnessed from the shore. The crew took to the rigging, the hold beginning to fill with water; and as the hours slipped away the position of the men became desperate in the extreme. About daybreak one of the distress rockets was fortunately descried from Broughty

Ferry. The lifeboat *Samuel Shawcross* was promptly launched and manned, and about half-past eight left Broughty Pier. With sail set the lifeboat sped rapidly down the river, and in about half an hour had reached the sands. As the boat approached them the sail was furled and the oars were brought into requisition. The furious sea, however, preventing the lifeboat from getting within 20 yards of the cutter, a line was hove to the vessel, and one by one the shipwrecked crew, numbering seven men, were dragged through the surf and taken safely on board the lifeboat. This work occupied about half an hour. The steam-tug *Excelsior*, which had been despatched from Dundee on news of the disaster being received there, then took the lifeboat in tow, and in three-quarters of an hour they were abreast of Broughty Pier. Hundreds of people collected on the pier, and when the lifeboat drew near and it was seen that it had been successful in its mission, a ringing cheer was raised.





THERE ARE LIVES TO SAVE—ON THE WRATH




WAVE. HURRAH! FOR THE LIFEBOAT CREW!



SWANSEA AND PORT EYNON STATIONS

T. W. ISLAY YOUNG, Esq., *Hon. Sec.*

C. BEVAN, Esq., *Assistant Sec.*

 HE following verses were composed by Mr. Bevan on the sad loss of a ship and all hands within a few yards of shore—a loss that a lifeboat could have prevented with comparative ease had there been one available.

IN MEMORIAM

The Loss of the s.s. Agnes Jack. Jan. 27th, 1883.

It was a dark and stormy morn,
Long ere the break of day,
When cries of deep distress were heard
Across Port-Eynon Bay.

The villagers quickly rose from bed,
And hurried to the strand ;
There shattered spars and broken boats
Were washed up on the sand.

And woeful cries borne by the wind
Distinctly they could hear ;
Above the roaring of the sea
Sad wails fell on the ear.

Yonder o'er Skysea rugged rocks
A mast-head light was seen,
And through the murky darkness there,
That flickering light did gleam.

Cast on an iron-bound lee-shore,
The rocks her side did gore ;
And eighteen men on board were doomed
To see their homes no more.

They sought for refuge in the mast,
And the shaking ropes they grip ;
Whilst the raging billows swept the decks
Of that ill-fated ship.

In fragments, high upon the beach,
 Their every boat was cast,
 And all the hope, poor souls ! they had
 Was that frail, breaking mast.

The coastguards and the rocket crews,
 Now did their duty brave ;
 But, with their rockets and their lines,
 Alas ! they naught could save.

A sorrowing crowd stood on the shore ;
 The tear filled many an eye.
 Yet sympathy could not avail—
 They all were doomed to die.

And good men offered prayers to God
 For those in sore distress ;
 For all the powers of man were vain
 To rescue them from death.

Small open boats upon the beach
 There at Port Eynon lay,
 But these were useless in the waves
 Of the foaming, storm-lashed bay.

Five dreadful hours had passed away,
 And still for help they cry.
 No lifeboat to launch from the shore ;
 No arm to save was nigh.

Strong men with hard and stony hearts
 Were melted into tears,
 While cries of those poor souls for help
 Fell on their listening ears.

Out in the surges, clinging there
 To that frail mast and rope,
 They gazed upon the crowds on shore
 Without a ray of hope.

Drenched and benumbed with wet and cold,
 They saw each foaming wave
 That rolled in madness 'neath their feet,
 And yawned their dreadful grave.

They stripped their clothes from off their backs,
 The shoes from off their feet,
 While on the verge of death they stood,
 Their certain doom to meet.

'The shrouds are gone,' the frail mast bends,
And it is breaking fast;
And now their prayers to God for help
Were heard above the blast.

A mountain wave broke on the mast;
Down in the surf it fell.
And oh! the sadness of that sight
No human tongue can tell.

They battled with the raging waves,
In vain the shore to reach,
While scores of strong and willing men
Stood helpless on the beach.

Huge waves o'erwhelmed them and they sank,
So close, so near the shore;
Their languid cries were hushed in death—
Life's voyage now o'er.

The gloom of death spread all around;
For them there tolled no bell;
The moaning of the wind and waves
Seemed like death's solemn knell.

Oh, had there been a lifeboat there,
 To breast the stormy main,
 Those souls might not have perished thus,
 Imploring help in vain.

But thus they perished,—thus they sank —
 So near their native shore.
 The *Agnes Jack* and her brave crew
 Shall plough the deep no more.


C. BEVAN.

GOWER, *Jan. 27th*, 1884.

CLACTON-ON-SEA (ESSEX) STATION

JAMES HARMAN, Esq., *Chairman.*

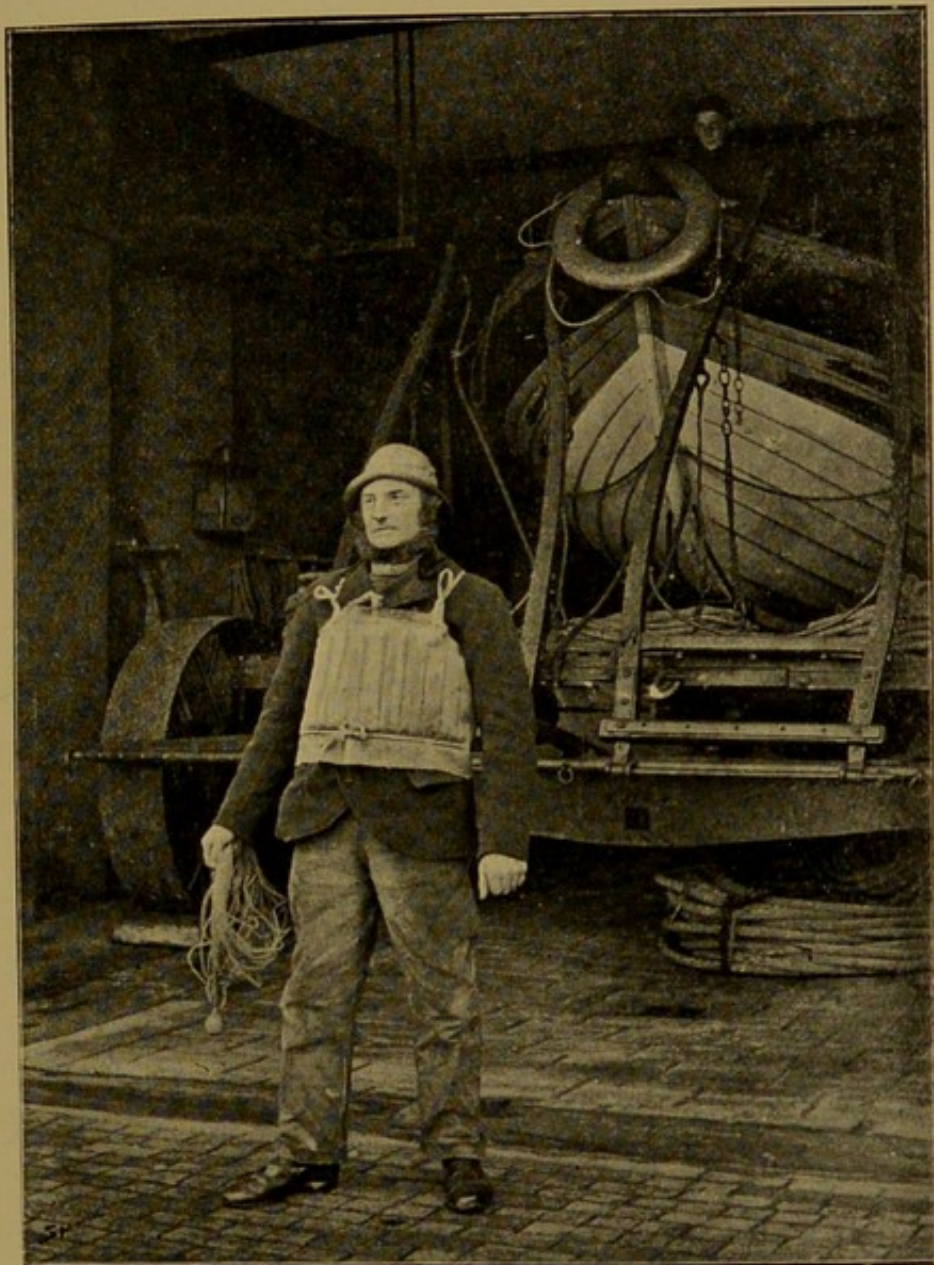
F. W. LEWELLEN, Esq., *Hon. Sec.*

HE deeds of Robert Legerton, late coxswain of the lifeboat *Albert Edward*, Clacton-on-Sea, were the subject of a long and interesting memoir in the *Suffolk Times and Mercury* on May 27, 1892, some extracts from which are here printed.

Robert Legerton had a long experience of seafaring before his appointment, in 1878, to be coxswain of the *Albert Edward*, a boat that had been subscribed for by the Freemasons of England. Within a few weeks of his appointment he was called upon to show his skill and bravery, for the brig *Garland* went on shore at the Gunfleet Sands, the entire crew of nine being promptly saved by the *Albert Edward*.

'That cruel 18th of January 1881 saw Legerton afloat, and nearly every lifeboat on the East Coast was employed in saving lives. He proceeded to the Maplin and found the *Hasselo* of Hangsund ashore, a complete wreck, her mast gone by the board. The crew, all foreigners, were in dire distress. Legerton saved them, and in the fearful gale and blinding snow landed them. The lifeboat-men suffered intensely, many of them being frost-bitten. January 21st.—Afloat again, and Legerton, in searching the Sunk Sand, spoke the Harwich lifeboat with part of a crew on board, which they had taken from a wreck. Legerton was afloat again in September, and found the *Juana* of Norway ashore, but the crew had been taken out by a smack before the arrival of the lifeboat. In October he saved a vessel and crew, the *Ocean*, of Goole, and took her to London. The Inspector, Captain St. Vincent Nepean, R.N., bravely made one of the crew on this occasion. After arrival ashore one of the crew of the wrecked vessel stole one of the oily coats belonging to the lifeboat-men. This was more than Legerton could stand, so a worthy 'beak' gave this person, 'who called himself an Englishman,' one month's imprisonment.'

It is well worthy of record that Legerton received official recognition, in the shape of a gold medal, from the French



THOMAS PICKWICK

Coxswain of the Free Gardeners' Lifeboat, and Master of the Horse
for the National Boat, Redcar



Government for saving the crew of the *Madeleine* under circumstances of peculiar danger and difficulty.

‘A most noble service done by Legerton has still to be recorded, for in October 1881 the Gunfleet light vessel was throwing up rockets, and immediate help was required. The rockets were seen in the grey dawn of a Sabbath morn by a coastguardsman, who immediately summoned Legerton and his noble crew, and the lifeboat was quickly in the water. It seemed, however, to be an impossible task to reach the wreck, for both wind and tide were against them. Nothing daunted, Legerton rowed his boat across into the fairway, in the hope of getting a tow from a passing steamer, one of which was quickly descried, but passed on without stopping for the lifeboat signals. The second—the *Consett*, of Sunderland—gave them the needed helping hand, took the lifeboat in tow, and steamed for the wreck on the Gunfleet. The kindness of the skipper of the *Consett* ought not to pass unnoticed. Realising that these men for many an hour had been at the oars to get into the fairway, he with a line sent provisions and other refreshments to the lifeboat. His thoughtfulness put fresh energy and renewed Clacton pluck into the heart of the crew. When the *Consett* cast off the lifeboat Legerton saw they had some daring work before them. *Madeleine* was the name

painted on the vessel, and Legerton rightly conjectured her crew were Frenchmen. When ever can the real heart of an Anglo-Saxon be better shown than when he recognises that although years ago we fought encounters by sea and by land against the French nation, it is his duty to save the lives of their descendants, who especially amongst our sailors are looked upon as true friends. Legerton let go his anchor and veered down to the ship, and after a time got communication with her, when a huge sea carried the wreck further on to the sands and destroyed the communication. It now became a question what was to be done. Legerton consulted his crew, and at the risk of their lives they made the second attempt, when a huge wave hurled the *Albert Edward* partly upon the deck of the Frenchman, smashing the rudder and other portions of the lifeboat. Legerton nobly stuck to his work, and one by one hauled the sixteen Frenchmen forming the crew of a fishing-vessel into the lifeboat. One of the Frenchmen saved himself by clutching the beard of a lifeboat-man named John Greer. They were landed amidst ringing cheers on Clacton Pier. When the fleet of fishing-vessels, of which the *Madeleine* was one, left Boulogne harbour, many were the prayers of mothers and wives for the safe return of their sailor-boys; but alas! this cruel gale came on, and numerous vessels were

never heard of more. The *Madeleine* being comparatively a new vessel stood the brunt of the gale as she was driven from sandbank to sandbank, and certainly amid the records of the deep there is none more worthy of being remembered than the rescue of this crew by Legerton and the bold band of the *Albert Edward*. Recognition could not be passed over, hence we find the French Government presenting Legerton with its gold medal, bearing the following: 'Ministère de la Marine et des Colonies, à Robert Legerton, Marin Anglais, courage et devouement, 1881. République Française.' A second-sized gold medal was also presented to the 2nd coxswain, James Cross, whilst a silver medal was presented to each of the crew by the same Government. Legerton and his crew were the recipients of these honours at the Mansion House, from the hands of the Lord Mayor of London.'

The number of successful voyages of mercy made by Legerton in the *Albert Edward* is extraordinary, and his career, as stated by the *Suffolk Times*, may well be classed as one of the most daring in the history of lifeboat service. Only a very few of the more notable incidents can be chronicled here however.

'January 23rd, 1884, was a black-letter day for the town of Clacton-on-Sea. A strong N.W. gale was blowing, and

just before midnight Legerton observed flares away into the S.W. He fired for his crew to assemble, and having reefed down, proceeded to the Swin Channel. He ordered his second coxswain to burn a 'blue light' to find the position of the wreck by the answering light. Whilst the light was being held, two or three nasty seas in quick succession struck the *Albert Edward*. One went into the sails and filled the boat, and having no time to free herself of water, owing to the quickness of the seas breaking into her, the coxswain put his helm down, but the boat would not answer. She heeled over and capsized. Legerton called out for every man to hold on to the boat, and she came up on her broadside, and thus remaining, Legerton pulled himself from under the ropes up to the port side and there found one of the crew, named John Burrell, who bravely pulled the pin from the tabernacle and let the foremast come partly down. The sheets that were foul Legerton tried to clear, but could not, but managed to get out his knife and cut them adrift. The boat's head being then checked by the anchor, which had fallen from her, she came head round to sea, and the boat immediately righted. Alas! when Legerton called the 'roll of his crew,' two were missing—Cross, the second coxswain, and Cattermole—and no doubt they lost their lives by being hampered with the ropes



JACKIE STONEHOUSE, REDCAR, ON 'EAST SCAR'



and oars, etc., when the boat capsized. This melancholy accident happened at midnight, and Legerton remained at anchor till daylight, but could not see anything of his poor men. With heavy hearts Legerton gave orders to clear away the ropes and make sail for Clacton. The scene witnessed on Clacton beach upon the return of the lifeboat baffles description. The second coxswain left a wife and five children, and Cattermole a wife and three children. The good people of Clacton rightly felt that something tangible must immediately be done for the widows and fatherless, and the magnificent sum of £1600 was quickly raised.

‘Three days after this sad event Legerton was afloat again to the aid of the s.s. *Hawthorn*. He put part of his crew on board, and proceeded ashore to telegraph for the Harwich tug, and ultimately saved both the vessel and crew. After these services Legerton advised that a larger boat should be sent to the station, as the work in the Swin was both arduous and dangerous. The Institution sent temporarily a 37-feet boat with 9-feet beam whilst a new boat 39 feet in length was being built. She was the first lifeboat built with a drop keel, and Legerton speaks very highly of it.

‘Several times the *Albert Edward* was called afloat in

response to signals, when the vessels, before her arrival, had cleared the sands. In March 1891, the Coastguard, receiving information that a man had landed in an open boat nearly filled with water, and stated he had left the remainder of the crew, four in number, on board the ship *J. W. Babell*, of Beaumaris, on a voyage to London with a cargo of granite, alarm rockets were immediately fired for the crew of the *Albert Edward* to assemble, and Legerton very quickly had her afloat, and having proceeded out, a passing steamer took the lifeboat in tow to within about two miles below the Gunfleet Light, where the steamer slipped the lifeboat, and she proceeded in a terrible sea, the waves breaking on board, to the wreck. Just as they arrived in sight of the ship, the Walton lifeboat came upon the scene, and let go her anchor. Legerton was determined, if possible, to save what remained of the crew. The ship's hull was covered with water, and he made a dash at the wreck for two men in the port rigging. The lifeboat was on the starboard side, and one man was got into her, when he reported the other man was dead and the captain and cook drowned. J. Roper, one of the crew of the lifeboat, ascended the starboard rigging, and came down on the port, made fast the dead body, and then cut it adrift from the lashings, and it was hauled into the lifeboat. During

this operation, another of the crew of the lifeboat, F. Welham, was dragged out of the lifeboat by the vessel's rigging, but was with some difficulty got on board again. The steam lifeboat *Duke of Northumberland* then came upon the scene and would have taken them to Harwich, but as Legerton had everything ready, he up sail and landed the man and lifeless body at Clacton.

'This was Legerton's last service, and his career may certainly be classed as one of the most daring. In 1881 the Royal National Lifeboat Institution awarded Legerton its silver medal, and the crew of the *Albert Edward* were presented with a tankard and a purse of seven guineas to each man from a public subscription raised mainly by Mr. W. W. Towse for the gallantry shown at the wreck of the *Madeleine*. Lady Johnston, of St. Osyth Priory, graciously distributed these honours, and in 1884 her Royal Highness the Princess of Wales commanded Legerton to appear before her at Marlborough House, to receive the second service clasp, after the capsizing of the lifeboat. Presents and testimonials have been lavishly showered on our hero, and on his retirement from the command he was presented with the third service clasp of the Royal National Lifeboat Institution. What laurels has not this brave coxswain earned, not only for himself and his brave crew, of whom

he speaks in high terms, and who for fourteen years under his command did all that Englishmen could do, in saving 14 ships and 216 lives from destruction! Robert Legerton was one of the four expert judges chosen to decide the important lifeboat trials lately held at Lowestoft, the others being James Cable, Aldeburgh, Charles E. Fish, ex-Coxswain of the lifeboat *Bradford*, and Robert Wright, Fleetwood. Well may Clacton-on-Sea feel pride in her trusted hero, Robert Legerton.'

S. W. SMYTH.

PLYMOUTH STATION

Admiral Sir GEORGE WATSON, K.C.B., *Chairman.*

J. CUMMING, Esq., *Treas.* ; J. ROONEY, Esq., *Hon. Sec.* ;

JOHN LUCOCK, Esq., *Coxswain Supt.*

(To the latter we are indebted for the following interesting narrative.)



THE first lifeboat placed on this station was presented by the Baroness Burdett Coutts, and was named the *Prince Consort*. After rendering numerous services, it was replaced by the *Clemency*, presented to the Institution by the Hon. Mrs. Hubbard. The *Clemency* during her time on this station performed some very perilous tasks, and it was partly owing to damage sustained on dangerous rocky reefs that she had eventually to be condemned. An example of the services she rendered is the following. The vessel in danger was the Norwegian barque *Elise*, bound from Sabon for London with deals. She put into Plymouth Sound for shelter during a terrific southerly gale, and on letting go her anchor

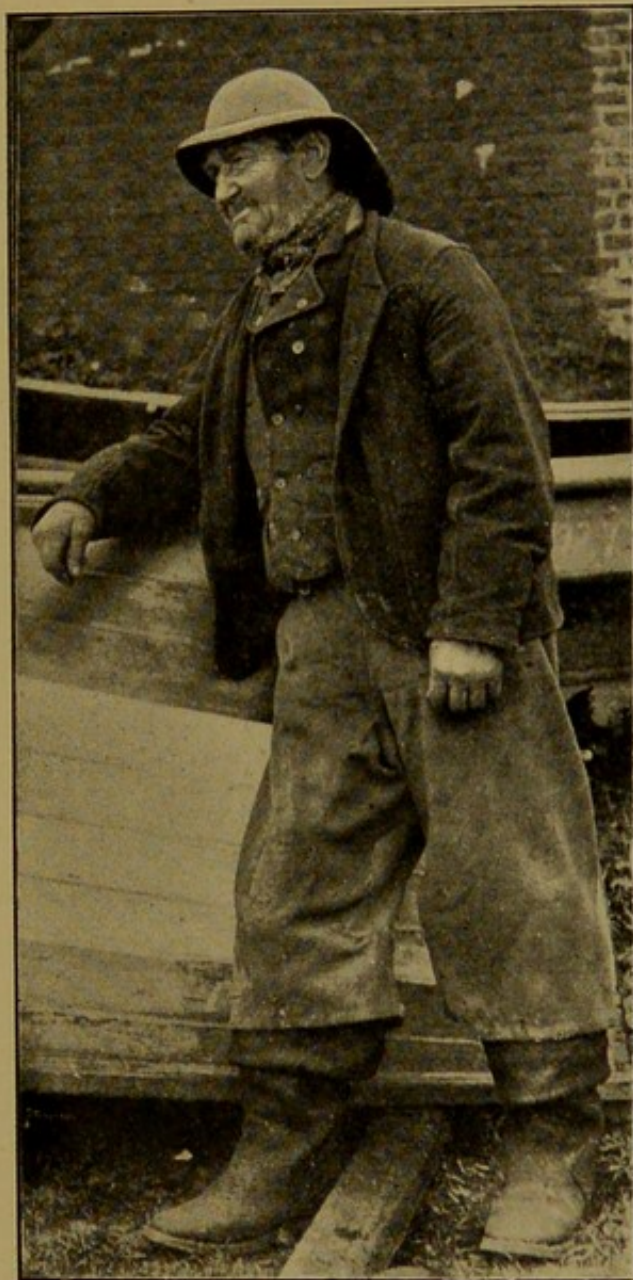
the cable immediately parted. Another was then let go, but the vessel dragged her anchor, and struck a reef of rocks, locally known as the Needles, and she speedily began to break up. The alarm having been given, the lifeboat was launched and was soon on her way ; when, on getting near, the coxswain could see the crew were clinging to the forepart of the ship, the afterpart having been completely washed away. The lifeboat was taken to windward, anchor let go, and the boat veered down as close as possible to the vessel, but the boat beginning to bump heavily on the rocks, the rudder became disabled, an oar smashed, and a heavy sea striking the boat, several ropes were washed out of her. The crew were now in considerable danger ; for had the cable parted, doubtless the boat would have been dashed on the rocks and every one lost. For all that the coxswain succeeded in passing a line to the exhausted men, which was caught by them, and one by one they were hauled through the surf and safely got into the boat. The coxswain then steered for Cattewater, where they were landed amid tremendous cheering from the assembled crowd of spectators, who had been watching the movements of the boats from the Hoe.

Having given in the above an example of the danger a boat has to face in saving life from shipwreck, an idea of how valuable its assistance may be to vessels in distress may

interest the reader. The s.s. *Hankow* of London, homeward bound with a valuable cargo of specie, etc., and passengers, was picked up off the Lizard by two Falmouth tugs and towed to the Eddystone. Meanwhile the wind had increased to a hurricane from the W.S.W., which compelled the tugs to slip her, and, the vessel being near Plymouth, she was steered for that port, but on getting inside Penlee Point, she became unmanageable, and, broaching to, the anchors were let go, and the vessel brought up in close proximity to the breakwater. Her signals of distress were seen by the Great-Western Railway Co.'s mail tender *Sir Walter Raleigh*, but on going to her, found she could do practically nothing, owing to the heavy seas and high wind. The lifeboat eventually came on the scene, and, after a deal of risk, got hawsers to the tugs, and the *Hankow* was afterwards safely towed into Plymouth Sound by three Admiralty tugs.

