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SAVING LIFE AT SEA.

To chronicle at the close of each succeeding year the notable events which have marked its course, is a very natural and in many ways a useful and profitable duty for statisticians to carry out; and the past year has been anything but unproductive of materials for their work, more especially on matters of the greatest importance and interest to this Institution, viz., "Saving Life at Sea" in the general acceptance of the term, and not as confined to the Institution's own peculiar branch, which is "Saving Life from Shipwreck."

Amongst these may well be classed the great advance that has been made towards establishing telegraphic communication between the lightships round our coasts and the shore. The necessity for this has been urged more than once in these pages, and is graphically pressed home to public attention by such appalling catastrophes as the wreck of the *Schiller* close under a lighthouse off the Scilly Islands, the *Deutschland* on the outlying sands off Harwich, and many other such sad examples. It is true that for many years a general system has been established for giving the alarm and calling for help for those in danger, by means of guns and rockets from lightships, and only last year this was considerably enlarged and extended by the Elder Brethren of the Trinity House, with their usual readiness

to help forward by all means in their power the work of this Institution. The object of these alterations has been to indicate where the help is required, and consequently should be sent direct, instead of having to go to the lightship to ascertain the position of the wreck, in doing which much valuable time was often lost, besides at times the impossibility of hearing or understanding, during the howling of the storm, the directions given. Even when every effort had been made, this was but an imperfect means of communication, and to a considerable extent dependent on the state of the weather; guns may not be heard, and rockets cannot be seen in thick weather. In the daytime matters were worse, and we have known, quite recently, of cases in which the Life-boat authorities have been obliged to wait until dark, that they might then see the rockets, but by so doing losing much time that would have been very valuable if the necessary warnings could have been given earlier. It may appear rather ungracious, when there are good reasons for hoping that this undesirable state of affairs is in the fair way to being corrected, to say, "Better late than never;" but when we look round and see the great strides that have been made of late years in utilizing more and more the enormous and subtle power of electricity, we cannot but wonder that the importance

of the matter has not sooner pressed itself on the minds of our electrical engineers. No doubt there were difficulties to be overcome, and the ultimate arrangement may differ considerably from the present one; but it would be an insult to the talented engineers of this country to suppose them insurmountable. The principal if not only difficulty has been, in joining the telegraph cable to the ship. It is evident that simply taking it on board like any other rope, either through the hawse-hole or anywhere else, would not do, because every time the ship swung with the wind or tide, unless she swung back again the reverse way, it would wind round the mooring-cable, and entail perpetually "clearing hawse" or breaking the wire. The first proposal, as exhibited at the Fisheries Exhibition, showed the lightship moored with two anchors and "bridles" coming up to a swivel; one of the chains forming the bridles was to be made of double links in a very ingenious method, kept apart by shoulders on each, and the swivel with a hollow centre or bolt instead of a solid one, the telegraph cable was then passed up through the spaces between the double links, and through the hole in the swivel in-board. This form of bridle has since been abandoned, in favour of a steel wire rope of equal, if not greater, strength, up the core or heart of which the telegraph wire passes, then through the swivel as before and on board.

The first practical experiment—for the undertaking cannot yet be considered to have passed out of the experimental stage—has been made by the Telegraph Construction and Maintenance Company, under contract with the Trinity House for connecting the Sunk Lightship, off the Essex coast, with Walton-on-the-Naze. The connection had been made, and all seemed to promise success, when, after a few days, came the unwelcome news that the cable had broken again. This was found to have occurred just below the swivel of the moorings, and to be owing to the friction caused by the tightening and slack-

ening of the moorings, through the rise and fall of the tide, or variations in the force of the wind and sea. This defect has now been repaired, and the communication made good again. Such drawbacks must be looked for in starting a novelty such as this, although we cannot but feel sure that it will require the discovery of far greater difficulties than this to overcome the talent and energy of the Company in carrying the undertaking to a successful issue.

It is intended there should be a constant watch at Walton-on-the-Naze, to receive any message from the lightship, and arrangements have been made for sending it on immediately to Ramsgate or Harwich as necessary, where two of the most powerful boats in the Institution's fleet are stationed, one of which would nearly always have a fair wind for the outer sands.

This is one of the most important advances possible in the measures taken by this country for saving life and property at sea, because the first few hours after a ship strikes often decides, for good or bad, the fate of both vessel and crew. These were frequently spent in unavailing efforts to draw the attention of the shore to the need for help, which will now be done in as many minutes, and consequently many valuable lives and much property will be saved.

It may also be hoped that when this means of communication has—as we may reasonably hope it will—become general round our coast, this Institution will derive considerable benefit from the more precise information as to the requirements of vessels, now so often exaggerated or imperfectly expressed by the indiscriminate use of the universal "flare," which, although a recognised and the most generally used signal for distress, is also used for other and minor purposes, and leads to the unnecessary launch of the Life-boats, with the consequent expenditure of the Institution's funds to no purpose, as well as the annoyance of Boats' crews at being called out for nothing. During the

past year the Boats were unavoidably, but unnecessarily, launched over one hundred times in reply to these or similar signals. Of course in many cases the necessity for the Life-boat service may have existed when the signals were made, but had been removed by a rapidly rising tide, favourable change of wind, &c., enabling the vessel to escape from her danger before the arrival of the boat; but we have little doubt that in some cases they are used for purposes of much lighter importance. This must, we think, always be a very difficult question to deal with. The law now renders any master of a vessel, who makes such signals unnecessarily, liable to any expenses they may cause, but the difficulties in the way of proving them to have done so must render it inoperative in all but the most wilful cases, even if it were expedient to put it in motion, which seems to us very doubtful. Of course when flares are seen at night, it would never do for the Life-boats to wait to consider and weigh the probabilities of whether they come from a vessel in distress or not, and it is almost too far-fetched to suppose the result can ever be the same as was that of the cry of "Wolf! wolf!" in the well-known old fable. The means of communication by the wire at present in use, are the Morse, A B C, and Wheatstone telegraph instruments, and the telephone.

If the apparently great difficulties to be overcome in completing the mechanical appliances can be taken as a good excuse for the great delay in effecting telegraphic communications between our lightships and the shore, as much certainly cannot be said for the more than apathy displayed by the "powers that be," in promoting or enforcing the compulsory adoption (particularly on board passenger ships) of one or other of the admirable inventions for rendering articles of every-day use unsinkable, and, in case of sudden emergency, capable of being almost instantaneously converted into life-preservers or life-saving rafts. The difficulties have been already overcome, as any visitor to the Life-boat

department of the late Fishery Exhibition, exerting the ordinary powers of observation, must have seen for himself. We do not here refer so much to the means of rescue from "shipwreck proper" on our own coasts, as from the result of sudden catastrophe in deep water, either by collision, explosion, fire, leaking, stress of weather, or other causes, although to these may doubtless be added some few cases of shipwreck, in which, from position, or very rapid destruction, there is not time to afford aid, either by Life-boat or Rocket apparatus.

