

THE LIFE-BOAT JOURNAL

OF THE

National Life=boat Institution.

(ISSUED QUARTERLY.)

VOL. XII.—No. 131.]

FEBRUARY 1, 1884.

[PRICE 3s.]

THE LIFE-BOAT INSTITUTION AND SALVAGE OF PROPERTY.

If any excuse were necessary for again reverting to this subject in these pages, it is assuredly to be found in its importance to all concerned, viz., the owners of ships and cargoes; the various marine insurance and salvage associations; the men who work the Life-boats, and last, but not least, the ROYAL NATIONAL LIFE-BOAT INSTITUTION in its most comprehensive sense.

To understand this subject must be to the advantage of the first-named body, excepting to such who divest themselves of all, or nearly all, material interest in their property by insuring it up to (and in some cases we fear beyond) its full value, thus rendering it a matter of comparative indifference to them whether it is destroyed or not.

To the second-named body, who by their undertakings place themselves in part, or wholly, in the position of owners of the property, it cannot but be of value to know what aid they have to expect, or on what terms they can expect it, from those who, it is no exaggeration to say, are most likely to be at hand to render it when required, together with the equipment best calculated for performing some of the most important parts of the work.

It is certainly desirable that the third party should clearly understand its position, both as regards the property and its owners, as well as the Life-boat Institu-

tion; for anything but the clearest understanding and the most perfect confidence between it and the Institution, cannot but fail to injure the general efficiency of the Life-boat service.

Fourthly, "the Institution in its most comprehensive sense." It cannot be denied that simple justice to the governing body of the Institution, to whom the direction of its affairs is entrusted (by generous and sympathetic supporters amongst the charitable portion of the public), demands that the position taken up by them, and which forms the foundation upon which its rules and regulations are framed, should be clearly understood, and that they should receive in that, as in all other matters, hearty confidence and support. We believe this to be a subject on which there is more apparent, but unfounded, room for, and probability of attack, than any other comprised within the sphere of its operations.

The ROYAL NATIONAL LIFE-BOAT INSTITUTION is a Society incorporated by Royal Charter for the purpose of "saving life from shipwreck," for which end alone it appeals to the public for pecuniary support to enable it to carry out its design, by establishing and maintaining round the coast a chain of the engines best calculated for the work to be done, including remuneration and rewards to the men who do it. What reply is given to that appeal, and what is the result of this support, is

well known, and need not be dwelt upon here.

The above being undoubtedly the position and sole work of the Institution, it naturally follows that the "salvage of property from shipwreck" is in no way *per se* part of its business, and it would be true to its professions and Charter were it to decline *in toto* to take any part in such an undertaking; certainly it would be a misappropriation of the funds to apply any portion of them to this purpose.

It is also necessary for a proper understanding of the question that the relative positions of the Institution and its boats' crews should be clearly defined. It is misleading to describe the men, as we have seen, as "the paid servants of the Institution," for, with the exception of the coxswains, they receive no retaining fee whatever. Besides, the small quarterly payments to the coxswains may fairly be considered as remuneration for other services, viz., taking care of the boat and her stores, the boathouse, &c., as whenever they go afloat they are paid the same as the other men.

The crews may therefore be more fitly described as contractors, who, on each occasion of going out in the boat, tacitly agree with the Institution to perform or to use all reasonable efforts to perform a defined work, viz., to rescue the lives of men in danger of shipwreck for a certain sum, and their engagement with the Institution distinctly ends on the termination of each service.

This being the position of the Institution in the matter, and the only one it can reasonably be expected to assume, it is obvious that if it goes beyond this, and permits its boats to be used for the purpose of "salvage of property," it must be upon such terms as will reconcile, as far as practicable, the interests of all parties concerned. It has to consider:—

1st. The owners of property in danger, and to them it says: "It is no part of my duty to risk my property in endeavouring to save yours; but considering mine is on the spot, and of such a nature as to be

adapted to helping yours, I will allow it to be used upon the same terms as you could obtain similar aid elsewhere."

2nd. To the men forming its boats' crews it says: "You are the men most likely to be employed in assisting to save this property—to do this is your calling; we will therefore lend you our boats for the purpose, on the following conditions, viz., that you will look to the owners of the property for reasonable remuneration for your work, and not to us. That you pay to us the proportion of the amount earned that is usually paid by local custom, for the hire or use of property for that end. That you do not launch our boats, or use them for this work to the injury of any private interest, *i.e.*, other people who have boats, but not Life-boats."

To its supporters it says: "The salvage of property is beyond the province for which you contribute to the maintenance of the Institution, but as a strict adherence to the 'saving of life only' means a prohibition to take part in saving property, and might frequently lead to the destruction of valuable property, and as the fact exists that the majority of our boats' crews are drawn (with great advantage to our legitimate work) from the men whose calling it is to do salvage services, it is in the interest of all parties that they should be allowed to use the Life-boats on reasonable terms, one of which is, that your property is secured against risk of loss by the usual payment for its use, which, in other words, constitutes an insurance on it."

The Institution, whilst positively prohibiting its boats being launched for salvage purposes to the detriment of private interests, encourages the crews to make every effort, when afloat, to endeavour to save the ship, as well as the lives of the men, by undertaking, if they do so and fail, or if the salvage reward earned is less than they would have been entitled to for saving life, to make up the difference.

The Life-boats, in addition to the direct

"property salvage services" they perform, often contribute indirectly to this end by remaining by ships whilst efforts are being made to rescue them from danger, the presence of the Life-boat naturally giving confidence to the vessels' crews, and inducing them to remain longer on board and to make greater efforts to save their ship than otherwise would be the case. The very essence and nature of salvage services being that one party makes its living by the necessities and dangers of another, it is not easy to see how disputes are to be avoided, and their just settlement must always be a very difficult question, in which it is absolutely impossible to satisfy both sides.

There are also many side issues and collateral questions, which complicate matters and render settlement more difficult. One of these, that came to our knowledge not long ago, was the positive refusal of the master of a vessel in considerable danger, to accept the offer of a Life-boat's crew to take the vessel to a place of safety, and to leave the question of remuneration to be settled by arbitration. He insisted on an agreement for a specific sum. It appears to us that the course suggested by the Life-boatmen would have been a reasonable and honest solution of

the problem, far more likely to result in a fair settlement than the otherwise unavoidable bargaining for a specific sum. This, however, does not appear to be the opinion of some shipowners, for we have since been informed that the latter course is more frequently adopted than might be expected.

It is impossible to withdraw the question of the remuneration to Life-boats for salvage of property from the general category of remuneration for similar services. And it is, in our opinion, unreasonable to expect men in Life-boats to perform such services on terms more favourable to the shipowners than they can possibly make with other people, simply because they belong to the same class, and have only the same source to look to for remuneration.

The Institution relieves salvage property from what would otherwise frequently be a very heavy charge, viz., that for saving the lives of the crew. The law makes this the first charge for salvage on the ship and her cargo, or any part that may be saved; but the Institution distinctly prohibits the Life-boat's crew from making any such claim, and informs them they must look to the Institution only for reward.

WEATHER FORECASTS.

THE forecasting of storms and weather-changes is generally supposed to be wrapped in mystery, and the rules which have from time to time been laid down for the assistance of the would-be forecaster, to say the least, only experimental, whereas as a fact the general principles can be demonstrated with almost perfect accuracy. Failures must of course sometimes happen, but then "the exception proves the rule;" and there are certainly cases on record of great storms having broken on our shores with little or no warning, accompanied by heavy rains; but it must be remembered that most of the great storms which visit us have an

extraordinary high rate of locomotion. Within the last quarter of a century, however, considerable strides have been made in satisfactory forecasting, in great measure due to the careful investigation of this interesting subject by the late Admiral Fitz-Roy.

Everybody thinks he understands the barometer, and many are guided entirely by it, even in the common-place matter of allowing, or not, as the case may be, an umbrella to accompany them in their "walks abroad;" but still the barometer, although the best meteorological instrument we have, is not quite the safe guide most people think it is. The fact is, it

merely gives the weight of the air above it, and one reading must not be expected to give any idea as to what the coming weather will be. It is the change in the weight of the atmosphere which makes the barometer a weather guide.

A sudden or a rapid fall is a certain sign of bad weather, and the sooner a rise begins the shorter will be the stay of such unpleasing times; but nevertheless no confidence can be placed in weather forecasts resulting from the observation of one barometer. Observations, to be of any value, should be made simultaneously at neighbouring places, so that the changes which take place over a large tract of country can be watched; this, with the observation of certain clouds, sometimes called "mare's-tails," form the main features of weather forecasting.

Some countries are better adapted than others for successful forecasting, and most other countries have the advantage over us in this respect, owing to the fact that most changes in the weather have their rise in the westward (i.e., in the Temperate Zone), and move eastward, so that they reach us from the Atlantic direct, and we have no opportunity of finding out what is taking place immediately to the west of us. This will account for the American meteorologists being more successful in their weather prophecies than we are; their eastern shore being their principal trade coast, and the storms travelling east-

ward, they have merely to get information by telegraph from the west, and then they are well prepared for whatever comes.

The majority of the storms which blow in the temperate zone of the northern hemisphere belong to weather systems moving from S.W. to N.E. at the rate of 500 miles per diem; but it does not necessarily follow that, because a violent storm is blowing on the western side of the Atlantic Ocean, it will certainly reach us in five days, it may be dispersed *en route*, or its direction altered; then, again, a storm may rise in mid-ocean, and reach us without having visited any other shore.

It is quite a common thing to hear people declaim against the inaccuracy of the official weather forecasts, which are published daily in our newspapers, but the following figures, extracted from the Annual Report of the Meteorological Office, will show that great reliance may be placed on these forecasts.

The total number of storm warnings justified was 81·9 per cent., and that of weather forecasts for the various districts into which Great Britain is divided varied from 74 per cent. in Scotland to 81 per cent. in "Scotland N." and "England S.," while the percentage of justification of the "Hay Harvest forecasts" ranged from 64 per cent. in "England, N.E." to 84 per cent. in "England E." and the Midlands.

OUR INLAND BRANCHES.

GLASGOW.

In the last number of this Journal attention was drawn to the valuable co-operation of the Manchester Branch, and the important services rendered to the Life-boat cause in that city, resulting, as was shown, in the presentation of seventeen Life-boats to the Society, and an annual subscription list of from £250 to £300. We propose in this number to give a brief description of Life-boat work in Glasgow during the twenty-three years our Branch there has been in existence, calling particular attention to the rapid strides in which the trade and manufactures of this great Northern city have grown, and to the peculiar advantages enjoyed

by its situation, which mark it out as the principal commercial and manufacturing mart in Scotland.

The Clyde, upon which the city of Glasgow is situated, is the most important, though not the largest river, in Scotland as so many famous towns are built on its banks. Glasgow occupies both sides of the river, and although at a distance of more than thirty miles from the river's junction with the sea, the tide, which flows some way above the city, gives it a command of trade and means of transport for commercial purposes to all parts of the world.

The harbour extends west from Glasgow Bridge on either side of the river, which has been deepened from time to time, until, in the

present day steamers of the largest class can be admitted, and the wharves and docks afford the most ample accommodation for vessels of every description. The fact that the city possesses an inland navigation and stream harbour specialities has made it the Scotch centre for trade and commerce.

It was here that Watt first began his improvements in the steam-engine, and the first boat in Europe successfully propelled by steam was launched in the Clyde.

The tonnage of sailing and steam-vessels, and the steady increase in the Custom-House duties, best show the development of the river and harbour, and at the same time reflect the increasing prosperity of Glasgow.

Of all the trades and manufactures which have conduced to the prosperity of this great city, and which include the special branches of industry of our principal trade centres, such as cotton, coal, iron, &c., none has made such progress as that of steamship building. The activity in this respect has been so great, that more than half the tonnage recently built in the United Kingdom has come from the Clyde; and when we remember that the iron and coal industries depend on the shipbuilding trade, it will at once be seen how intimately the welfare of Glasgow is bound up in shipping, which it not only produces, but on which it depends for the import of raw materials to supply the manufactories, and also for the export of manufactured goods to every quarter of the globe.

It is needless to point out the accumulation of wealth which must follow from the geographical advantages of situation, and from the combination of so many branches of industry; the public buildings and private houses testifying to the substantial condition of the citizens.

We have not yet alluded to the herring fisheries, an important branch of industry in which large numbers of men are engaged and much valuable property embarked, because it is not peculiar to Glasgow in particular, but to the coast of Scotland generally. Our readers must have heard, only too frequently, of calamities that have befallen the fishing population on the north-east coast of Scotland, arising from the rapidity with which gales spring up from this dangerous quarter.

Notwithstanding, then, the importance of Glasgow as a city interested in all measures taken for the welfare and protection of the sailor, and, in common with other communities, in the protection of the fisherman against the unforeseen dangers of his calling, it is a matter for surprise that until the year 1859 no branch existed there to collect subscriptions in aid of a society whose province it was, and still is, to provide means of succour to those unfortunate enough to be cast away on our shores.