On the 28th of January 1885, a messenger called at the house of the coxswain, saying a vessel was apparently in danger off the Port, he having observed some coloured lights. The coxswain happened to be absent at a meeting in the Guildhall, but his wife immediately ran there, when she interrupted the speaker and astonished the whole audience by shouting out, if the coxswain or any of the crew of the lifeboat were present they were wanted at once.

Of course every eye was turned to the doors, but coxswain Lucock had gone before the sentence was finished, and taking the nearest route, was soon at the boathouse, where the crew, under the supervision of the assistant-coxswain, had already got the boat out of the house on to the slipway ready for launching. The Queen's harbour-master's men had also seen signals, and had wired to Devonport for a tug to go to the vessel's assistance; the lifeboat, on rounding the pier-head, was picked up by the tug, and on going to Wembury Bay outside the Mewstone, found the barque *Wellington* of Windsor, N.S., bound from Havre to New York with copper ore and empty oil-casks. On inquiry it was found that the captain had been killed by the crew, whom he had been chasing over the ship with a loaded revolver whilst suffering from temporary insanity. The ship was some way out in the Atlantic when this occurred, but the mate decided to put back, as some of the crew had been hurt by the shots. The vessel, however, overran the Port, and, becoming embayed, the anchors were let go and the vessel brought up within a short distance from the same rocks on which the ill-fated P. & O. s.s. *Nepaul* met with her doom in December 1890. The crew of the *Wellington*, however, declined to be taken off, although the vessel was in imminent danger of going ashore,



WILLIE DOBSON, REDCAR

With Boot Trousers on, the old style of Fishing Attire



the gale being from the south-west, and a tremendous high sea running. They wanted to be towed to Plymouth, which, however, could not be done owing to heavy head seas. The lifeboat then got a hawser on board the tug, and the *Wellington* was towed up the River Yealm and grounded on the mud. Once there the vessel was safe, but the lifeboat's crew were placed in an awkward predicament, as they had no provisions with them, and could not get back owing to such heavy head seas, but the captain of the Admiralty tug *Scotia* very kindly provided them with some, for which he was afterwards publicly thanked in the local newspapers by the coxswain. The weather having somewhat moderated on the 29th, the boat left the Yealm in company of the tug *Scotia*, arriving at Plymouth 5.50 p.m., having been afloat over seventeen hours. Some time after, the crew of the *Wellington* were charged with killing the captain, and committed to the Exeter Assizes, but were found not guilty and released. This was the last service rendered by the *Clemency*, whose prior services are set forth on the annexed list. She was replaced by the present boat, *Escape*, presented to the Institution by Miss Lucy Harris, of Lower Clapton, in 1885. The *Escape* has rendered service in the four cases following the *Wellington*. When further calls arise, every man of her crew will be found at his post, and

the boat ready for her errand of mercy, steered by her coxswain, who on many occasions has piloted the Plymouth lifeboat to the rescue of his fellow-men, and who holds two certificates of the Plym Tamar and Leynher Humane Society for saving the lives of four persons on the 11th September 1869 from drowning; the Royal Humane Society's parchment for saving a soldier from drowning on the 24th September 1879, and has also been rewarded with money by the Great-Western Railway Company for saving life in the Company's docks at Plymouth.

SERVICES RENDERED BY PLYMOUTH LIFEBOAT.


Dutch Galliot <i>Aremana</i>	.	.	6	lives saved.
Belgian Brig <i>Espoir</i>	.	.	11	„ „
German Brig <i>Commerziemeathian Harpt</i>	.	.	11	„ „
Schooner <i>Teazer</i>	.	.	1	„ „
Brig <i>Flying Cloud</i>	.	.	10	„ „
Brigantine <i>Laurel</i>	.	.	9	„ „
„ <i>Eliza</i>	.	.	4	„ „
Brig <i>Fearful</i>	.	.	8	„ „
Ship <i>John Barbour</i>	.	.		rendered assistance.
S.S. <i>Hankow</i> , of London	.	.		rendered assistance.
Schooner <i>Fortuna</i>	.	.	3	lives saved.
Barque <i>Baron Van Allandt</i>	.	.	11	„ „

Barque <i>Elise</i>	.	.	.	9 lives saved.
„ <i>Wellington</i>	.	.	.	rendered assistance.
Barquentine <i>Kate</i>	.	.	.	7 lives saved.
Barque <i>Souvenir</i>	.	.	.	rendered assistance.
S.S. <i>Milan</i> , of Hull	.	.	.	stood by vessel.
S.S. <i>Nepaul</i>	.	.	.	rendered assistance.

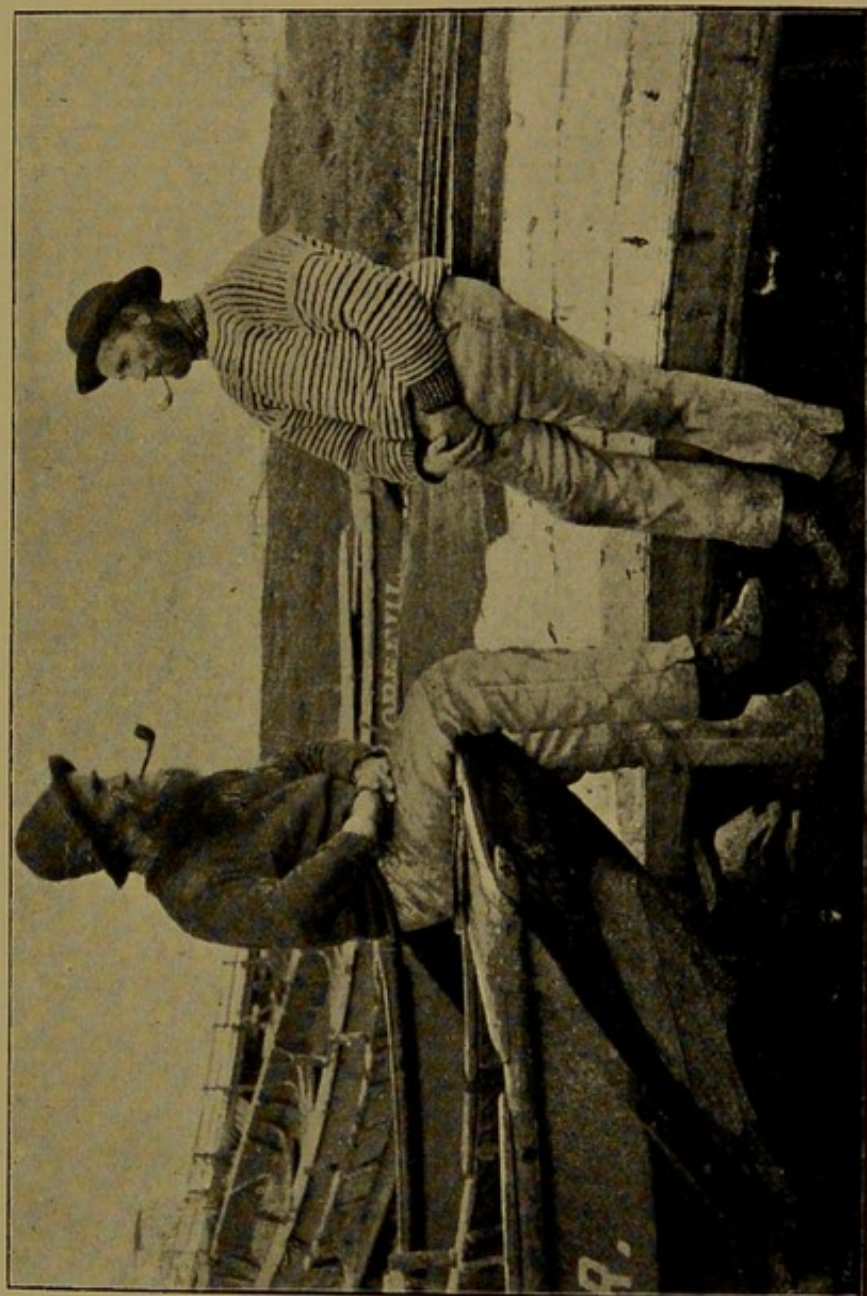
LIFEBOATS AND THEIR WORK IN THE
ISLE OF MAN

DOUGLAS STATION.

THOMAS BAWDEN, Esq., *Hon. Sec. and Treas.*

 HE Isle of Man can claim for itself to be the 'cradle' of the Royal National Lifeboat Institution, from the fact that one of the founders of that noble Society lived and died there.

Colonel Sir William Hillary, Bart., lived in a mansion (now a hotel) overlooking the beautiful Bay of Douglas. He was often an eye-witness of wrecks on a reef of rocks named 'Conister,' which lie about half a mile from his house towards the centre of the bay. He afterwards built the picturesque 'Tower of Refuge,' which now adds an additional charm to the already beautiful bay, on this reef. He organised a life-saving crew of Douglas fishermen, and



BOB ROBSON AND DICK WATSON, REDCAR, SPINNING YARNS





C. J. STANILAND, R. I.

THE RUSH FOR THE LIFEBOAT



'taking the tiller' himself, they were the means of rescuing many a shipwrecked mariner from an untimely grave.

Early on the morning of Thursday, 24th February 1875, the crew of the lifeboat *John Turner-Turner* was called upon to go to the assistance of the lugger *Dart*, which in getting under weigh in the bay had 'missed stays,' and become unmanageable, and so was in imminent danger of foundering. The lifeboat stood by the smack, till she was got under control, and brought back again safely to the harbour. Later on, about six o'clock on the evening of the same day, the lifeboat was again called out. The vessel in want of assistance this time was the smack *Britannia* of Belfast, which was dragging her anchors, under the force of the heavy sea running. The crew were taken off after the lifeboat had been out for five hours. This was the first life-saving service performed by the *John Turner-Turner*.

The 'Lapwing.'—About the same time in the year following the brigantine *Lapwing*, bound from Liverpool to Calabar, with a considerable quantity of gunpowder on board, put into the bay for shelter. This was on Tuesday the 15th of February 1876. Her mainsail was split, and the men were exhausted with having been buffeted about the Channel for over a week. The harbour-master refused permission to

the captain to bring his vessel into the harbour unless he was prepared to discharge his dangerous cargo. Captain Frasier not seeing his way clear to do this, was compelled to remain out in the bay. On the Friday following a strong breeze was blowing, and a heavy sea was prevailing in the bay. The captain had ordered a new mainsail in Douglas to replace his damaged one, and now endeavoured, in one of the largest harbour pilot-boats, to get it on board. The pilot-boat was, however, not equal to the work. The captain then solicited permission from the Lifeboat Committee for the use of the lifeboat. This was granted, and the lifeboat crew assisted the vessel's men to get the sail bent on the brigantine, and she was enabled to bear safely away to sea.

The brig 'Mary Anne' of Whitehaven.—On Saturday, 21st October 1876, the lifeboat was called to this vessel, which had got on the rocks opposite the Pevensey Hotel. She was too close to the shore for the lifeboat to render any assistance, but the crew were happily rescued by the rocket apparatus.

Brigantine 'Delhi' of Belfast.—At 3 o'clock on 21st September 1878, this vessel was seen showing signals of

distress. The crew of six were saved with great difficulty, the lifeboat being out for seven hours battling with the waves. The *Delhi* foundered shortly after the crew had left her.

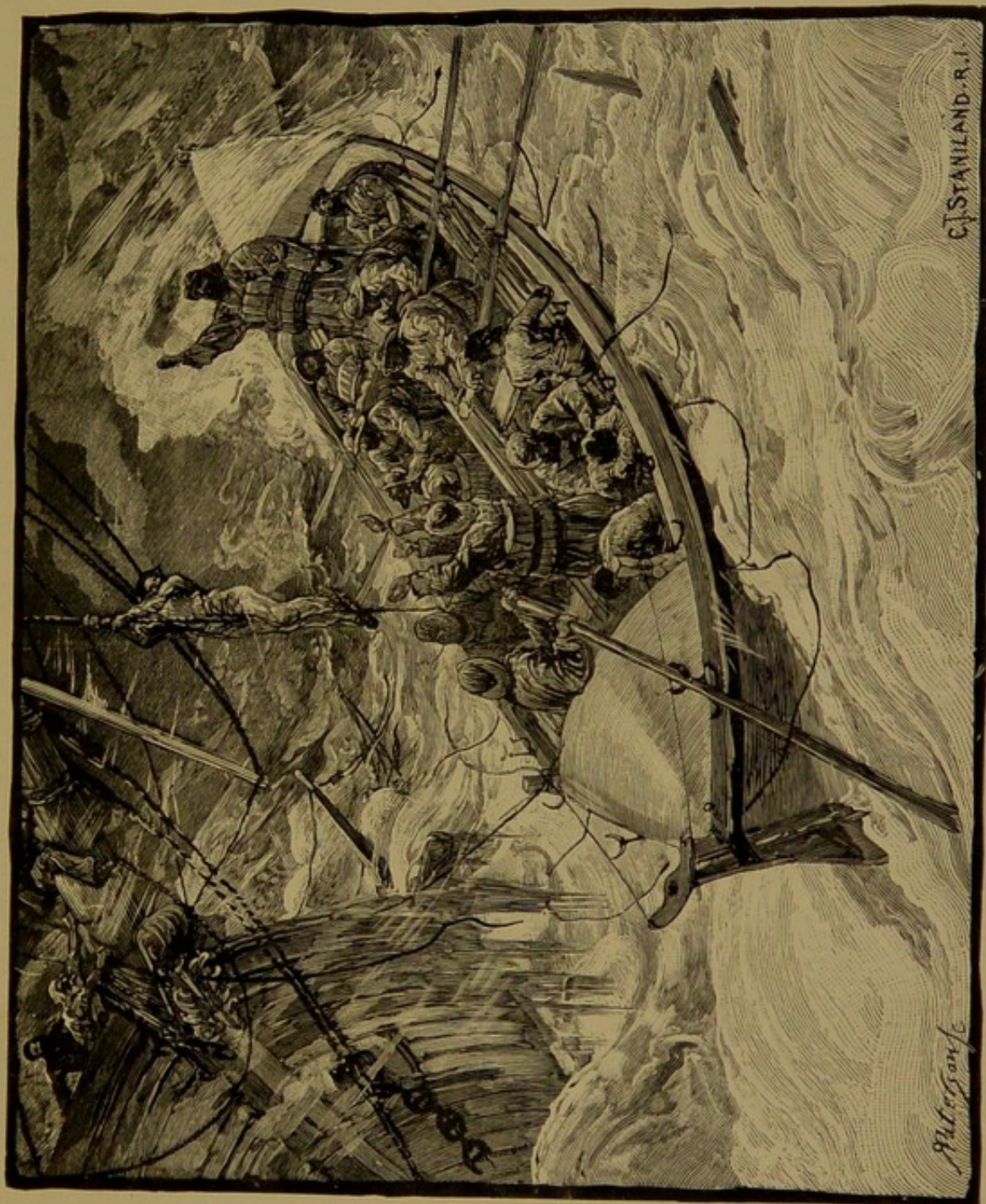
Steam Tug 'Darragh Bay' of Douglas.—On the evening of 21st November 1881, the *Darragh Bay*, which was anchored as a beacon over the wreck of the schooner *Elizabeth Barclay*, had her propeller fouled with floating wreckage as soon as it was put in motion, her anchor chain having parted from the heavy roll of the inshore gale. Her signals of distress were seen, and the lifeboat quickly saved the crew. The steamer was driven ashore and became a total wreck.

On the same evening the lifeboat assisted to save the s.s. *Shannon* of Liverpool.

'Reine des Cœurs' of Nantes.—On 6th December 1881. The fine French schooner *Reine des Cœurs*, of Nantes, ran on to the Conister Rocks. Her crew of six were rescued in a marvellously short space of time.

The 'Lebu' Disaster.—This disaster is pre-eminently historical among lifeboat annals, and is one of the unfortunate occurrences when loss of life has happened to members of the lifeboat crew.

About 11 o'clock on the morning of Thursday 20th October 1881, the tug *Iron King* of Liverpool arrived at Douglas harbour, her master stating that he had been employed to tow the barque *Lebu* from Maryport to Cardiff. The barque was light in ballast, and at an early hour on Thursday it came on to blow very hard from the S.E. During the gale the tug made water and filled so rapidly that she had to abandon the barque at about half-past nine on Thursday morning and make for Douglas harbour, which she reached with great difficulty. The barque meanwhile came to an anchor about six miles off Douglas, where she lay exposed to the full fury of the severest gale which had visited the Island in the memory of the inhabitants. So violent was the gale that she was compelled very soon to show signals of distress. In response to the signals the lifeboat *John Turner-Turner* was quickly manned and got out, and proceeded in the teeth of the gale to the distressed vessel. The *John Turner-Turner* was manned by a crew of eighteen men, but the gale was so strong that to work out to the vessel was terribly exhausting labour to the crew. She had first to beat towards Banks' Howe and then make several tacks in order to reach the *Lebu*. After several hours of such work the lifeboat managed to get within a mile of the vessel, when it was observed that



TAKING CREW OFF JIB-BOOM



she had lowered the flag of distress, and the lifeboat consequently returned to the shore. However, about three o'clock the *Lebu* again showed the signal of distress, but as the *John Turner-Turner* was aground, the other lifeboat, *Manchester and Salford Sunday Schools* was got out of the boat-house and launched, proceeding as quickly as possible to the vessel. Her progress was eagerly watched by large crowds of persons gathered on the piers and promenade. As darkness fell it was observed that the lifeboat was near the vessel, but her further movements were soon hidden. The crowds waited anxiously for her return, and about eight o'clock she came up the harbour. She returned, however, with the sad intelligence that the lifeboat had been capsized off Douglas harbour with the whole of the crew of the barque as well as her own, and that four of the latter and seven of the crew of the vessel had been drowned. The intense excitement caused by this announcement may be better imagined than described. The sea was running mountains high, and the greatest confusion prevailed on the shore. The scene at the vessel was described by its mate, Norman Macleod, to an interviewer as follows: 'About 5.30 the *Manchester and Salford Sunday Schools* came alongside. The barque at this time was straining violently, and the crew were alarmed for fear she should not hold to her anchorage. Some

of the crew, contrary to the desire of the captain, insisted on getting into the lifeboat. The remainder followed, leaving only myself and the master on board. Finding that we were alone, and seeing that it was no use us staying, I also got on board the lifeboat, and was followed by the master. The lifeboat was then pulled towards Douglas harbour. It would then be getting towards seven o'clock, and the weather was very dark and tempestuous, with a rough sea on. Among those in the boat were the wife of the steward and my own wife. Everything went on well for some time till, about a quarter of an hour after leaving the barque, a huge wave broke over the lifeboat and filled her. She capsized at once and we were all thrown into the water. She righted immediately, and the mate got into her again and succeeded in getting his wife and the steward's wife in, and also one of the lifeboat crew. Several others scrambled in, and they all did what they could to assist others into the boat.

'The boat returned to port without further mishap, after searching for any others who might be floating about, but no one else could be found. There were in all eleven men drowned—four lifeboat-men, and the captain and six sailors of the *Lebu*.'

A large sum was collected for the widows and orphans,

and the same was put out at interest, and has been expended in supporting and giving a start in life to the bereaved.

The smack 'Alice.'—About three o'clock on the morning of Saturday November 6, '86, owing to the heavy sea and the strong wind which had sprung up, and which created a heavy swell in the outer harbour, the smack *Alice*, of Din-orwic, which was lying in the harbour near the Battery Pier, began to drag her anchors. As it was feared that she would go ashore under the Fort Anne Hotel, the master (Griffiths) sent up distress signals, which were observed on the Red Pier. The signals were at once given for the rocket brigade and the lifeboat crew to turn out, which were promptly obeyed, and in a short time the *John Turner-Turner* was alongside, under 'Boxer' Corlett, the coxswain, and with some difficulty the crew of two were rescued. The vessel's anchors held, however, and she rode safely. A sad accident occurred in the following week when Corlett and Celagne, two of the men who had gone out in the lifeboat, were drowned in attempting to cross the bar in a harbour boat.

The 'Daisy' of Chester.—At about five o'clock on the morning of Wednesday the 4th January 1888, the schooner

Daisy of Chester went ashore on the rocks on the south end of Conister. The captain at once showed signals of distress, and in response the *John Turner-Turner* went out, and, after about three-quarters of an hour of arduous and dangerous effort, succeeded in getting the crew off, and safely brought to the pier. The crew consisted of five hands all told. The vessel was warped off the rocks next tide; but a large hole had been knocked in her bottom, and when almost round the point of the Victoria Pier she foundered, some men on board having narrow escapes.

The 'John W. Pearn's.'—On 28th March 1888, the schooner *John W. Pearn's*, Antwerp to the Isle of Man, put into the harbour to shelter from the fury of a terrible storm which prevailed for three days. She took up a position near the Battery Pier, and it soon became known that she had a cargo of dynamite (over 800 cases). She rode all the morning in the harbour, but about noon the cry went up that she was dragging her anchors. Whether this was true or not, the lifeboat *John Turner-Turner* was at once manned and went to the vessel. The coxswain told the captain that the harbour-master had given orders that he was to come off, and if he did not the lifeboat would

not be allowed to go out again. Accordingly the captain and crew came ashore in the lifeboat. The vessel, however, rode safely through the storm and did not drag her anchors, but some days afterwards left the bay in safety.

The wreck of the 'Thorne.'—On the morning of the 24th of January 1890, the barque *Thorne* of Liverpool, a magnificent vessel of 876 tons, bound from Liverpool to Adelaide, with a general cargo and some passengers, dropped anchor in the bay some distance to the north of Conister to ride the storm and heavy sea which prevailed. During the whole of Friday the storm increased in fury, and the vessel was not expected to hold to her anchorage. About one o'clock on Saturday morning signals of distress were seen proceeding from the direction of Banks' Howe, and the two lifeboats were at once got out with all haste. The *Thomas Rose*, stationed at the lifeboat-house, was first out, and after searching for the vessel for over three-quarters of an hour, came alongside of her lying on the rocks a few yards to the north of Port Jack. For some time the lifeboat crew, under John Kelly, were unable to ascertain the position of the vessel, and Kelly concluded that the crew had left the vessel. However a light, or rather a glimmering, was

seen on the raging waters some distance away, and for this Kelly made. It was found that the crew had abandoned the vessel and taken to the boat, and in this perilous position they now were. The boat was in imminent danger



of being swamped over and over again, and there was considerable difficulty in getting the lifeboat alongside. Kelly, however, succeeded, and the seventeen hands who were in the boat were transferred to the lifeboat safely, and after another hour's terrible effort they reached the

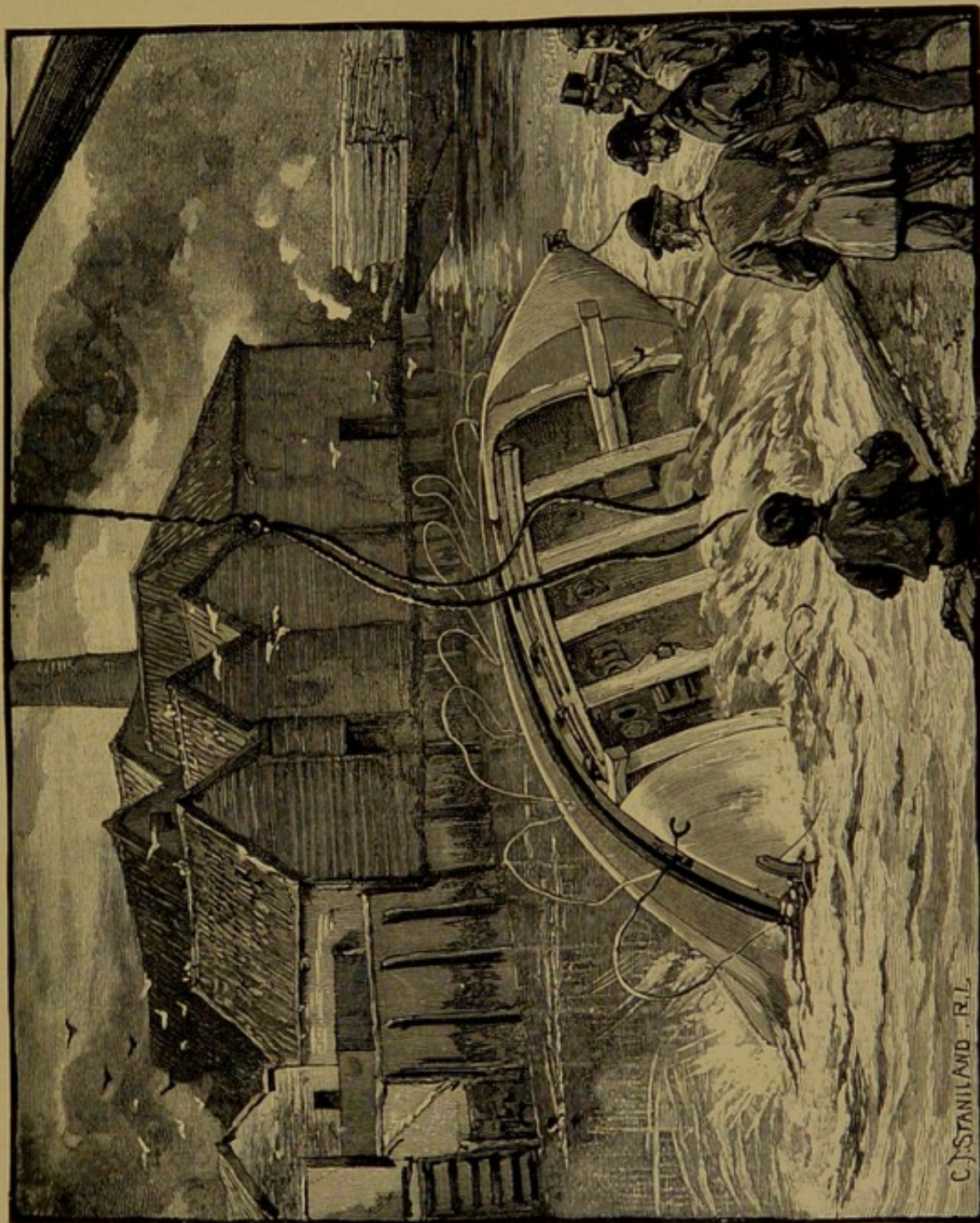
harbour. The rocket brigade were in readiness on the headlands above, but their services were not required. The *Thorne* became a total wreck.