It would not be becoming for us, in the Journal of the Institution, to praise the result of one inventor's labours beyond another's; we can, therefore, only refer to what we saw at the Fisheries in general terms; but when we found ship's bridges, deck seats, mattresses, and numerous other articles of furniture, so cleverly and practically contrived as life-preservers that they could not entirely fail in the moment of emergency, it was scarcely possible not to come to the comforting conclusion that at any rate the wholesale loss of life involved in such catastrophes as the loss of *H.M.S. Birkenhead*, the *Northfleet*, the *Princess Alice*, *H.M.S. Eurydice*, the *Teuton*, the *Navarre*, and many others, need not occur again; because in nearly every one of the cases named, and doubtless many others, help was so near at hand, and the state of the weather such that any one supplied with the means of merely keeping afloat could reasonably hope to be picked up before becoming exhausted. This is putting the inventions referred to at their lowest value, because a short time for preparation would ensure many of these fittings being transformed into serviceable and comparatively safe rafts.

The subject has not been allowed to rest entirely, for we find that in 1879 the Society of Arts appointed an influential and thoroughly representative Committee, to "report on the best method of saving life at sea." Their Report, which was presented to the House of Commons on the 3rd of July, 1879, con-

tains the following passages: "We have said that, as a matter of course, in every description of vessel, from the largest ironclad to the smallest yacht, it would be well to supply the means of floating the crew and passengers, even if floating can be all that can be effected in case of sudden disaster, by collision, fire, wreck, &c., when the vessel has to be abandoned promptly, and either there is no time to get the boats ready, or there are not boats sufficient; provided that no sacrifice, or great sacrifice, of space be asked for, no great expense be incurred, and, as far as possible, existing articles be utilized." Again: "It is not a little remarkable that we have had, during the last few years, an example of almost every conceivable description of sudden disaster to ships, involving fearful loss or risk of life, *the former of which would have been diminished by life-saving appliances in nearly every case.*" The italics are the Committee's, not ours. In 1883 the Board of Trade issued a circular, calling the attention of owners of passenger ships that were surveyed for a "passenger certificate" to the fact that "the vessel was not provided with any appliances for saving the lives of the passengers in event of sudden casualty," at the same time asking to be informed whether they were prepared to supply their ships with any, and if so what, *life-saving appliances*, in addition to the boats and life-buoys required by the provisions of the Merchant Shipping Act, 1854. This may fairly be considered to show that the Board thought it very desirable some steps should be taken, for improving the chances of rescue for the passengers and crews of vessels in case of sudden catastrophe. In this matter we might well copy our cousins on the other side the Atlantic, without unduly interfering with that liberty of action so prized in both countries. Acts of Congress were passed in 1873 and 1874 compelling every passenger-carrying steamer, whether on river or ocean, to carry, in the former case, a "good life-preserver," or float, for each passenger

she is allowed to carry, to be kept in convenient and accessible places on such vessels, in readiness for immediate use in case of accident. Sea-going steamers are to carry such numbers of life-boats, floats, rafts, life-preservers, and drags, as shall best secure the safety of all persons on board such vessel in case of disaster. The Board of Supervising Inspectors are charged with the duty of first approving what life-boats, rafts, &c., shall be considered efficient, *their selection being again confirmed by the Secretary of the Treasury.* The penalty for non-compliance is 1000 dollars, or about £200. We were much struck one day, when on board one of the large ocean-going passenger steamers, to see on battens between the beams, in the sleeping cabins, neat white linen bags, which we found contained cork life-belts or jackets, of which we were told, with an air of satisfaction, that there was one for every one on board. This might look very well, and give a false sense of security to an anxious parent just parting from a son or daughter, or to the passenger of average thoughtfulness; but how many of these would be "in readiness for immediate use in case of necessity," caused by a sudden collision, outbreak of fire, &c., or how many of the passengers would know how to put them on, or make use of them?—whilst every article of everyday use, such as deck seats, hatches, cushions, mattresses, &c., on being thrown overboard, or floated off on the ship going down, would support a certain number, and so give them the chance of being picked up by any help that might be at hand. Failing active measures by the Government in the direction of Acts of Parliament, compelling passenger-carrying ships to provide for the safety of all on board as far as practicable, we rather wonder that, in these days of keen competition, the carrying of life-rafts, &c., is not held out by any of the competitors as an additional security for passengers, and therefore a recommendation to their steamers. We believe it would certainly influence many people, and naturally so;

for it is a fact that on occasion of many of the most appalling instances of loss of life through catastrophes to shipping that have occurred of late years, help has been so near, and the state of the weather such, that nearly all who could have been kept above water for an hour or two would have been saved. In advocating the much wider use of life-saving articles of furniture on board ship, we do not for one moment mean to urge their supply as substitutes for boats, but as auxiliaries to them. We believe it to be practically impossible for a ship to carry sufficient boats, to hold the crowds of passengers

we frequently see on both river and ocean-going vessels, and if they were to, and all due care taken to keep them in a thorough state of readiness, experience shows us that, in the unavoidable confusion generally attending a sudden casualty, more than half of them would be capsized, or otherwise rendered useless. It is a far more delicate operation—even with no excitement and experienced hands—to prepare and lower a boat, than to drop a raft overboard. How much more so, then, would it be under the usual circumstances attending any sudden call for the services of the former?

THE LIFE-BOATS OF THE UNITED KINGDOM.

- LVIII. SUNDERLAND.—The *Good Templar*, 30 feet by 8 feet, 8 cars.
 LIX. Ditto.—The *Mary*, 30½ feet by 8½ feet, 10 cars.
 LX. Ditto.—The *Florence Nightingale*, 33 feet by 8 feet, 10 cars.
 LXI. Ditto.—The *John Foulston*, 30 feet by 9 feet, 12 cars.
 LXII. WHITBURN.—The *William and Charles*, 34 feet by 8 feet, 10 cars.

THE principal characteristic of the county of Durham is dirt, for the smoke from the numerous collieries for which it is famous covers the sky with an enormous cloud like a funeral pall, and thoroughly blackens the atmosphere. Sunderland and its neighbourhood on the Durham coast, although in close proximity to the sea, is no exception to the rule, as some of the most extensive coal mines are situated in the district, and the deepest pit in the world is at Monkwearmouth on the north bank of the river Wear, and is 1752 feet below the surface of the ground. Two ropes for this pit weigh about 12,000 lbs., and cost more than 500*l*. The whole borough is black and gloomy, and the blue sky is rarely seen. The county is cut up in every direction by railways and tramways, which run from one colliery to another, and to places of shipment on the coast, notably Sunderland and Newcastle, excellent harbours having been constructed at the mouths of the

rivers Wear and Tyne respectively. Railways, in fact, owe their rapid development to the requirements of the collieries for the transport of their coal, which originally, we are told, was first conveyed from the pit to the coast on pack-horses capable of carrying burdens of 3 cwt., and this was the only mode of carriage known. As roads, sufficiently good for wheeled carriages, were gradually made, carts were introduced, and the load was increased from 3 to 17 cwt. This was followed by the introduction of wooden bars or rails for the wheels to run upon, and a four-wheeled waggon carrying 42 cwt. was substituted for the two-wheeled cart. Then came the iron tramway with an upright flange to keep the wheels on the track. The next improvement consisted in transferring the guiding flange from the rail to the wheel; and lastly, in 1820, wrought-iron rails were made in the neighbourhood, to be followed at no distant period by the locomotive engine, by whose aid a load of 200 tons can be conveyed at a cost of fuel scarcely exceeding that of the corn and hay consumed by the old pack-horse with its load of 3 cwt.