About this time, viz. 1859, we find Captain ANDREW SMALL is alluded to, as having zealously exerted himself among the citizens of Glasgow in collecting £165 for the ROYAL NATIONAL LIFE-BOAT INSTITUTION, to enable it to meet the

large, and increasing expenses of its Scotch Life-boats, which then were far from being so numerous as could be desired. In the same year the Glasgow Branch of the LIFE-BOAT INSTITUTION was started, a circular convening a meeting for 21st November having been sent out by Mr. ANDREW RANKEN. Mr. GEORGE BURNS, of Castle Wemyss, presided, and many of the leading shipowners and merchants were present. At this meeting Mr. ANDREW RANKEN was appointed Hon. Secretary, and Captain ANDREW SMALL, to whom allusion has already been made, Treasurer. In 1865, Mr. ALEXANDER KAY presented the Institution, through this Branch, with £400 to defray the expense of a Life-boat; and, in recognition of this valuable gift and Captain SMALL's other services, the parent Institution awarded him a model of one of their Life-boats. This model was subsequently exhibited in the Glasgow Working Men's Industrial Exhibition, and through the interest it created, and Captain SMALL's influence, the Working Men's Club started a fund to provide a Life-boat, the cost of which was handed over to the Institution in 1870.

The services of Mr. RANKEN to the Life-boat cause unfortunately came to an end about 1866, consequent upon his leaving the neighbourhood, and Mr. HOPE ROBERTSON, a well-known gentleman and yachtsman, was appointed to succeed him.

In 1876 Captain SMALL's health gave way, and his son, Mr. JAMES A. SMALL, having now become associated with him, took the same keen interest in Life-boat work, and, on the death of his father, the following year, he accepted the honorary office of treasurer, at the special request of the Parent Society. The subscriptions and donations have year by year steadily increased, the last balance-sheet showing receipts amounting to £510, exclusive of £128 received from Mr. O'HALLORAN, of the Custom-House, and other donations sent from time to time by captains of vessels.

Other important branches have since sprung up at the different large centres, notably Edinburgh and Dundee, by whose help the Institution has been able to place thirty-nine Life-boats round the coast of Scotland, fully equipped with all necessary gear, including transport, and means of security to those who man them.

Without such pecuniary aid, and the co-operation of the community at large, it would have been impossible for the Society to have carried out its important duties. We cannot do better, in conclusion, than repeat the words contained in the closing paragraph of the Edinburgh Annual Report for 1882:—"The Committee of the LIFE-BOAT INSTITUTION confidently look to the public to do their part of the work by continuing their liberal support to the maintenance of the Life-boat fleet—a fleet whose work is not to sink ships and bombard cities, but to succour men ready to perish and to save valuable property from destruction."

AN APPEAL FOR THE SAILOR.



You, who dwell in homes of comfort,
 Circled by the friends you prize;
 Don't forget the vessels tossing,
 Can't you hear the Sailor's cries?
 Cries for help, where no one hears him,
 Cries for mercy from above,
 Can't imagination picture?
 Can't you help him, out of love?

All are human, *all* have feelings,
 All susceptible to grief;
 Can't you, from some past experience,
 Offer Sailors some relief?
 All have had some care or sorrow,
 Most know what real trouble means;
 Can't you picture tossing vessels?
 Can't you picture painful scenes?

Rouse the feelings that are dormant,
 Do not let them slumber on;
 When the howling winds are singing,
 Can't you hear the cruel song?
 Lend your hand to tone the picture
 Of revenge and painful strife;
 Every one can help to rescue
 Some brave, honest Sailor's life.

Say not, Oh, my means are little,
 I'm not able to be kind!
 Spare yourself a little pleasure,
 That another it may find.
 Little drops make up the ocean,
 Life's composed of moments brief;
 Every thing is made of littles;
 Little helps to give relief.

Dangers great, and perils many,
 And wild storms should melt the heart
 Every thing around is teaching,
 Every one to play his part.
 Life's too brief for proud, vain glory,
 Far too brief to sit at ease;
 "Let us then be up and doing,"
 If some grief we can appease.

Help the Sailor! help the Sailor!
 Who is tossing far away;
 Help the Sailor! though 'tis little,
 For he's helping us to-day;
 Helping to obtain our comforts,
 Helping some to other scenes;
 Gratitude should then reward him,
 However small may be our means.

*A Subscriber to the Settle Branch of
 the Lifeboat Institution.*

THE LIFE-BOATS OF THE UNITED KINGDOM.

LIII. LYME REGIS. The *William Woodcock*, 33 feet by 8 feet, 10 oars.

SITUATED in a valley between two hills, on the extreme western seaboard of Dorsetshire, Lyme Regis has been a place of some importance, not only in history, but also on account of the attention it has received from eminent geologists in connection with the great landslip which occurred in December 1839, at Dowlands, in the parish of Axmouth, about 3 miles west of the town. Many thousands of people have been attracted to the neighbourhood in consequence, and no doubt a good many more have heard of, and a good deal has been written on, this wonderful slip, which has proved such an attraction, and made this fascinating little watering place so well known.

The scenery too, on this part of the coast is charming, and well repays visitors any fatigue they have experienced from the journey.

Four hours rail from Waterloo will bring the traveller to Axminster, a town once famous for the manufacture of carpets, but this industry, like others, is now a thing of the past. Here a well-horsed coach is in readiness at the Station to convey passengers by road to Lyme Regis, a distance of 5 miles. The drive commences with a hill 2 miles in length, at the summit of which a magnificent panorama of the surrounding county, or rather counties, fully repays one for the slowness of locomotion; for although the horses are in capital condition, rather more than an hour is occupied with this final stage of the journey.

The population of Lyme is about 2,000, and is decreasing, owing to the want of railway communication with the outer world, which is only accessible by the above-mentioned drive to Axminster, or by way of Charmouth to Bridport, a distance of 10 miles through exquisite scenery.

A good many political railways have been projected, but from various causes none have been commenced, though in one case the preliminaries were sufficiently advanced to warrant the first sod being turned. On that occasion the town rejoiced greatly, but here again circum-

stances intervened which prevented any further progress being made.

Lyme was fortunate enough to attract the attention of Edward the First, who, in the free and easy fashion prevalent in those days, appropriated to himself the title of Lord of the Manor, and presented the little town to his wife Eleanor. The addition of Regis was then first added, and from that time it has been styled Lyme Regis, or King's Lyme.

The connection thus established was a source of great advantage to the town, to which privileges were granted denied to less fortunate localities. In addition it enjoyed the benefit of a harbour, and a large trade was thus attracted from all parts of the world.

The local name for this harbour is the "Cobb," which is in shape very much like a sickle, the convex form of the curve being presented to the S.W. It is sheltered on the N.E. side by a breakwater of stone, and the entrance to the harbour is effected between it and the end of the "Cobb."

The origin of the name "Cobb" is quite unknown and is peculiar to the place, and no record exists of its first construction or of the name of the man who designed it. A violent storm caused great damage to the structure in the year 1824, every vessel being swept out of the harbour. It was restored, however, at a cost of above 17,000*l.*, a grant of 13,000*l.* being made by the House of Commons, and the remainder was raised by the Corporation. No other harbour of refuge exists between Torbay on the west and Portland to the eastward.

Although Lyme Regis is protected in great measure from the swell of the ocean, being situated in the great bay between Start Point and Portland, the sea is nevertheless dangerous, a statement not to be denied with the example before us of the destruction of the Cobb in 1824, and vessels when driven out of their course in thick weather by strong winds are liable to become embayed, and to work out again clear of the land is sometimes a matter of difficulty. The dangers of this part of the coast are, in fact, so well known, that a wide berth is given to it by passing vessels. One of the well-

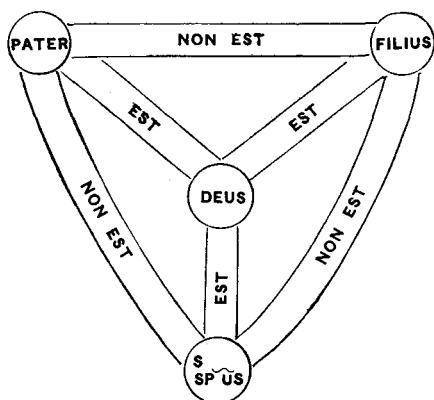
known Channel landmarks is situated between Lyme and Bridport, namely the "Golden Cap;" so that as soon as land can be seen a vessel immediately realises her danger.

A sea-wall protects that part of the town between the Cobb and the Assembly-rooms, and constitutes the Marine Parade or "Walk," as it is termed. This promenade is quite sheltered by the cliffs from the keen N. and N.E. winds, and in the depth of winter, in fine weather, the old men may be seen seated on the benches placed at intervals along the walk, basking in the sun and enjoying the lovely view of the bay.

The east side of the town is unfortunately quite unprotected, and the church cliffs are gradually crumbling into the sea. A portion of the churchyard has already disappeared, and unless something is soon done for its security, the remainder is bound to follow.

The parish church, dedicated to St. Michael, was rebuilt in the sixteenth century. The following extract is taken from a "Summer Day's Ramble on the Cliffs," and is well worthy of notice:—

"On the south side of the capital of one of the pillars are the initials W. D. in a shield. These are the initials of William Daye, who was Mayor of Lyme in 1491, in the reign of Henry VII. But more valuable than this is the doctrine in stones which is found near the Corporation pew, and on the capital facing south, there is seen a beautifully-executed symbol, known as St. Jerome's esoteric symbol of the Holy Trinity. The following is an outline of the ancient symbol:—



Thus, while minister and congregation have throughout these many ages been reciting in this church their belief in the all-important doctrine of 'God in Three Persons, Blessed Trinity,' this sculptured pillar has ever been attesting by its silent symbol the same great truth, that the Father is God; the Son, God; the Holy Ghost, God. The Father is not the Son; the Son is not the Holy Ghost; the Holy Ghost is not the Father."

The principal trade of Lyme Regis is the blue lias stone which is found in seams in the cliff-side, and is considered, when used under water for such purposes as dock-making, to be equal to the best Portland cement. Large quantities are sent to Hull, where it is much used in the construction of the Hull and Barnsley Dock. The houses are built principally of this stone, and some of them present a strange appearance due to their fronts and sides being protected with slate to keep the damp out. The loss of land from the slipping of the cliffs is principally due to the agency of water, and has, no doubt, been materially assisted by the excavation of limestone at the base of the cliffs.

The top-soil is composed of chalk and a green, porous sand, and rests on a solid seam of the lias clay, which has a natural incline or slope towards the sea. The water draining through, until it reaches the impervious lias seam, is thrown out in large quantities. The top soil is by this means considerably affected, and that nearest the lias becomes impregnated with water, so that, aided by the dip of the lias seam, all the requisite material is furnished for a slip of the slimy mass along the inclined and slippery surface of the clay to a lower level.

In the year 1852 the attention of the Life-boat Institution, then termed the "National Shipwreck Institution," was called by Captain Willoughby, commanding the Coastguard, to the want of a Life-boat at Lyme Regis. A boat, designed by Mr. Peake on the self-righting principle, was accordingly ordered to be built, and the year following was sent to its destination. Her first wreck service was accomplished in January 1854, under very trying circumstances, when she was instrumental in saving a crew of five men. This boat was superseded by another boat in 1866, and has saved 26 lives and rescued two vessels from destruction.

It was in this bay that the late Mr. Walter Powell, M.P., in the Government balloon "Saladin," was blown out to sea and was never heard of again. It may be in the recollection of our readers, that on the 10th December, 1881, the Government balloon "Saladin," in charge of Captain Templar, R.E., who was accompanied by Mr. W. Powell and Mr. Gardner, left Bath, and passing over Somerset, proceeded in the direction of the Dorsetshire coast. Finding the balloon was rapidly drifting seaward, they attempted to descend in the neighbourhood of Bridport. The violence with which she came to the ground was so great that Captain Templar and Mr. Gardner were thrown out, and escaped with slight injuries. Their less fortunate companion succeeded in retaining his seat, and the balloon, released from the weight of two of the occupants of the car, instantly rose to a great altitude, and passed rapidly out to sea. A telegram was immediately sent by Lloyd's agent at Bridport, to Mr. Mahoney, commanding the coast-guard at Lyme Regis, stating what had occurred, and requesting that the Life-boat might be sent in search. The boat was at once launched and remained out all night, but finding no vestige of the balloon, returned to her station in the morning.

A new house is now being built for the Life-boat on a different site, which will permit of easier access to the harbour. The Station is under the supervision of a Local Committee, composed of resident gentlemen, who by their personal influence maintain local interest and at the same time keep a careful watch over the Life-boat establishment committed to their charge.

SAVING LIFE FROM SHIPWRECK IN DENMARK.

THE Danish Life-saving service is concentrated in one department under the Government, and not as in this country, divided between the Government and the ROYAL NATIONAL LIFE-BOAT INSTITUTION, a charitable society incorporated by Royal Charter, and entirely supported by voluntary contributions. With us, the Rocket Apparatus, which renders such valuable service every year, is under the control of the Government, and practically speaking,

the task of rendering aid to those in danger from shipwreck by Life-boats and shore-boats, is entrusted to the Life-boat Institution. This may be thought by some to be too strong an assertion, but it is not so, for the Institution annually devotes very considerable sums to rewarding efforts to save life by shore-boats, &c., including some of the thirty-two private Life-boats on our coasts, which are unconnected with it. This division of the work might appear at first sight a less desirable arrangement than for the whole to be under one head as in Denmark; but practice does not show that the least inconvenience arises from the dual arrangement, the only requirement being a hearty and cordial co-operation between the two in carrying out the work; this satisfactory state of affairs we are happy to acknowledge exists, and cannot but be strengthened, we trust, by every occasion of combined service that may occur.

Indeed, we hold that difference of nationality, organization, and government cannot, in such a work, weaken the bonds of sympathy and accord that entitle us to welcome all engaged in it as our comrades and brothers in arms. If this is true, any notes on foreign life-saving services must be interesting to all with any feelings of sympathy for this great work; more particularly such as those connected with such a gallant little nation as Denmark, with whom we have such intimate relations, and so many points in common. The recent gratifying visit we received from Herr ANDERSEN, the Inspector of the Danish service, for the purpose of seeing how we work is a fair testimony to the reciprocity of feeling that exists.