This was an occasion which called for highest skill in the management of the lifeboat, and happily the coxswain, 'little Johnny Kelly,' was equal to the occasion. The *Thorne's* own boat was rendered unmanageable from the number of people who had crowded into her. There were 17 in all, and there was scarcely room to work the oars, and she was drifting rapidly on to the rocks when the lifeboat reached her. The rescued declared that had the lifeboat been five minutes later all would have been drowned or dashed to death on the rocks. The coxswain saw what the danger would be if he let the men row down to where he saw the glimmer of light, as he too might be driven on the rocks, if he had no means but the oars to trust to. So he ordered the kedge anchor to be lowered, and the men gradually paid out the hawser till the ship's boat was reached, and the rescued being quickly transferred to the lifeboat, the men were able to haul away back, with the assistance of the oars, out of the breakers, to the open sea.

The 'Broughty Castle.'—Early in the afternoon of 7th

January 1892, the schooner *Broughty Castle* of Portaferry, bound from Dublin to Portaferry, going light, succeeded in making the outer harbour in the teeth of a strong gale. Here she rode safely for some time, but towards dusk began to drag her anchors. Her captain being a stranger to the port, thought that the vessel was in danger, and showed a green flare. The Board of Trade people at once fired a mortar, and the lifeboats were got out and also the rocket apparatus. The *Civil Service No. 6* was quickly alongside the vessel, and, the captain and the two sailors being transferred to the lifeboat, they were sent ashore in safety.

The schooner 'Progress.'—About eight o'clock on the night of 13th October 1891, a fearful gale having raged over the whole of the Manx coast all day, flare lights were perceived a little to the north of Conister from a vessel in distress. The two lifeboats were quickly out, and the *Civil Service No. 6* was successful, after several vain efforts, in effecting communication with the vessel. The men (four) were all taken safely to land, and the vessel turned out to be the schooner *Progress*, Liverpool to Douglas with coal and salt. When the lifeboat was being got out at the Iron Pier a man named William Gordon, who was assisting, was badly hurt, and died in the Hospital from



TESTING SELF-RIGHTING LIFEBOAT AT INSTITUTION YARDS



the effects. The schooner rode safely all day, and was towed up the harbour next day.

The writers of the article on the Douglas lifeboat services are indebted to Mr. J. A. Brown, proprietor of *The Isle of Man Times*, and a member of the Local Committee, for his courtesy in placing the files of his newspaper at their service.

Mr. Greensill (a member of Committee) is also entitled to special thanks for the trouble he has taken in obtaining the foregoing notes.

SIDMOUTH STATION

Rev. H. G. J. CLEMENTS, M.A., *Chairman.*

W. J. D. WHITAKER, Esq., *Hon. Sec.* (who kindly
supplies the following).

AMONG those who seek a milder climate than is generally to be found in our storm-girt isles, this watering-place is gradually regaining the favourable position which it held long ago. From the effect of the Gulf Stream chiefly, all who have wandered on the Continent have come to the conclusion that you must go a long way south before you can find a climate more genial, and a temperature more equable than that which, as a rule, prevails along this coast.

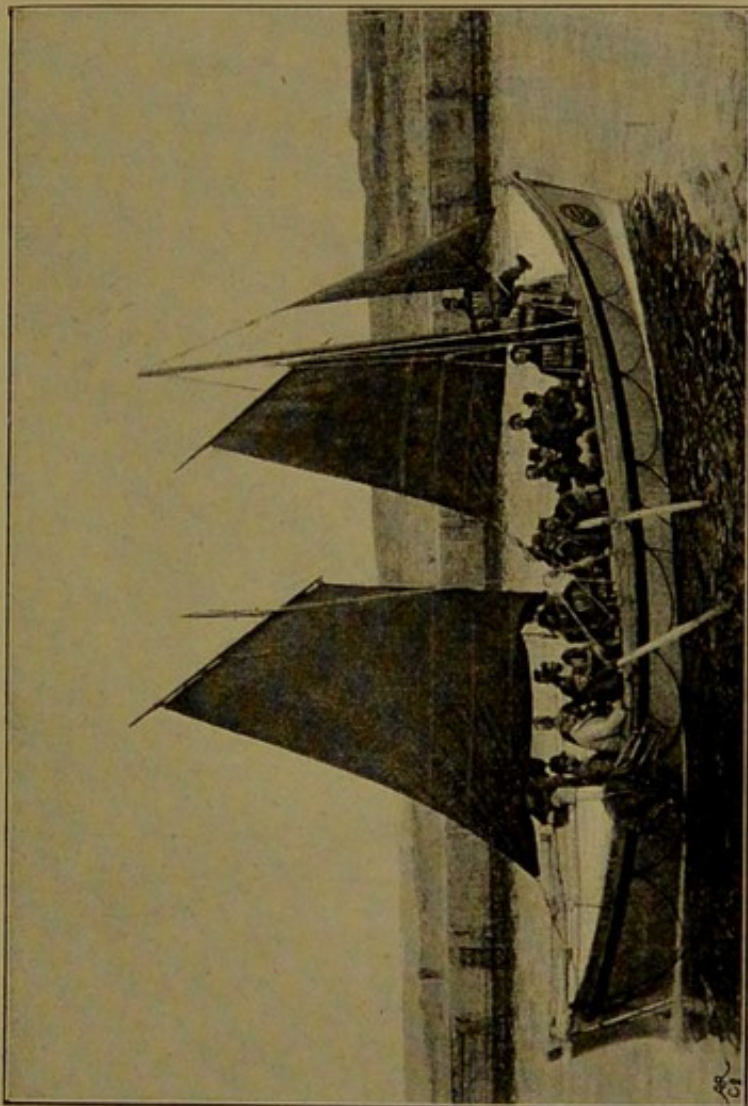
During the long war with France at the beginning of the century, Sidmouth was the habitual resort of health and pleasure seekers. It is now regaining that position. Royalty has found a resting-place here. The Duke of Kent passed his last days at the Glen, and the noblest

window in the parish church was dedicated to his memory by our gracious Queen. Sidmouth is situated in the centre of the bight of the broad shallow bay which lies between the Start and Portland Points. Along the shore of this bay are several lifeboats. The traffic in this sea has for many years been diminishing—owing to the establishment of branch railways, and the increasing development of steam navigation—so that now wrecks seldom occur; yet if any of the boats were removed, there would be a serious break in the chain of boats which the Royal National Lifeboat Institution, supported by a public which appreciates its noble work, has been enabled to place round our shores. One must not expect so stirring a record as that of the boats, particularly on the eastern coast, whose deeds from time to time electrify the nation. But our boats are equally good, and our crews equally gallant, lacking only the opportunity to show the stuff they are made of. They have often gone out to exercise in seas as heavy as are encountered on the eastern coast. It is not, however, that our lifeboat has done no work, nor that it has been able to avoid all dangers.

In the year 1869, the *Rimington* lifeboat was placed here by the Royal National Lifeboat Institution—called so after the generous donor, Mrs. Rimington. It was not long before she was called out to her first service. A

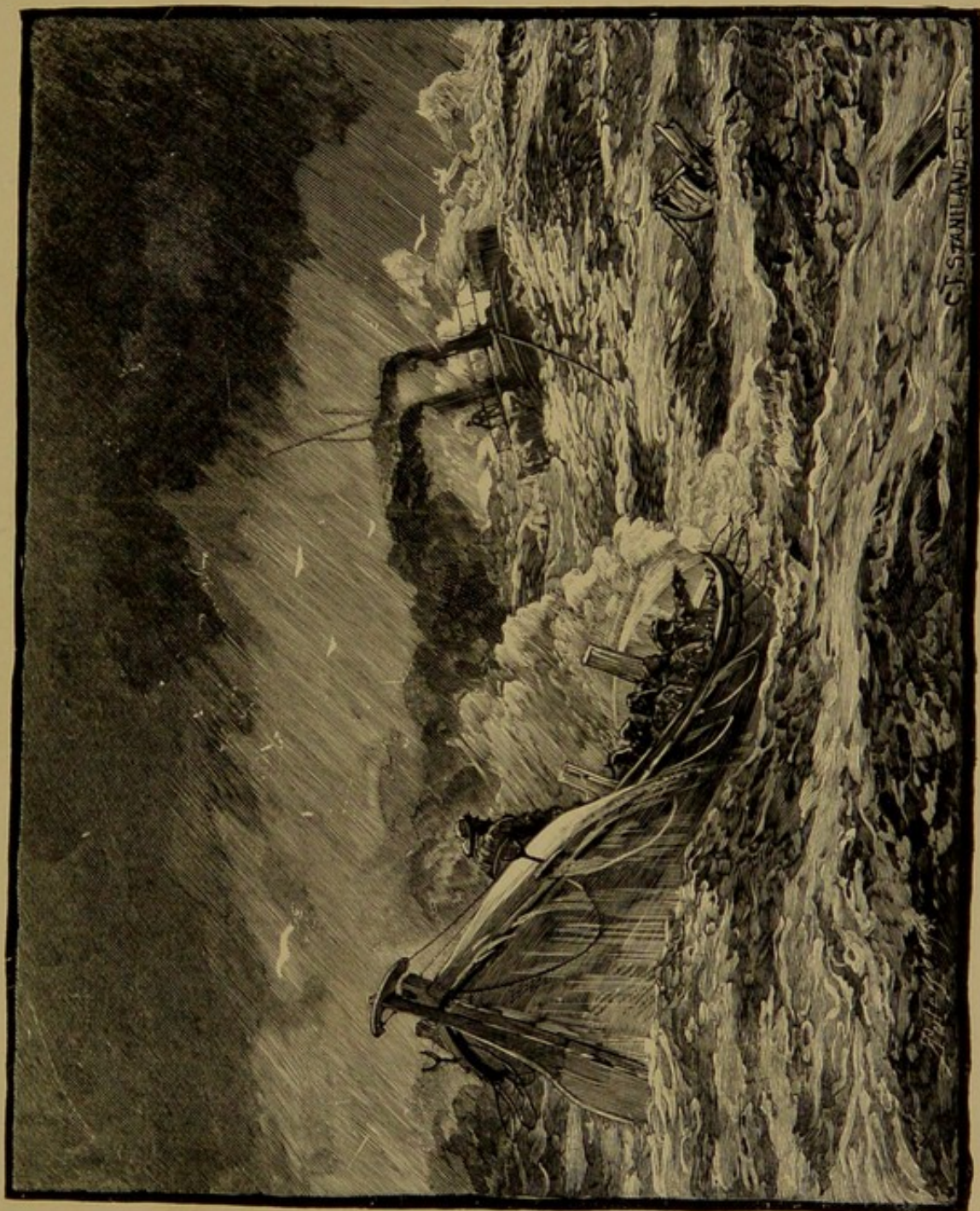
French barque was embayed off Beer. One cable had parted and the ship was pitching so violently that it was feared the other would go. The *Rimington* after some trouble succeeded in landing her crew safely at Beer. It is not proposed to enumerate her services, but it may be stated that she was instrumental in landing 34 men at different times. Being subsequently wrecked herself, she was replaced by another boat, the *William and Frances*, of more modern construction, fitted with water-tanks which to some extent lessen the necessity of using the drogue when running before the wind. She is now being fitted with a dropping keel, which will give her much greater facilities in beating to windward.

It may be mentioned that so far as the writer knows, the Sidmouth boat is one of the two or three which have had any members of the royal family on board. In the year 1881, their Royal Highnesses the Duke and Duchess of Edinburgh endeavoured to land from H.M.S. *Lively*—when their steam cutter all but capsized. The lifeboat went out and landed their Royal Highnesses. In conclusion, it may be said that, under the command of her able coxswain, and looking back to the history of the past, the boat will be found equal to any service which she may be called upon to perform.



'CAULFIELD AND ANN' LIFEBOAT, NAIRN





LIFEBOAT IN TOW



PEEL, ISLE OF MAN STATION

E. T. CHRISTIAN, Esq., *Chairman.*

JOHN CORRIS, Esq., *Hon. Sec.*

NOTHING more noble and nothing more complete is to be found among the wonderful records of daring deeds and glorious stories contained in the archives of the Royal National Lifeboat Institution, than the splendid rescue of twenty-three lives from the derelict Norwegian ship *St. George* by the Peel lifeboat *John Monk*, under the command of bold Charley Cain. The tale is soon told.

About nine o'clock on the morning of 7th October 1889, during one of the most awful gales ever witnessed on the Manx coast, a vessel was observed some ten miles distant from Peel. Nothing very definite could be made out, owing to the heavy seas breaking over every point of vantage. With the aid of powerful telescopes it was at last plainly evident that a vessel in distress was drifting toward the

rocky coast-line adjacent to the port of Peel. Many brave fishermen were on the lookout, ready and willing to man the lifeboat if necessary.

A short time after the vessel was sighted, a large steamer was observed to approach her, manœuvring in such a manner to eye-witnesses on shore as to give them the impression that a rescue was being effected. After remaining by the wreck—which now showed itself to be a large ship having all its masts and gear carried overboard, nothing but the stump of the mizzenmast being in evidence—two hours, the steamer continued on her course southward.

Slowly but surely came the storm-beaten vessel. Lying broadside in the trough of the sea, it was evident that not many hours would elapse ere her unhappy career would be finally ended on the cruel rocks. Certain members of the Local Committee were watching the wreck all the morning, and painfully conscious as they were of the uncertainty surrounding the incident, it was, at eleven o'clock, finally determined to launch the lifeboat.

What a rush was there! One crew only was possible, but twenty crews volunteered. A judicious selection was made, and but a few moments sufficed to send the good *John Monk* on her errand of mercy. Once round the break-water the brave crew felt the mighty force of Nature's fury.

A dead beat for five miles to windward was compulsory. Tack after tack, and trick after trick were made and played in order to reach the helpless vessel. Time after time did the lifeboat fill and empty herself. But only one reply came from the heroes in the boat. 'Drag on her, Charley,' and drag on her Charley did, until, after five hours of awful battling with the elements, the faithful *John Monk* found herself to windward of what turned out to be a complete wreck. When about half a mile from the distressed vessel a man was observed on board the latter waving a flag. Then was it evident to the lifeboat crew that work was to be done, and slowly dropping down, they found twenty-three human souls awaiting their noble assistance. All around the wreck lay her spars, sails, ropes, etc., and no other means could be had of transferring the poor creatures than that adopted by the rescuers, of drawing each person through the water by the aid of reeving-line and life-buoy. First came the captain's wife, next the carpenter, having tied securely to his shoulders a little mite of humanity in the infant child of the captain and his wife. Then came a youth, badly hurt and in great pain, and finally the captain was safely rescued, the ropes were cut, and the *John Monk* headed home. The drogue had to be used for fear of the noble little vessel broaching in the awful sea which now


followed her. But ably handled, and carrying her precious cargo of thirty-eight souls, she reached port, and amidst the tremendous cheering of assembled thousands, whose hearts burst with the joy of a glorious victory, rescued and rescuers trod the earth once again. Is the tale finished?—No. Of those robbed from the expected watery grave, one sleeps in the beautiful cemetery of Peel. It is the youth, who, after the most loving and affectionate attention of many though strange friends, succumbed, and the gallant crew, which had defied the hurricane and carefully brought the injured lad to land, sadly bore his remains to their last rest.

‘ Storms for him are past :
Quietly he sleeps ;
But a heart beyond the sea
For his absence weeps.’

WHITBY AND UPGANG LIFEBOAT STATIONS

ROBERT GIBSON, Esq., *Hon. Sec.*

Loss of Brig Visitor of Whitby, 19th Jannary 1881.

N the above date, at 10 A.M., I received a telegram from the Rev. J. Cooper, Vicar, Robin Hood's Bay, six miles south-east from Whitby, stating, 'Vessel sunk, crew in open boat riding by the wreck, send Whitby lifeboat if practicable'; replied, 'Leaving with lifeboat at once, send men and horses to meet us.' I at once despatched a gang of about sixty men with shovels to cut the snow in front, which was in some places seven and eight feet deep. With the assistance of 11 horses and about 200 men we started from Whitby; happy to say, with the assistance of the men and horses from Robin Hood's Bay, which met us about

half-way, the lifeboat was safely got to the scene of the disaster, and at about 1.30 P.M. was launched, and proceeded on her errand of mercy. After battling with the terrific seas for about one hour, anxiously watched by the hundreds of spectators, a tremendous wave struck the life-



boat, breaking six of her oars, the steer-oar included; it was then quite patent to her coxswain and crew they must return for more oars and men—two of her crew had to be assisted on shore. On a call being made for volunteers, eight of the ablest young fellows were chosen; thus, with her former crew strengthened by eight other brave young

fellows, she was, amidst the cheers of the hundreds of spectators, again launched, and right nobly pulled through the seething mass of broken and terrific seas to the frail craft containing the crew of the ill-fated brig, six in number, the whole of whom had to be lifted into the lifeboat. The poor fellows were quite benumbed, and two of them had become delirious. All safely on board, the lifeboat was headed for the shore, nearly two miles distant, and about 4 P.M. succeeded in landing. The poor fellows were nearly frozen to death through having been exposed in their open boat for so long. Medical aid being at hand, with the kindness and assistance of the Robin Hood's Bay people they soon showed signs of recovery. I beg particularly to bring to your notice the great kindness and assistance rendered by the Rev. J. Cooper, Mrs. Cooper, Mr. Matthew Welburn, Mr. Ralph Smith, and others.

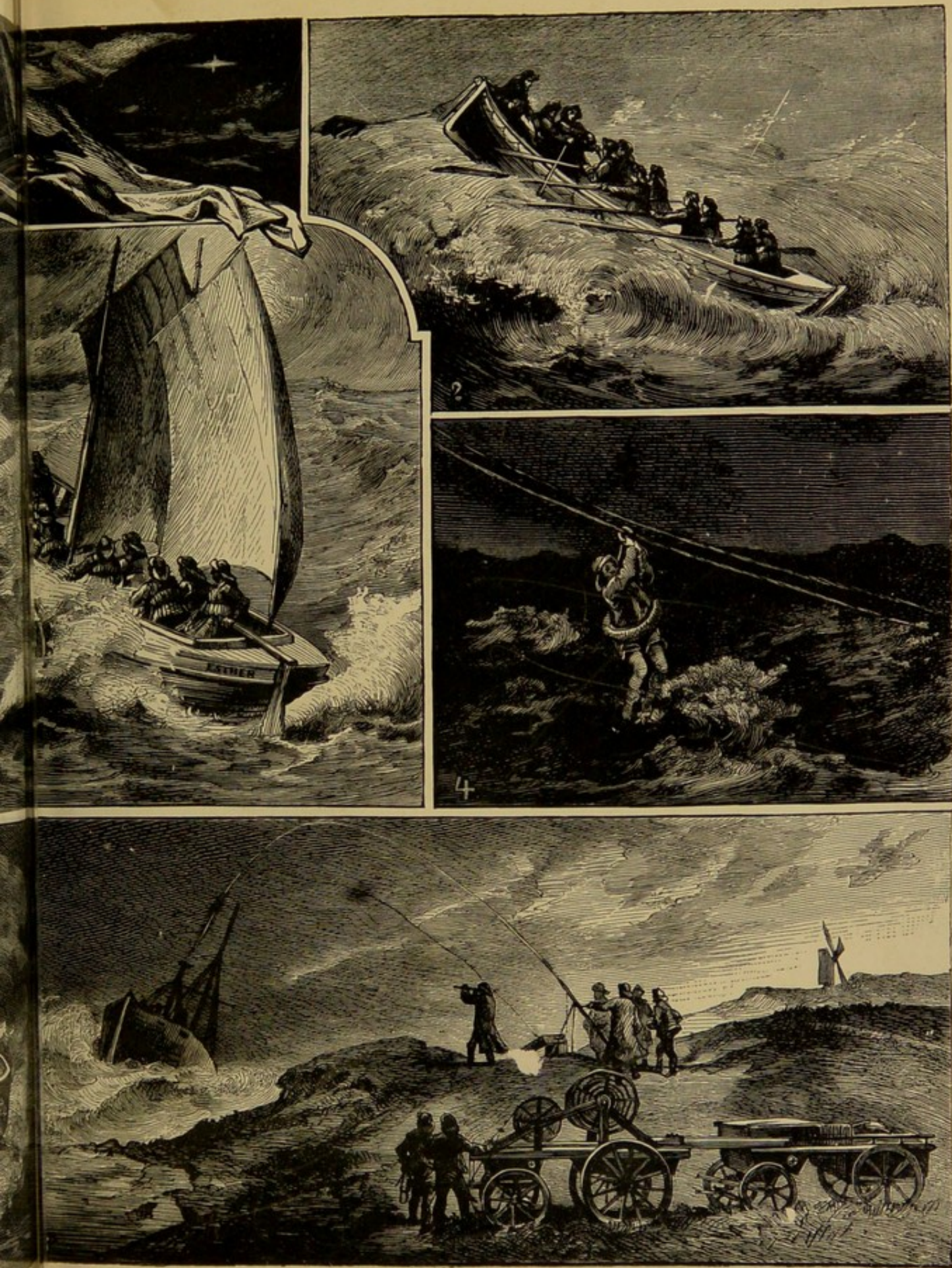
(Copy of Report forwarded to Parent Institution at the time of the rescue.)