Keels were employed to carry the coal from the Staithes, where they were loaded, to the ships. These vessels were peculiar to the Wear and the Tyne, the Sunderland keel consisting of a barge divided into eight compartments, each contain-

ing a square iron tub of the same dimensions. These tubs were lifted bodily and the contents tilted into the holds of the ships. A long oar at the stern, called a "swape," was used for steering, while a pole fitted with an iron point, called a "set," was employed in shallow water to push her on. Two men were thus engaged, one on each side of the barge, who, resting the upper end of the set against their shoulders, thrust the point into the bed of the river, and walked along the vessel from stem to stern. These keelmen have been superseded by a more direct and quicker method, the ships being brought alongside the quays to which the laden waggons are run, and the contents at once discharged into the holds of the vessels. The employment of men in the keels gave rise to the old song, set to an air constantly used in the present day in the Highland Schottische dance :

"And weel may the keel row, the keel row, the keel row,
And weel may the keel row that maw laddie's in."

The position occupied by the borough of Sunderland affords special advantages, and it is not wonderful that it holds an important place among the seaport towns of England. Situated on the sea-coast in a mining county, and the river Wear passing through its centre, excellent docks and a good harbour, with depth of water sufficient on the bar to admit ships of the largest description have been constructed.

The borough includes the three towns of Monkwearmouth, on the north bank of the river, Bishopwearmouth on the south-west bank, and Sunderland, which is confined principally to the streets near the docks and extending to the south-east bank.

The name "Sunderland" is supposed to be derived from the insulation of the town by the Wear and the sea.

One of the greatest objects of interest is the well known cast-iron bridge of one arch, 236 feet across, which spans the Wear and connects Monkwearmouth with the south bank. It is 100 feet above the surface of the river at low-water, enabling vessels of 400 tons to pass under by merely lowering their topgallant masts.

The harbour at the mouth of the river is enclosed by two piers stretching out into the sea to a distance of 456 yards. At the end of the north pier is the lighthouse,

76 feet high, and 15 feet diameter, which, when the pier was lengthened in 1841, was very cleverly moved a distance of 500 feet from its original position to that it now occupies without taking down the masonry. Extensive alterations are now in progress by which a large extent of land on the north side is being inclosed by a protecting pier in course of building near the Beacon Rocks off Roker. When completed, Sunderland will possess one of the finest harbours in England.

The docks on the north bank of the river belonging to the North Eastern Railway Company, opened in 1837, can only be entered by the river, and are capable of accommodating 100 vessels. Those on the south bank, completed in 1851 at a cost of 700,000*l.*, are in the hands of the river Wear commissioners, and can berth as many as 350 vessels, which can enter either by the river or by an independent sea outlet at Hendon, nearly a mile south of the harbour, which commands a depth of 26 feet at ordinary springs. Sunderland is one of the greatest shipbuilding ports in the United Kingdom, and until the last year or two has been particularly active in constructing and launching ocean steamers of the first class. Sunderland and Newcastle are the greatest coal-shipping ports in the world. There are other industries besides, employing large numbers of the population, viz., the manufacture of glass, anchors, chain cables, rope, &c. Several thousand tons of glass, and millions of bottles are turned out in the course of the year. During the past two years the activity in shipbuilding has almost entirely ceased, with the result that the people there employed have been thrown out of work, and the greatest privations have been endured, which will we fear continue for some time to come. The distress arrived at such a pitch two or three months ago that an appeal for assistance was made to the country by the LORD MAYOR of London, and subscriptions came in from all directions.

Roker is a small sea-side place on the north side of the Wear, about one mile north from Sunderland. Several lives have been lost on the Beacon rocks, which are exactly opposite the Boat-house erected by the NATIONAL LIFE-BOAT INSTITUTION for its Life-boat stationed there, and will always be a source of danger to vessels making the harbour.

Two miles further north across a sandy bay is the well-built and compact village of Whitburn, lying in a snug position in the curve of the bay, and immediately sheltered by Souter Point. Wrecks have been very frequent on the Whitburn rocks, thick weather, and the suddenness with which gales from the north-east spring up being the chief cause.

Life-boats existed at Whitburn and Sunderland while this Institution was quite in its infancy. In 1830 we read of this Society contributing 30*l.* towards the expense of the first Life-boat and carriage sent to Whitburn, where her services were much required; and in 1854 the management of this Station was transferred to it. In 1858-59 the Station was thoroughly renovated, a new House was built, and a new Boat and Carriage supplied, the former being named the *Thomas Wilson*, in memory of a late Chairman of the Institution. This Boat becoming decayed, another, bearing the same name, was provided in 1865, which did duty until 1881, when a new Boat of more modern build and possessing later improvements, named the *William and Charles* succeeded her. Since the Station was formed in 1830 the Whitburn Life-boats have been instrumental in saving 192 lives besides rendering assistance to numerous vessels. The first record we have of the Sunderland Life-boats dates back no further than 1864, when the two Life-boats belonging to the seamen of the port, one of which was presented by Miss BURDETT COURTS, were reported to be out of order, and the seamen expressed a wish for a self-righting Boat to be supplied, under the management of this Society. The application was granted, and the *Florence Nightingale* Life-boat, called after the distinguished lady of that name, and presented by the town of Derby, was despatched to her destination the following year, being publicly exhibited in Derby *en route*. In 1871, the shipowners of Sunderland, who also possessed three Life-boats, followed the seamen's example, and handed over the management of their boats to the LIFE-BOAT INSTITUTION, which had already established one Station,

the *Florence Nightingale*, in the room of the two condemned seamen's boats. The Society was so impressed with the importance of the locality, and of the great necessity to render thoroughly efficient the Life-boat service, so as to meet the casualties sure to arise from the great maritime trade of the port, that they determined to spare no expense in carrying out their views. A new House, having overhead a pilot's look-out room, and a slipway, was accordingly built at Hendon, on ground given by the Dock Company, close to the sea outlet at the south entrance of South Dock, and a 36-foot Life-boat, pulling 12 oars, presented by Mrs. ELIZA FOULSTON, in memory of her late husband, was supplied in 1872. A site was also selected on the north side of the harbour at Roker opposite the Beacon Rocks, on which a House was built; and in 1873 a new Life-boat, provided at the cost of the "Order of Good Templars," supplied the place of one of the old boats. Having been badly damaged on the Beacon Rocks while engaged in a very dangerous and well-executed service, whereby 14 lives were saved from the screw steamer *Altona* of Hamburg, a new and lighter boat, bearing the same name, replaced her in 1876. Only one of the three Boats originally belonging to the shipowners is doing duty, and, with the house, has been put into a thorough state of repair. These four Boats have saved 49 lives.