We learnt from him that during the thirty years the Danish Service has been in existence, fourteen lives have been sacrificed on service and eight on exercise.

It is impossible here to touch upon the controversy as to the respective merits of self-righting and non-self-righting boats; but we trust our gallant friends, whose country undoubtedly produces as good seamen as can be found anywhere, will not be offended at our expressing a regret that they have not adopted the former principle more largely. They have at present only two self-righting boats, and Herr Andersen (in addition to the usual arguments in favour of the non-self-righting

boats) explained to us that the sands on many parts of their coast being very soft, it is necessary that their boats should be as light as possible.

The general dimensions of the Danish Life-boats are 30 feet by 8 feet, with a 6-inch fender or wale, air-cases for extra flotation and means for freeing themselves of water. They pull ten oars, and draw about 1 foot of water, weighing 34 cwt. Judging from their dimensions, and the drawings which have been kindly sent us, the boats are doubtless good and serviceable, and in the hands of the able descendants of the "Vikings," will continue to do valuable and important services worthy of their ancient fame.

In Denmark, there are forty-nine Life-saving stations, of which forty-two are in Jutland—six on the Island of Borholm, and one in Møen. More than one-half of these are supplied with Life-boats and Rocket Apparatus. Of the remainder, about one-fourth are Life-boat stations and three-fourths Rocket stations only. The service appears to have been first established about the same time as this Institution commenced that remarkable expansion which has resulted in its present development and position, viz., in 1850, and has, by means of its Life-boats and Rocket Apparatus, saved 4,246 lives.

During the past year 123 vessels went ashore on the coasts of Denmark, of which 67 became total wrecks, and 56 were got off again. From 82 of these vessels 143 lives were rescued by the service alone, viz., 88 by Life-boats, and 55 by the Rocket Apparatus; and 368 persons were saved by their own boats, or by help from the shore, 28 lives being lost.

As with ourselves, these great services have not been rendered with impunity, 14 Life-boatmen having lost their valuable lives in their gallant endeavours to save others.

We as fellow-workers in the same good work, cannot conclude without wishing the Danish Life-saving Service every success, and a hearty "God speed."

UNITED STATES LIFE-SAVING SERVICE.

In the Report of the General Superintendent of the Life-saving Service, it is stated that there were at the close of the last fiscal year 194 stations, 149 being on the Atlantic, 37 on the Lakes, 7 on the Pacific, and 1 at the Falls of the Ohio, Louisville, Ky. There were 300 disasters to documented vessels within the field of station operations. There were 3,792 persons on board these vessels, of whom 3,777 were saved and only 15 lost. The number of vessels totally lost was 68. In addition, there have been 116 disasters to smaller craft, such as sail-boats, row-boats, &c., on which were 244 persons, 240 of whom were saved and 4 lost.

The results of all the disasters within the scope of the service aggregate therefore, as follows: Total number of disasters, 416; total value of property involved, \$7,242,720; total value of property saved, \$5,671,700; total value of property lost, \$1,571,020; total number of persons involved, 4,036; total number of persons saved, 4,017; total number of persons lost, 19; total number of shipwrecked persons succoured at stations, 651; total number of days' succour afforded, 1879.

In addition to those saved from vessels, there were 22 persons rescued who had fallen from wharves, &c. The number of disasters during the year exceed by 71 the number of disasters of the year preceding, which was considerably larger than that of any previous year in the history of the service.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.

ARANMORE ISLAND, COUNTY DONEGAL. —On the application of the local residents, the NATIONAL LIFE-BOAT INSTITUTION has formed a Life-boat establishment on Aranmore Island on the north-west coast of Ireland. The coast in this direction is mostly iron-bound and unsuitable for

Life-boat work; but here there are occasional small inlets or coves with patches of sand where a Life-boat can be made available, and as lives have been lost from shipwrecks on the island on account of there being no suitable boat to put off to save the perishing seamen, the Committee

decided to place a Life-boat there. The neighbourhood being very poor but little pecuniary help could be secured for the undertaking; but the site for the boathouse and slipway was kindly granted by the landed proprietor, Lieutenant F. Charley, a local committee was organised, and a good coxswain and crew readily came forward, and expressed their readiness to man the Life-boat. The expense of the boat and equipment was defrayed from a legacy bequeathed to the Institution by the late RICHARD VANDELEUR, Esq., of Dublin, and the boat is named the *Vandeleur*. In November last the boat arrived safely at its station. It was taken by railway to Liverpool, thence it was granted a free passage to Londonderry on board one of the steamers belonging to the Belfast Steamship Company (Limited), and from that port it was, by permission of the Admiral-Superintendent of Naval Reserves, towed to its station by one of Her Majesty's coastguard cruisers. The *Vandeleur*, which is 37 feet long, 8 feet wide, and rows 12 oars, double-banked, is reported to have behaved admirably while in tow of the steamer, during which time strong westerly winds and heavy sea were encountered.

CIVIL SERVICE LIFE-BOAT FUND.

The annual meeting of the Committee of the Civil Service Life-boat Fund was held on the 9th ult., and was presided over by Mr. H. HAINES, of the House of Lords. The Report, which was read by Mr. CHARLES DIBDIN, the honorary secretary, stated that during the past year there had been a satisfactory increase in the number of subscribers, of whom there are now 7,121, and that the Fund had during 1883 endowed the Life-boat *Civil Service No. 3*, and also presented to the National Institution a fourth Life-boat, which is to be placed at Walmer. An appeal was made for the necessary funds for the endowment of this boat. The three other Life-boats which have been presented by the Civil Service to the National Institution and endowed are stationed respectively at Tynemouth, Port Patrick, and Wexford, and have been the means of saving 156 lives and three vessels.

SERVICES OF THE LIFE-BOATS OF THE NATIONAL LIFE-BOAT INSTITUTION—(continued.)

ALDBOROUGH, SUFFOLK.—At 7.30 A.M. on the 6th December, 1883, a sudden gale from the N.E. sprang up accompanied by a very rough sea. The fleet of fishing boats was out, and two of the boats were unable to cross the shoals. The coxswain of the Life-boat was also at sea at the time, but reaching the shore with difficulty immediately assembled the crew of the *George Hounsfeld* Life-boat, went off to the assistance of the two boats, and brought safely ashore their crews, numbering six men.

ARKLOW, IRELAND.—At 3 P.M. on the 28th December the Italian barque *Marina Benvenuto*, bound from Liverpool to Cardiff in ballast, was observed ashore on the Arklow bank. The wind was blowing from the S.W., the weather was hazy, and the sea smooth. Just as she was reported to be in distress her boat was seen to be

coming ashore. On its arrival the master requested the services of the Life-boat, and the *Out-Pensioner* Life-boat accordingly went to the vessel and placed twelve men on board, who rendered every assistance. About 6.40 P.M. the barque floated and was taken to Kingstown.

BALLYCOTTON, CORK.—The fishing yawl *Daring*, of Ballycotton, was overtaken by a sudden gale from the W.N.W. while lifting her nets in the bay at about 11.30 A.M. on the 17th October. The crew were unable to pull against the wind and broke five oars in trying to do so. Seeing that they were in imminent danger the *Oliver Goldsmith* Life-boat was promptly launched and succeeded in reaching them in time to save the boat and her crew of six men.

BALLYWALTER, CO. DOWN.—On Sunday morning the 30th September, at about half-

past four o'clock the Coastguard watchman observed a dim light in the direction of the Skull Martin Rock. The Coastguard galley was immediately manned and went off to render assistance. It was found that the vessel was the barque *Cuyuni*, of Glasgow, bound from that port to Demerara with a general cargo. The sea proved to be too

rough and heavy for the galley, and as the wind was freshening and the sea was getting heavier it was considered best to return to shore in order to obtain the services of the Life-boat. On landing it was seen that signals of distress were still shown by the vessel, and all haste was therefore made in assembling the crew of



the *Admiral Henry Meynell* Life-boat and in getting that boat launched. On reaching the vessel she took off some of the crew and brought them ashore, the master and other officers refusing to leave the ship. No sooner, however, had the Life-boat landed than the vessel again showed signals, and the Life-boat returned to her.

The remainder of those on board, fourteen in number, were then rescued, and the vessel afterwards became a total wreck.

BLYTH, NORTHUMBERLAND. — On the 21st July a strong wind sprang up from the E.N.E., accompanied by a heavy sea, and several of the Newbiggin fishing boats

were compelled to leave Newbiggin Bay and run to Blyth Harbour for shelter. Two of them—the *Charity* and the *Samaritan*—while endeavouring to make the harbour got too far to leeward, and went ashore on the west beach. The Blyth No. 1 Life-boat, the *Salford*, went to their assistance, and brought ashore their crews, numbering eleven men. She also went to another boat, the *Janet Thompson*, which was riding at anchor and landed her crew of seven men.

BRIDLINGTON, YORKSHIRE.—About 10 P.M. on the 15th October a gale of wind from the S. sprang up, and there being at sea five open fishing-boats, belonging to the port, which in consequence of the heavy sea could not make the harbour without great danger, the *John Abbott* Life-boat was launched so as to be able to render assistance if necessary. Two of the boats managed to enter the harbour, leaving the others at sea; whereupon the Life-boat was launched and was held in readiness until about 3 A.M., when one of the boats being seen the Life-boat at once proceeded towards her and brought her safely into harbour.

BROOKE, ISLE OF WIGHT.—The steamer *Castle Craig*, of Liverpool, stranded on Brooke Ledge during thick weather and a heavy sea on the 14th December. At about 4 A.M., her signals of distress being observed, the crew of the *George and Anne* Life-boat were summoned and the boat went to the assistance of the stranded vessel. Much difficulty and danger were incurred in laying near the vessel so as to take the crew off, but eventually this was safely accomplished, and in two trips the boat brought ashore thirty-one men. The steamer was on a voyage from Odessa to Antwerp with a cargo of grain, oilcake and feathers.

BURNHAM, SOMERSETSHIRE.—The Life-boat *Cheltenham* was launched at 4.30 A.M. on the 3rd September to the assistance of the brigantine *Milo*, of Brixham, which had stranded on the Gore Sands during a heavy gale from the W.N.W. At the request of the master, the Life-boat remained for some time alongside the vessel.

CADGWITH, CORNWALL.—On the 1st Sep-

tember a terrific gale of wind blew from the S., and the sea was very heavy. The *Joseph Armstrong* Life-boat put off at 3 P.M., and conducted safely ashore one of the steam fishing-launches belonging to Cadgwith, which had been overtaken by the gale, and was in great danger.

CAISTER AND WINTERTON NORFOLK.—The Caister No. 1 Life-boat *Covent Garden* put off on the 19th September and remained by the stranded steamer *Isis*, of Newcastle, as the vessel had a large number of men on board who were discharging the cargo. The boat also rendered assistance in conveying some of the men to a tug; she remained in attendance on the vessel until she floated on the following evening. The Winterton No. 2 Life-boat, the *Husband*, also went to the aid of the vessel at about 4 P.M. on the 19th September, and remained by her until the morning of the 24th September.

The Caister No. 2 Life-boat, the *Godsend*, was launched at 1 A.M. on the 29th September to the aid of the schooner *Marquis*, of Anglesea, which had stranded on the north end of the Barber Sand, during a strong wind from the S.S.W. With the help of the Life-boat crew the vessel was got afloat and taken into Yarmouth harbour. She was on a voyage from Newry to Newcastle with a cargo of stone, and carried a crew of four men.

At about 3 A.M. on the 20th of October large flares were seen in the direction of the Middle Cross Sand, and guns and rockets were fired by the Cockle and St. Nicholas lightships. The Caister No. 1 Life-boat *Covent Garden* was launched, and found the barque *Arab*, in ballast from London to Newcastle with a crew of fifteen men, lying to in the centre of the Middle Cross Sand. The Life-boat let go her anchor, veered down, and with great difficulty boarded her. The master requested the Life-boatmen to try to get the vessel off, and this having been successfully accomplished, a steam-tug was engaged to tow her into Yarmouth harbour. The wind was blowing fresh from the S.W. by W. and there was a nasty sea on the sand.

The No. 1 Life-boat *Covent Garden* was also launched at 1 A.M. on the 18th November in reply to large flares which had been observed in the direction of the North Scroby Sand, when the barge *Garson*, of Wisbeach, was discovered riding

at anchor with all the appearances of sinking. The crew of four men were taken into the Life-boat, which remained by the vessel for some time, but the wind and sea becoming so strong that it was considered dangerous for the boat to stay by her any longer, she proceeded to Yarmouth and landed the men at the Britannia pier. The barge was afterwards towed into Yarmouth harbour, the gale having abated.

Signals of distress were seen on the north part of the Barber Sand at 7 A.M. on the 7th December during a fresh N.E. wind and a heavy sea. The Cockle light-ship was also firing guns and rockets. The *Covent Garden* Life-boat was launched and found the barque *Zelos*, of Grimstad, laden with deals, ashore on the sands. The boat went alongside and with difficulty took off the crew of ten men; a rope was then made fast to the vessel and the boat veered clear of the breakers and dropped her anchor. She rode about three-quarters of an hour, when the sea, which was breaking over the vessel, forced her over the sand clear of the breakers. The boat was then hauled to her, and a rope was taken to a steam-tug. The barque was subsequently towed to Harwich full of water. Before the Life-boat reached her one of her own boats had been launched, into which all the crew got with the exception of the master; but the sea was found to be so heavy that they all went on board again. Soon afterwards the painter parted and the boat floated away and was driven ashore bottom upwards.