At about 9.30 P.M., during a heavy snowstorm and 18° frost, a vessel was observed stranded on Upgang rocks, about one mile north-west of Whitby, which proved to be the brig *Lumley* of Shields. The Upgang lifeboats

were launched, and after pulling for two hours in the tremendous heavy seas, were unable to reach the ill-fated vessel. The lifeboat crew were so exhausted and benumbed as to require assistance. I need not say I consider the coxswain, Thomas Langlands, and his brave crew did their duty manfully and nobly on this most trying occasion, seeing that after two or three oars were broken, and two of the lifeboat's crew quite disabled through the tremendous waves which continuously swept over the lifeboat, her coxswain begged his brave fellows to still persevere, and the very fact of their two hours' absence is a sufficient answer that his appeal to them was not made in vain. After the Upgang lifeboat had been absent about two hours, all lights extinguished on board the vessel, wreckage washing ashore, no intelligence of the boat, I asked Mr. Smith, chief officer of coastguards, to burn a port-fire, in hopes of receiving a response from the lifeboat. There was no response, but shortly after the Upgang boat was observed making for the shore. On landing, four of her crew were found exhausted—benumbed—two of whom were unconscious. I at once despatched Thomas Cass, pilot, to Whitby, one mile distant, to inquire after the Whitby lifeboat *Robert Whitworth*, with instructions to have the boat in readiness, as the Upgang boat had failed









to rescue the crew of the ill-fated vessel. After seeing to the distressed men landed from the Upgang lifeboat I immediately left for Whitby in company with one of the coastguardsmen, kindly sent with me by Mr. Smith, chief officer of coastguards. On reaching the *Robert Whitworth* at the foot of the West Cliff Saloon, I informed Henry Freeman, her coxswain, the crew were still on board the stranded vessel. I proposed to take her round to Upgang by road, and try to reach the distressed vessel from that direction, to which he readily and heartily agreed, having already failed to reach her from Whitby. Unfortunately, on our arrival at Upgang we found the vessel had entirely disappeared. After patrolling the beach for some considerable time with sorrowful hearts, we returned with our lifeboat to her station at Whitby.

I may add that the Upgang lifeboat was disabled, and the Whitby boat had already been afloat, but unable to reach the wreck from the Whitby station.

NEWCASTLE (DUNDRUM) STATION

The Right Hon. THE EARL OF RODEN, *President.*

Rev. J. H. SEYMOUR, M.A., *Chairman and Hon. Sec.*

NOTHING of special interest is recorded about the lifeboat at this station. The boat has not been out on service since the year 1885. The following is a copy from the board in the lifeboat-house, and shows at a glance the number of lives saved by the Newcastle, *Co. Down*, lifeboat, from the year 1858 to 1884 :—

Year.	Lives saved.
1858. Dec. 12th, lugger <i>Louise Amelie</i> of Nantes, .	5
1864. Jan. 2nd, barque <i>Hamilton Gray</i> of Liverpool, .	2
1865. Jan. 31st, schooner <i>Susan</i> of Dublin, . .	4
1870. Jan. 31st and Feb. 1st, brigantine <i>Kelpie</i> of Liverpool, assisted to save vessel and .	4
1870. Feb. 6th, brigantine <i>Elizabeth A. Bird</i> of Liverpool,	8

NEWCASTLE (DUNDRUM) STATION 187

Year.	Lives saved.
1871. March 1st, brigantine <i>William</i> of London-	
derry,	5
The vessel foundered immediately after	
the crew were taken off.	
1871. Nov. 26th, barque <i>Juliana</i> of Riga,	8
The vessel went to pieces immediately	
after the crew were taken off.	
1871. Dec. 20th, schooner <i>Swift</i> of Wexford, . .	5
1874. Feb. 26th, schooner <i>Rose</i> of Youghal, . .	4
1876. Feb. 13th, brigantine <i>Trader</i> of Portaferry, .	4
1876. Dec. 26th, schooner <i>Marcaritta</i> of Newquay,	
S. Wales,	4
1877. April 17th, brigantine <i>Ocean Packet No. 3</i> of	
Harlingen,	7
1881. Oct. 22nd, schooner <i>Florence</i> of Belfast, . .	5
1884. April 5th, ship <i>Flying Foam</i> of Liverpool, .	11
Total lives saved,	<hr/> 76 <hr/>

FLEETWOOD STATION

Captain J. E. JACKSON, *Chairman.*

ERNEST CROSBY, Esq., *Hon. Sec.*



R. ERNEST CROSBY, the Hon. Sec. of the Fleetwood branch, contributes the following article :—

On the Lancashire coast, about nine miles north of Blackpool, stands the little town of Fleetwood, on the southern arm of Morecambe Bay, just at the mouth of the river Wyre. Its situation as a lifeboat station is most important, commanding, as it does, the whole sweep of the bay, as well as the outlet to the wide ocean. It has two lifeboats, each manned by voluntary crews, who never fail, when their services are required, to come to the rescue. The most popular and interesting character connected with the Fleetwood crews is, undoubtedly, the coxswain, Robert

Wright, now sixty-two years of age. His manly bearing and genial disposition, as well as his high sense of duty, have endeared him to all who know him; whilst his unflagging devotion to the noble cause of life-saving through the long period of thirty-two years (during which time he has taken the leading part in many a gallant rescue), has deservedly made him an object of much interest beyond the limits of his own town. Many and many are the times on which he and his noble crew have braved the perils of the storm, until over 200 lives now look back to thank him for their rescue from a watery grave. Some of these efforts have been fraught with most imminent danger, and many a thrilling incident might be narrated in connection therewith. Wright has been coxswain of the Fleetwood boats nearly sixteen years. Early in the year 1884 the parent institution presented him with a very handsome pair of glasses in recognition of noble service rendered in saving twenty-three persons from the wreck of the steamship *Eden*. In 1891 the Royal National Lifeboat Institution presented to him its silver medal, together with a handsomely framed certificate, bearing the following resolution:—

‘Resolved, that the silver medal of the R.N.L.I. be presented to Mr. Robert Wright, coxswain of the Fleetwood lifeboats, in recognition of his long and gallant services in

the boats, extending over thirty years.' This was consequent upon the great storm in November 1890, when the boats rescued in one day twenty-four lives. That the parent institution knows also how to value his good judgment and sound commonsense in matters anent the lifeboat, is evidenced by the fact that he was one of the four judges selected to officiate at the trials of different types of lifeboats at Lowestoft in the early spring of last year. So inclement was the weather at the time, that the exposure, playing upon a previous cold, resulted in a painful and prostrated illness. To the honour of the warm-hearted officials in London, it should be recorded that no sooner was this fact known to them, than they afforded him generous pecuniary help. Having thus stated a few facts respecting the chief member of the crews, it may be interesting to give an outline of one of their many deeds of daring, only expressing the wish that he may be long spared to lead them in their life-saving labours.

During the great storm of November 1890, previously mentioned, Fleetwood, more than almost any other place, experienced its tale of woes. The fishing-fleet were nearly all afloat, and severely did they suffer, two of the men losing their lives in a daring but futile attempt to save three

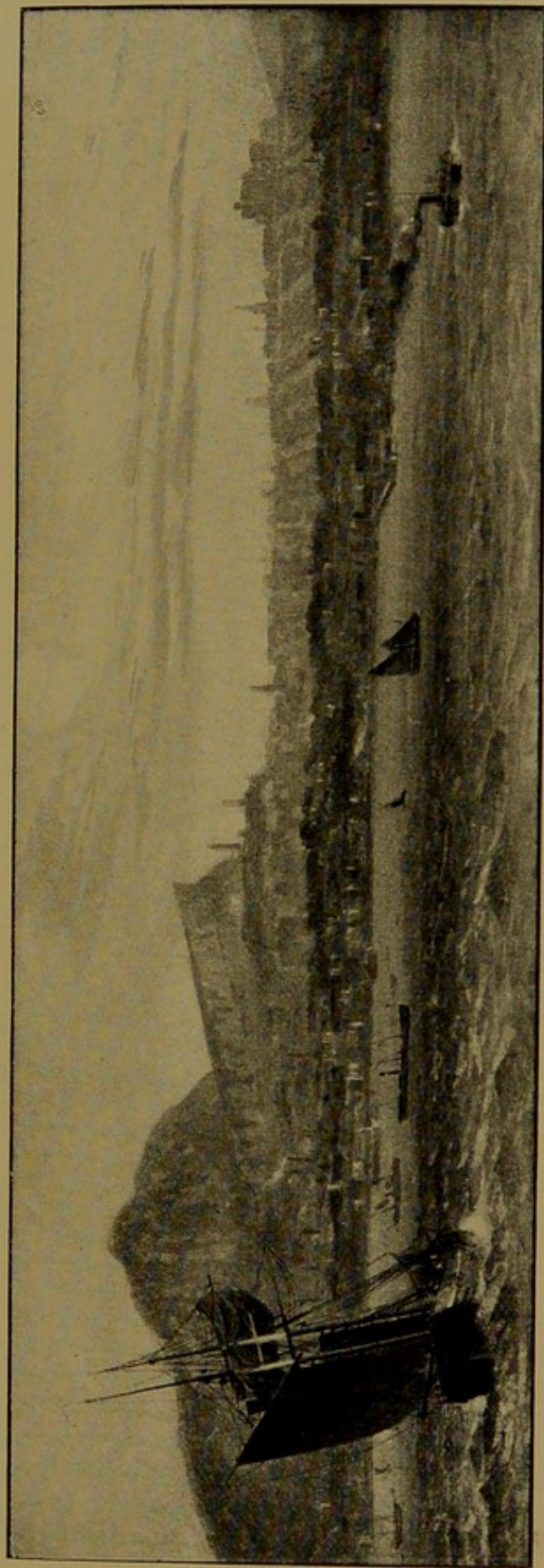
sailors from a sinking barque, their own boat being at the time without mainsail and jib. Another smack sank in sight of port. On Thursday the 6th November a half-gale was blowing, which towards the morning of Friday increased



to a hurricane. About five o'clock signals of distress were seen three miles out on Bernard's Wharf. The mortar fired from the boat-house by the coxswain soon summoned a crew ; but the sea was too furious to row the boat out, and a steam-tug

did good service in helping *The Child of Hale* to plough its way through the mountainous waves towards the fated ship, which proved to be the barque *Lahora*, laden with logwood, and bound for Fleetwood. The vessel had struck on a sand-bank, and was filling with water ; but it was quite impossible to board her, and the only way of rescuing the crew was by lowering each man in a life-buoy, and dragging him through the water by a life-line into the lifeboat. In the dim dawn of an early November morn slowly but steadily did the work proceed. The first was a sick man, completely exhausted by his buffet with the angry sea ; the last the captain, with a large clasp-knife between his teeth to cut himself free from any ropes or other entanglements of the fast sinking vessel. So one by one in the pelting storm there came through the furious billows man after man, until, thirteen men saved, the lifeboat could return again to shore.

At daylight the same day, another vessel, the *New Brunswick*, was seen to have dragged her anchor and be drifting into danger. The masts were cut away, and as the master of a passing tug reported that he got no answer when he hailed her, it was thought the crew must have gone ashore in their own boats. As, however, no news of them could be gained by telegraphing, Coxswain Wright determined to go

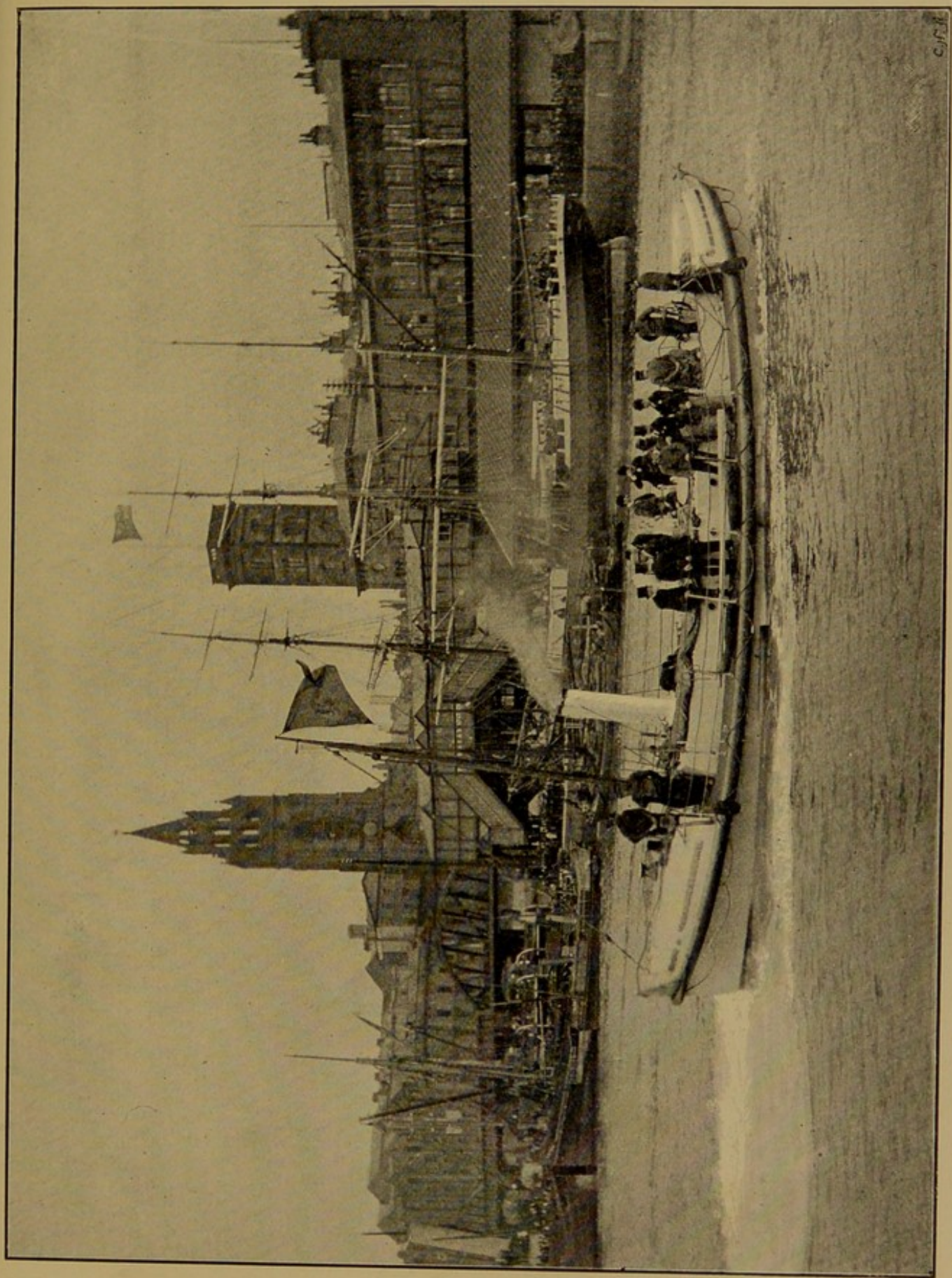


From a painting by John Blair, Edinburgh.

By kind permission of the Manager The Life Association of Scotland, Edinburgh.

EDINBURGH, LEITH, AND GRANTON FROM THE SEA





From a photograph by Priestley & Son, Egremont.

From the 'Pall Mall Budget,' Feb. 1, 1894. See page 238.

THE 'DUKE OF NORTHUMBERLAND' STEAM LIFEBOAT



out in the larger lifeboat, the *Edith*, to try to discover if there were men aboard. Repeatedly were tug and boat lost to view by the great waves dashing over them, but in time they covered the five miles to the vessel, and found the crew still aboard. Great difficulty was experienced in getting near enough for the men to jump into the boat. The ropes and masts had not been clean cut away, and were dashing about the sides of the ship. Coxswain Wright's cool head, however, served him in good stead, and soon the men had the satisfaction of knowing that they had got all the stranger's crew of eleven aboard the lifeboat. And so within the same day the Fleetwood lifeboats saved the lives of twenty-four men who must inevitably have perished had they been left long aboard their own ships. And so, amid the tension of deep feeling and the cheers of the anxious crowds on shore, for the second time in twenty-four hours did the lifeboat crew return with saved lives, making a total of twenty-four rescued from a watery grave.

ERNEST CROSBY, *Hon. Sec.*

11 UPPER QUEEN'S TERRACE,
FLEETWOOD, 4th Nov. 1892.

SALTBURN-BY-THE-SEA STATION

Captain J. G. SWAN, J.P., *Chairman.*

T. G. PEARSON, Esq., *Hon. Sec.*

THE following notes from the Saltburn-by-the-Sea Branch, kindly furnished by the Hon. Secretary, Mr. T. G. Pearson, will be found interesting :—

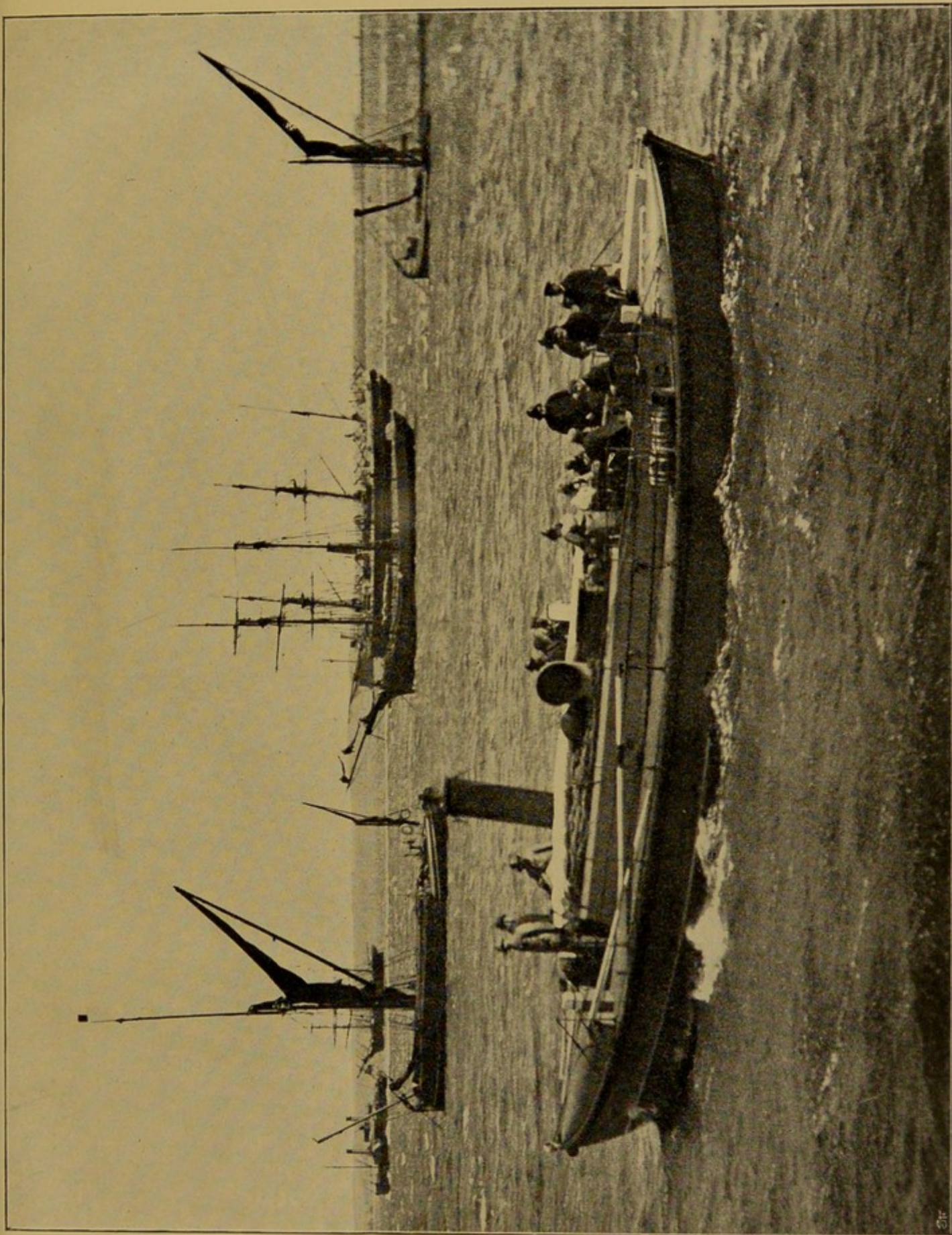
On the 19th of August 1880, the *Charles and Ann* lifeboat was presented to the Saltburn Branch of the Royal National Lifeboat Institution by Mrs. Townend of Puckrup Hall, through the Manchester Branch of the Institution ; and on the 1st of October she performed her first service, the crew getting such a baptism that the remembrance will live with them through the rest of their lives. A coble left the beach early in the morning during calm weather. Soon after the sea came in very heavy, although there was little wind, and when they wished to come on shore about

3.30 P.M. there was one of the heaviest ground swells that has been experienced upon this coast during the last twenty years. At the time indicated (3.30) the lifeboat crew were called together, and made strenuous efforts to pull through the surf, but were repeatedly beaten back by the waves. At last, after an hour's exertion, she got fairly on the way, but when about a quarter of a mile from shore an immense wave broke right into the boat, filling her to the gunwale, breaking six of the oars at one sweep. The bowman was washed out of the boat. I was standing alongside him, was wrenched from the bollard, knocked insensible by the force of the wave, and was only saved from being washed overboard along with the bowman by one of the crew whipping his arm round my neck when passing through the boat with the wave. Fortunately we were able to pick up the bowman, and returned to shore. In the meantime the coble, fearing the lifeboat would not be able to reach them, signalled a steamer which was passing, were taken on board, and landed at Sunderland.

At six o'clock A.M. on the 10th October 1884, a gale of wind blowing from the north, the barque *Samarang*, of Newcastle, stranded at Marske. Three lifeboats attempted to reach her, but were all driven to leeward owing to the strong current and gale which was blowing.

The following graphic account is from the *North Star* :—

‘One who saw it’ sends the following account of the wreck :—On Thursday night a heavy storm suddenly broke upon Redcar from the north, and yesterday morning everybody was suddenly roused by the boom of the lifeboat rockets, which told of a ship in distress. Quickly donning my garments, I rushed on to the beach, to be met with a piercingly cold wind and driving rain. The lifeboats were ready waiting for the horses. It soon transpired that the ship was beside Marske, so off I set, and as I dashed along, the masts of a large ship loomed through the mist and haze of the driving rain. As I got near the wreck I was startled by the sudden hiss of a rocket, but it fell far short of the men, who were seen clinging to the rigging waving signals of distress. The scene was awfully grand. The seas made clean breach over her. The men of the Saltburn Rocket Brigade worked hard ; but the ship, being laden, was too far out to be reached by rocket. At last the *Emma* lifeboat hove in sight, having pulled all the way from Redcar. And now ensued a scene not to be forgotten by those who saw it. They made a determined effort to reach the ship, but were beaten back ; but, not discouraged, the brave fellows tried again and again. For two mortal hours did



See APPENDIX, Page 241.

THE 'CITY OF GLASGOW' STEAM LIFEBOAT



the lifeboat-men struggle to reach the wreck, and in the meantime the Saltburn boat, amid cheers, drew upon the scene. She was quickly launched, only to be beaten back, but, like the *Free Gardeners'* boat, tried again and again. And now, amid acclamation, the National boat from Redcar arrived, and was soon dashing to the rescue, in their first attempt beaten back like the rest. Then, amid ringing cheers, the Redcar Rocket Brigade sent the line fair over her mainmast, which was soon reached by the wrecked men. In the meantime the *Gardeners'* made determined efforts to reach the ship, and actually got within a length, and then was beaten back. This effort was followed up by the other Redcar boat, and a line thrown from the ship fell right in the boat, amid tremendous cheers, and the men were quickly landed, nearly starved with cold. The hissing of the rockets, the shouts of the men, and the roaring of the sea made up a scene never to be forgotten by those who saw it. The wrecked vessel is a large barque, timber laden, from Quebec to Newcastle, with a crew of sixteen men. She is a total wreck, having parted amidships.

At daybreak on the morning of the 7th of November 1888 a steamer was observed about four miles from shore showing signals of distress, and fast drifting towards Red-

car Rocks. At eight o'clock the lifeboat was launched in a very rough sea. After pulling through the breakers the sails were set, and all speed put on to overtake her, which was not accomplished until near the Tees Breakwater at 9.25 (the steamer being nearly wrecked upon Redcar Rocks, the captain having touched the rocks when passing over them). The coxswain immediately told the captain to drop his anchor. The crew were preparing to leave the ship, when the coxswain, observing a steam-tug in the distance making for them, advised them to remain on board, being anxious to save the crew, ship, and cargo. The tug took the steamer in tow, and the lifeboat was being towed astern of the steamer; but, when passing over the Tees bar a tremendous sea caught the lifeboat, she burst open her drogue, and running with the sea, was pitched upon the deck of the steamer, coming in contact with her steering-gear, and carrying away her wheel. Fully one-half the length of the lifeboat was upon the deck of the steamer, but slid off again stern first, and, strange to relate, *not* a man overboard. The force of the collision was such that sixteen of her planks were smashed, her iron keel broken, and a hole made in her stem sufficiently large for a man to crawl through. Her air-boxes, however, kept her afloat, but with the weight of the crew and the water which rushed

into the boat, it was level with the thwarts, and in this condition she was towed up to Middlesbro', reaching there about four o'clock P.M. The steamer proved to be the *Harley*.