Whitburn and Sunderland Stations are under the management of one local Committee, whose head-quarters are at Sunderland. Thanks to the efforts of gentlemen like Alderman REID, Chairman of the Committee, the late Mr. PORRETT, and Mr. J. HOBAN, the Hon. Secretary, who resigned the office in 1880, the community at large have, since the time the LIFE-BOAT INSTITUTION undertook the management, ably supported the Branch with their subscriptions and donations. Colonel REID, the present Deputy-Chairman, and Mr. J. C. PORRETT, the Hon. Secretary, have always taken the greatest interest in the efficiency and success of the Branch, which owes so much to the energy of their respective fathers.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.

WALTON-ON-THE-NAZE. — The NATIONAL LIFE-BOAT INSTITUTION has formed another Life-boat establishment on the coast of Essex, for the better protection of the shipping which crowds the channels leading to the Thames. The Life-boat had only been placed on its station at Walton-on-the-Naze a few weeks when it was called out to a wreck on the Long Sand, and the crew had the great satisfaction of saving twenty-five shipwrecked men, as described on page 475. In deciding to organise this additional Life-boat station the Committee thought that it was highly probable that the boat would frequently render good service to vessels in distress on the Gunfleet and other dangerous sandbanks on this part of the coast. The nearest Life-boats to Walton are about seven miles distant either way, Harwich lying to the north and Clacton to the south of this station. The Walton Life-boat is 37 feet long and 9 feet wide, rows 12 oars double banked, and is provided with a transporting-carriage. The boat-house has been erected on a site close to the sea-front, granted to the Institution for a long term at a nominal rent by ROBERT WARNER, Esq., Chairman of the Local Committee. A slipway has been constructed from the house to the beach, along which the boat is taken on its carriage when it has to be launched. The funds to build the new Life-boat were presented to the Institution by the Dramatic Club of the Honourable Artillery Company, which, as is well known, is the oldest regiment of Her Majesty's Volunteer Forces, having been revived as far back as 1610. H.R.H. the PRINCE OF WALES, K.G., is its "Captain-General and Colonel," and the DUKE OF PORTLAND the Lieutenant-Colonel. The public inauguration of this new station took place on the 18th of November, and was in every way successful. The townspeople were determined to show their hearty appreciation of the gift to the locality, and the place was decorated from one end to the other, scarcely a house, however small, being without a flag or a device of some sort, while some of the decorations were of a most extensive and imposing character, including triumphal arches, Venetian masts with shields and flags,

flowers, evergreens, &c. When the important day arrived, crowds flocked into the town from all quarters, while the ordinary and special trains brought large contingents of visitors, and the streets were thronged throughout the day. The DUKE OF PORTLAND, the BARONESS BOLSOVER, and a guard of honour numbering about 150 men of the Honourable Artillery Company, accompanied by the full band of the Regiment, arrived by train from London shortly before mid-day, and were received at the railway station by the Committee of the Walton Branch of the Institution, represented by the President, Sir JOHN H. JOHNSON, the Chairman, ROBERT WARNER, Esq., and the Honorary Secretary, Rev. J. T. COOKE. A procession was then formed, and proceeded to the Life-boat Station for the purpose of launching the new boat. The scene was a most imposing one, and cheers rung the air as the *cortège* passed through the streets. The lead was taken by the county constabulary; next came the band from Mr. Warner's Foundry, followed by the Clacton Life-boat, *The Albert Edward*, which had been specially brought by road for the occasion, drawn by six horses. The boat was gaily decked with flags, and on its stern was a record board showing the gallant services the Clacton Life-boats have rendered during the past seven years in saving no less than ninety-six lives. Next came detachments of the Coastguard from Harwich, Clacton and Walton, the Walton Life-boat Committee, the Demonstration Committee, and the District Inspector of Life-boats, Commander CARTER, R.N. The new Walton boat followed, drawn by six horses, gaily decorated with flags and garlands of flowers, and manned by the crew with their oars tossed. Then came the Committee of the Honourable Artillery Company's Dramatic Club, the rear being brought up by the Company's Band, the guard of honour under the command of Captain DURBANT, and private carriages containing the DUKE OF PORTLAND, the BARONESS BOLSOVER, Sir JOHN JOHNSON, and other ladies and gentlemen, the Duke's carriage being escorted by sixteen mounted troopers of the Loyal Suffolk Yeomanry, under the command of Sir

CLAUDE DE CRESPIGNY, Bart. On arriving at the Boat-house, the Vicar and Honorary Secretary, the Rev. J. T. COOKE, offered up a prayer invoking God's blessing upon the boat and crew, and upon the generous donors, after which Sir JOHN JOHNSON made some introductory remarks. Major MCKENZIE then called upon the DUKE OF PORTLAND to hand over the Life-boat to the Institution in the name of the Regiment, which His Grace proceeded to do, stating that it had given Lady BOLSOVER and himself much pleasure to come to the launch, and expressing a hope that the Life-boat would be most useful in saving human life, and might add prosperity to the town of Walton. The District Inspector returned thanks on behalf of the NATIONAL LIFE-BOAT INSTITUTION, and placed the Boat in the care of the Local Committee. Sir JOHN JOHNSON and Mr. WARNER, in responding on behalf of the Branch, stated that they had the greatest confidence in the gallant men who were to work the boat, and they were confident that they would do their duty thoroughly at all times. The well-known hymn, "Eternal Father, strong to save," was then sung, after which Lady BOLSOVER came forward and said, "I name this boat *The Honourable Artillery Company*, and I hope and trust and pray that, manned by its 'Storm Warriors,' it may always be successful in saving human lives." Amid deafening cheering her ladyship dashed the proverbial bottle of wine against the side of the boat, which was then successfully launched, and the crew were put through the usual exercise. A luncheon at the Assembly Rooms followed, when the toast of "Success to the ROYAL NATIONAL LIFE-BOAT INSTITUTION" was most enthusiastically received. In the evening the Life-boatmen were entertained at dinner. Between 11 and 12 o'clock that night the boat was called out on active service by signals from the Sunk Lightship. The crew promptly responded, and on proceeding to the Sands they were informed that signals of distress had been seen in a south-westerly direction. All attempts to find the vessel were, however, unsuccessful, and in all probability she was fortunately able to extricate herself from her perilous position without requiring the help of the Life-boat, which returned to its station at 7 o'clock in the

morning, after having been afloat for seven hours. The coxswain and crew expressed themselves as much pleased with the excellent behaviour of the boat.