The *Covent Garden* Life-boat was also launched at 2.15 A.M. on the 17th December, in reply to signals of distress, during a strong N.N.E. wind and a very heavy sea. She found the brig *Clara*, of Dublin, bound from Liverpool to the Tyne with a cargo of salt, had lost her main topmast and was waterlogged with 7 feet of water in her hold. Some of the Life-boat men boarded her, and, with the assistance of a steam-tug, took her into Lowestoft harbour. She carried a crew of seven men.

CARNSORE, IRELAND.—At about 7 P.M. on the 24th December, a signal of distress was shown from the Tuskar Rock. The *Iris* Life-boat proceeded there and found a wrecked vessel, which was hailed, but no answer was received. The Life-

boatmen then communicated with the Lighthouse keepers, and were told that the crew of the vessel were all safe on the rock, and that it was impossible for them to make a landing during the night. The coxswain asked if he should remain by until the morning, and did so at their request. At daybreak an attempt was made to take the men off; but the sea was too heavy to admit of this being done. Shortly afterwards the tug *Ruby* of Wexford, having a whale-boat in tow, came up, and by the united efforts of both crews, all the men were got off safely with the exception of one, who remained to take charge of the captain's property. The wrecked ship was the *White Star*, of Liverpool, bound from Calcutta to Liverpool, with a cargo of jute, and having a crew of thirty men.

CHAPEL, LINCOLNSHIRE.—A vessel was observed with two jibs set and signals of distress flying in her main rigging, about a mile from the shore, during a very strong breeze from the S. by E. and a heavy sea, at 9 A.M. on the 16th November. The *Landseer* Life-boat put off to her assistance, and found she was the ketch *Annie*, of Goole, bound from Goole to London with a cargo of stone. Her rudder had been carried away by the gale during the previous night, and she then became unmanageable. With the assistance of the Life-boat the vessel and her crew of three men were taken safely to Grimsby.

CLACTON-ON-SEA.—About noon on the 2nd September a gale was blowing from the S.S.W., accompanied by a very heavy sea, and as several vessels were lying off the coast, and riding heavily at their anchors, the crew of the Life-boat *Albert Edward*, with launchers and horses, were held in readiness should their services be called into requisition. At about 2 P.M. it was seen that the Norwegian barque *Rome*, bound from Finland to London with a cargo of firewood, had cut away her foremast as well as parted her cable and was driving towards the sand. As soon as it was possible to launch the Life-boat she went out through a heavy sea under close-reefed sails, reached the wreck and rescued the crew, consisting of fourteen men, arriving at Clacton with them at 12.40 A.M.

At 3 P.M. on the 3rd of October, a large barque was seen ashore on the West Gunfleet Sands, and with the aid of a powerful telescope a signal of distress was made out. The crew of the *Albert Edward* Life-boat were at once summoned, and the Boat was soon launched and went to the aid of the vessel, which proved to be the *Danmark*, of Dragor, bound from Sundswall to Chatham timber-laden, with a crew of twelve men. A gale of wind was blowing from the N., accompanied by a rough sea, and as the vessel had a heavy list to starboard, the master engaged the services of the Life-boat's crew to throw the deck cargo overboard, which they continued to do until 1 o'clock on the following morning. The steam-tug *Bristol* then towed the barque afloat, and took her to the Swin Middle Light, but owing to the force of the gale, it was impossible to take her further; she was, therefore, anchored until 6 A.M., when the tow-line was again made fast, and she was taken to Chatham, arriving there at 12.30 P.M., the Life-boatmen keeping her pumps going all day. The Life-boat was afterwards towed back to its station.

At daybreak on the 6th of November, the Life-boat was launched to the assistance of a ship on the West Gunfleet Sands, which was found to be the brigantine *Estafette*, of Faversham, bound from the Tyne to Whitstable with coal. She was leaking badly, and the master had made all preparations for leaving her; but after some consultation it was agreed that the Life-boatmen, assisted by some smacksmen, should try to get her afloat. After much pumping, and throwing overboard part of the cargo, the vessel floated off the sands at high water, and was taken to Sheerness, the pumps being kept going all the time, and placed on the mud. She had a crew of nine men.

COVELLY, DEVON.—The ketch *Minnie Flossie*, of Milford, while lying at anchor off Clovelly during a fresh gale of wind from the N.W., and squally weather, on the evening of the 2nd September, showed a signal of distress. The Life-boat *Graham Hughes* put off to her aid through a rough sea, and found that she was riding heavily at her anchors, and that her crew of three men were anxious to be put ashore. They were accordingly taken into the Life-boat and safely landed. On the fol-

lowing day, the weather having moderated the crew returned to their vessel.

EASTBOURNE.—In the afternoon of the 24th of September, during a strong gale from the S.W., and a rough sea, it was reported that a large vessel was ashore near Bexhill Coastguard Station. The *William and Mary* Life-boat was taken to the spot, when it was found that the barque *Isabella*, of Drammen, Norway, bound from Fredrickstadt to Honfleur with a cargo of battens and boards, had missed stays, and had been driven on the rocks. The boat's anchor was let go, and she veered down to the vessel, from the stern of which the crew of eight men dropped into the Life-boat, and were at once landed at Bexhill. When the boat arrived, the sea was breaking heavily over the wreck, her foremast was gone, and only her main and mizen lower-masts were standing; her bowsprit had also been carried away.

On Sunday the 25th November, intelligence was received that a large foreign barque was riding at her anchors off Beachy Head Lighthouse, in a very dangerous position, with a signal of distress flying. With as little delay as possible, the crew of the *William and Mary* Life-boat were mustered, and the Boat, mounted on its transporting carriage, started for Birling Gap, drawn by seven horses. The route taken was through Meads, where three additional horses were procured, and with this extra power, she speedily mounted the hill, and crossed the downs to Birling Gap, a distance altogether of five miles. There the boat was obliged to be taken off her carriage, as the Gap had to be widened to admit even of the passage of the boat, and the incline was very sharp. The lower part of the Gap had been washed away by the sea, but this difficulty was overcome by using some long pieces of timber which were fortunately on the spot. Under the superintendence of the coxswain, the boat was by great exertions got safely down to the beach, and was launched at 1.15. The wind was blowing a gale from the S.S.W., and a tremendous sea was rolling in. At about 2 o'clock, after a very hard struggle against the head sea, the midship oars being double-banked, the vessel was reached; she was then opposite the Gap, about a mile from shore, labouring heavily

in the seas with two anchors down, sails torn, and spars carried away. A storm of rain then came on, and the vessel and Life-boat were hidden from the view of the spectators who lined the cliffs. After a period of suspense, the Life-boat was seen making for the shore, and in gallant style she took the beach almost close to the spot from whence she had started, and landed the rescued crew of eleven men. The Life-boat had anchored as close as possible to the vessel, and the crew were then hauled into her. The poor fellows, who were in a very exhausted state, one of them having sustained a fracture of the ribs, were taken to the Coastguard Station, where they received every attention from the Chief Officer and the Coastguardmen. The Life-boat was got up the Gap with considerable difficulty, and arrived back at her station about 7.30. The distressed vessel was the barque *New Brunswick*, of Brevig, 480 tons, bound from Quebec to West Hartlepool, with a cargo of deals. Subsequently, on the weather moderating, the ship and cargo were taken safely to Newhaven by the tug and Life-boat from there.

FILEY, YORKSHIRE.—On the morning of Sunday, the 2nd September, the wind blew a fresh gale from the S.S.E. Several fishing yawls were lying at anchor in the bay, and, the sea being heavy, their crews were unable to go off to them in their own boats. The use of the *Hollon* Life-boat was granted to the men to convey them to the vessels in order to lower their masts so that the boats might ride more easily at anchor.

FLEETWOOD, LANCASHIRE.—At 5.45 A.M. on the 10th August, it was reported that a vessel had dragged her anchor and was in distress about 2 miles N.E. of the Wyre Light. The wind was blowing a strong gale from the N.W., and a heavy cross sea was running at the time. The Life-boat *Child of Hale* was launched and proceeded, in tow of the tug *Fylde*, to the vessel, which was found to be the Norwegian barque *Jenny*, bound to Glasson Dock with a cargo of timber. Her fore and main masts had been cut away, and she was in a dangerous position. She had a Liverpool pilot on board, who was taken off by the Life-boat and landed

at Fleetwood, the tug taking charge of the barque and towing her to her destination.

FRASERBURGH.—At 8.30 A.M. on the 25th of October the schooner *Eclipse*, of Dundee, bound from Sunderland to Little Ferry with coal, showed signals of distress while riding in the bay. The *Cosmo* and *Charles* Life-boat proceeded to her assistance, found that she had parted one of her cables and that the crew, consisting of four men, wished to be brought ashore, as the wind was blowing a gale from the W.N.W. and the sea was rough. They were accordingly taken into the boat and safely landed. The vessel drove ashore on the sands south of Fraserburgh about half an hour after the men had been rescued.

At about 4.30 A.M. on the 12th December, during a gale from the N.E., which for its violence was said to be the worst experienced on this coast, since the one when the Tay bridge disaster took place, the schooner *Baroness Strathspey*, of and from Portsoy for Sunderland in ballast, came into the bay and was driven on to the sands about half a mile south of Fraserburgh. The *Cosmo* and *Charles* Life-boat put off to her assistance and succeeded in rescuing two of her crew, the other three men having been saved by the rocket apparatus.

GRIMSBY.—At 9 A.M. on the 12th December the *Manchester Unity* Life-boat was launched to the assistance of the schooner *Margaret* of Carnarvon, which was ashore on the Trinity Sands with a signal of distress in her rigging. The Life-boat took off the vessel's crew of four men and brought them ashore. The wind was blowing a strong gale from the N.W. and the sea was heavy.

GROOMSPORT, IRELAND.—At 8.30 A.M. on the 29th September it was reported that two vessels were dragging their anchors and were likely to be driven ashore at Bangor Point. A heavy gale was blowing from the N.E. and the sea was broken and heavy at the time. The Life-boat *Florence* put off and rescued the crew of six men from the schooner *Miss Pritchard*, of Carnarvon, and three men from the schooner *William Henry* of Carnarvon. The seamen's effects were also brought to land by the Life-boat. Fortu-

nately the vessels held to their anchors about half a cable's length from the rocks and rode out the gale in safety.

HOLYHEAD.—Signals of distress were seen in the bay at 8.30 P.M. on the 11th December during a very heavy gale from the W.N.W. The *Thomas Fielden* Life-boat put off and found the schooner *Dorothy and Mary*, of Carnarvon, coal laden from Newcastle to Dublin, dragging her anchors near the Clipera buoy. The crew of four men were taken into the Life-boat and safely landed. The schooner became a total wreck.

KINGSTOWN, IRELAND.—At 11.30 P.M. on the 11th December it was reported that some fishermen were in danger on board a wreck on the North Bull Sands. It appeared that a number of open boats were fishing near the spot when a heavy W. gale suddenly broke upon them. Some of them succeeded in reaching the land, but four were driven on shore and lost. Their crews took refuge on the wreck in question, but as the sea was washing over them they were in great danger. The *Hector* Life-boat promptly went to their aid and succeeded in rescuing six men who were in a very exhausted condition.

LOSSIEMOUTH, SCOTLAND.—The schooner *Magdalena*, of Inverness, bound from Sunderland to Dingwall with coal, was struck by a sudden squall off Burgh Head on the 25th October. Her sails were carried away, and she came into Lossiemouth bay and dropped anchor. At 8 A.M. she showed signals of distress, in reply to which [the *Bristol and Clifton* Life-boat was launched, and brought ashore her crew of four men and their effects. The wind was then blowing a strong gale from the W.N.W. accompanied by a heavy sea. Towards the afternoon the gale abated, and a fishing-boat went off and took ropes from the harbour to the vessel by means of which she was hauled into safety.

LOWESTOFT.—The schooner *Swift*, of Rye, bound to that port from Seaham with coal, was seen with a flag of distress during a gale from the N.W. and a heavy sea at about 11 A.M. on the 12th December, and the *Samuel Plimsoll* Life-boat thereupon went to her assistance. She had lost both her anchors and her sails had been

blown to ribbons. A Yarmouth tug had tried to take her to a place of safety, but her towrope had parted twice, and the mate—the master being disabled—requested the Life-boat to remain by her. The crew of the schooner were too exhausted to work the vessel, some of the Life-boatmen therefore boarded her and rendered assistance. Eventually, with the aid of a steamer, the schooner and the Life-boat were taken into Lowestoft harbour.

In response to three guns fired from the Corton lightship the Lowestoft Life-boat was also launched at about 9 A.M. on the 17th December and was towed out by the tug *Rainbow*. The wind was blowing half a gale from the N.E. accompanied by a heavy sea. Owing to the mist at sea no vessel could be seen until the lightship was approached, when the trawler *Magic*, of Hull, was found disabled having all her sails split; she had lost her mizen-mast, her anchor was gone, the sea was making a clean sweep of her deck and she was fast driving on to the sands, where she would undoubtedly have been wrecked. At the request of the master some of the Life-boat crew got on board, and the tug took both the vessel and the Life-boat in tow and brought them into Lowestoft harbour, arriving there at about 11.30 A.M. The trawler had a crew of five men.