On the 15th of October 1892, at 5.50 A.M. (daybreak), a schooner was observed about one mile from shore riding at her anchor in a heavy sea, with her foremast gone and top-sail of her mainmast carried away. The lifeboat was soon on her way to render any assistance necessary. The captain refused to leave his ship, but sent a telegram on shore with the lifeboat to the owners, requesting the services of a tug. A tug arrived from Middlesbro' during the morning, but not having been sent by the owners, its services were declined. The vessel was closely watched during the whole of the day, and on the night of the 15th inst. several members of the lifeboat crew remained on watch, their diligence being rewarded by a quick response to a signal from the ship for assistance at 6.35 A.M. on Sunday morning the 16th inst. The boat was launched in about half an hour, and brought ashore the crew of four men. The schooner was named *Vigilant*, and belonged to Montrose.

Copy of a Letter received from the crew of the s.s. Earl of Durham, which ran aground on the rocks off Saltburn during the heavy gale on the 7th of February 1881.

SCREW-STEAMER 'EARL OF DURHAM,'
LONDON, February 10, 1881.

To the Crew of the Lifeboat stationed at Saltburn.

We, the undersigned, crew of the screw-steamer *Earl of Durham*, desire to acknowledge the willingness and energetic power exercised on our behalf during the late gale of the 7th of February, and although, considering the circumstances of the position we were situated in, the result of the accident did not terminate so seriously as might have been expected, and your assistance in that respect not being required, we, however, in return convey you, as a small tribute of respect, our sincere thanks for the proposition to remain by us until the result of our misfortune was ascertained and your confidence in our safety was satisfactory. And, complimenting you all for your activeness and rapid exertions displayed for your fellow-creatures, we wish that the efforts of the lifeboat *Charles and Ann* and her crew may be crowned with success, and Providence be your guide in your perilous journeys; and hope that the voluntary contributions which support the Lifeboat Institution will never flag for want of

funds subscribed for a good and noble cause. We also express a feeling of anxiety regarding the safety of the life-boat-men, doubting if they would have sufficient strength to pull to the shore. So I will conclude, and sign on behalf of the crew, your well-wisher,

JOHN NYE, *Mate*.

THE SALTBURN LIFEBOAT CREW

BRAVO, Saltburn ! nobly done ;
 All in vain the power and skill
 Of the two opposing crews,
 You are ' Yorkshire's champions ' still.
 Proudly waves the dear old flag
 As it did in days of yore,
 While the gallant *Colledge* still
 Steers to victory, as before.

Well done, Saltburn ! you have shown
 You can keep your glorious name,
 And this brilliant victory adds
 Much more lustre to your fame.
 Many thought your sun had set—
 Set to rise again no more ;
 But to-day it brighter shines
 Than it ever did before.

Well done, Saltburn ! we are proud
Of our gallant lifeboat crew,
For we know each man to be
Tried and trusty, brave and true.
Row as you have rowed to-day,
Keep from all conceit and boast,
And your name will always be,
Champions of the Yorkshire coast !

J. TOYN, JR.

28th August 1889.

DUNWICH STATION

Lieut.-Col. BARNES, *Chairman.*

Rev. J. F. NOOTT, B.A., *Hon. Sec.*
Wangford, Suffolk.

15th November 1892.

Extracts from Minute Book.

Boat *The John Keble.*

30th December 1886.—On Monday, 27th December 1886, boat called to vessel on Sizewell Bank, the *Magnet* of Brigg, with crew of seven hands. Six were lost, and one saved. Also at same time saved the mate of the *Day Star* of Ipswich, Henry Godbold. The Southwold boat also saved four men from same vessel, and one man, the cook, John Catchpole, was lost. Three vessels in distress on the Bank.

1. *The Magnet.* Six lost, one saved by Dunwich boat.
2. *The Day Star.* Four saved by Southwold boat.
do. One do. by Dunwich boat.
3. *The Trixie Wee.* Seven saved by Thrope rocket apparatus.

24th July 1888.—Collision between *Leeds*, schooner, of Goole, in collision with *Mary Watkins* of Barrow. Placed five of the crew on board the *Leeds* and proceeded to *Mary Watkins*, and took off captain's wife of the *Leeds* and a sailor-boy. Proceeded to Lowestoft for steam-tug, and returned with the *Despatch* tug and towed the *Leeds* to Lowestoft. Damage to the *Leeds* £200.

3rd November 1888.—Proceeded to Sizewell Bank and rescued thirteen men and one lad from the bark *Flora* of Oland in the Baltic, and landed them at Sizewell. A very heavy sea running, and a very gallant service. Fore and aft tanks of our new boat the *Ann Ferguson* broken, and also two oars.

10th February 1889.—Proceeded to help of *Clarissa* of Shoreham on the Sizewell Bank. The Aldeburgh and Thorpness boats also at the wreck. Sleet and snow falling, a dense fog, heavy sea, and horns and whistles blowing, but the crew—captain, five men and boy—landed in their own boat.

JOHN FREDERICK NOOTT, *Hon. Sec.*



THE LIFEBOAT AT WORK




GREYSTONES AND BRAY STATION

THE EARL OF MEATH, *President.*

Col. D'OYLEY BATTLE, J.P., *Chairman.*

R. CATHCART DOBBS, Esq., *Hon. Sec.*

 NEW lifeboat, presented by Mrs. R. F. Browne of Monkstown, was launched at Greystones on 2nd December 1886. The Hon. Secretary on this occasion observed that the former boat, the *Sarah Tancred*, was launched on the 3rd of August 1872—that there was much cause for thankfulness that during her career her services were seldom required to save life ; but when needed they were promptly rendered, and notably so on the 17th of May 1873, when the owner of the yacht *Nicomi* and three men were rescued from a perilous position off Bray Head. Again, on the 25th of August 1877, a telegram was received requesting the Greystones lifeboat to proceed to the rescue of the *Cosette* of Kingstown. Within seventeen minutes of the receipt of the telegram the boat was launched and away in search of the

yacht in distress. On the 30th of September 1876, the lifeboat was telegraphed for from Bray to assist the brig *Leonora*. As it was blowing a heavy gale from the east, the boat was sent by road with all possible despatch, but on arriving at Bray it was found that the Kingstown lifeboat was nearing the vessel. Though it was not then necessary to launch the Greystones boat, the crew afforded great help in saving the lives of some of the Kingstown crew when their boat capsized. The new boat, the *Richard Brown*, has not yet been required to save life.

On the 14th December 1892, John Doyle, the coxswain of the lifeboat (which post he held for sixteen years) with two other men of the crew, were drowned when endeavouring to save a schooner in the Greystones harbour. While so engaged a great sea swept over the protecting wall of the pier and carried the three men stunned and helpless into the seething waters; two sank at once, the third, John Doyle, made a gallant fight for life, and kept himself afloat for a few seconds. He had on heavy oilskins, and was submerged by a heavy sea when he threw up his arms and sank. Nothing could be done to rescue the unfortunate men.

John Doyle was a good swimmer, and three times saved life. On the first occasion he was sailing in a small boat with James Doyle and John Evans, when she capsized at

some distance from the shore. John Doyle took James on his back, and placing an oar under John Evans's arms, brought both ashore. On the second occasion a lady, Miss Flood, was in imminent danger of drowning off the ladies' bathing-place, when John swam to her assistance and brought her in. On the third occasion he rescued a lady who fell off the pier.

R. CATHCART DOBBS.

ISLE OF PURBECK STATION

THE EARL OF ELDON, *Pres.*

Lieut.-Col. MANSEL, *Vice-Pres. and Chairman.*

GERALD D. BOND, Esq., *Hon. Sec.*



THE Hon. Secretary supplies a copy of an account of the history of this station that was published in a local paper, and also a copy of the Return of Service on an occasion when the lifeboat was called into use.

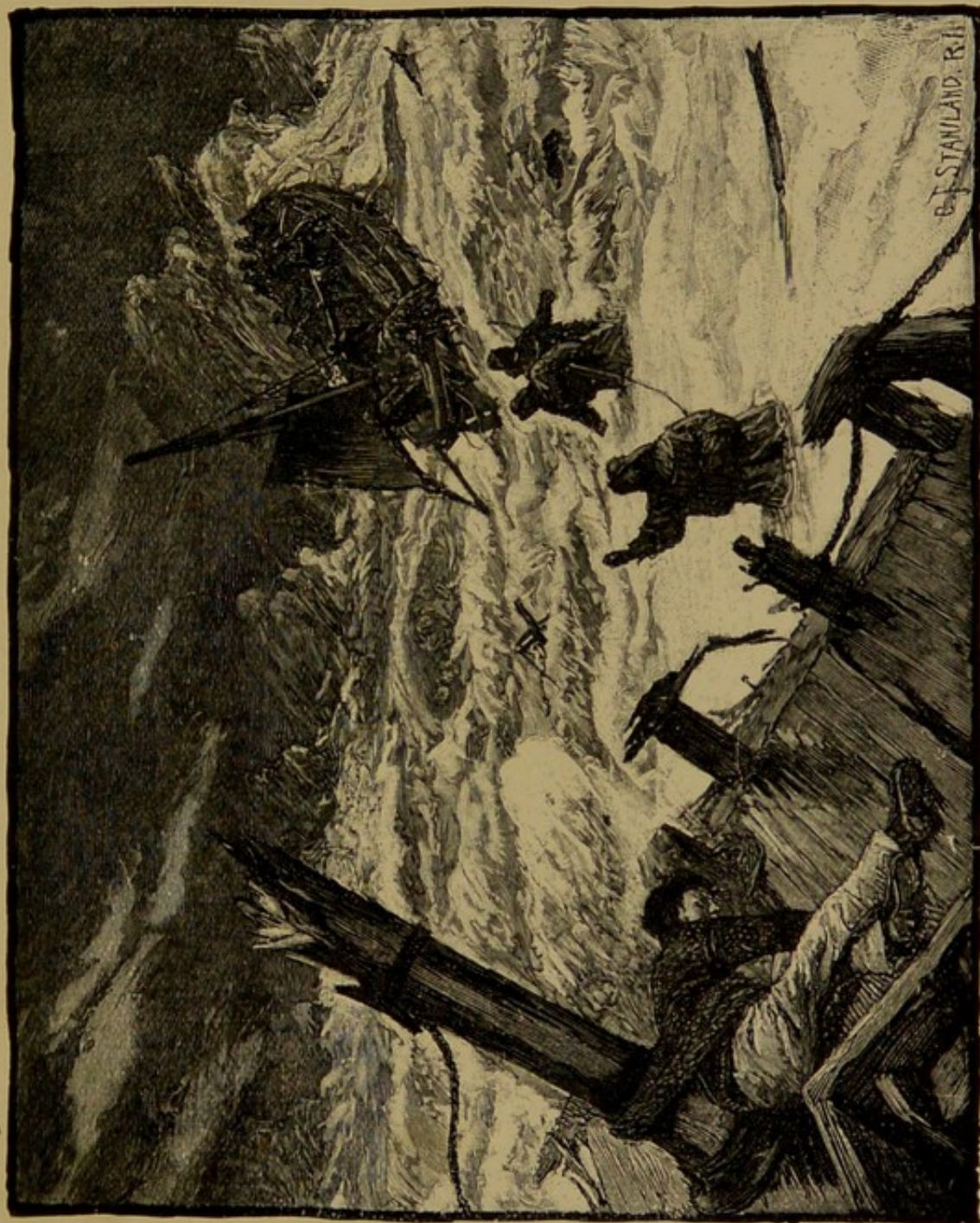
Dorset County Chronicle, 18th January 1883.

In November 1866 the *George Scott* lifeboat was placed at Chapman's Pool. On the 25th September 1868 a most heartrending shipwreck took place off Broadbench, about five miles north-west of Chapman's Pool. The schooner *Liberty* was observed, during the heavy gale, to be showing signals of distress. Notice was at once sent to Chapman's Pool for the lifeboat, and to Kimmeridge for the rocket



VEERING DOWN TO A WRECK





ON THE SANDS



apparatus, but, alas ! it was found that human efforts were unavailing to force the *George Scott* off the shore in the teeth of the terrific gale that was blowing, though her crew attempted again and again. In the meantime the ill-fated *Liberty* was rapidly approaching the shore. She was evidently unmanageable and water-logged. To the horror of the many watchers on the cliff, when about a quarter of a mile from the shore her stern rose on a heavy breaker and she disappeared head foremost beneath the waves. But the dreadful scene was not yet over. The water was shallow, and her topmasts showed above the raging sea, and some of the crew were seen in her rigging vainly beckoning for assistance ; ineffectual attempts were made by the coastguard with the rocket apparatus, but the distance was too great, and the rockets, though well-aimed, fell short. The coastguard also launched their galley, which, piloted by the able hand of a fisherman named Louis Stickland (the coxswain of the present boat), endeavoured to approach the wreck, but the boat was too slight and the gale too furious for them to succeed, and after an agonising two hours the frantic bystanders saw the last man drop exhausted into the boiling surf. The Lifeboat Institution at once replied to the appeal which was made to them by the Local Committee by forwarding a five-oared lifeboat, the *Mary Heape*, to be stationed

at Kimmeridge, where just behind the projecting point of Broadbench she is most advantageously placed for getting to any wreck on the Kimmeridge ledges. And this was soon proved, for on December 8th 1872, a large German ship, the *Stralsund*, came on shore during a terrific gale. After two attempts the *Mary Heape* succeeded in rescuing the whole crew, seventeen in number. In 1880, after long and anxious consideration, it was decided to abandon the lifeboat station at Chapman's Pool owing to the great expense involved in keeping up the boathouse, caused by the land-slips which were constantly sweeping down upon it, and from the very serious doubt as to the boat being available during a severe south-west gale on account of the difficulty of forcing her out against a heavy sea, as she would have to go out nearly a mile dead to windward before being in a position to bear down on a wreck on the Kimmeridge ledges. A fine ten-oared boat, also named the *Mary Heape*, was therefore stationed at Kimmeridge, in lieu of the small five-oared boat. In May 1888 this boat was replaced by another, the *Augustus Arkwright*.

From the Returns of Service of the Branch, 21st March 1886.

The *Ceres* had been hove to owing to the dense fog, and had just been got round with her head to the south, when

the wind dropped entirely away and the strong flood-tide running in a south-east direction carried her on to the Broadbench. A man named Whiterow, who happened to be on the beach at the time, at once went and acquainted the coxswain, who then fired the rocket; and on the arrival of the crew launched the boat. In the meantime, on board the *Ceres*, two hands had gone in the boat to lay out an anchor, but owing to the heavy ground sea the boat was capsized, the two men with her. One clung to the bottom of the boat, but unfortunately before the lifeboat could reach him he was washed off and drowned. His name was Venables. The other supported himself on two oars and was picked up by the lifeboat in a very exhausted state. The lifeboat then went on, and with difficulty, owing to the heavy surf, succeeded in taking out the master and mate.

The *Ceres* was a cutter of eighty tons, laden with barley, and owned by Messrs. Belben Bros., of Poole.


CARDIFF AND PENARTH STATION

Right Hon. Lord WINDSOR, *Patron.*

VALENTINE TRAYES, Esq., J.P., *Chairman.*

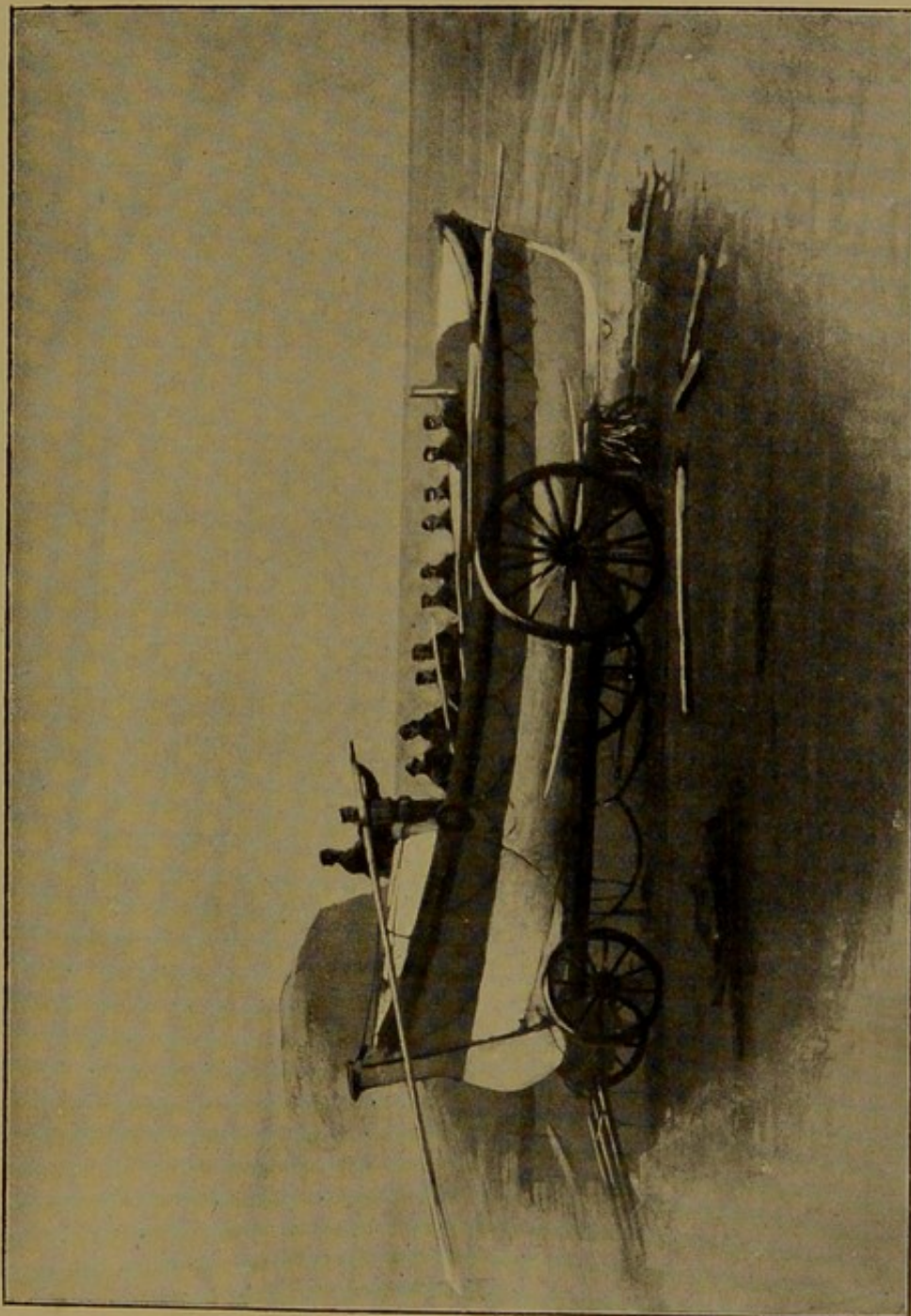
S. THOMAS, Esq., *Treas.*

Commander WM. PENGELLEY, H.M.'s late
Indian Navy, *Hon. Sec.*

 HIS station is singularly fortunate in the matter of wrecks, a fact partly to be ascribed to the good 'holding' nature of Penarth Roads, and partly to the good lighting of the Bristol Channel. The following account of a 'night surprise exercise' will be found well worth a perusal:—

On the 26th of October last, at 9 P.M., the wind being strong from E.S.E., and the night dark, it was deemed by the Hon. Secretary at Penarth a fitting occasion to try the result of a 'night surprise exercise.'

At the hour named the customary 'sound signal' was fired, and in eight minutes the crew were mustered in the



DOVER LIFEBOAT



100.000.000

boathouse, having come from their homes, a distance of a quarter of a mile. At 9.22 the boat was successfully launched, dashing through the surf, which by that time was rolling in heavily on to the beach. At 10 P.M. two bright lights were fired from Very's pistol as a signal for the boat's recall. This was answered by a green rocket from the boat, which shortly after was observed carefully approaching the (dead lee) shore. To launch under the above circumstances we found to be comparatively a trifling affair, but to get the boat on her carriage again was quite a different matter, requiring a considerable amount of skill and patience, which happily, on the part of the coxswain and crew, was most efficiently exhibited.

The boat was carefully eased in bow first, the half of the crew jumping overboard the instant their boat grounded, and aided by the 'beachmen,' succeeded in keeping their boat stem on, and as upright as could be expected under the circumstances. The remainder of the crew using their oars as necessary, with the object of preventing their boat getting broadside to the beach. In due course the boat was landed about fifteen yards below the boathouse, but the beach being formed there of soft gravel, it was with the utmost difficulty she was at last got safely on to the carriage and eventually into the boathouse, but not before 2 A.M. This night's

exercise has gone far to demonstrate that a boat of this size (37 feet by 8), if *carefully handled*, can be hauled up in safety even under the most adverse circumstances of both wind and weather. At the same time, it would be unwise (unless necessary) frequently to launch with the wind blowing strong on to the shore, as was the case on the present occasion.

WM. PENGELLEY, *Hon. Sec.*

GORLESTON STATION

Capt. W. G. ALDRICH, R.N., *Chairman.*

J. S. DAWSON, Esq., *Hon. Sec.*

EDGAR WEST WOODS, the coxswain of the *Mark Lane* lifeboat, belonging to the Royal National Lifeboat Institution, commenced the following remarkably successful career as a life-saver on the 1st May 1860, in the lifeboat *Rescuer*, belonging to Gorleston, when the crew, seven in number, was rescued from the *Ann* of Torquay, also others, composing the crew of a brig which had collided with the *Ann*.

In January 1866, during a heavy gale, he was one of the crew of the aforesaid lifeboat which put to sea in response to signals flying in a ship's rigging. Unhappily the *Rescuer* capsized on this occasion, and, out of a crew of sixteen men, three only were saved, E. W. Woods himself, by clinging to the keel until taken off by the lifeboat *Friend of All Nations*,

also belonging to Gorleston. In this sad accident he lost his father, a brother-in-law, and four cousins.

Another time a barque, named the *Victoria*, drove ashore on the South Beach. Failing in their efforts to launch the lifeboat, he, with three others, at the imminent peril of their lives, succeeded in getting on board over the floating spars, etc., their gallantry being so far rewarded that five lives were saved, but, sad to relate, the captain was killed.

In January 1874, during a snowstorm, the lugger *Choosing* was driven ashore on the 'North' Sand, when E. W. Woods gallantly swam off to the ill-fated vessel. He succeeded in effecting communication with the shore, whereby the whole of the crew, twelve in number, were saved. He also with four others put off in an open boat to a barge which had been driven ashore on the 'North' Sand during a gale, and saved the crew, four in number.

E. W. Woods is a man of no education, and unable to either read or write, so no record of his services have been kept ; but in addition to many foreign ships, whose names he cannot recollect, he has assisted in saving the crews of sixty-three vessels, numbering in all 443, including a captain's wife and child. 172 of these have been rescued during the period of his present coxswainship of the Royal National Lifeboat Institution's boat.