WHITEHAVEN, CUMBERLAND.—The Life-boat on this Station has been replaced by one of the modern type of the following dimensions, viz., 34 feet by 8 feet, fitted with a water-ballast tank in the after part, and rowing ten oars, double-banked. A new transporting carriage accompanied the boat. The whole expense of the change has been met by the generous donor of the former Life-boat, Miss LEICESTER, of Bayswater, and the new boat is named after her late mother, *The Elizabeth Leicester*. It was launched for the first time at its Station on the 8th October last, under the superintendence of the District Inspector of Life-boats, Lieut. TIPPING, R.N. After it had been taken in procession through the principal streets of the town, it was placed on the beach, and a short religious service was held, after which it was named in the customary manner by Miss LOWHER, of Morseby House, and launched. The crew having been exercised, the Life-boat was then placed under a steam crane and capsize twice, to show its self-righting and self-emptying properties, and subsequently, after it had been tried under sail, the crew expressed themselves as much pleased with all they had seen of their new craft.

NORTH SUNDERLAND.—The Life-boat on this Station has been replaced by a new one, better suited to the local requirements. The change was effected in September last, and the expense of the same was defrayed from the legacy left to the Institution by the late Miss ISABELLA BEWICK, of Gateshead. The bequest in question was directed to be applied in stationing and maintaining a Life-boat on the coast of Northumberland, to be called *The Thomas Bewick*, out of respect to the memory of her late father, the renowned artist and wood-engraver, who died in 1828, and who first distinguished himself as an artist by his cut of "The Old Hound," which he sent to the Society of Arts in 1775, and for which he was awarded the first prize for wood engraving. The new Life-boat is 34 feet long and 8 feet wide, and is fitted with four

tanks for water-ballast. The ceremony of naming was performed by Miss ORDE, of Shoreston Hall, on the 20th December last, in the presence of numerous spectators, after which the boat was launched and tried by the crew, who were afterwards entertained at a supper provided by the indefatigable Local Honorary Secretary, Major MARSHALL.

FILEY, YORKSHIRE.—A new 34-foot, ten-oared Life-boat, fitted with water-ballast tanks, and furnished with a transporting carriage, has been placed at Filey. As in the case of the old boat, the cost of the new Life-boat, carriage, and equipment has been defrayed by R. W. HOLLON, Esq., of Holgate Hill, York, formerly Lord Mayor of that city. On the 13th September last the new boat, drawn by six powerful horses, was taken in procession from the railway station to the sands, when the Vicar of Filey, the Rev. A. N. COOPER, offered up a prayer for its success. Mr. HOLLON then made the presentation of the boat, and performed the ceremony of naming it *The Hollon the Second*, after which it was launched, and the crew went through the usual exercise. The launch was a good one, and the men were loud in their praises of the Life-boat. At night they were entertained at the Crown Hotel, Mr. HOLLON, the Vicar, and several other local gentlemen being present.

CROMER, NORFOLK.—The Committee have complied with the urgent request of the Life-boat men at this station, and provided them with a new boat on the plan of one stationed there prior to 1858, which was a great favourite with them. It is 35 feet long and rows 14 oars, double-banked, being four more than were pulled in the self-righting boat which it supersedes. It was built by Messrs. Beeching, of Great Yarmouth, from the local designs. The new Boat is not a self-righting one, but it has a water-tight deck with self-acting valves of gun-metal, also ventilating hatches, and is fitted with air-cases along the sides and under the deck, some of the latter being packed with cork to serve as ballast. It is provided with a transporting carriage similar to those supplied to the other boats of the Institution. The expense of the new boat and equipment was defrayed from a legacy left to the Institution by the late Miss ANN EGDELL of Alnwick, to enable

it to provide two Life-boats. As she did not direct that her boats should bear any special names, it was decided to give to the Cromer new Life-boat the name borne by its predecessor, *i.e.*, *The Benjamin Bond Cabbell*. The 29th September last was the date fixed for the inauguration and launch of the boat, and much interest was manifested in the proceedings that took place on that occasion, most of the local residents being present, as well as a large number of visitors from different parts. Prior to the launch, Sir T. FOWELL BUXTON, Bart., delivered an address explaining the circumstances which led to their having the Life-boat presented to the locality, and said that all who had to do with the boat would endeavour to make it a credit to Cromer and to the NATIONAL LIFE-BOAT INSTITUTION. EDWARD BIRKBECK, Esq., M.P., V.P., Chairman of the General Committee, in presenting the boat to the town on behalf of the Institution, expressed an earnest hope that it would give entire satisfaction to the crew, and that they would ever be ready, as in the past, to respond to the call of duty. He also conveyed the warm acknowledgments of the Central Committee to the Local Committee, and their zealous Honorary Secretary, Mr. W. G. SANDFORD for their continued valuable co-operation. The Rev. F. FITCH, Vicar of Cromer, having offered up prayers for the success of the boat, S. HOARE, Esq., and BENJAMIN BOND CABELL, Esq., addressed those present, and the latter stated that it gave his mother and himself great pleasure to attend the launch, especially as they were honoured by the boat being named after his father, who had given the former Life-boat and provided the house for its reception. Mrs. BOND CABELL then named the boat in the orthodox fashion, after which it was launched successfully, amid the hearty cheers of the spectators and the ringing of the church bells; the band at the same time playing "Rule Britannia." There were on board, in addition to the crew and the Local Honorary Secretary, Sir FOWELL BUXTON, Mr. EDWARD BIRKBECK, and the District Inspector of Life-boats, Commander CARTER, R.N.

HOLY ISLAND, NORTHUMBERLAND.—The other Life-boat presented to the Institu-

tion by the late Miss EGDELL, referred to in the preceding notice of the Cromer Life-boat, has been stationed at Holy Island in the place of the No. 1 Boat on that station, which had been instrumental in saving ninety-four lives, and which was so much damaged while present at a wreck. The opportunity has been seized to perpetuate the renowned name—the *Grace Darling*—borne by the boat thus

replaced. The new Life-boat, which is 34 feet long, 8½ feet wide, and rows ten oars double-banked, had its trial trip on the same day as the Cromer boat, under the command of Lieut. T. H. WILLOUGHBY BEDDOES, R.N., District Inspector of Life-boats, when both the Inspector and crew expressed themselves highly pleased with the beautiful model and fine sailing qualities of the boat.

OUR INLAND BRANCHES.

SETTLE.

DOES our reader know where Settle is, or the description of country that has to be traversed in making the journey to this part of England? The question will probably be answered in the negative, as it is a small market town of some 2000 inhabitants, situated on elevated ground in the north-west of Yorkshire, and surrounded by the high hills of the Penine chain of mountains, which run from the borders of Scotland in a southerly direction to Derbyshire. We are not aware that any important events greater than those usually to be met with in small towns have ever taken place in this locality, unless we except the giant undertaking of the Midland Railway Company, which, in the year 1876, at a cost exceeding 2,000,000*l.*, opened up a direct line north to Scotland *via* Settle and Carlisle, an undertaking which remains an example of engineering enterprise and skill. The route taken by this line lies right through the loftiest and wildest parts of England, and is surrounded by high mountains, and extensive moors, obstacles that could only be overcome by the utmost pluck and perseverance on the part of those engaged in the work.