LYTHAM, LANCASHIRE.—The *Charles Biggs* Life-boat was launched at 12.30 P.M. on the 5th November, in reply to signals of distress shown by the flat *Evelina*, of Runcorn, bound from Douglas, Isle of Man, to Runcorn with a cargo of railway iron. The vessel was anchored near the edge of a sandbank and was in imminent danger, the wind blowing a gale from the W.N.W. The Life-boat brought ashore her crew of three men and a boy. The same night she again went off to the vessel, remained by her all night and brought her into port on the following morning.

At 8 A.M. on the 13th December a large barque, which proved to be the *Mermaid*, of Cardiff, bound from Quebec to Liverpool with a cargo of timber—was seen at anchor just clear of the banks lying at the mouth of the Ribble, and displaying signals of distress. The *Charles Biggs* Life-boat was launched without delay, and was towed by the steam-tug *Friend of All*

Nations as far to windward as the tug could safely go. The Life-boat then rowed a distance of two miles against wind and tide to the distressed vessel. After pulling for some time the Life-boat fortunately fell in with the vessel's two boats containing the crew of the barque, numbering twenty-one men, together with the master's two daughters. They were all taken into the Life-boat and brought ashore. A strong W.S.W. gale was blowing at the time, the sea was very heavy, and in all probability the ship's boats would have been swamped if they had attempted to reach the shore in such a storm. The barque had become unmanageable, having lost her sails and rudder.

MONTROSE.—On the 26th September the wind, which had been blowing from the S.S.E., towards the afternoon increased to a gale, with a heavy sea and much rain. At about 6.45 a steamer was seen attempting to run for the harbour, but she was driven to leeward. She subsequently kept a more southerly course, but became unmanageable owing to the wind and sea, and about 7 o'clock, it being then dark, she struck the outer end of the Annet Bank. The Life-boat crew were summoned, and the No. 1 boat *Mincing Lane* was launched, and found the vessel to be the s.s. *Ennismore*, of Peterhead, bound from that port to Amble in ballast, with a crew of ten men. With considerable difficulty the men were taken into the Life-boat and brought to land in safety at about 8 o'clock. The Life-boatmen afterwards assisted to get the vessel afloat.

NEW BRIGHTON.—The steam-tug *Rover* came to the New Brighton stage at about 6 P.M. on the 5th October for the Life-boat, as there was a ship in distress on the Little Burbo Bank. The *Stuart Hay* Life-boat was at once manned, taken in tow by the tug, and proceeded to the vessel. On arriving to windward the Life-boat attempted to get near her, but missed her through the very heavy sea and the darkness. The tug then went in search of the boat, but did not find her for about two hours, and it was with extreme difficulty that she ultimately got alongside the wreck. The captain, his wife, and the crew of seventeen men and two pilots had taken refuge in the rigging, the woman being lashed to the top of the

mizen-mast. They were all taken into the Life-boat, and the crew were put on board the *Rover* and conveyed to Liverpool landing-stage; while the master and his wife were landed at New Brighton by the Life-boat. The ship was the *Nuncio*, of Yarmouth, N.S., bound from Liverpool to New Orleans with a cargo of salt. She left the Canada dock in tow of a steam-tug at about 2 o'clock in the afternoon. The wind was blowing hard at the time, and during the evening the hawser parted and she was driven on the Little Burbo bank, where she remained fast. At first her position was not considered unsafe, and the tug left her; but afterwards the captain was obliged to signal for assistance. The vessel subsequently became a total wreck.

The following is a copy of a gratifying letter from the master of the *Nuncio*, which appeared in the *Liverpool Daily Post* of the 9th of October:—

“To the Editor of *The Daily Post*.

“Sir,—Allow me, through the medium of your columns, to express my thanks to the captain and crew of the NATIONAL LIFE-BOAT INSTITUTION'S New Brighton Life-boat, for their gallant conduct and devotion in saving the lives of my wife and of every member of the crew of the *Nuncio*, under circumstances of great difficulty, owing to the very heavy sea and darkness prevailing.

“I also beg to thank Mr. WHITTLE, the master of the Life-boat, and his wife, for the very great kindness shown to my wife, the mate, and myself, at their house, when we were suffering severely from exposure, the more especially as Mr. and Mrs. WHITTLE declined to receive any remuneration for their valuable services.

“Yours, &c.,

(Signed) “A. D. HEALEY,

“Master of the late ship *Nuncio*,
of Yarmouth, N.S.”

PORTRUSH, Co. ANTRIM.—The s.s. *Skellics*, of Glasgow, bound to Liverpool with a general cargo, was leaving the harbour during a strong breeze from the W. and a very high sea, on the afternoon of the 15th December, when she failed to answer her helm, and was driven on to the sand about 50 yards S.W. of the South pier. The Life-boat *John Whitaker* put off to her assistance, and took hawsers from the vessel to the pier, which prevented her from going broadside on to the sand, and enabled her to get off when the tide rose. She had a crew of sixteen men.

RAMSEY, ISLE OF MAN.—At 9 A.M. on the 27th September a mounted messenger brought information that a dismasted vessel was showing signals of distress about a mile from the shore. The Life-boat *Two Sisters* was promptly launched and proceeded to the vessel, which proved to be the Norwegian barque *Hereward*, bound from Norway to Liverpool with timber. Her foremast had been cut away, and had carried away her main and mizen topmasts, &c. The crew would not leave the vessel, but requested the Life-boat to send a telegram to the ship's agent at Liverpool for a tug, which was accordingly done.

RAMSGATE AND BROADSTAIRS.—On the morning of the 22nd October the Ramsgate Life-boat *Bradford*, in tow of the harbour steam-tug *Aid*, and the Broadstairs Life-boat *Samuel Morrison Collins*, proceeded to the Goodwin Sands in reply to signals of distress. The ship *Wilhelmina*, of Hamburg, bound from Hamburg to Iquique with a general cargo, was found ashore on the North Sand Head. The crew of the Ramsgate Life-boat went on board the vessel to assist in getting her off; the sails were stowed, and men were also engaged from other boats to assist to lighten her; after which several ineffectual attempts were made by steam-tugs to float her. At about 5 o'clock on the following morning the wind increased to a fresh gale, the sea began to rise, and preparations were made to leave the vessel if necessary. At 9 o'clock the Broadstairs Life-boat took ashore twenty-two of the men. A large quantity of the cargo, chiefly iron, was thrown overboard during the fore part of the day by those who remained on board; and at 3.30 P.M. two tugs again attached their tow-ropes to her, sail was made on the ship, and an anchor which had previously been laid out was hove on, and as the tide flowed the vessel came off, striking heavily, and was towed to Gravesend, where she was safely moored by the salvors at about 3 o'clock on the morning of the 24th.

At 12.30 A.M. on the 7th November the Ramsgate Life-boat *Bradford*, and steam-tug *Aid*, proceeded to the Kentish Knock Sand, the master of a fishing-smack having reported that there was a vessel ashore there. The wind was blowing moderately from the W.N.W., and the

weather was misty. The Life-boat spoke the Lightship, and was informed that a vessel had been burning a flare W.N.W. of her. Shortly afterwards the captain and crew of the barque *Duchess*, of Shields, came alongside and were taken into the Life-boat. The captain stated that his vessel went ashore at 8 P.M., and that they had left her full of water. The Life-boat went round the sands, saw the barque, and put the master and some of the Life-boat's crew on board. She then went to a schooner, and to the brigs *Julia*, of Folkestone, and *Cornucopia*, of Whitby, and found them all full of water and abandoned. The crew of the last-named vessel were afterwards rescued from their boat and taken on board the tug. A vessel then being seen drifting near the Long Sand, the Life-boat got alongside of her, and found she was the schooner *International*, of London, abandoned. A crew was accordingly put on board her, and the *Aid* towed her to Ramsgate harbour. The Life-boat subsequently returned to the *Duchess*, where she found the Ramsgate steam-tug *Vulcan* and the Broadstairs Life-boat in attendance. The vessel's crew were then put on board, and her sails were set, and with the help of the steamer she was eventually extricated from her perilous position, and taken to the North Foreland, where she was anchored, being steered there by the Life-boat, her own rudder having become disabled.

On the following day, at 1.30 P.M., the steamers *Vulcan* and *Aid* again proceeded to the *Duchess*, and with much difficulty, as she again grounded twice, brought her into Ramsgate harbour. She was bound from Gothenburg to Newport with a cargo of pit props, and carried a crew of ten men.

In consequence of a telegram from Margate that the Tongue lightship was firing for assistance, the *Bradford* Life-boat and steam-tug *Vulcan* left the harbour at midnight on the 6th December, during a fresh gale from the E.N.E., with snow and a high sea. They spoke the Lightship at 3 A.M., and were informed that the crew of a wrecked vessel were on board. The Life-boat went alongside and took off the crew, consisting of twenty-four men, of the s.s. *Boadicea*, of Shields, coal laden from Shields for Savona, which had stranded on the Shingles Sand. The tug and Life-boat then returned to

Ramsgate, arriving in the harbour at 7 o'clock.

RHYL, NORTH WALES.—On the night of the 11th December, while the wind was blowing a gale from the N.N.W., the schooner *Lady Stuart*, of Chester, was lying to off Point Lynas under reefed sails, and eventually drifted with the flood-tide and gale to opposite Orme's Head. At about 7 A.M. she ran for Chester Bar. When off Rhyl she shipped a heavy sea, which washed away her bulwarks, hatches, and main boom, and smashed the companion skylight and her boat to pieces. She was then found to be in a sinking state, and was steered for the Foryd, when she shipped other heavy seas, and her crew of five men were compelled to take to the rigging, and the vessel was then driven at the mercy of the storm, and ran stern on to the Rhyl promenade pier. Three of the crew jumped on to the pier, but the captain and his son remained on board the schooner, which was driven through the pier and went ashore to the eastward, where she sunk. The master and his son were fortunately saved by the Rhyl No. 2 Life-boat, *Jane Dalton*, which promptly put off to the help of the shipwrecked crew, as soon as their perilous position was observed.

SCARBOROUGH.—The schooner *London*, of Hastings, bound from Hartlepool to Rye with coal, was seen making for the harbour, with only her fore staysail set, and with a signal of distress flying, at 9 A.M. on the 12th December, during a heavy gale from the N. The *Lady Leigh* Life-boat put off to her assistance, placed three men on board, and wore the vessel, which was fast drifting into broken water, with her head to sea. It was intended to take her to Filey Bay, and to run her ashore on the soft sand there; but she would not stay, and having lost all her anchors, it became necessary to abandon her. The crew of five men were then landed in the Life-boat, and the vessel drove ashore about a mile south of Filey.

SKEGNESS, LINCOLNSHIRE.—On the 12th December, at 7.45 A.M., during a fresh gale from the N.W. and a heavy sea, signals of distress were observed flying on board a vessel in the offing. The Life-boat *Herbert Ingram* put off to her, and found that she was the s.s. *Victoria*, of Goole, bound from Seaham to Blakeney with flagstones and coal. The Life-boat dropped her anchor to windward of the steamer, bore down to her, and, after several attempts, hove a grapnel on board. The master and crew of three men were then taken into the boat. The vessel had sprung a leak, and sank just as the Life-boat was landing at Brancaster.

SUNDERLAND.—Flares were seen in the direction of Hendon Beach at 5.30 P.M. on the 12th November. The *John Foulston* Life-boat was launched, proceeded to the spot, and found that the brig *Tagus*, of Aberdeen, bound from that port to Sunderland in ballast, had stranded on the beach. The wind was blowing from the N.N.W., the weather was very foggy, and the sea heavy. The master and crew did not wish to leave the vessel, but requested the Life-boat to remain by them, which she did, until the brig was towed off by a steam-tug.

TRALEE BAY, Co. KERRY.—On the 22nd November the *Admiral Butcher* Life-boat proceeded to the barque *Ostendea*, and brought ashore the master, for the purpose of procuring assistance and a tug to tow the vessel to Limerick for repairs, she having lost her rudder three days previously, and several of her head sails, besides being in a leaky condition.

WELLS, NORFOLK.—On the 4th October the wind blew a gale from the N.E. during the day, accompanied by a heavy sea. The night came on very dark, but the gale slightly moderated. At about 10 o'clock a flare was observed, and the crew of the Life-boat *Charlotte Nicholls* were at once summoned, the boat was promptly launched, and found the schooner *Emma*,

of Jersey, stranded on the East Bar. Her sails had been torn to ribbons, her bulwarks washed away, and the heavy seas were breaking completely over her. Her crew of five persons, one of whom was a boy, nearly dead with cold, were taken into the Life-boat and safely landed at Wells.

WITHERNSEA.—At 9 o'clock on the morning of the 14th October a messenger from Sandy le Mere, two miles N. of Withernsea, stated that a vessel was ashore there, too far off for the rocket apparatus to reach her, that the sea was getting up rapidly, and that the master wished the Life-boat to stand by him, in order to assist to get out a heavy warp. The Life-boat thereupon proceeded to the spot, and remained by the ship until she got off at high water. She proved to be the three-mast schooner *Tony Krowmann*, of Portmadoc, Wales, bound from Dantzic to Bordeaux with molasses. She had a crew of eight men.

SUMMARY OF THE

MEETINGS OF THE COMMITTEE.

THURSDAY, 4th Oct. 1883.

EDWARD BIRKBECK, Esq., M.P., V.P.,
in the Chair.

Read and approved the Minutes of the previous meeting, and those of the Finance and Correspondence, and Wreck and Reward Sub-Committees.

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

1. Hastings, Rye, Winchelsea, Lydd, New Romney, Hythe, North Deal, Walmer, Kingsdowne, Dover, Margate, Kingsgate, Broadstairs, and Ramsgate.