The value of such extensive and varied experience was remarkably exemplified on the night of the 13th October 1891. About 7 o'clock P.M., during a furious gale from the south, a ketch, which proved to be the *Ada* of Portsmouth, coming through the St. Nicholas gateway, struck on the 'Scroby' Sand. The master endeavoured to bring her up in Yarmouth Roads, but his anchors would not hold, and finding his vessel was fast making water, he commenced making signals for assistance; and it was subsequently ascertained that he had burned every available thing for that purpose, even to his blankets, after saturating them with paraffin. About two hours previous (5 o'clock P.M.) the Volunteer lifeboat *Elizabeth Simpson* was launched anticipating a casualty, but a crew who would risk crossing the bar in such a gale, with a strong ebb tide setting direct on to the North Pier, was not to be had, the general opinion being that any attempt to do so would prove disastrous. But E. W. Woods was equal to the occasion, for, proceeding to the end of the South Pier, and taking a calm and careful survey of the scene, he said to two pilots that were standing near he would make the attempt at all hazards. They, to their praise, at once volunteered to accompany him. Their example was quickly followed, and the Royal National Lifeboat Institution's boat the *Mark Lane* was at once manned and launched;



EDGAR WEST WOODS

the Pier at the time being crowded with excited spectators eagerly assisting with a track-rope. The Lifeboat with her gallant crew were quickly past the pierhead and on her noble mission, under double-reefed storm sails.

The foresail being the first to feel the force of the gale on clearing the pier, her bow was forced in the direction of the North Pier, which extends about 300 feet beyond the South Pier. As soon as the 'mizzen' filled, the *Mark Lane* quickly recovered her course, but not until she was within about 150 feet of the North Pier. She had scarcely done so, when a tremendous sea broke on board her lee bow, forcing her up in the wind, but providentially not round on the opposite tack; had it done so, the next sea must have dashed them helplessly on to the piles of the North Pier, and every soul must have perished. Happily the boat's head paid off again in the right direction, and, to the indescribable relief of the onlookers, she was quickly out of immediate danger.

On the arrival of the lifeboat the *Ada's* crew were only too glad to leave their vessel, and were safely landed at Gorleston, and from thence were conveyed to the Sailors' Home at Great Yarmouth. The gale having moderated, the *Mark Lane's* crew again put to sea, and succeeded in saving the vessel as well.

In consideration of E. W. Woods's gallant conduct on

this occasion, added to his former meritorious services, he was awarded the Silver Medal of the Royal National Lifeboat Institution ; he and the two pilots (Messrs. A. Adams and H. Howard) were also awarded the Committee's vote of thanks inscribed on vellum, and handsomely framed.



From a Photograph by Messrs. Clarke & Son, Aldeburgh.

JAMES CABLE

Coxswain, Aldeburgh-Lifeboat. Lives saved, 130



STAITHES STATION

GEORGE BROTCHE, Esq., *Chairman.*

Dr. J. V. LAVERICK, *Hon. Sec.*

SAVED FROM THE SEA

AN INCIDENT OF THE STAITHES LIFEBOAT CREW

ABOUT six years ago the Staithes lifeboat, after assisting the fishing smacks in a gale, was capsized. One man was drowned, and another reached the shore exhausted. It was thought that night that this one, alone, had been saved; but providentially the remainder were picked up by the s.s. *Ethel*, going south, and Capt. Whittington at once put his ship round, treating the rescued men with the utmost kindness, and landing them at Middlesbrough next morning. The above incident suggested the following lines:—

‘So you want to hear a story,’ said the fisherman to me,
‘Telling something of the perils of the toilers of the sea?’

Well, there's one I think will suit, sir, and a thrilling story,
too :

Often folk exaggerate so, but this one is strictly true.
Now it seems so very vivid, though six years have passed
away :

It was very near the closing of a wild November day,
And as evening shadows gathered there arose a furious gale,
Causing, in our little village, many gallant hearts to quail,
For so many sturdy fellows were upon the stormy wave ;
But at once we launched the lifeboat, and we went to try
and save,

And that despite the darkening shades, and the tossing
ocean's roar,

All the boats, by our assistance, soon in safety gained the
shore ;

And we thought our work was finished, we could see no
more afloat,

When a heaving ocean billow overthrew our noble boat.
Then we all got separated, and I tried to reach the land,
Which I did, though how I got there I shall never understand.
Willing hands were there to help me, and they all did wel-
come me ;

But there were still eleven struggling with the treacherous
sea ;

And the gladness at my rescue vanished very soon away,
For, upon the sand and shingle, there a lifeless body lay.
Still they waited by the ocean, but as nothing more was
found,

They all came to the conclusion that the other ten were
drowned.

Oh ! that night ! I'll not forget it could I live a thousand
years :

All around was dark and gloomy, and nought could dispel
our fears.

Staithes folk have had many sorrows, but they thought this
one, I ween,

Was the greatest and most bitter that they ever yet had seen.
Morning broke, and on the ocean many anxious eyes were
cast ;

But we saw no other relics of the stormy night, now past.
Sad indeed our hearts that morning, and each face was
ghastly pale,

As we thought of the brave fellows who had perished in the
gale.

Wives were mourning for their husbands, mothers thought
their sons were dead.

Dark indeed, and very gloomy seemed the clouds which
hung o'erhead,

And each moment quickly flying helped but to increase our
fear,

When upon the morning stillness broke a loud and hearty
cheer.

Then we knew somehow they had been saved, and our
fears gave way to ease

When a telegram informed us they were landed in the Tees.
I can ne'er describe the picture, when at last the mid-day
train

Brought the rescued of the lifeboat to their village home
again.

It appears that, when she capsized, they had safely kept
afloat

Till she righted, then they managed for to climb into the
boat ;

But the heaving ocean billows bore them on their snowy
crest,

Far from shore and hope of rescue, and the ones they loved
the best ;

Yet their hearts were glad and thankful, though still rougher
grew the gale,

For they trusted fully, firmly, in the Arm that could not fail.
And the sailors on the *Ethel*, coming southward, through
the night,



WAITING FOR THE LIFEBOAT



Saw the boat and heard them singing, and they rescued them
all right ;

And the captain was kind-hearted, for he turned his vessel
round

And returned at once to port, sir, with the men reported
drowned.

Yes, sir, it was Providential. In this little tale of mine
You can trace the kindly guidance of the Hand that is
Divine.

We have all learned many lessons from our rescue that wild
night :

We have learned to trust the Master, both in darkness and
in light.

Though the night is dark and dreary, all the clouds will pass
away :

“ Joy still cometh in the morning,” if we only watch and pray ;
And about the other lessons, for there are so many more,
You can trace them for yourself, sir—but, excuse me, here’s
the shore.’

J. TOYN, Jun.


SOUTHPORT STATION

R. NICHOLSON, Esq., J.P., *Chairman.*

J. M. DUNLOP, Esq., *Hon. Treasurer.*

W. THOMAS, Esq., M.D., J.P., *Hon. Secy.*

AN INTERVIEW WITH SOUTHPORT'S HERO.

T was just in front of the Town Hall I happened to meet William Bibby, and, finding him in the humour for a smoke and a chat, I asked him to sit with me awhile on one of the benches within the enclosure, which was being rapidly transformed into an Exhibition Garden.

Yes, he had known Southport many a year, he said, and it was but a small place when he first came to it, a little child, with his father and mother. 'I lived behind where that place is'—pointing to the Atkinson Art Gallery—'better than thirty years.' No, he was not a native, but

came from Formby: it was a much bigger place than Southport then. It would be seventy-seven years next November, he said, since he was born, and there was scarcely a building in Southport he hadn't seen erected. For a long time there was only Lord Street, with cottages and small villas on either side. It had a pebble-paved causeway in the middle, and sodded and railed footwalks on either side. 'I've caught pheasants hereabout,' he added, with an expressive wave of the hand. Where the Town Hall now stands was a row of lodging-houses, and when Bibby first came to Southport he was taken to live at the back of the Old 'Scarisbrick,' just then built. He has lived to see it change from the newest to the oldest hotel, and finally disappear to make room for a palatial successor, more in keeping with the luxurious requirements of to-day.

As far back as he remembers, Southport was a great place for bathing. People came on stage-coaches, or by packet-boats to Scarisbrick Bridge, where omnibuses from the hotels met them. The site of the Central Station and Chapel Street was then a rabbit-hill, and Nevill Street was represented by a foot-track to the shore. The only pier was a little timber jetty which the boatmen and fishermen had put together for their own use. There wasn't much amusement for the people who came—they just bathed and

walked, or had a donkey ride, and, perhaps, looked in to drink a can at 'Little London' or 'The Isle of Wight.' There were no theatres, or concerts, or bands, or music of any kind—'unless, maybe,' he adds, with a twinkle in his eye, 'there would be a box-organ now and then.' The folk came from Manchester, St. Helens, Wigan, and other Lancashire towns; a good few came from Liverpool, though long ago it was a sea-bathing place on its own account. After a bit there was a newsroom built, with a bowling-green behind, where people could see the papers, and pass the time; the building still stands at the corner of Nevill Street and Lord Street.

He remembers Sutton—'T' Owd Duke—quite well, 'as a bonny little man,' who had 'many a lot of land' in the town; but he thinks he lost a good deal of his property, or, as he puts it, 'they took it a' off him.' The 'Duke's Folly,' pulled down more than thirty years ago, was a big rambling place, and 'not a bit like the imitations of it they have in there'—pointing to the Town Hall. It was put together anyhow with old timber, and sometimes when there was a noisy lot from Bolton, perhaps, in one of the rooms, and they got wrangling and fighting, one of them would put his 'nieve' through the wall.

Barton, too, he remembers well; thinks he was a soldier,

or marine, or something of that sort; anyway, he was Secretary for the lifeboat, so he saw him often. Liverpool, of course, always contributed to the lifeboats, which were of such value to her shipping. Bibby was a fisherman, and so, naturally, became attached to the life-saving brigade, joining it as early as 1840. He remained an active member for nearly half a century, and only retired six years ago. He is still hale and hearty, but his eyes are 'nesh,' his broad shoulders are bowed, and his strong hands are crippled by rheumatism. No, there had never been any official recognition of his claim to honour and reward: some friend wrote to the Lifeboat Institution, but they said it was not in their power to do anything for him, and it is due entirely to the kindness of a few private persons that he does not have to spend the fag end of his honourable and heroic life in the workhouse.

Bibby modestly declares that he was 'never no scholar,' but he is, even now, clear-minded and intelligent, with an excellent memory for facts, and a good power of description. His speech is the Lancashire dialect unadulterated, for he has never travelled far from home, and his still sturdy condition, after a long life of toil and danger, is a good recommendation of Southport as a health resort. He has been about the coast, and even to Ireland and Scotland,

serving on yachts, and he boasts he could steer as straight by compass as the most scientific sailor of them all. If there is one topic upon which Bibby is uncommunicative, it is his own remarkable exploits in the saving of life, and when induced to talk of some of his terrible experiences, it is ten to one that he wanders off again in a minute or two to some other topic, as if it were much more interesting. He stands credited with having an active part in saving over 400 persons from a grave in the waters, and one wonders whether such a record is not better worth having than that of a famous soldier, who has been the means of killing ten times as many: even if the saver of life goes unrecognised and unrewarded, and the destroyer of it is enriched, ennobled, and covered with honours. One does not wonder at the rheumatism which in winter racks and disfigures the noble old man, when he tells you of one cold night he was out, and the crew of the lifeboat were so frozen and covered with ice that when they got back it took an hour to 'thaw off' before a big fire. He was not in the boat which was swamped in the fatal storm in December 1886, but when the tragedy happened he was on the shore, 'not as far off as them houses.' So dark was the night, however, and so furious the storm, that he knew nothing about it until afterwards. He was employed on the repair-

ing of the *Mexico*, and afterwards went round with her to Lytham. 'I saw by the paper,' he added, 'that she was lost again, two years ago, in the Bay of Biscay.' Before lifeboats were invented the life-saving crews used to do their daring work in large fishing-boats, and though the danger was great, Bibby always came off successful in his battle with the elements. He explains that the peculiar danger of the Southport coast is its shallow character, and the consequent violence of the waves and risk of striking on sandbanks and capsizing. He laughs as he tells about a bold experi-



WILLIAM BIBBY

menter who took him out in a storm in order to test the utility of oil on troubled waters, and was terribly scared by his experience. The oil did their boat no good, 'though

I dare say if there had been a boat coming after us it might have helped it.'

Last winter Bibby was bereaved of the wife who had been his faithful companion for nearly forty-nine years, but he finds a home with her son by a former marriage, and seems to find life still worth living: making friends, now that all his old ones are gone, with children, who are very fond of him, and fully appreciate his ability to supply them with toy boats and fishing-nets. Each winter the Southport lifeboat crew goes by the kindness of friends to visit a pantomime in one of the large towns, and the last visit was to Leeds, Bibby accompanying them and being received with much enthusiasm. The Mayor came to meet them at the station, and offered Bibby a seat in his carriage, but he refused—'for, you see, I'd promised to walk with them.' However, as the route was long and the handshaking with the crowd fatiguing, he rather regretted he didn't have the ride. There were about fifty thousand people out to meet them, he says, and 'I shaked hands wi' many a thousand.' The crew appeared on the stage during the performance, and there was a preliminary rehearsal, after which, says Bibby, all the girls and fairies and such like would insist on kissing him, 'till you couldn't see my face for peant.' Didn't he like it? 'Well,' he rejoins with a smile, 'I'd have liked it a deal better if I'd been younger.'

We finished our conversation during a walk, in the course of which Bibby pointed out the limits of the old Southport that used to be, and talked about the time when he knew every house in the town, and who built and owned each. Then we went up to Chapel Street to see a gilt lion over a shop, which was once the figurehead of the good ship *Howard*. She came to grief off Southport, with a cargo of cotton, which whitened the shore for miles. That was long ago, before the 'Royal' was built, and the figurehead has been over that shop ever since. Before we parted we talked of the uncertainty of life, and the rarity of life so long as his. As might be expected, he comes of a long-lived stock. He remembers a foolish old man who built himself a bit of a house on the sandhills, and paid a ground rent to Squire Scarisbrick. One day the squire, a fine hearty young man, met him, and said he meant to let him have the place free for life—'you may have it for one life, either yours or mine—which shall it be?' The old man looked at the young squire and said 'yours.' The squire died in a few years, and the old man had to pay his successor rent for many years. Shaking his head over the moral aspects of his true tale, Bibby said good-night, and walked off with a still powerful stride to his humble home.

E. RIMBAULT DIBDIN.

NOTE.—The Lifeboat Station at Southport is one of the most useful and efficient on the whole British coast; situated as it is between the entrance of the Mersey and Ribble, and commanding a vast area of sandbanks and channels, extremely dangerous to the navigation in S.W. and N.W. gales, its utility has been proved by the saving, during its existence, of many hundreds of lives from shipwreck. In December 1886, during a fearful gale, and while trying to rescue the crew of the *Mexico*, the lifeboat was capsized, and the whole of the crew, with the exception of two men, were drowned. A new and improved shore-lifeboat was provided by an anonymous donor, through the Liverpool and New Brighton Branch, and, in addition, the Committee decided to keep a powerful sailing boat always afloat in the channel. £1500 was generously provided for this purpose by the Misses Macrae, and a new type of lifeboat was built, which is confidently believed by the crew and the Committee to be the safest, fastest, and most powerful lifeboat in the world. The Station has been so far generously supported by the public; and subscriptions will be thankfully received by the Hon. Secretary, W. Thomas, Esq., J.P.

ALDEBURGH, SUFFOLK

J. O. WILLIAMS, Esq., Aldeburgh, Suffolk, *Hon. Sec.*

GALLANT RESCUE BY JAMES CABLE, COXSWAIN ALDE-
BURGH LIFEBOAT

ABOUT half-past six on Monday morning, the 20th of November 1893, the coastguardsman on the look-out at Aldeburgh sighted a black object, which, as the day dawned, turned out to be the water-logged hull of a ship with the masts over her sides, drifting fast towards the shore.

Figures could be seen holding on to a spar, to which hung a bit of tattered sail. There was the usual rush for the life-belts, Aldeburgh having a standing force of at least 100 fishermen who are qualified to take their place in the lifeboat. No lifeboat in the recollection of the oldest man there had ever been launched into such a surf. Every minute the wreck was seen to be drawing nearer, heading straight for the shoal which lies some fifty fathoms or so off the southernmost end of the town. If the crew were to be saved, the wreck must be intercepted or it would drift on to the fatal bank and go to pieces there.

So into the wild sweep of the breakers the gallant crew


of eighteen hands hauled themselves with the rope which was made fast to the buoy, scores of men with set faces, the parson among them, pushing with a long spar at the boat's stern. At the first touch of the roaring sea the boat filled ; in fact, the waves seemed to go right over her, but the splendid craft shook herself clear and went riding out magnificently, while every one on shore held his breath. When in the very thick of the broken water the mizzen sail blew out of the bolt, so that Coxswain Cable had to take the breakers almost broadside on, as he made his way out. Meanwhile the wreck was drifting nearer to the fatal banks : it was a race against time. The lifeboat made a circuit, passed clean round the wreck, and in between it and the banks, and there she anchored waiting for the wreck to drift down to her. In a very few minutes lifeboat and wreck were locked together, the cable was cut, and they were both drifting on towards the bank as the men jumped one after the other into the boat, while the waves broke right across the battered hull which served as a sort of breakwater, and poured into the lifeboat. They were just in time, as the *Aldeburgh* with her fourteen passengers got clear and set sail for Harwich, only ten minutes before the timber-laden ship struck and went to pieces. Harwich, the nearest place of safety for

landing, was 21 miles off, and on their way they fell in with a Hull pilot-boat which had got belated in the network of sands on the Suffolk coast. Two men were put aboard to pilot her into Harwich, a feat of extreme difficulty. The lifeboat arrived in Harwich harbour with 14 Russians and Norwegians. The poor fellows had been wet through, and had had nothing to eat or drink for 48 hours.

In the meantime another vessel in distress appeared off Aldeburgh, and a telegram was sent to Harwich to Coxswain Cable, and by five o'clock he and his brave crew were beating up in the teeth of the gale and against the tide towards the Shipwash Bank, which lay 14 miles off, and where the signals of distress had been seen. This time they arrived too late, only finding a mass of wreckage, and returned to Harwich. On the following morning, soon after mid-day, the people of Aldeburgh were on the beach to welcome back Cable and his crew. The brave coxswain's wife was the first to salute him, and a little higher up the beach was his aged mother, who went up to him, seizing him by both hands and kissing him. The greeting, so silent and yet so impassioned, was too much for the brave man, and although his face showed traces of the experience of the past twenty-four hours, and many were anxious to congratulate him, he had to turn away till he could recover himself.

A GALLANT RESCUE BY A STEAM LIFEBOAT

From the 'Pall Mall Budget,' February 1st, 1894.

N Saturday, January 27th, 1894, a lifeboat rescue was effected off Liverpool, which conclusively proves the superiority of the steam lifeboats compared with the old-fashioned sail and oar boats. A correspondent of the *Sunday Chronicle* had an interview with the captain of the New Brighton lifeboat, Captain William Martin, with some difficulty, for the Captain is one of those men who are strongly averse to speaking of their own deeds. Captain Martin said that they got signals about half-past eight in the morning that a vessel was ashore on Taylor's Bank. The crew was mustered, and they started about nine o'clock for the wreck, which was near the Formby lightship, about eight miles off. There was a strong wind blowing, and the sea was very rough,

with a lot of broken water about the shallow sandbanks which are at the mouth of the Mersey. Upon approaching the wreck they saw the Liverpool boat and the tug. Captain Martin made a bee-line for the wreck, straight across the bank, through the rough and broken water. She was lying with her nose to the land, consequently there was no lee under which to shelter. They made fast with a line, and with some little difficulty got the shipwrecked crew safely into the lifeboat.

‘So you saved them all?’ asked the correspondent.

‘A crew of six were there, and a dog,’ added Captain Martin, with a smile; ‘don’t forget the dog.’ They then steamed back to New Brighton, and the crew of the *Maria Lamb* were sent on to Liverpool.

Captain Martin speaks with enthusiasm of the behaviour of the *Duke of Northumberland*. This is the first time she has been engaged in actual service, and she fulfilled every expectation.

‘Steam lifeboats,’ he said, ‘must be the boats of the future. We can go straight for anything with steam, and not waste time beating about for a position to run down. Suppose you miss your mark with a sailing boat, you have all the ground to go over again, whereas with a steam boat all that is saved. What we want here is a boat with a

smaller draught, so that we can go over the shallow banks. Our present draught is about four feet, but with a smaller draught we could go anywhere.'

'You might add,' said an old lifeboat-man who stood by, 'that not half the coxswains in the country would have done what Bill Martin here has done, and that is, run straight across a bank with a heavy sea on, and through water with only a foot of water under his keel. I have been out seventeen times, and I know something.'

The correspondent concurred, and, congratulating Captain Martin on the successful appearance of *The Duke*, bade him good-bye.

APPENDIX

ANOTHER STEAM LIFEBOAT

IN 1890 the first steam lifeboat was built. This vessel was a hydraulic steamboat built for the Institution by Messrs. R. and H. Green, of Blackwall Yard, and named the *Duke of Northumberland*, after our President.

Owing to the great measure of success attained by this boat, both on her trials and in actual lifeboat service, the Institution, a few months ago, placed an order with the same firm for a second lifeboat on the same principle.

The dimensions of the new boat are as follows : length over all, 53 ft.; beam, 16 ft.; depth, $5\frac{1}{2}$ ft.; and the loaded displacement is 30 tons, giving a draught of 3 ft. 3 in., at which she will carry from 30 to 40 passengers, 4 tons of coal in the bunkers, and $\frac{1}{2}$ ton of fresh water in the reserve tank.

To concisely sum up the details of the hull of this new vessel, we may say she is a reproduction of the *Duke of Northumberland*, except that she has 1 ft. more beam, that the steam capstan is placed on the engine-house instead of on the forecastle, and that she has Mr. G. L. Watson's well-known *Dora* bow.

The machinery, however, is totally different, and the outcome of many and serious consultations between the Committee of the Lifeboat Institution, the builders, and Messrs. Penn, the constructors of the machinery. In the first place, it was

thought prudent to minimise the chances of fouling the intake, and for this reason it was decided to have a double turbine supplied by two intakes. It was also decided not to fit Mr. Thornycroft's patent scoop, from its liability to foul, with no corresponding advantages. The two intakes in the new boat are flush with the skin of the vessel, and supply two vertical turbines, propelled by a compound engine of 200 indicated HP., working on a shaft exactly similar to that ordinarily fitted on board a paddle-steamer. It is thought by the builders that in a vertical pump the water supplied and discharged has a better and more direct lead, and the private trials have fully confirmed their opinion in this view.

To further utilise the very great advantages offered by the hydraulic system, a lateral propulsion has been most successfully carried out. This power, although every effort was made to obtain it, was reluctantly abandoned in the design of the *Duke of Northumberland* as impracticable; it is therefore with great pleasure that we inform our readers this difficulty has been at last overcome, and a most successful arrangement adopted.

The advantages of lateral propulsion must be self-evident to all, as one of the great difficulties in lifeboat service is to prevent the lifeboat being dashed to pieces against the side of the vessel she is endeavouring to assist.

Another novel feature of this new design is that it has the power of using the turbine for pumping out of the vessel any water that may enter by leak or otherwise, and, in fact, utilising this very water to assist in driving the boat along.

In the same way that the hydraulic system is apparently the best possible mode of propulsion for a lifeboat, the water-tube is, it would seem, the only possible type for the boiler; and, without going into the particulars, we may briefly say that this is chiefly owing to the quickness with which steam can be got up, and its absolute immunity from all danger of bursting.

This particular boiler is a patent of the Messrs. Penn, and the results of its trials are anxiously awaited by the Admiralty, where this water-tube system is, we understand, fully recognised as the boiler of the future.

The new steam lifeboat is named the *City of Glasgow*, and is the gift to the Institution of the people of Glasgow, the greater part of the cost having been already raised there in 1893, in connection with the Lifeboat Saturday movement in that city. The boat is to be placed at Harwich—at all events for the present.



THE LIFE-BELT USED BY THE CREWS OF THE
LIFEBOATS OF THE ROYAL NATIONAL LIFE-
BOAT INSTITUTION.



THE requisite qualities of
a lifeboat-man's life-belt
are—

1. Sufficient extra buoyancy (maximum 28 lbs., minimum 25 lbs.) to support a man heavily clothed with his head and shoulders above the water, or to enable him to support another person besides himself.