It is not, however, on this account that we are calling attention to the neighbourhood of Settle, but because of the important position it holds in its relation to the ROYAL NATIONAL LIFE-BOAT INSTITUTION. The support this Society has been accorded is far beyond what could have been expected from such a locality, and even exceeds that received from some of the manufacturing centres of the first class. In describing Settle, we take advantage also of the opportunity afforded us to describe the leading features of the

magnificent scenery to be met with in these parts, and to attract the notice of our readers to one or two special advantages enjoyed by the residents. Settle, then, is situated in a most picturesque position in that part of north-west Yorkshire termed the Craven district. Three rivers take their rise from the slopes of the Penine chain in the immediate neighbourhood, and thread their way by the three great valleys of Craven, viz:—Airedale, Wharfedale, and Ribblesdale, whence they derive their names, the Aire and the Wharfe flowing east to the Ouse, and thence to the Humber, and the Ribble in a south-westerly direction through Lancashire into the Irish Sea. The town is near the bank of the Ribble, and at the foot of a huge limestone rock called Castlebergh, which rises to a height of 300 feet, and is the most prominent attraction in the place. Winding paths through plantations lead to the top, from whence splendid views of the surrounding country can be obtained. It possesses a handsome Town Hall of Elizabethan structure, and a Literary Society, which was established so long ago as 1770. This society owns a library containing upwards of 8000 volumes, which, with the Mechanics' Library and Savings Bank, are in the Town Hall, "an intellectual provision, we take it, rarely to be met with in a small town of so remote a district." Settle is chiefly dependent upon agriculture and cotton-spinning, there being a few small mills, but the land is all grass. The Settle and Carlisle Railway places the town in direct communication with Scotland, and it is also in railway communication with the Lancashire cotton district. On the south

of Settle, the line of railway from Bradford enters the Craven district first at Shipley and Saltaire, containing a population of 12,000 inhabitants, dependent chiefly upon the woollen and worsted-spinning industry. The latter place is famous for the mills opened by Sir Titus Salt in 1853, who first introduced the manufacture of alpaca woollen fabrics. Continuing our journey north we arrive at Keighley, which has a large population of 25,000 inhabitants, and is a considerable manufacturing town, recently made famous by the outcry of its guardians against vaccination.

Leaving the line for a few minutes and branching off to the right, a distance of six miles, we notice Ilkley, a rising town and water-cure place of some note, somewhat similar to Malvern and containing several hydropathic establishments. Regaining the line and resuming our journey, Skipton, with a population of 10,000, is reached, and though the town is not a large one, it is an important centre and is called the capital of Craven. Skipton Castle, occupying a commanding position, is the most prominent object of interest, and was for a short time in possession of "Piers de Gaveston," the favourite of Edward II., but afterwards came into the hands of the Clifford family, who were created Earls of Cumberland by Henry VIII., by whose descendants it is still held. The town is charmingly situated in the valley of the Aire, and by the great "Craven Fault," for which it is a capital rendezvous. The principal industries are lime quarrying and agriculture.

To the right of Skipton, distant about six miles, is Bolton Abbey and woods, where the visitor is introduced to one of the most beautiful spots in Great Britain, which will always be associated in the mind with Landseer's well-known picture of "Bolton Abbey in the Olden Time." The abbey belongs to the Duke of Devonshire. Reverting back to the line of rail we once more pursue our way north, and arrive at Settle, which we have already described. It is surrounded by several small villages, thinly populated but of great interest. Malham and Gordale, to the north-east, distant about five miles, are noted for a magnificent line of cliff, caused by a displacement of the limestone formation known as the "Craven Fault," already alluded to in our description of Skipton, and forming an

enormous wall. At Malham Cove there is a vast amphitheatre of limestone 285 feet high, which is brought more into prominence by the green shrubs clinging to the ledges.

In the distance to the north may be seen the lofty hills of Ingleborough, Penne-gent, and Whernside, the best known of a number of gigantic fells, and exceeding 2,300 feet in height.

Crossing the river Ribble by a prettily-situated bridge thrown across the banks about half a mile from Settle, we approach the pretty village of Giggleswick at the foot of the scar, or cliff of the same name, and containing the parish church, that in Settle proper being only a chapel of ease. The church is built in the Perpendicular style and has a carved pulpit bearing the following peculiar inscription on the desk: "Heare is the Standardes of the Israelites when the to Canaan cam aganes the Canaanites." There is also a brass in the middle aisle to the memory of the Rev. Mr. Paley, who was of a Craven family, and was for fifty years Master of the Grammar School. He was also the father of the celebrated Arch-deacon of the same name, who received his education at this school, to which we would particularly call the attention of our readers, the more so as in the present day some of our principal public schools are falling into disrepute. Giggleswick school, dating from 1553, has become of late years one of the most important institutions of the kind in the north of England. The board of governors include several well-known names and members of Parliament, and in 1876 a general statement was prefixed to the official class-list for mid-summer of that year to the following effect: That it is the aim of the governors to provide proper instruction for boys up to the age of nineteen, who intend to proceed to the Universities, to compete for appointments in the civil service, and to pass the entrance examinations for the army; also to provide more completely for those who wish to qualify themselves at school for their business or profession. The statement goes on to say that it is the intention of the governors that Giggleswick shall be a first-grade modern school; that 2000*l.* have been appropriated for the erection of a laboratory, lecture room, and apparatus for the greater development of chemistry and the various branches of physics; that the governors have recently expended 20,000*l.* in building a large

boarding-house, in providing masters' houses and other buildings, and that there is excellent accommodation for one hundred and thirty boarders.

Giggleswick scar is a range of limestone cliffs containing several caves, but its chief point of interest is the celebrated ebbing and flowing well, a phenomenon caused, it is said, by the singular passage of the water through the channels and reservoirs in the limestone rock.

We end here a brief description of the district, with Settle for its head-quarters, in which Mr. CHRISTOPHER BROWN, of Stainforth, has laboured in the interest of the Life-boat service for a period of twenty-three years, and has by his energy, belief in the cause he has espoused and his more than liberal example, raised the Settle Branch to the very important position it occupies among the inland branches of the United Kingdom. During the above-mentioned space of time two Life-boats have been presented by the Branch, and an endowment fund raised of 2,007*l.* on behalf of these two boats. Up to the present time the contributions received by the Society from Mr. BROWN amount to no less than 4,700*l.*, he having himself given donations to the handsome amount of 665*l.* The stations appropriated to the Settle Life-boats are Penmon in the Island of Anglesea, and Hornsea on the coast of Yorkshire. The former

was first sent to its station at the close of 1868, and on its way was taken to Settle for exhibition, where it was named the *Christopher Brown*, in the presence of the leading persons of the neighbourhood and a large concourse of people, assembled to commemorate Mr. BROWN's philanthropic exertions. This boat was replaced in 1880, by another bearing the same name, and the two boats have been instrumental in saving twenty-three lives.