3. Blackrock (Dundalk), Newcastle (Dundrum), Drogheda (two Boats), and Port Erin.

4. Troon, Ayr, Irvine, Ballantrae, Girvan, Port Patrick, Boulmer, Port Logan, Berwick, Longhope, and Stromness.

Reported the receipt of 700*l.* from JOHN A. METCALFE, Esq., of West Huntington Hall, York, to provide a Life-boat to be called the *Gem*.

Decided that Mr. METCALFE be thanked for his munificent gift, and that it be appropriated to the new Life-boat about to be sent to St. David's, Pembrokeshire.

Also the receipt of 230*l.* 17*s.* 7*d.* from Mr. G. A. HENTY, Editor of *The Union Jack*, being the amount contributed by the Readers of that publication towards the cost of a Life-boat to be named the *W. H. G. Kingston*.

Decided, that the best thanks of the Committee be given to the Contributors, and that the Watchet Life-boat be appropriated to them.

Reported the receipt of the following other Special Contributions since the last meeting:—

	£	s.	d.
W. J. GUERRIER, Esq., Putney	100	0	0
One hundred and fifty-five Englishmen, Scotchmen, Welshmen, and Canadians, resident in Texas, United States of America, per ROBERT AMOS, Esq., and E. W. PALFREY, Esq., Dallas, Texas, (\$155)		31	19 2
Mrs. STRANGE, Elvaston Place		25	0 0
The Rev. J. T. WAREING, Lathom, Ormskirk		20	0 0
Proceeds of a Concert at Howth, on behalf of the Howth Life-boat Station, per W. ARMSTRONG, Esq.		20	0 0
The Ship's Company of H.M.S. <i>Eclipse</i> , per Mr. W. L. MARTIN, Captain of the maintop		19	10 0
The late ANTHONY THOMAS DOYLE, Esq., per FRANCIS T. HELBY, Esq. Dublin		12	12 0
Offertory on board H.M.S. <i>Tourmaline</i> , East Indies, per the Rev. JAMES PAYTON, Chaplain		4	7 8
Collected from the boys and girls of Christ's Hospital, Hertford, per the Rev. J. T. BELL, additional		3	6 8

—To be severally thanked.

Also reported that the late NATHANIEL VYE, Esq., of Ilfracombe, had left a legacy of 100*l.* (duty free) to the Institution.

The Committee expressed their deep regret at the death of Admiral Sir RICHARD COLLINSON, K.C.B., Deputy Master of the Trinity House, who had long been a member of the Committee of Management of the Institution, and had always taken a great interest in its welfare.

Also at the decease of Mr. JOHN JONES, of Newquay, Cardiganshire, who had for many years been the Chairman of that Branch of the Institution.

The Committee expressed their thanks to Mr. P. STONEHAM, late Chairman of the Ilfracombe Branch of the Institution, in acknowledgment of his valuable co-operation during the fifteen years he held that office.

Decided, that the privilege now enjoyed by the owners and masters of fishing-vessels, of purchasing first-class aneroid barometers at one-third the retail price, be extended to the owners and masters of coasters under 100 tons burden. The aneroids to be supplied to such owners and masters of coasters, through the local Honorary Secretaries of the Institution, who shall be requested to express to the purchasers, on behalf of the Committee, the hope that they and their crews will be ready and willing to

assist in working the Life-boats of the Institution, should necessity arise.

Ordered, that various works be carried out at the Gorleston, Dunmore, and New Romney Life-boat Stations, at an expense of 643*l*.

Paid 3,427*l*. for sundry charges on various Life-boat Establishments.

Voted 120*l*. 19*s*. 7*d*. to pay the expenses of the Life-boats at Cadgwith, Filey, Piel, Holy Island Milford, Montrose, Maryport, Ramsey, Eastbourne, and Groomsport, in rendering the following services:—

	Lives saved.
A steam fishing launch of Cadgwith, rendered assistance.	
Fishing yawls of Filey, ditto.	
Barque <i>China</i> , of Porsgrund	10
Schooner <i>John Royle</i> , of Chester	4
Fishing-boat <i>Nancy</i> , of Holy Island	5
Schooner <i>Staney</i> , of Wexford	3
Steamer <i>Ennismore</i> , of Peterhead	10
Steamer <i>Bavington</i> , of Maryport	5
Norwegian barque <i>Hereward</i> —rendered assistance.	
Barque <i>Isabella</i> , of Drammen	8
Schooner <i>Miss Pritchard</i> , of Carnarvon	6
Schooner <i>William Henry</i> , of Carnarvon	3

The Caister, Montrose No. 1, Holyhead and Skegness Life-boats had also rendered the following services:—

Steamer *Ists*, of Newcastle, rendered assistance; schooner *Marquis*, of Anglesea, saved vessel and crew, 4; steamer *Ennismore*, of Peterhead, assisted to save vessel; brigantine *Wonder*, of Swansea, saved vessel and crew, 6; and sloop *Good Intent* rendered assistance. [Accounts of most of these Life-boat services will be found on pages 233-239.]

Voted also 248*l*. 16*s*. to pay the expenses of the Newquay (Cornwall), St. David's, Margate, Newhaven, Cahore, Ardrossan, Harwich, North Sunderland, Broadstairs, Deal, Winterton No. 2, Fraserburgh, Swanage, Newcastle (Co. Down), Rye, Chapel, and Fleetwood Life-boats, in assembling their crews or putting off in reply to signals of distress shown by vessels not ultimately requiring assistance.

Also 3*l*. to six men for putting off in a boat from Southend, Essex, and saving the crew of two men from the barge *Mary*, of Rochester, which had sunk off Southend during a gale from the S. on the 2nd September. A reward of 1*l*. 5*s*. was also granted to the crew of another boat which put off with the view of rescuing the shipwrecked men.

Also 4*l*. to four men of Penmon, Anglesey, for wading into the sea and saving, by means of lines, the crew of two men of the smack *Darling*, of Beaumaris, which had stranded on the rocks close to the Menai lighthouse during a strong S.E. gale on the night of the 1st September.

Also 4*l*. to four men of Fleetwood, for rescuing, by means of a cart and by wading into the water, the crew of five men and the master's wife, from the schooner *Thornton*, of Fleetwood, which became a total wreck on Barnard Wharf during a W. gale on the evening of the 26th September.

Also 3*l*. to six men of Ballycastle, Co. Antrim, for putting off in the Coastguard whale Life-boat, and saving the crew of four men of the schooner *J. E. Furlong*, of Dublin, which had dragged her anchors in Ballycastle Bay, during a fresh gale from the W.N.W. and a heavy sea on the 9th August.

Also 1*l*. 10*s*. to the crew of a boat for saving three men from a sailing boat which had capsized on Drogheda bar during squally weather on the 28th August.

And 15*s*. to three men for saving a boat containing three men which was drifting out to sea off Porthdinllaen on the morning of the 1st September.

THURSDAY, 1st Nov.

EDWARD BIRKBECK, Esq., M.P., V.P., in the Chair.

Read and approved the Minutes of the previous Meeting, and those of the Finance and Correspondence, and Wreck and Reward Sub-Committees.

Read the Reports of the Chief Inspector of Life-boats on his recent visits to Whitby, Uppgang, Scarborough, Bridlington, Barmston, Withernsea, and Swansea.

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

1. Margate.
2. Braunton, Appledore (two Boats), Clovelly, Lynmouth, Morte, Ilfracombe, Bude, and Manchester.
3. Greystones, Kingstown, Wicklow, and Balbriggan.
4. Thurso, Huna, Ackergill, Moray Firth, Buckie, Cruden, Newburgh, Fraserburgh, Peterhead, and Campbeltown.
5. Grimsby, Withernsea, Flamborough (two Boats), Bridlington, and Filey.

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

	£	s.	d.
Miss L. B. WALKER, Wanstead, in aid of Newport (Pembrokeshire) Life-boat Station	60	0	0
Worshipful Company of Merchant Taylors, additional	31	10	0
Additional Collection in Texas, United States of America, per ROBERT AMOS, Esq. (\$16)	3	5	4
Offertory at Harvest Festival at West London District Schools, Ashford (Staines), on Sunday, 30th Sept., per the Rev. Dr. FLYNN	3	0	0
—To be severally thanked.			

Also that the following Legacies had been bequeathed to the Institution:—

The late Misses AGNES and JANE TOD, of Edinburgh	200	0	0
The late SAMUEL NICOL, Esq., of Greenock (duty free)	50	0	0

Also the transmission to their stations of the new Life-boats for Margate, Cardigan, and Withernsea.

The General Steam Navigation Company kindly allowed one of their steamers to tow the Margate boat to its station free of charge, and the South Eastern Railway Company conveyed the transporting carriage and stores to Margate, and brought back the old boat and carriage to London, without charge.

—To be thanked.

Before being sent to its station, the Cardigan Life-boat was publicly exhibited in Manchester, at the suggestion of the benevolent donor of the boat and the Manchester Branch of the Institution.

Decided, on the application of the local residents, to form a Life-boat Station at Peel, Isle of Man, and to appropriate the station to the legacy left to the Institution by the late Captain MONK, R.N., to provide a Life-boat to be called the *John Monk*.

Also to form a Life-boat establishment at Totland Bay, Isle of Wight, and to appropriate to it one of the two Life-boats bequeathed to the Institution by the late Mrs. LUCKOMBE, of Brighton.

Voted the thanks of the Committee to Mr. JAMES S. SCOTT, in acknowledgment of his long and valuable co-operation while holding the office of Honorary Secretary of the Courtown Branch of the Institution.

Decided that various works be carried out at the Hartlepool, Winterton, and Port Eynon Life-boat Stations, at an expense of 1,028l.

Paid 1,980l. for sundry charges on various Life-boat Establishments.

Voted 116l. 2s. 6d. to pay the expenses of the Life-boats at Ballywalter, Wells, New Brighton, Bridlington, Ballycotton, Fraserburgh, Lossiemouth, and Broadstairs, in rendering the following services:—

	Lives saved.
Barque <i>Cuyuni</i> , of Glasgow	14
Schooner <i>Emma</i> , of Jersey	5
Ship <i>Nuncio</i> , of Yarmouth, N.S.	21
A fishing boat in distress off Bridlington rendered assistance.	
Fishing yawl <i>Daring</i> , of Ballycotton, saved vessel and	6
Schooner <i>Eclipse</i> , of Dundee	4
Schooner <i>Magdalena</i> , of Inverness	4
Ship <i>Wilhelmina</i> , of Hamburg	22

The Clacton, Withernsea, Caister No. 1, and Ramsgate Life-boats had also rendered the following services:—Barque *Danmark*, of Drager, assisted to save vessel and crew, 12; schooner *Tony Krowmann*, of Portmadoc, rendered assistance; barque *Arab*, of Apenrade, assisted to save vessel and 15; ship *Wilhelmina*, of Hamburg, assisted to save vessel and 17.

[Accounts of some of these Services are given on pages 231-241.]

Voted also 93l. 11s. to pay the expenses of the Winchelsea, Braunton, Appledore, Saltburn, Grimsby, Cromer, Harwich, Littlehaven, Sunderland No. 1, Clacton, Wexford No. 1, and Peterhead Life-boats, in assembling their crews or putting off to the aid of vessels which did not eventually require their assistance.

The Gourdon Life-boat had also been launched, with the view of assisting a fishing-boat in distress.

Voted the thanks of the Committee, inscribed on vellum, and 1l. each, to EDWARD CRASKE, ROBERT BISHOP, and JOHN HENRY DAVIS, for going into the water with lines, and assisting to save the crew of five men of the schooner *Alpha*, of Faversham, which was wrecked off Cromer, Norfolk, during a heavy gale from the N.N.W. on the 4th October.

Also the thanks of the Committee, inscribed on vellum, to Mr. JOHN HUTCHINS, Chief Officer of H.M. Coastguard at Maryport, in recognition of his general valuable services in saving life from shipwreck, and particularly for taking command of the Maryport Life-boat, in the absence of the coxswains, and assisting to rescue the crew of five men of the steamer *Bawington*, of Maryport, which was wrecked off that port during a S.E. gale and heavy sea on the 26th September.

Also 6l. to eight men, for putting off in a coble from Holy Island and rescuing the crew of three men and a boy from the s.s. *Kenilworth*, of Middlesbrough, which was wrecked on False Emanuel Head during squally weather and a very heavy sea on the 30th September.

Also 4l. to the crew of the fishing-boat *Happy Return*, of Walmer, for rescuing Capt. DREVAR, whose boat had been capsized while he was endeavouring to cross the Channel from Dover to Calais on the 5th October.

Also 4l. 10s. to six men, for putting off twice in a fishing yawl, at considerable risk, and saving the crews of ten men from the schooner *Clare*, of Carnarvon, and smack *Robina*, of Dublin, which were in distress in Peel Bay during a very heavy gale on the 26th September.

And 2l. 5s. to the crew of a boat for putting off in a boat from St. Bride's Bay in reply to signal rockets, which they supposed had been fired from a distressed vessel, on the night of the 10th October.

THURSDAY, 6th December.

EDWARD BIRKBECK, Esq., M.P., V.P., in the Chair.

Read and approved the Minutes of the previous Meeting, and those of the Finance and Correspondence, and Wreck and Reward Sub-Committees.