2. Perfect flexibility, so as to readily conform to the shape of the wearer.

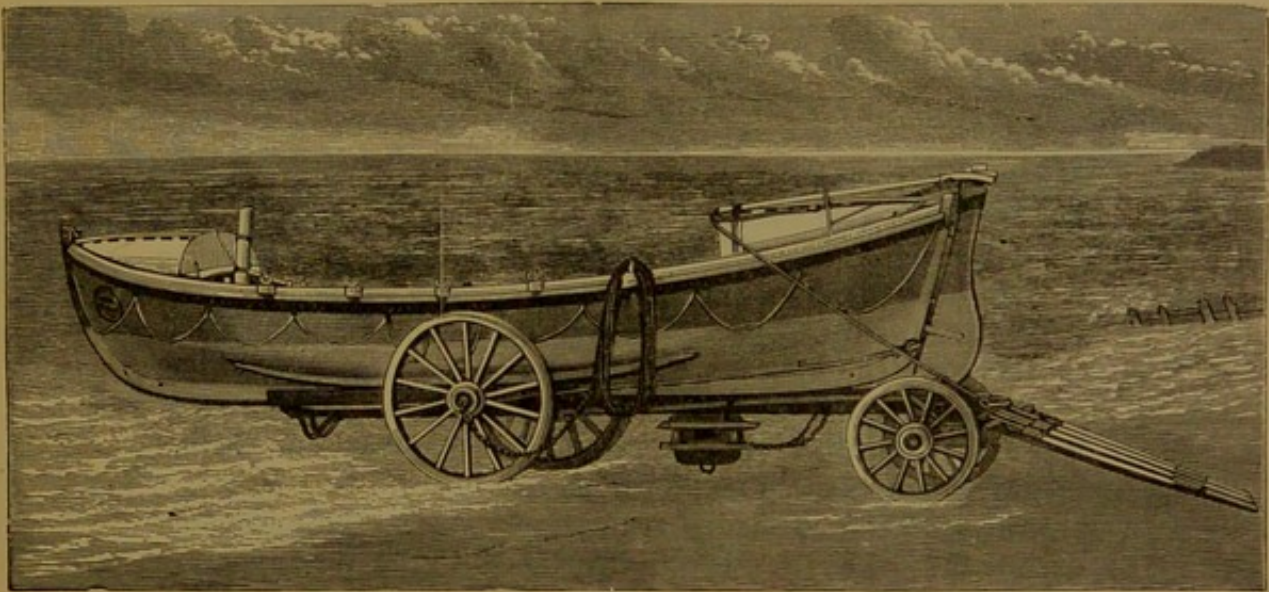
3. A division into two zones, an upper and lower, so that between the two it may be secured tightly round the waist ; for in no other manner can it be

confined sufficiently close and secure round the body without such pressure over the chest and ribs as to materially affect the

free action of the lungs, impede the muscular movement of the chest and arms, and thereby diminish the power of endurance of fatigue, which, in rowing-boats, is a matter of vital importance.

4. Strength, durability, and non-liability to injury.

THE LIFEBOAT STATION.



THE following brief description and diagrams illustrative of a complete lifeboat establishment, including the house for the protection of the boat, will serve to convey an idea of the general character of one of the 303 lifeboat stations of the Royal National Lifeboat Institution.

It will be seen that it is a work of a costly nature, and that not only in the first instance, but that a large permanent expense is entailed in keeping the whole machinery in an efficient state, in the re-supply of any part of it which may be destroyed or worn out, in the exercise of the boats' crews, in launching and working the boats, and in remunerating them for their services in saving their fellow-creatures. Yet, looking to the vast importance of the result effected, and the responsibility of calling on men to risk their lives in effecting the same, it is felt that few if any persons will be found who will consider that expense to be incurred in vain.

THE LIFEBOAT.

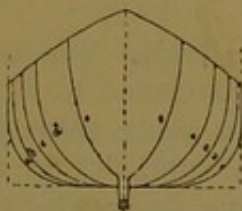
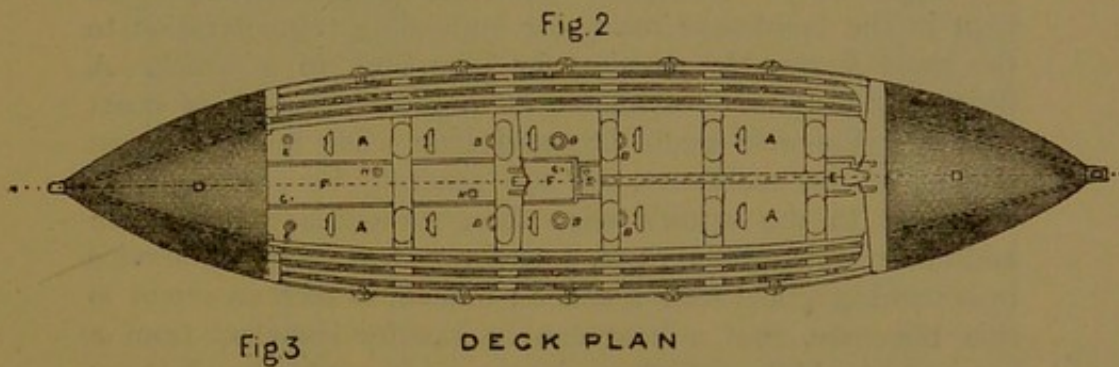
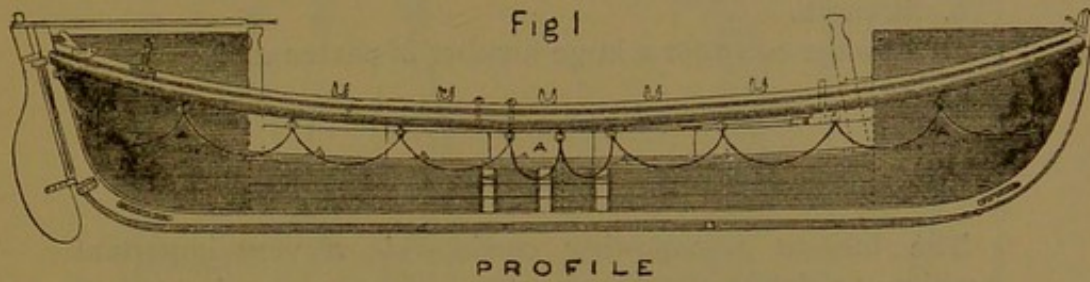
The following drawings show the general outline and principal fittings of a 34 feet by $7\frac{1}{2}$ feet self-righting boat. Figure 1 gives the profile or broadside view, the shaded part showing that devoted to the air-cases, which give extra buoyancy. The letter A shows the deck, and the unshaded parts the relieving-tubes, by which any water that breaks on board escapes. The shaded part of the keel, B, represents the ballast, composed of iron. The festooned dotted lines are the life-lines outside the boat, for men to catch hold of when overboard.

In figure 2, the unshaded space, A, represents the uncovered part of the deck; B, the relieving-tubes, C, the side air-cases above the deck, D, the end air-cases, E, the ventilating scuttles, F, the water-ballast tanks, G, the plugs, and H, the pumps of the ballast tanks.

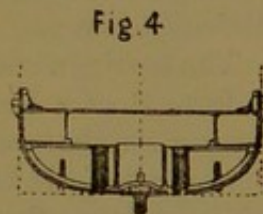
Figure 3 represents the body plan or cross sections at various distances from stem to stern.

Figure 4 gives the midship section.

THE SELF-RIGHTING WATER-BALLAST LIFEBOAT.



BODY PLAN



MIDSHIP SECTION

This lifeboat possesses in the highest degree all the qualities which it is desirable that a lifeboat should possess:—

1. Great lateral stability, or resistance to upsetting.
2. Speed against a heavy sea.
3. Facility for launching and taking the shore.

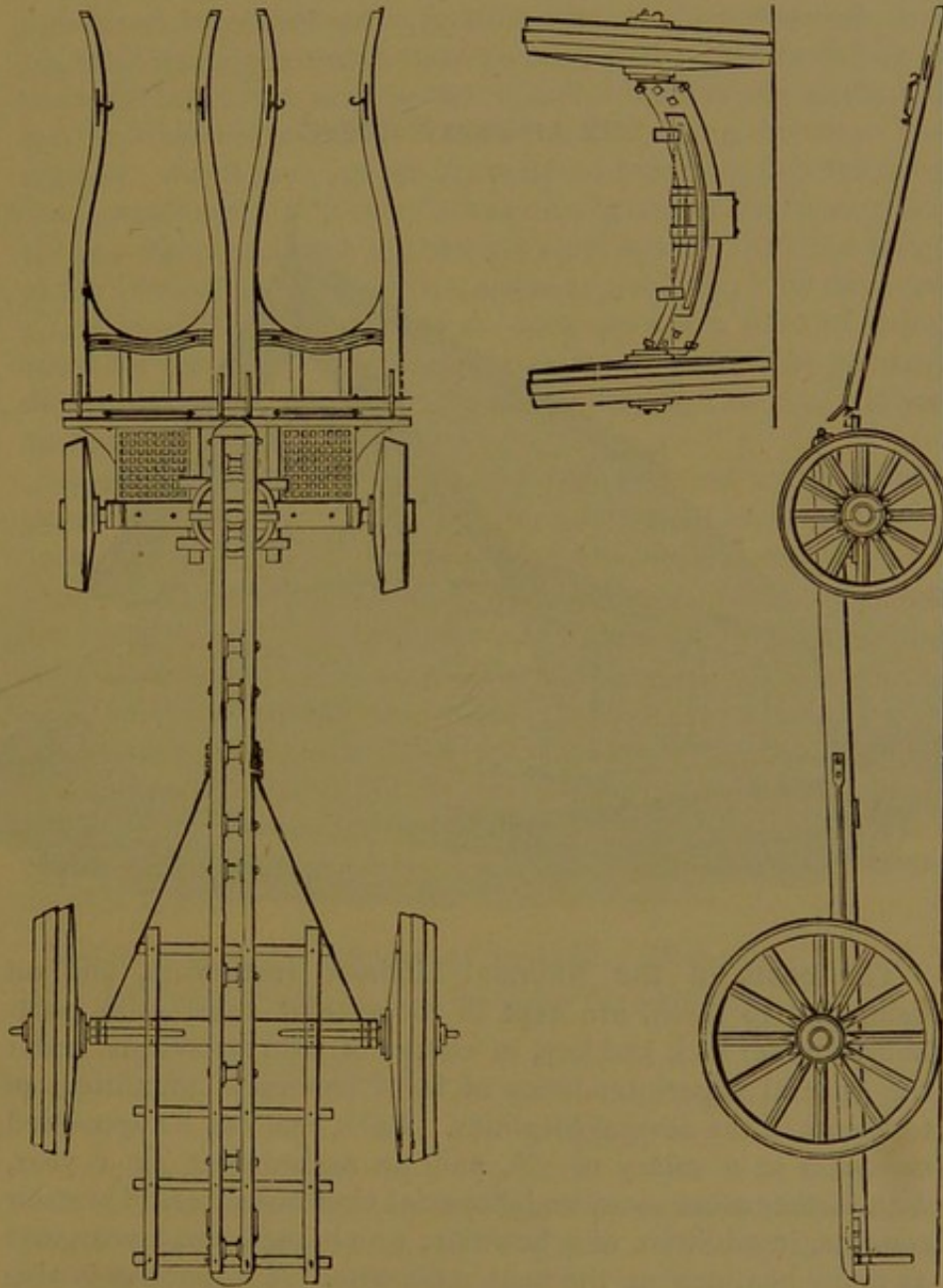
4. Immediate self-discharge of any water breaking into her.
5. The important advantage of self-righting if upset.
6. Strength.
7. Stowage-room for a large number of passengers.

THE LIFEBOAT TRANSPORTING CARRIAGE.

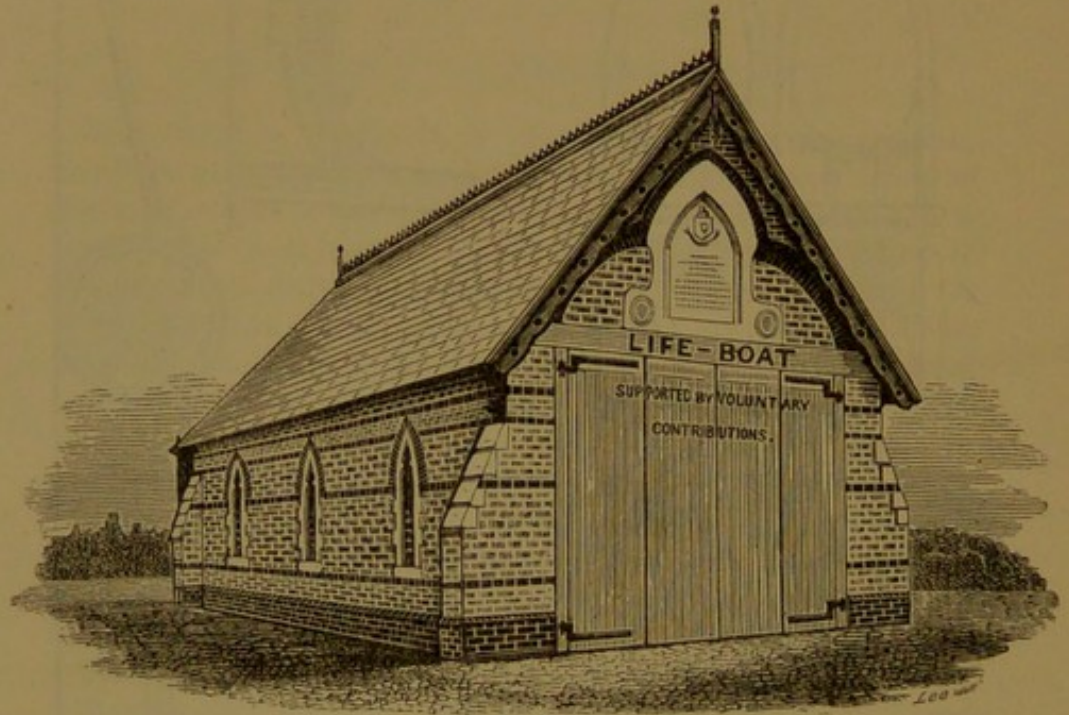
The lifeboat transporting carriage is a very important auxiliary to the boat. Nearly every lifeboat, except a few of the larger size, is provided with a carriage, on which she is kept in the boathouse ready for immediate transportation to the most favourable position for launching to a wreck. A lifeboat is thus made available for a greater extent of coast than she otherwise would be ; and even when launched from abreast of the boathouse, she can generally be much quicker conveyed to the water's edge than without a carriage. In addition to this ordinary use, a carriage is of immense service in launching a boat from a beach ; indeed, to such an extent is this the case, that a boat can be readily launched from a carriage in a high surf, when without one it would often be very difficult to do so.

The carriage consists of a fore and main body. The latter is formed of a keelway, and of bilgeways attached to it, and resting on the main axle, the boat's weight being entirely on the rollers of the keelway. Its leading characteristics are that while for launching it forms an inclined plane, down which the boat can be launched off the rear end with considerable impetus, it can also be used for replacing the boat, the inclined plane being reversed by removing the fore-carriage.

A very full equipment of stores is supplied to the lifeboats of the Institution—such as cork life-belts, anchors and cables, grapnels and lines, life-buoys, lanterns, rockets, and many other articles, together with portable or launching-skids.



THE LIFEBOAT HOUSE.



The boats of the National Lifeboat Institution, and all belonging to them, are kept in roomy and substantial boat-houses under lock and key, in charge of paid coxswains, under the general superintendence of local honorary committees of residents in the several localities. Each boat has its appointed coxswain at a salary of £8, and an assistant at £2 a year, with further allowances under special circumstances. The crew consists, in addition, of a bowman, who is paid 30s. a year, and as many boatmen as the boat pulls oars. A signalman is also

appointed who receives a retaining fee of £1 per annum, and payment as a helper each time he is on duty. The members of the volunteer crews are registered, and, wherever practicable, at least double the number of men required are entered on the register. Such men are mostly resident boatmen, fishermen, or coastguardsmen. On every occasion of going afloat to save life, the coxswains and each of the crew receive alike from the funds of the Institution (whether successful or not) 10s., if by day, and £1, if by night; and usually 4s. each for every time of going afloat for exercise. These payments are increased by *one-half* during the six months of each year beginning the 1st October, and ending the 31st March.

A reward of 7s. is given to the man who first brings intelligence of a wreck in such a position as not to be in sight of a coastguard man on duty or other responsible look-out man.

A flag hoisted by day, and the firing of a carronade (or other alarm signal) by night, are the well-known signals for calling the crew together.

On boarding wrecks the preservation of life is the sole consideration. Should any goods or merchandise be brought into the lifeboat, contrary to the coxswain's remonstrance, he is authorised to throw them overboard.

The average cost of a lifeboat station is £1050, and is made up as follows:—

Lifeboat and her equipment, including life-belts for the crew, skids, and transporting carriage for the lifeboat,	£700
Boathouse (slipway extra),	350
Total	£1050

It is often necessary to provide a slipway for launching purposes, which costs from £200 to £1000. The average annual expense of maintaining a lifeboat station is £100.

Such is a brief summary of the chief of the regulations under which the lifeboats are worked. How faithfully and with what result they are carried out let the journals of each lifeboat station and the annals of the Institution tell.

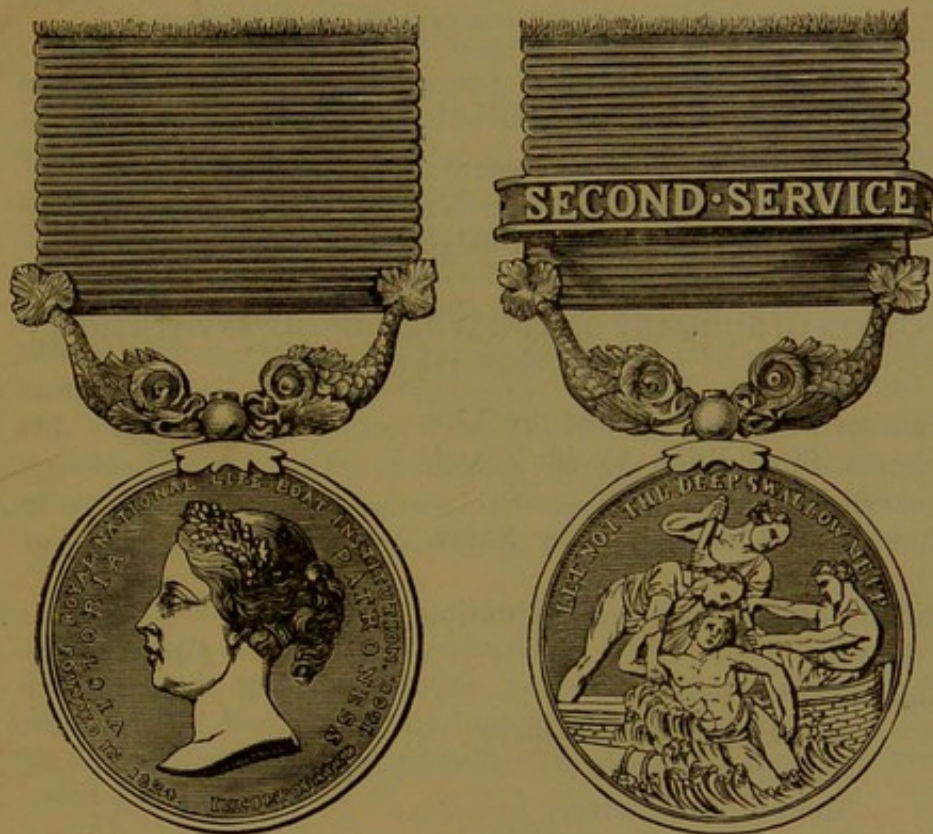
The National Lifeboat Institution has now 303 Lifeboats under its charge. Nearly all of these have been specially presented to it, and they save every year hundreds of shipwrecked sailors. Altogether the Institution has contributed to the saving of 37,855 lives.

Despite, however, this fleet of 303 lifeboats, and of 24 others locally provided or otherwise supported, and despite the numerous rocket apparatus stations on our coast, there remains the melancholy fact that on an average 650 lives are lost annually on and around our own shores alone, as shown by the Board of Trade Returns, proclaiming solemnly, though silently, that for humanity's sake, and for the national credit, no exertions should be spared in providing every possible means for the conveyance of succour to the shipwrecked.

The Institution needs an income of at least £70,000 to maintain its great life-saving fleet ; and the Committee feel assured that it will never lack it so long as it maintains its boats in the state of thorough efficiency that they are in at the present time, and manned as they are on every emergency by as fearless and noble a class of men as ever Nelson or Collingwood led to battle to uphold our country's honour and glory.

THE MEDAL OF THE ROYAL NATIONAL LIFE-
BOAT INSTITUTION

FOR THE PRESERVATION OF LIFE FROM SHIPWRECK.



Obverse.—Bust of Her Majesty Queen Victoria; beneath, in minute letters, 'L. C. Wyon.' Double legend, 'Royal National Lifeboat Institution. Founded in 1824. Incorporated 1860. Victoria, Patroness.'

Reverse.—Three sailors in a Lifeboat,—one of whom is in the act of rescuing an exhausted mariner from the waves on a fragment of the wreck. 'W. Wyon, Mint.' Inscription: 'Let not the deep swallow me up.'

ROYAL NATIONAL LIFEBOAT INSTITUTION

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS

APPEAL

THE Committee of Management have to state that during the past year (1893) the Royal National Lifeboat Institution expended £65,703 on its 303 Lifeboat Establishments.

GENERAL SUMMARY OF THE WORK OF THE INSTITUTION
DURING 1893.

Number of Lives rescued by Lifeboats, in addition to 28 Vessels saved by them, . . . . .	...	427	
Number of Lives saved by Shoreboats, etc., . . . . .	...	170	
Amount of Rewards granted during the year, . . . . .	...	...	£9408 18 0
Honorary Rewards:—			
Silver Medals and Clasps	29	...	...
Binocular Glasses,	15	...	...
Aneroid Barometer,	1	...	...
Votes of Thanks on Vellum,	53	...	...
Certificates of Service,	7	...	...
Total,	<u>105</u>	<u>597</u>	<u>£9408 18 0</u>

The number of lives saved either by the lifeboats of the Society or by special exertions for which it has granted rewards

since its formation, is 37,855; for which services 98 Gold Medals and Clasps, 1120 Silver Medals and Clasps, 231 Binocular Glasses, 15 Telescopes, 6 Aneroid Barometers, 1447 Votes of Thanks, inscribed on vellum and framed, 39 Certificates of Service framed, and £139,632 have been given as Rewards.

The Committee earnestly appeal to the British public for funds to enable them to maintain their 303 lifeboats 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 lifeboat men, who nobly hazard their lives in order that they may save others, with the best possible means for carrying on their great work, they will meet with the entire approval of the people of this the greatest maritime country in the world, and that their appeal will not be made in vain, so that the scope and efficiency of our great life-saving service, of which the nation has always been so proud, may not have to be curtailed.

Annual Subscriptions and Donations are earnestly solicited, and will be thankfully received by the Secretary, Charles Dibdin, Esq., at the Institution, 14 John Street, Adelphi, London; by the Bankers of the Institution, Messrs. Coutts & Co., 59 Strand; and by all the other Bankers in the United Kingdom.
—1st February 1894.

EDINBURGH, LEITH, AND GRANTON LIFEBOAT

SATURDAY, 23RD JUNE 1894.

President of Council—THE RIGHT HON. THE LORD PROVOST.*Vice-Presidents.*

The Right Hon. J. P. B. ROBERTSON, Lord Justice-General of Scotland.	
The Hon. LORD LOW.	Sir WILLIAM MUIR, Bart.
Admiral Sir ALEXANDER MILNE, Bart.	Sir JAMES GARDINER BAIRD, Bart.
Admiral HAY.	Sir JOHN COWAN, Bart.
Sir THOMAS CLARK, Bart.	The PROVOST OF LEITH.