The Hornsea Life-boat left London for its destination in May 1875, and was also sent to Settle for the inspection of the Donors, Mr. BROWN being again the medium through which the cost of building was defrayed. It was named in the usual manner by Mr. R. INGLEBY, *The Ellen and Margaret of Settle*, after Mr. BROWN's mother and sister. The boat was subsequently forwarded to its station, and has been the happy means of saving ten lives. Such is the record of the conspicuous services rendered by Mr. CHRISTOPHER BROWN to the noble cause of saving life from shipwreck; services which are recognised and highly appreciated by this Institution, the efforts of which are ever turned in this one direction, but would be completely paralysed were it not for the zealous co-operation of gentlemen like Mr. BROWN, who, we trust, will be long spared to carry on his good works.

SERVICES OF THE LIFE-BOATS OF THE ROYAL NATIONAL LIFE-BOAT INSTITUTION—*continued.*

PORTHINLLAEN, NORTH WALES.—At 11 o'clock on the night of the 6th Sept., 1884, the coxswain of the Life-boat took up his station at the watch-house, so as to be in readiness should the services of the boat be required, as the wind was blowing very hard and there were three vessels at anchor in the bay. At 3 A.M. the wind increased to a strong gale from the N.W., accompanied by a heavy sea, and the coxswain then fired rockets for the crew of the *George Moore Life-boat* to assemble. At 9 o'clock the smack *Antelope*, of Aberystwyth, laden with slates, and having a crew of two men on board, showed signals of distress. The Life-boat immediately went to her assistance, and at the request of the Master

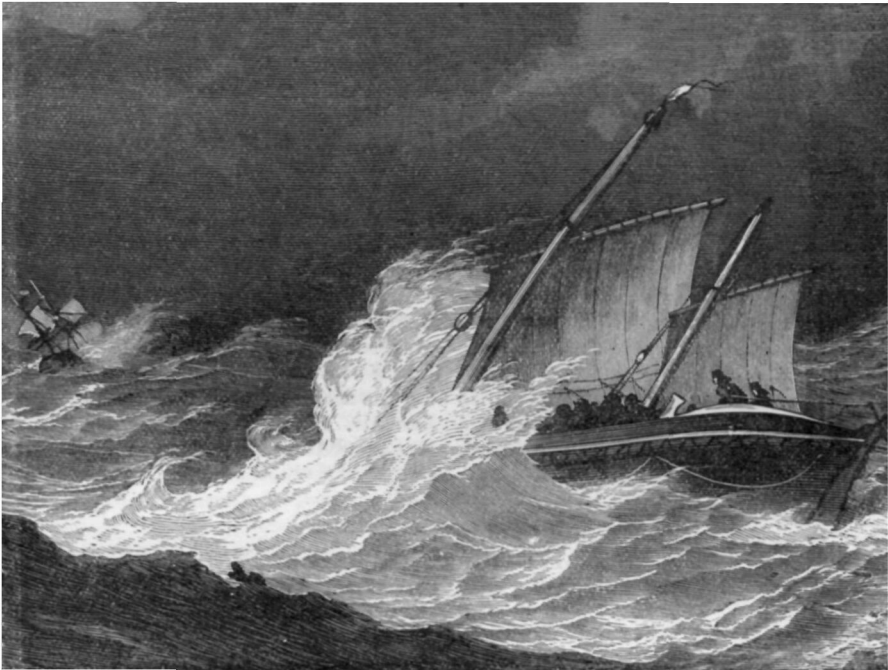
put three men on board, who assisted to get the vessel into safety.

ABERDOVEY.—The Life-boat *Royal Berkshire* put off during a gale and rough sea, on the 7th September, and saved the ketch *Daring*, of Barnstaple, which had been driven into Cardigan Bay. Her mainsail had been torn to ribbons; she was fast driving on a lee shore; the seas were breaking over her, and her crew of four men were exhausted and quite unable to manage her. The Life-boat was out about five hours.

CLACTON-ON-SEA.—At about 6 o'clock on the morning of the 7th September, during a gale of wind from the W., a

schooner was seen high and dry on the Gunfleet Sand, just above the lighthouses flying signals of distress. The *Albert Edward* Life-boat proceeded to her assistance under sail, and found that she was the *Mystery*, of Portsmouth, on a voyage to that port from Calais, in ballast. The wind and sea had greatly increased by this time, but the Life-boat succeeded in getting alongside as the tide rose; took a woman off, and then remained by the vessel, as the Life-boatmen considered there was hope of saving her. Accordingly they set the canvas; kept the

on board, and a crew of six men, a hawser by some means got foul of her propeller, and she began to drift into Sand Bay. A strong wind was blowing from the N.W. at the time, accompanied by a rough sea. She whistled for assistance; hoisted her colours, and then let go her anchor; but this not holding, she drove ashore amongst the rocks. The Life-boat *William James Holt* was launched to her assistance, and forty of the passengers were safely landed in the boat, which made two trips to the stranded steamer.



pumps going; repaired the wheel-chain, and eventually she dragged over the sand into the 'Wallet Channel, when she was taken safely to Harwich with her crew of four men, and a woman who was also on board. During the time the vessel was crossing the sand the seas broke right over her, making it dangerous work to stand by her.

WESTON-SUPER-MARE. — As the s.s. *Welsh Prince*, of Newport, was leaving the pier at Weston-super-Mare for Bristol, at 6.30 on the evening of the 22nd September, with upwards of forty passengers

CAISTER, NORFOLK.—At 4 a.m. on the 7th October, flares and rockets were seen in the direction of the Cross Sand, apparently fired from a steam vessel on the sand. The Caister No. 1 Life-boat *Covent Garden* was promptly launched, and in going over the Scroby Sand took several heavy seas and sprung her fore-mast. On reaching the Cross Sand the s.s. *Speedwell*, of Hull, bound for London with fish, was discovered stranded there in the midst of the breakers. Her crew had left her in two boats, and were just at the edge of the sand. The Life-boat sailed towards them, and the crew, consisting of thirteen

men and one passenger, were taken into her.

Large flares were seen in the direction of Middle Scroby Sand at 4 a.m. on the 5th December. The No. 1 Lifeboat *Covent Garden* was at once launched, proceeded to the sand, and found the schooner *Annie*, of Wick, bound from London for Peterhead, with a cargo of cement, ashore there. With the assistance of the Life-boat men the vessel was got afloat, and was towed by a steam tug to Yarmouth Harbour.

At midnight on the 18th December large flares were seen in the direction of the Barber Sand. A yawl went out and sailed to the sand, but meanwhile, as the flares continued to burn and the Cockle lightship fired guns and rockets, the Life-boat *Godsend* also put off, it being feared that the yawl might be unable to reach the vessel. On arriving at the sand, the dandy *James Garfield*, of Ipswich, laden with coal and carrying a crew of four men, was found riding on the outer edge of the sand. The Life-boat remained by the vessel, which had been on the sand and smashed her rudder, and accompanied her into Yarmouth Harbour.

On the 29th December the *Covent Garden* Life-boat went out, in reply to signals of distress shown from the timber-laden barque *Loreley*, of Arendal, having on board a crew of twelve men, which had been on the Scroby Sands, and was in a waterlogged condition. With the assistance of two steam-tugs, the vessel was taken safely to Gravesend, and the Life-boat was subsequently towed back to its station.