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

1. Yealm, Dartmouth, Plymouth, Hope Cove, Salcombe, Brixham, Torquay, Teignmouth, Exmouth, Sidmouth, Lyme Regis, Weymouth, Kimeridge, Swanage, and Poole.
2. Swansea, Pembrey, Ferryside, Tenby, Milford Haven, St. Bride's Bay, St. David's, Solva, Fishguard (two Boats), Cardigan, Newquay, Aberdovey, Barmouth, Portmadoc, Porthdinllaen, Llanaelhaiarn, Abersoch, and Aberystwith.
3. New Brighton (two Boats), Southport, Lytham, St. Anne's, Blackpool, Fleetwood,

Piel, Seascale, Whitehaven, Maryport, Silloth, and Port Erin.

4. Whithorn, Kirkcudbright, St. Andrews, Anstruther, Banff, Whitelink, Montrose (two Boats), Stonehaven, Gourdon, Arbroath, Broughty Ferry, and Buddon Ness.

5. Whitby (two Boats), Uppang, Robin Hood's Bay, Staithes, Runswick, Redcar, Saltburn, Middlesbrough, West Hartlepool (two Boats), Seaton Carew, Hartlepool (three Boats), Whitburn, Seaham, Sunderland (four Boats), Scarborough, Withernsea, and Hornsea.

Reported the receipt of 480*l.* from the Civil Service Life-boat fund, per CHARLES DIBDIN, Esq., Honorary Secretary, to provide a new Life-boat, to be named the *Civil Service No. 4*, making 1,480*l.* contributed from this fund during the past year, and 6,344*l.* 7*s.* in all since 1866.

Decided that the best thanks of the Committee be given to Mr. DIBDIN and the Subscribers to the fund, and that their gift be appropriated to the new Life-boat about to be sent to Walmer.

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

	£	s.	d.
WORSHIPFUL COMPANY OF GOLD-SMITHS (additional)	100	0	0
Ditto CORDWAINERS ditto	26	5	0
Ditto SKINNERS, ditto	21	0	0
INDEPENDENT ORDER OF ODD FELLOWS (MANCHESTER UNITY), annual subscription in aid of their Life-boat at Grimsby	50	0	0
Offertory and afternoon Collection in Hadnall Church, near Shrewsbury, on Sunday, 4th November, per the Rev. BROOKE C. MORTIMER	21	17	4
Mrs. ANNE GOMONDE, Pau (additional)	20	0	0
The Rev. C. WHATELEY, M.A., Maidenhead (additional).	20	0	0
Collected on board the White Star steamer <i>Republic</i> , on her last trip from Liverpool to New York	7	10	6

—To be severally thanked.

Also that the following legacies had been bequeathed to the Institution:—

	£	s.	d.
The late Mrs. HENRY, of Ampthill Square	150	0	0
The late WILLIAM PEAT, Esq., of Derby (duty free)	100	0	0

Voted the thanks of the Committee to the Rev. J. O'REILLY BLACKWOOD, Capt. NATHANIEL SUTTON, and E. J. DEWING, Esq., for their past valuable services as Honorary Secretaries, respectively, of the Ballywalter, Cork and Queenstown, and Brancaster branches of the Institution.

Reported the transmission to their Stations of the new Life-boats for Aranmore (co. Donegal) and Caister (Norfolk).

Decided that various works be carried out at the Kessingland (Suffolk) and Newport (Pembrokeshire) Life-boat Stations, at a cost of 733*l.* 10*s.*

Paid 1833*l.* 12*s.* 8*d.* for sundry charges on various Life-boat establishments.

Voted 121*l.* 8*s.* 4*d.* to pay the expenses of the Lytham, Sunderland No. 4, Caister No. 1, Eastbourne, Aldborough, and Tralee Life-boats in rendering the following services:—

	Lives saved.
Flat <i>Evelina</i> , of Runcorn	4
Brig <i>Tagus</i> , of Aberdeen, remained by vessel.	
Barge <i>Garrison</i> , of Wisbeach	4
Norwegian barque <i>New Brunsvick</i>	11
Two fishing-boats of Aldborough	6
Barque <i>Ostendea</i> , rendered assistance.	

The Lytham, Clacton, Ramsgate, Broadstairs, and Chapel Life-boats had also rendered the following services:—Flat *Evelina*, of Runcorn, saved vessel; brigantine *Estafette*, of Faversham, assisted to save vessel and crew, 9; barque *Duchess*, of Shields, assisted to save vessel and 10; schooner *International*, of London, assisted to save vessel; ketch *Annie*, of Goole, saved vessel and 3.

(Accounts of these services will be found on pages 231-240.)

Voted also 206*l.* 8*s.* 6*d.* to pay the expenses of the Sheringham, Peterhead, Cruden, Tenby, St. Anne's, Aldborough, Thorpe, Harwich, Holyhead, Walmer, Caister No. 1, Winterton No. 2, Irvine, Newhaven, and New Romney Life-boats, in assembling their crews or putting off in reply to signals of distress shown by vessels which did not ultimately need the services of the boats.

The Ramsgate Life-boat had also been taken out, but her services had not been required.

Voted 5*l.* to the crew of the smack *Tyro*, of Aldborough, for bringing ashore the crew of seven men of the brig *Thankful*, of Shields, who had taken to their boat, as their vessel was sinking off Thorpeness, during a gale from the S. by E. on the 6th November.

Also 2*l.* to four men, for putting off in a boat, in tow of a steam-tug, and saving the stranded fishing-boat *Harriet*, of Fleetwood, having one man on board, which was in distress on the 19th November.

Also 15*s.* to three men, for putting off in a boat and saving two men from a canoe which had capsized in Stokes' Channel, Poole Harbour, during a strong N.W. breeze on the 21st November.

Also 1*l.* to a man and his daughter, for saving two men whose boat had been capsized off Burton Port, co. Donegal, during squally weather on the 24th September. The cost, amounting to 17*s.* 6*d.*, of repairing the boat used by the salvors, which was damaged in rendering this service, was also defrayed by the Institution.

NOTICE.

The next number of the *Life-boat Journal*, containing the Annual Report, &c., will be published on the 1st May next.

Services of the Life-boats of the Institution during 1883.



"GOD HELP OUR MEN AT SEA."

1883.			Lives saved.
Jan.	1.	7 p.m. S.S. <i>Congo</i> , of Cardiff. Cresswell Life-boat rendered assistance.	
"	8.	1.30 p.m. Cutter <i>Spring</i> , of Guernsey. Sennen Cove Life-boat assisted to moor vessel and brought crew ashore.	3
"	9.	2.30 p.m. Brig <i>Victor</i> , of Neustadt. Poole Life-boat remained by vessel.	
"	12.	1 a.m. S.S. <i>Jabelle</i> , of Hamburg. Cullercoats Life-boat rescued crew and passengers.	29
"	20.	2 a.m. Fishing-boat <i>Margaret Gunn</i> , of Wick. Huna Life-boat saved.	7
"	23.	3 p.m. Smack <i>Ina Lass</i> , of New Quay. Fishguard No. 2 Life-boat saved vessel and.	4
"	23.	10 p.m. Schooner <i>Nellie</i> , of Bridgwater, and Brig <i>Lewis</i> , of Carnarvon. Holyhead Life-boat remained by vessels.	
"	24.	2 p.m. Smack <i>Frens</i> , of Beaumaris. Moelfre Life-boat saved crew.	3
"	25.	12.15 a.m. Schooner <i>Nanteos</i> , of Aberystwith. Littlehaven Life-boat saved crew.	4
"	26.	3 a.m. Brigantine <i>Dare</i> , of Sunderland. Caister No. 1 Life-boat assisted to save vessel and.	6
"	26.	7 a.m. Barque <i>Brothers</i> , of Yarmouth N.S. Holyhead Life-boat assisted to save vessel and.	12
"	27.	10.10 a.m. Barque <i>Admiral Prinz Adalbert</i> , of Dantzic. Swansea Life-boat saved.	2
"	27.	9 p.m. S.S. <i>Eden</i> , of West Hartlepool. Fleetwood Life-boat rendered assistance.	
"	28.	8 p.m. Barque <i>Argo</i> , of Sunderland. Ballycotton Life-boat remained by vessel.	
"	29.	6 a.m. Do. Do. rendered assistance.	
Feb.	1.	10 p.m. Schooner <i>Mary Josephine</i> , of Padstow. Padstow Life-boat saved the crew.	3
"	2.	11 a.m. Schooner <i>Rosebud</i> , of Goole. St. Andrew's Life-boat rescued the crew.	4
"	5.	11 a.m. Brigantine <i>Zephyr</i> , of Rye. Cahore Life-boat brought ashore crew of 6 men from Blackwater light-ship.	
"	7.	3 a.m. Brig <i>Euphemia Fullerton</i> , of Londonderry. Ballywalter Life-boat saved the crew.	6
"	7.	9.45 a.m. Brigantine <i>Hannah and Eleanor</i> , of Seaham. Tynemouth No. 1 Life-boat rendered some assistance.	
"	7.	12 noon. Barque <i>Lorely</i> , of Memel. Harwich Life-boat saved the crew.	11
"	7.	3 p.m. Fishing-boats <i>Columbia</i> , <i>Willie</i> , <i>Bell</i> , and <i>Charles and John</i> . Port Isaac Life-boat saved boats and crews.	7
"	7.	3 p.m. Several other fishing-boats. Ditto, rendered assistance.	
"	7.	4.15 p.m. Dandy <i>Pioneer</i> , of Lowestoft. Kessingland No. 1 Life-boat rendered assistance.	
"	7.	6.30 p.m. Smack <i>Young Alice</i> , of Scarborough. Scarborough Life-boat saved the crew.	5
"	10.	6.30 a.m. Brig <i>Marnhull</i> , of Weymouth. Kessingland No. 2 Life-boat saved the crew.	5
"	10.	5.50 p.m. Schooner <i>Teresa</i> , of Weymouth. Worthing Life-boat saved the crew.	4
"	11.	11.30 p.m. Brig <i>J.B.S.</i> , of London. Holyhead Life-boat rendered assistance.	
"	14.	6 a.m. Schooner <i>Don</i> , of Aberdeen. Caister No. 2 Life-boat assisted to save vessel and crew.	5
"	17.	2.15 p.m. Ketch <i>Thomas and John</i> , of Fowey. Newhaven Life-boat saved the crew.	3
Mar.	1.	7.30 a.m. S.S. <i>Barnsley</i> , of Grimsby. Caister No. 2 remained by vessel.	
"	5.	11 p.m. Schooner <i>Hepzibah</i> , of Carnarvon.	5
"	5.	11 p.m. Smack <i>Annie</i> , of Port Dinorvic.	3
"	6.	4 a.m. <i>Bella</i> , of Wick.	6
"	6.	4 a.m. <i>William and Martha</i> .	3
"	6.	4 a.m. <i>Governor Loch</i> , of Inverness.	4
"	6.	5 p.m. Schooner <i>Enigma</i> , of Port St. Mary, I.M.	5