Chairman of Executive Committee—Sir THOMAS CLARK, Bart.*Hon. Treasurer*—Mr. R. H. LITTLEJOHN, Bank of Scotland, 103 George Street.*Secretary*—Mr. T. S. PATERSON, W.S., 94 George Street.*Council.*

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Baillie ARCHIBALD, Leith.	Sir WILLIAM HOPE.
Sheriff ARMOUR, Kirkwall.	Dr. GEORGE HUNTER, 33 Palmerston Place.
The Right Hon. J. B. BALFOUR, Q.C., M.P., Lord Advocate.	Sheriff JAMESON.
D. W. BEATTIE (Secretary Leith Chamber of Commerce).	Rev. ALEXANDER KENNEDY, 6 Fettes Row.
Sheriff BLAIR.	Colonel C. G. H. KINNEAR.
Emeritus Professor BLACKIE.	The Very Rev. Dr. CAMERON LEES.
*E. L. I. BLYTH, 12 Belgrave Crescent.	JAMES LINDSAY (J. Lindsay & Son).
CHARLES BRUCE, Bank of Scotland.	C. B. LOGAN, LL.D., W.S.
*JOHN CLAPPERTON, J.P.	The Most Rev. Archbishop MACDONALD.
Councillor COLSTON.	*Baillie MACDONALD.
FRANK T. COOPER, Advocate.	Sir DOUGLAS MACLAGAN.
JAMES CORMACK, Leith.	The Very Rev. Dr. MACGREGOR.
*Lieut.-Col. CRANSTON.	Sheriff McKECHNIE.
ROBERT CROALL (Scott, Croall & Co.).	JAMES MACKINLAY (James Mackinlay & Co., Leith).
JAMES CURRIE, Jun. (J. Currie & Co., Leith).	CHARLES MACKINLAY (James Mackinlay & Co., Leith).
W. SCOTT DALGLEISH, LL.D. (T. Nelson & Sons).	Treasurer MCRAE.
DAVID DEUCHAR (Caledonian Insurance Co.).	Baillie MACPHERSON.
The Very Rev. Canon DONLEVY.	The Very Rev. Dean MONTGOMERY.
Baillie DUNLOP.	*Colonel NOBLE.
The Most Rev. Bishop DOWDEN.	Sir CHARLES PEARSON, Q.C., M.P., Dean of the Faculty of Advocates.
J. R. FINDLAY, of Aberlour.	Principal RAINY.
CAMPBELL GIBSON (Geo. Gibson & Co., Leith).	*GAVIN W. RALSTON, Advocate.
Major-General GRANT.	Major-General W. H. RALSTON, C.B.
Sheriff HAMILTON.	*Councillor RAMAGE, Leith.
*JOHN HAWKINS (Superintendent Granton Harbour).	FRANCIS F. REID, Leith.
JOHN HERDMAN (Master of Merchant Company).	*J. A. ROBERTSON (A. & J. Robertson, C.A.).
	JAMES ROBERTSON (Low, Robertson & Co., Leith).

* These are also Members of Executive.

- *Captain ROLFE, Commander of Forth
Guard Ship 'Galatea.'
HUGH ROSE (Craig & Rose, Leith).
The Rev. Dr. SCOTT.
*ROBERT SINCLAIR, 16 Waterloo Place.
J. TURNBULL SMITH (Life Association
of Scotland).
PATRICK SMITH, Advocate.
THOMAS SHAW, Q.C., M.P., Solicitor-
General.
- Sheriff COMRIE THOMSON.
JAMES W. THOMSON (W. Thomson &
Co., Leith).
MITCHELL THOMSON, 6 Charlotte Sq.
PETER THOMSON (Tod, Thomson & Co.,
Leith).
*W. A. THOMSON (Tod, Thomson & Co.,
Leith).
*Councillor WATERSTON.
JAMES A. WENLEY (Bank of Scotland).

* These are also Members of Executive.

Executive Committee.

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JAMES A. BAIRD (St. Andrew's Order
Ancient Free Gardeners).
GEO. BARNES, 15 Seton Place.
T. B. BARCLAY (Independent Order of
Rechabites).
W. BAXTER (Ancient Order of Shepherds).
W. BELL (Associated Joiners' Union).
A. BLACK (Secretary Seamen's Union,
Leith).
D. A. BLACKBURN (President Trades'
Council).
W. R. BROWN (Loyal Order of Ancient
Shepherds).
JAMES BURNET (Ancient Order of
Foresters).
Councillor CAMERON.
JAMES CLARK (Mercantile Marine Office,
Leith).
Councillor CUBIE.
P. M. CUNNINGHAM, Stockbroker.
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J. C. DIBDIN, 27 George Street.
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ALEX. DOBSON (Free Masons' Lodge
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J. DUFF (Press and Machinemens'
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J. GREEN, St. Giles' Street.
J. GREIG, C.A.
JOHN HARRISON, J.P.
Captain HENDERSON, Chief Constable.
R. W. HUIE, Bank Agent, Greenside Pl.
ALEXANDER JOHNSTON, Newhaven.
P. S. G. LINKIE (Sons of Temperance).
D. MACARA, Cockburn Street.
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HENRY MACPHERSON (Grand Lodge
Free Gardeners).
- Councillor MALLINSON.
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H. E. MOSS, Managing Director Empire
Palace.
JAMES MURDOCH, Secretary Northern
Lighthouse Commissioners.
J. T. S. PATERSON, 55 Grange Loan.
A. PITKETHLEY (Ancient Order of Free
Gardeners).
JAMES PRETSELL, 3 Spottiswoode Street.
A. PURDIE (Bookbinders' Association).
GEORGE PURVES (Loyal Order Ancient
Shepherds).
WILLIAM HENRY RALSTON, Stockbroker
JAMES ROBERTSON (Typefounders
Union).
D. W. ROBB, Solicitor.
R. W. SIMPSON (District Secretary Inde-
pendent Order of Rechabites).
E. R. SMAIL, Bank Agent, Nicolson St.
R. ADDISON SMITH, S.S.C.
ROBERT SMITH (British Order Ancient
Free Gardeners).
NEIL J. STEWART, 12 Linkfield, Mussel-
burgh.
JAMES STEWART (St. Cuthbert's Lodge
Free Gardeners).
DAVID STODDART (Ancient Order of
Foresters).
JAS. STODDART (British Order Ancient
Free Gardeners).
JOHN SUTHERLAND (Independent Order
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Co-operative Society).
Councillor TELFER.
JOSEPH THOMSON (Ancient Order of
Foresters).
JAMES TULLO, Moderator High Con-
stables.
JAMES WALKER, C.A.
R. WATSON (Eastern Amateur Rowing
Club).
R. M. WATSON, Stockbroker.
GORDON WILSON, Thistle Street.
W. B. WILSON, W.S.

GLASGOW LIFEBOAT SATURDAY, SECOND
ANNUAL DEMONSTRATION, 16TH JUNE 1894.

Council.

President—THE HON. THE LORD PROVOST.

Vice-Presidents.

Sir JAMES KING, Bart. | Sir CHAS. TENNANT, Bart.
Sir JOHN BURNS, Bart. | Sir ANDREW MACLEAN, Kt.
JAMES CAMPBELL, Tullichewan.

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Hon. Treasurer: WM. AULD, C.A., 24 St. Vincent Place.
Secretary: WILLIAM MARTIN, 116 St. Vincent Street.

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MICHAEL BALMAIN (National Bank of Scotland).	Bailie GUTHRIE.
G. W. M'EWEN BREMNER (Northern Assurance Company).	*Councillor DONALD HAMILTON.
R. BENNETT BROWNE (Deputy-Chairman 'Empress' Training Ship).	Captain JOHN HARDIE.
*WM. CAIRNEY (Chairman Local Branch R.N.L.I.)	THOMAS HENDERSON (Chairman 'Empress' Training Ship).
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*BAILIE CHISHOLM.	J. R. KAY (Arthur & Co., Ltd.)
Commander DEVERILL, R.N. ('Empress' Training Ship).	*G. M. KERR (Kerr, Newton & Co.)
R. HUNTER DUNN (Belgian Consul).	DAVID L. LAIDLAW (North British & Mercantile Insurance Company).
*Dr. FREELAND FERGUS.	*JAMES LILBURN (Aitken, Lilburn & Co. Captain MEIKLEREID.
WM. FERGUSON (John Fergusson & Bros.)	*R. HOPE ROBERTSON (Hon. Sec. Local Branch R.N.L.I.)
OBERT GOURLAY (Bank of Scotland.)	*J. A. ROXBURGH (J. & A. Roxburgh).
	*EX-BAILIE SIMONS (Chairman of Executive Committee).
	JOHN WORDIE (Wordie & Co.)

* These are also Members of Executive.


Executive Committee.

Councillor W. F. ANDERSON.	ALEX. BARR (Jas. Greenshields & Co.)
W. F. G. ANDERSON (Henderson Bros.)	JAS. G. BORLAND.
CRAIBIE ANGUS, Queen Street.	WILLIAM CALDWELL.
DAVID ARBUTHNOT, Sec. Ancient Shepherds' Friendly Society.	EX-BAILIE CAMPBELL.
Captain BAIN (Board of Trade Assessor),	ARCH. CAMPBELL (Andrew Campbell & Co.)
Convener Demonstration Committee.	Councillor ANGUS CAMPBELL.

- D. CAMPBELL, Chairman 25th Ward Committee.
 Dr. CHALMERS, Chairman 6th Ward Committee.
 W. M. CUMMING.
 Councillor DICK.
 ALEX. A. E. DOWNIE (Commercial Bank, Gallowgate).
 JAMES DUNBAR, Grand Master St. Andrew Order of Ancient Free Gardeners.
 DAVID DUNLOP (Palatine Insurance Co., Ltd.).
 R. D. DUNNACHIE, District Secretary Independent Order of Rechabites.
 LAWRENCE FARGIE, Secretary Ancient Order of Foresters.
 Councillor FIFE.
 DAVID FORTUNE (Scottish Legal Co.)
 ROBERT GLEN.
 LEONARD GOW, Jun.
 F. W. GRANT, Scottish Band of Hope Union.
 THOS. HARAN, District Secretary Irish National Forresters Benefit Society.
 W. S. HART, Chairman 15th Ward Committee.
 TOM HONEYMAN, Grand Secretary I.O. G.T.
 Councillor A. J. HUNTER, Secretary Trades' Council.
 Councillor J. M. JACK.
 PETER JOHNSTON, Secretary Oddfellows' Friendly Society.
 G. H. LAIRD, Chairman 1st Ward Committee.
 Captain LEES.
 HUGH MACPHERSON, B.L. Convener Workshop and Warehouse Collecting Committee.
 J. R. MANN (City Line).
 J. MARSHALL, Scottish Co-operative Wholesale Society.
 HUGH M'CULLOCH, Chairman 11th Ward Committee.
 J. M'CULLOCH (Sir Chas. Tennant & Co.)
 PETER MILLER, Joint-Convener Procession Collecting Committee.
 J. G. MILLER (Moir & Co.)
 JOHN MOODIE, District Secretary Sons of Temperance.
 THOS. MORRISON, Chairman 18th Ward Committee.
 WILLIAM MORTON, Chairman 14th Ward Committee.
 WALTER NELSON, Chairman 24th Ward Committee.
 W. NICOL, 4th Ward Committee.
 WM. M. OATTS, Secretary Y.M.C.A.
 J. SMITH PARK (Allan Line).
 R. HARVEY PIRIE, M.A., LL.B., Secretary C. C. Yacht Club.
 Bailie PRIMROSE.
 JAMES RIDDELL (Bridgeton Working Men's Club).
 Captain ROSS.
 ARCH. SCOTT, Chairman 3rd Ward Committee.
 ROBT. SCOTT, Chairman 20th Ward Committee.
 JAMES H. STENHOUSE (Gellatly, Hankey, Sewell & Co.), Joint-Convener, Procession Collecting Committee.
 D. STEWART (John Clark, Jr., & Co.)
 JAMES WILLOCK.
 THOS. M. WILSON, Chairman 21st Ward Committee.
 JOHN WRIGHT (14th Ward Committee).

THE LIFEBOAT SATURDAY DEMONSTRATIONS

IN THE FIRST HALF OF 1894.

 HE demonstrations commenced this year with a monstre cyclists' parade and a lifeboat regatta at Liverpool, which attracted an unusual amount of interest. This, together with the subsequent handing over of the five lifeboats belonging to the Mersey Dock Board, and £1000 a year for maintenance, also a donation from the Board of £1000 towards the cost of a steam lifeboat, marks a new epoch in the history of the Liverpool Branch of the Institution—an epoch which is the more satisfactory as the subscriptions have been greatly increased of late years.

Glasgow, Dewsbury, and Batley came next, holding their demonstrations on the same day. Glasgow had come

to the support of the cause before, and her second 'Lifeboat Saturday' was signalised by the 'christening' of a steam lifeboat by Mrs. Bell, wife of the Lord Provost, the gift of the city of Glasgow from the proceeds of the first Lifeboat Saturday. The demonstration was regarded on all hands as more effective even than last year's. The collectors on the streets numbered from 300 to 400, and this, it must be remembered, was only supplementary to the work of 800 collectors in the business houses. The magnitude of the effort as a whole may be judged by the fact that over and above what could be seen in the streets, and all the personal canvassing that was done, many thousand copies of a printed appeal were posted, with a view to further subscriptions. Here, as elsewhere, indeed, everything which energy could compass was taken in hand, and pressed to a conclusion. The Committee had raised the previous year £3700.

Dewsbury and Batley united for their first demonstration, which was more successful than the most sanguine had dared to anticipate. The volunteers, the friendly societies, and the St. John's Ambulance Association turned out, and the tradespeople added to the interest of the procession by exhibiting the choicest products of their skill. On the Sunday some of the lifeboat men were entertained

by the Rowing Club, and, curiously enough, they had an opportunity of being useful even here, a couple of them rescuing a man who had upset his skiff, and was floundering in the water.

The Edinburgh demonstration, which was one of the next in order, was memorable in every sense. The procession was described by the Press as the most noteworthy that had taken place for years, and the great gathering on the slopes overlooking St. Margaret's Loch was paralleled only by that of the famous Review-day of 1881. The procession had a number of features peculiarly its own. The band of the 12th Lancers, mounted, led the way, and among the numerous other bands in attendance was that of the Black Watch. Her Majesty's ship *Galatea*, too, sent a detachment, and fire brigades, trades unionists, friendly society members, co-operators, and ambulance corps were there in thousands. Great interest was taken also in the turn-out of the Newhaven fishwives, who have a way of setting off their lithe and handsome figures which is most captivating. On this occasion some of them gave illustrations of baiting lines and mending nets, while the youngest and bonniest went round with creels to collect the gifts of the spectators.

Sheffield had intended to have a demonstration last year,

but on account of the dispute in the coal trade, was unable to carry the movement through. This year, however, a tremendous success was achieved. The route taken by the procession was nearly three miles long, but every portion of it was crowded with spectators. The crowd, in fact, was the biggest which has been seen in the city since the visit of their Royal Highnesses the Prince and Princess of Wales. The main thoroughfares were almost impassable, and thousands more looked down from windows and balconies. The Mayor and the Master Cutler rode in the procession, and what with lifeboats, trade exhibits, ambulance corps, Oddfellows, Foresters, and Buffaloes, there was a turn-out such as Sheffield has seldom seen. Grace Darling and her father were personated sitting in a boat, and, although this was not a new feature, it proved a very popular one. At night there were fireworks at the Botanical Gardens, and a special device was exhibited showing a lifeboat going out to a wreck. Even Sunday was utilised, for there were crowded meetings in the Albert Hall, at which collections were taken in aid of the lifeboat work.

Huddersfield had its demonstration simultaneously with Sheffield, and here again the records speak of a brave display, which brought out the people of the town *en masse*. Fire brigades with their engines, ambulance corps with their

appliances, members of friendly societies, football players, members of the cricket and athletic clubs, Maypole children, and hosts of others were in the procession, which wended its way through tremendous crowds, to the music of numerous bands. A show of horses was one of the later features of the proceedings, and the evening was taken up by some highly satisfactory entertainments.

Leeds held the second Lifeboat Saturday June 30th. The spectacular element that characterised the inauguration of the movement a year ago was to a considerable extent absent, but the appeal was none the less generously responded to. Having succeeded in moving the people of Leeds, the Committee responsible for the work thought it unadvisable to have such a pageant annually. In this they were much to be commended, as it is quite impossible to have annual demonstrations in every large city or town, and seeing that several neighbouring places had their first demonstration so recently, it was obviously unnecessary. The Leeds Committee have been greatly encouraged by receiving a donation of 700 guineas, and it is confidently expected that the total proceeds will be equal to last year's, or nearly so.

The first demonstration at Rochdale was held on the same day. The procession here was two miles long, and

was described as the most notable the town had ever had. The Yeomanry, and several of the cyclist clubs were among the processionists.

Birmingham held its first Lifeboat Saturday a fortnight later, and not for many years has a more imposing street demonstration been seen. Its length may be estimated from the fact that it took nearly half an hour to pass a given point. The crowds in the streets would compare with the Queen's visit, the Bright celebration, or the welcome given to Kossuth, the hero of Hungarian freedom; indeed no more remarkable pageant has ever graced the streets of Birmingham. Then there was the gala at the reservoir, where an immense crowd had assembled, estimated at nearly 40,000. An elaborate programme of events had been drawn up, consisting of lifeboat launches and races, experiments with the rocket apparatus, fire brigade displays, military manoeuvres, balloon ascents, and boating and swimming races. Interest, of course, centred most in the operations of the lifeboats, which were launched from movable slips. A race between the two crews was a source of much interest. Two boats manned by members of the Birmingham rowing club were upset in the middle of the lake, and the tests of skill were the time occupied in reaching the scene of the wreck, and the num-

ber of lives saved. The Holyhead lifeboat crew reached the destination first, and picked up five men, to the four rescued by the Aldeburgh lifeboat crew, and so were adjudged victors. There was also a gymnastic display by members of the Birmingham Athletic Club and Y.M.C.A. The ambulance corps of the Birmingham Rifle Brigade also went through some interesting operations.

Demonstrations are arranged to be held on successive Saturdays till the middle or end of October in Leicester, Blackburn, Grimsby, Bradford, Blackpool, Halifax, Hull, Newport (Mon.), Swansea, Bristol, Nottingham, Belfast, Plymouth, Devonport and Stonehouse, Stockton, Middlesbrough, Sunderland, Southampton, Manchester and Salford, and numerous coast towns.

The financial result from all these demonstrations must of necessity yield a very handsome total, and largely increase the amount raised by this great and popular movement, which has enlisted the sympathies of all grades of society. The ladies' auxiliary committees have in all cases displayed great enthusiasm and energy: this part of the work has been a marked characteristic of Lifeboat Saturday wherever it has been adopted.

NEW LIFE-SAVING APPARATUS—A SHOULDER
LINE-THROWING GUN, WITH
AUTOMATIC LIFEBOUY.

Instances frequently occur at sea when valuable lives and property might be saved if ships were supplied with more efficient means of effecting line communication with each other or with Lifeboat, etc. Notably, in a recent gale off the N.-W. coast of Ireland the Atlantic Liner s.s. *Hecla*, with 600 souls on board, was saved by the Aranmore (Clyde Shipping Company) effecting line communication with her after spending several hours in endeavouring to do so, and had the last effort failed she would have been lost, as she had drifted into broken water and amongst the rocks. Our attention has been called to the invention of a very handy and reliable apparatus (Commander J. D'Arcy Irvine's Shoulder Line-throwing Gun) for effecting instantaneous line-communication at sea, and having regard to the opinion of experts as to its merits, we would, in the interests of seamen generally, and also to the travelling public, strongly urge all shipowners to adopt. Lifeboats often fail to *reach* a wreck, though succeeding to get within 300 or 400 feet, and with this apparatus on board ship, a line communication could be effected with the Lifeboat.



Length, 4 feet 6 inches. Size, 12 bore. Weight, 6 lb. 6 oz., without Line Connections ; 10 lb. with Line Connections. The

Line Connections are removable at will, and when removed the Gun can be used for ordinary sporting purposes. Size of Line, 9-32 circumference. Length, 150 yards. Charge, $2\frac{3}{4}$ drachms.



Powder Shoulder Gun, complete, £9. Extra Supplies—Brass Reel with Line, 12s. 6d. each; Line-carriers, 12s. 6d. each; Cartridges (10 in. No. 1), in Solid Drawn Brass Cases, 2s. 6d. Automatic Lifebuoy, to fire from Gun, £3 each. Guns supplied in Boxes (singly) at 15s. extra; in quantities, 10s. extra; two Extra Lines and one Extra Line-carrier (Rod), £1, 15s.

DIRECTIONS FOR USE.

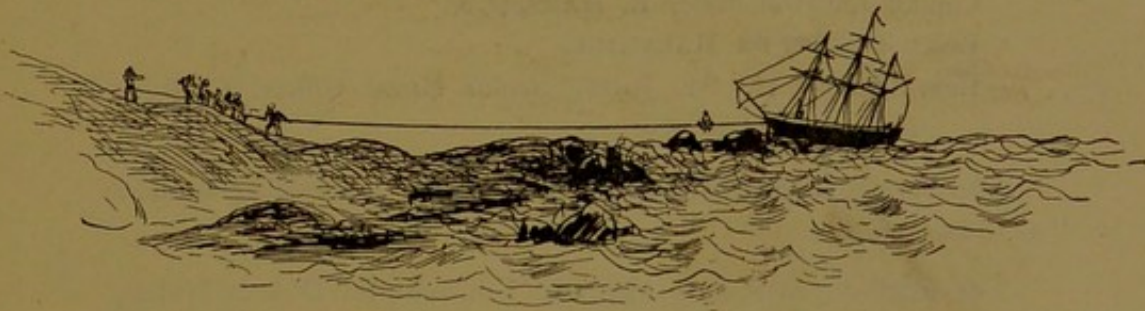
See that the fastener for reel is *securely* attached to Gun. During the day keep the plug in line-carrier, and at night insert the signal light.

TO LOAD.

1. Put line-carrier into Gun, having the collar ring on wire *outside* of Gun.
2. Unlock fastener, slide reel on to fastener, then relock fastener.
3. Attach line from reel to line-carrier. This is done by attaching spring hook to eye at loop of wire attachment.
4. Put in cartridge. This is done by raising lever of lock action to the horizontal position. Then open lock action by drawing lever

towards you. Put in cartridge. Then close lock action, *and push safety pin into hole of striking gear.* Now press down lever to the perpendicular. The Gun is now loaded and ready to fire, as soon as *safety pin is withdrawn, and the lever again at the perpendicular.*

N.B.—To enter or withdraw safety pin, the lever must be horizontal. It is now important that you should be sure the line-carrier is well home, and resting on wad in cartridge. You can make sure of this, as the Gun is at its safety, and free from premature discharge.



5. *Before pointing to fire, be sure to remove the safety pin.* This is done by raising lever to horizontal. Then push safety pin to right, and push down lever again to perpendicular.

Should communication not be effected, unlock fastener, slide reel off the fastener. Another reel with line can be instantly attached, and by using another line-carrier the Gun can be *ready to fire again in a minute.*

On supply, Special Directions will be given as to Signal Lights.

The following have witnessed a demonstration of the Shoulder Line-Throwing Gun, and have signified in writing their approval of it :—

General H.S.H. PRINCE EDWARD OF SAXE-WEIMAR, G.C.B.

Admiral SIR HENRY CHADS, K.C.B.

Admiral T. B. LETHBRIDGE.

Vice-Admiral W. S. GRIEVE.

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Vice-Admiral F. W. GOUGH, C.B.

Rear-Admiral F. W. HALLOWES.

W. P. SINCLAIR, M.P.

J. E. KENDALL, Master, R.M.S. Ireland.

S. G. SINCLAIR, Vice-Commodore, Royal Mersey Yacht Club.

FREDRICK SUTTON, Vice-Commodore, Royal Portsmouth Corinthian Yacht Club.

Captain the Honourable R. HARE, R.N.

LORD TALBOT DE MALAHIDE.

Rear-Admiral H. ST. JOHN, Senior Naval Officer, Coast of Ireland.

Also, several letters from Captains commanding ocean-going steamers as to its merits.

For further particulars apply to Commander D'Arcy Irvine, R.N., Harbour House, Howth, Co. Dublin.



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