				Lives saved.
1883.				
Mar.	6.	3 p.m.	Schooner <i>Mary Coad</i> , of Port Isaac. Grimsby Life-boat gave assistance.	
"	6.	3 p.m.	Ketch <i>Mary Tweedlie</i> , of Berwick. Holy Island No. 1 Life-boat saved .	2
"	6.	3.30 p.m.	Smack <i>William Clowes</i> , of Filey. Filey Life-boat saved the crew . .	6
"	6.	6.30 p.m.	Trawler <i>Emerald Isle</i> , of Whitehaven. Ramsey Life-boat saved the crew	4
"	6-8.		S.S. <i>Lynx</i> , of Cardiff. Morte Bay Life-boat assisted to save vessel and crew	7
"	7.	6.30 p.m.	Barquentine <i>Vicuna</i> , of Hull. Hunstanton Life-boat saved the crew .	9
"	8.	4 p.m.	Barque <i>Margaret</i> , of Christiania. Brancaster Life-boat remained near the vessel.	
"	11.	9.45 p.m.	Brigantine <i>Atlas</i> , of Drammen. Seaton Carew Life-boat rescued the crew	5
"	13.	11.15 a.m.	Dandy <i>Annie Hope</i> , of Leith. Cemaes Life-boat saved the crew . .	6
"	18.	1.30 p.m.	Ketch <i>London</i> , of Jersey. Montrose No. 1 Life-boat rendered assistance.	
"	19.	9.30 p.m.	Schooner <i>Fides</i> , of Nyborg. Lowestoft Life-boat rendered assistance.	
"	19.	4 p.m.	Ketch <i>Orange Blossom</i> , of Jersey. Montrose No. 1 Life-boat rendered assistance.	
"	19.	7.45 p.m.	Smack <i>Wellesley</i> , of Scarborough. Scarborough Life-boat rendered assistance.	
"	20.	5.30 a.m.	Brig <i>Eleonore</i> , of Tonsberg. Montrose No. 2 Life-boat saved crew . .	7
"	20.	6.45 a.m.	Barque <i>Georgia</i> , of Fiume. Ramsgate Life-boat saved crew	13
"	30.		Barque <i>Norman Court</i> , of Greenock. Rhosnegr Life-boat saved	20
"	30-31.		Barque <i>Epsilon</i> , of Swansea. Clacton Life-boat rendered assistance.	
Apr.	5.	1.15 a.m.	Brig <i>Spring</i> , of Guernsey. Caister No. 2 Life-boat rescued the crew .	9
"	6.	4.30 a.m.	Barque <i>Henning</i> , of Harlingen. Ramsgate Life-boat saved the crew .	10
"	20.	Noon.	Three fishing cobsles. Whitby No. 1 Life-boat rendered assistance.	
"	21.	4.30 a.m.	Brigantine <i>Mary</i> , of Haugesund. Montrose No. 1 Life-boat saved the crew	6
"	27.	6.45 a.m.	Flat <i>Flora</i> , of Runcorn. Ramsey Life-boat saved vessel and crew . .	3
"	29.	1.25 p.m.	Barque <i>Galera</i> , of Glasgow. Ramsgate Life-boat rendered assistance.	
May	5-6.		Dandy <i>Falcon</i> , of Great Yarmouth. Gorleston Life-boat saved vessel and	7
"	9.	1 p.m.	Lugger <i>Favourite</i> , of Wexford. Wexford No. 2 Life-boat saved the crew	6
July	21.	2.10 p.m.	Fishing-boat <i>Charity</i> , of Newbiggin. Blyth No. 1 Life-boat saved the crew	6
"	21.	2.45 p.m.	Fishing-boat <i>Samaritan</i> , of Newbiggin. Blyth No. 1 Life-boat saved the crew	5
"	21.	3.15 p.m.	Fishing-boat <i>Janet Thompson</i> , of Newbiggin. Ditto	7
"	21-24.		Barque <i>Khedive</i> , of Hartlepool. Palling No. 2 Life-boat assisted to save vessel and crew	12
"	29.	8.10 p.m.	Schooner <i>Hope</i> , of Ryde. Sidmouth Life-boat brought crew ashore . .	4
Aug.	7.	11 a.m.	Brigantine <i>Flora</i> , of Salcombe. Palling No. 2 Life-boat saved the crew	6
"	8.	11.30 a.m.	Several fishing-boats. Montrose No. 2 Life-boat put off and rendered assistance.	
"	9.	1 a.m.	Barque <i>William Milles</i> , of London. Porthcawl Life-boat saved	12
"	10.	6.25 a.m.	Barque <i>Jenny</i> . Fleetwood Life-boat brought pilot ashore.	
"	14.	7 p.m.	Ship <i>Henry</i> , of St. John, N.B. Tyrella Life-boat brought ashore five fishermen	5
Sept.	1.	3 p.m.	A steam fishing-launch of Cadgwith. Cadgwith Life-boat rendered assistance.	
"	1.	8.30 p.m.	Yawl <i>Thalia</i> . Swanage Life-boat remained by vessel during the night and landed the crew	5
"	1.	6.30 p.m.	Smack <i>Bacchus</i> , of Nantes. Mevagissey Life-boat saved the crew . . .	3
"	2.	5 a.m.	Norwegian Barque <i>Elise</i> . Plymouth Life-boat saved the crew	9
"	2.	5.30 a.m.	Fishing-yawls, of Filey. Filey Life-boat rendered assistance.	
"	2.	5 p.m.	Barque <i>Tranmere</i> , of Liverpool. Selsey Life-boat saved the crew . .	13
"	2.	7.5 p.m.	Ketch <i>Minnie Flossie</i> , of Milford. Clovelly Life-boat saved the crew .	3
"	2.	4.30 p.m.	Norwegian Barque <i>Rome</i> . Clacton Life-boat rescued	14
"	3.	2 p.m.	Schooner <i>Maria</i> , of Granville. Padstow Life-boat saved	2
"	3.	4.30 a.m.	Brigantine <i>Milo</i> , of Brixham. Burnham Life-boat remained by vessel.	
"	4.	6.40 a.m.	Barque <i>China</i> , of Porsgrund. Piel Life-boat saved the crew	10
"	6.	11.45 a.m.	Schooner <i>John Royle</i> , of Chester. Piel Life-boat rescued the crew . .	4
"	11.	1.45 a.m.	Boat <i>Nancy</i> , of Holy Island. Holy Island No. 1 Life-boat saved boat and crew	5
"	19.	4 p.m.	Steamer <i>Iris</i> , of Newcastle. Winterton No. 1 Life-boat remained by vessel.	
"	19.	7 p.m.	Ditto. Caister No. 1 Life-boat rendered assistance.	
"	24.	2.30 p.m.	Barque <i>Isabella</i> , of Drammen. Eastbourne Life-boat rescued	8
"	24.	8.45 a.m.	Schooner <i>Staney</i> , of Wexford. Milford Life-boat saved	3
"	26.	5 p.m.	Steamer <i>Bavington</i> , of Maryport. Maryport Life-boat saved the crew .	5
"	26.	7.15 p.m.	Schooner <i>Ennismore</i> , of Peterhead. Montrose No. 1 Life-boat assisted to save the vessel and crew	10
"	27.	9.30 a.m.	Norwegian barque <i>Hereward</i> . Ramsey Life-boat rendered assistance.	
"	28.	9 a.m.	Schooner <i>Miss Pritchard</i> , of Carnarvon. Groomsport Life-boat saved .	6
"	29.	9 a.m.	Schooner <i>William Henry</i> , of Carnarvon. Groomsport Life-boat saved .	3

1883.		Lives saved.
Sept. 29.	1.35 p.m. Schooner <i>Marquis</i> , of Anglesea. Caister No. 1 Life-boat rescued the vessel and crew	4
„ 30.	7.20 a.m. Barque <i>Cuyuni</i> , of Glasgow. Ballywalter Life-boat saved the crew.	14
„ 30.	10.40 a.m. Sloop <i>Good Intent</i> , of King's Lynn. Skegness Life-boat rendered assistance.	
„ 30.	10.15 p.m. Brigantine <i>Wonder</i> , of Swansea. Holyhead Life-boat saved the vessel and crew	6
Oct. 3.	4 p.m. Barque <i>Danmark</i> , of Dragon. Clacton Life-boat assisted to save the vessel and crew	12
„ 4.	10 p.m. Schooner <i>Emma</i> , of Jersey. Wells Life-boat rescued the crew	5
„ 5.	6 p.m. Ship <i>Nuncio</i> , of Yarmouth, N.S. New Brighton No. 2 Life-boat saved the crew	21
„ 14.	10 a.m. Schooner <i>Tony Krowemann</i> , of Portmadoc. Withernsea Life-boat rendered assistance.	
„ 15.	11 p.m. Fishing-boat, of Bridlington. Bridlington Life-boat rendered assistance.	
„ 17.	12 noon. Fishing-yawl <i>Daring</i> , of Ballycotton. Ballycotton Life-boat saved vessel and crew	6
„ 20.	3.15 a.m. Barque <i>Arab</i> , of Apenrade. Caister No. 1 Life-boat assisted to save vessel and crew	15
„ 22.	8.30 a.m. Ship <i>Wilhelmina</i> , of Hamburg. Ramsgate Life-boat assisted to save vessel and	17
„ 22.	9 a.m. Ditto Broadstairs Life-boat brought on shore	22
„ 25.	8.30 a.m. Schooner <i>Magdalena</i> , of Inverness. Lossiemouth Life-boat rescued the crew	4
„ 25.	9 a.m. Schooner <i>Eclipsæ</i> , of Dundee. Fraserburgh Life-boat saved the crew	4
Nov. 5.	12.30 p.m. Flat <i>Evelina</i> , of Runcorn. Lytham Life-boat saved vessel and	4
„ 6.	7 a.m. Brigantine <i>Estafette</i> , of Faversham. Clacton Life-boat assisted to save vessel and crew	9
„ 7.	12.30 a.m. Barque <i>Duchess</i> , of Shields. Ramsgate and Broadstairs Life-boats assisted to save vessel and crew	10
„ 7.	12.30 a.m. Schooner <i>International</i> , of London. Ramsgate Life-boat assisted to save vessel.	
„ 12.	6 p.m. Brig <i>Tagus</i> , of Aberdeen. Sunderland No. 4 Life-boat remained by vessel.	
„ 16.	9.30 a.m. Ketch <i>Annie</i> , of Goole. Chapel Life-boat assisted to save vessel and crew	3
„ 18.	1.15 p.m. Barge <i>Garson</i> , of Wisbeach. Caister No. 1 Life-boat rescued the crew	4
„ 22.	7 a.m. Barque <i>Ostendea</i> . Tralce Life-boat rendered assistance.	
„ 25.	1.15 p.m. Barque <i>New Brunsvick</i> , of Brevig. Eastbourne Life-boat saved the crew	11
„ 26.	1.15 p.m. Ditto. Newhaven Life-boat assisted to save vessel and cargo.	
Dec. 6.	8.20 a.m. Two Fishing-boats. Aldborough Life-boat rescued the crews	6
„ 6.	12 p.m. S.S. <i>Boadicea</i> , of Shields. Ramsgate Life-boat brought ashore the crew of 24 men from the Tongue Lightship.	
„ 7.	7 a.m. Barque <i>Zelos</i> , of Grinstad. Caister No. 1 Life-boat assisted to save vessel and crew	10
„ 11.	8.30 p.m. Schooner <i>Dorothy and Mary</i> , of Carnarvon. Holyhead Life-boat saved the crew	4
„ 12.	7 a.m. Schooner <i>Baroness Strathspey</i> , of Portsoy. Fraserburgh Life-boat saved two of the crew	2
„ 12.	8.35 a.m. S.S. <i>Victoria</i> , of Goole. Skegness Life-boat saved the crew	4
„ 12.	9 a.m. Schooner <i>Margaret</i> , of Carnarvon. Grimsby Life-boat saved the crew	4
„ 12.	10 a.m. Schooner <i>London</i> , of Hastings. Scarborough Life-boat saved the crew	5
„ 12.	noon. Schooner <i>Swift</i> , of Rye. Lowestoft Life-boat rendered assistance.	
„ 12.	9.50 p.m. Schooner <i>Lady Stuart</i> , of Chester. Rhyl Life-boat saved	2
„ 12.	12 p.m. Two open Fishing-boats of Kingstown. Kingstown Life-boat saved	6
„ 13.	8 a.m. Barque <i>Mermaid</i> , of Cardiff. Lytham Life-boat saved the crew and the master's two daughters	23
„ 14.	5.15 a.m. Steamer <i>Castle Craig</i> , of Liverpool. Brooke Life-boat saved	31
„ 15.	4.15 p.m. S.S. <i>Skelligs</i> , of Glasgow. Portrush Life-boat assisted to save vessel and crew	16
„ 17.	2.15 a.m. Brig <i>Clara</i> , of Dublin. Caister No. 1 Life-boat assisted to save vessel and crew	7
„ 17.	9 a.m. Dandy <i>Magie</i> , of Hull. Lowestoft Life-boat assisted to save vessel and crew	5
„ 24.	9.40 p.m. Ship <i>White Star</i> , of Liverpool. Carnsore Life-boat brought ashore 28 men from the Tuskar Lighthouse.	
„ 28.	4.30 p.m. Italian Barque <i>Marina Benvenuto</i> . Arklow Life-boat rendered assistance.	

Total number of lives saved by the Life-boats in 1883, in addition to 30 vessels 725
 Rewards were also granted by the Institution in the same period for saving by means of Fishing and other Boats 230
 Total number of lives saved in 1883 955

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patroness—*Her Most Gracious Majesty the Queen.*

President—HIS GRACE THE DUKE OF NORTHUMBERLAND, P.C., D.C.L.

Chairman—EDWARD BIRKBECK, ESQ., M.P., V.P.

Deputy Chairman—Colonel FITZROY CLAYTON.

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

APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that, during the past year (1883), the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £27,083 on its 274 Life-boat Establishments on the Coasts of England, Scotland, and Ireland, in addition to having contributed to the saving of 955 persons from various shipwrecks on our coasts.

GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING THE PAST YEAR.

	£	s.	d.
Number of Lives rescued by Life-boats, in addition to 30 vessels saved by them	725
Number of Lives saved by Shore-boats, &c.	230
Amount of Pecuniary Rewards for Saving Life, including grants to Widows and Orphans of Lifeboat-men	5,397	19	4
Honorary Rewards:—Silver Medals and Clasps	14
Votes of Thanks on Vellum	25
Total.	39	955	5,397 19 4

It should be specially noted that the Life-boat crews, excepting when remunerated by the owners of vessels for property salvage services, are paid by the Institution for their efforts, whether successful or not, in saving life.

The Committee desire to acknowledge with gratitude the liberal support which they have received from the British Public during the past few years,—a support which has enabled them to establish their present great Life-saving Fleet of 274 Life-boats on the shores of the United Kingdom. Deeply sensible, however, of the great responsibility that rests on them to maintain the Life-boats in a thoroughly efficient state, and its crews practised in the management of the boats, which can only be effected by a large and permanent Annual Income, they earnestly appeal to all classes of their countrymen to continue to aid them in upholding and perpetuating so great and truly national a Work.

The number of lives saved either by the Life-boats of the Institution, or by special exertions for which it has granted rewards, since its formation, is 30,563; for which services 97 Gold Medals, 964 Silver Medals, and £77,894 in cash have been granted as rewards.

The average expense of a Life-boat is £1,000. Its cost for a 10-oared boat is made up as follows:—

Life-boat and her equipment, including Life-Belts for the crew, and Transporting-carriage for the Life-boat	£650
Boat-house (average cost)	350
Total	£1,000

The average annual expense of maintaining a Life-boat Station is £70.

Donations and Annual Subscriptions are thankfully received by the Bankers of the Institution, MESSRS. COUTTS AND CO., 59 Strand; MESSRS. HERRIES, FARQUHAR, AND CO., 16 St. James's Street; MESSRS. HOARE, 37 Fleet Street, London; by all the other Bankers in the United Kingdom; by all the Life-boat Branches; and by the Secretary, CHARLES DIBDIN, Esq., at the Institution, 14 JOHN STREET, ADELPHI, LONDON, W.C.—February 1, 1884.