MONTROSE.—On the morning of the 10th October, while the tug *Storm King* was towing the schooner *Petrel*, of and for Montrose, from Balta Sound, Shetland, the tow line broke, and the schooner went on the "Leads" rocks. A fresh N.E. wind was blowing at the time accompanied by a heavy ground swell. The tug in backing towards her to procure another tow-rope was carried too far S. by the wind and tide, and was driven on to the "Stone" rock. The crew of the tug at once launched their small boat and got into her, but it was immediately swamped, and the four men were thrown into the sea; two of them succeeded in getting back to the tug, and endeavoured to save the other two men, but their efforts failed, and the poor fellows were unfortunately

drowned. Meanwhile the position of the two vessels had been observed by the light-keeper at Scurdy Ness, who at once went to Ferryden and informed the coxswain of the Life-boat. The crew were immediately summoned, and at about 2.10 a.m. the *Mincing Lane* Life-boat was launched with much danger, having to pass through a very narrow channel between the rocks on which the sea was breaking, and rescued the two men from the tug, and landed them at Montrose at about 3 o'clock.

The schooner had got afloat, and had put to sea, and as flares were seen in the offing it was presumed that she was in need of assistance. The Life-boat was again manned, put off to the vessel, and remained by her until a steam tug came up, which towed her to Montrose, where she arrived at about 5 o'clock. She carried a crew of five men.

PADSTOW, CORNWALL.—At about 1.30 p.m. on the 10th October, during a strong gale from the N.N.W. and a high sea, the *Arab* Life-boat put off to the assistance of a schooner which while running for the harbour, having sprung a leak, had struck on the Doom Bar, the seas breaking clean over her. The Life-boat rescued the crew consisting of five men, and landed them safely at about 2.10 p.m. The vessel was the *Eliza*, of and for Penzance, from Porthcawl, with a cargo of coal; she sank and became a total wreck.

HARTLEPOOL.—On the evening of the 10th October a heavy gale from the N.N.E. was experienced. The coxswain of the Hartlepool No. 3 Life-boat, the *John Clay Barlow*, was at the pilots' watch house at about seven o'clock, when it was reported that a vessel was approaching the bay from the N., and he at once went round the cliff to see if he could make out what she was. Before he reached the breakwater he heard a heavy crash, which he took to be the vessel running into the staging for the new work there and bringing it down. He then ran along the breakwater, but before reaching the end he heard men crying for help, and after proceeding a little further he came upon seven or eight men who had jumped from a steamer which had struck the pier and rebounded again. The men asked for the services of a life-boat, stating that part of the crew were left on board the

steamer, which by that time was entangled amongst the staging, and had brought most of it down. The coxswain immediately ran back, gathered his crew, launched the Life-boat, and proceeded to the vessel, and on reaching her found that she had cleared the staging, and was riding at anchor (her anchor having been accidentally pulled from the bows while foul of the staging) in comparatively smooth water inside the breakwater. At the master's request, nine of the Life-boat men were put on board the steamer, some more men coming off to her from the shore in pilot boats, and with the assistance of four steam tugs she was taken into the harbour, but shortly afterwards sunk, her bows having been stove in when she struck the pier. She was the s.s. *Fairway*, of London, schooner rigged, from Uddevalla, Sweden, in ballast.

LOWESTOFT.—The coxswain of the *Samuel Plimsoll* Life-boat was called at 6 A.M. on the 11th October as a schooner was observed driving over Corton Sands, the sea breaking over her. The crew were at once summoned, and the Life-boat proceeded to the assistance of the vessel, which was found to be the *Hannah*, of Yarmouth. Her crew had left her; she had lost both her anchors, and was dragging her chain. The Life-boat crew slipped the chain, and with the assistance of a steam-tug the vessel was taken into Lowestoft Harbour.

HARWICH.—In answer to signals from the Cork light-vessel, the *Springwell* Life-boat put to sea at about 6.30 P.M., on the 11th October, during a strong wind, thick weather and a high sea. She first proceeded to the Sunk light-vessel, and as the master stated that he was answering signals from the Gunfleet, she then went in that direction and met a pilot boat, the officer in charge of which reported that there was a vessel on the Sunk Sand with her crew in the rigging. The boat reached the wreck at about 3 o'clock on the following morning, but it was only with difficulty that the poor shipwrecked men could be made to understand that help was at hand, as they were wrapped up in canvas and did not see the boat approach. Two of the men were eventually got safely into the Life-boat, but much danger was incurred in rescuing a third from the mizen mast, as a heavy sea caught the

boat and lifted her keel right on to the wreck. Four oars were broken, the anchor was lost, and several fathoms of cable had to be cut away to prevent the total loss of the boat. The captain was lashed to the maintop, but the mate informed the coxswain that he had been dead some hours. On the striking of the vessel the crew had lowered their boat, but a sea washed her away, drowning two men who had got into her. The Life-boat, with the three survivors on board, at last set sail for home, and near the Sunk light-vessel fell in with the screw collier *Nereid*, of Newcastle, which towed her as far as the Cork, Harwich being reached at 11 A.M. The wrecked vessel was the three-mast schooner *Morford and Trubey*, of Aberdeen, bound from Grangemouth to Devonport with a cargo of coal.

REDCAR, YORKSHIRE.—The barque *Samarang*, of Newcastle, timber laden from Quebec, was reported ashore about a mile south of Marske during a N. wind and a heavy sea at 6 A.M. on the 10th October. The *Burton-on-Trent* Life-boat stationed at Redcar was taken by road to Marske, and launched, but was unable to reach the vessel; a second attempt was made, and with the aid of a rocket line which had been fired over the barque the boat was hauled up to her, and rescued the master and twelve of the crew, the remainder having previously landed in their own boat.

BALLYWALTER, CO. DOWN.—Signals of distress were observed at 4 A.M. on the 23rd October in the direction of the Ocean Rock. The wind was blowing from S.S.W., the weather was thick and stormy, and the sea rough. The crew of the Life-boat *Admiral Henry Meynell* were summoned, and launched their boat. On arriving at the rock it was found that the schooner *Trial*, of and for Donaghadee from Whitehaven, with a cargo of coal, was stranded there. As the tide was receding, and the weather moderating, the crew decided to remain by the vessel, there being no immediate danger, while the master was taken ashore by the Life-boat to obtain assistance. The weather continuing to improve, the vessel was got off the rock at the next tide.

BOULMEB, NORTHUMBERLAND.—At 1.30 A.M. on the 26th October the *Robin Hood*

of *Nottingham* Life-boat put off and rescued the crew, consisting of four men, from the brig *Success*, of Sunderland, bound from that port for Arbroath with a cargo of coal. The vessel had stranded on the rocks called the Boulmer South Steel, and became a total wreck during a gale of wind from the W. and a very rough sea.

PIEL, LANCASHIRE.—The ship *Depositor*, of Halifax, N.S., in ballast, was seen in a dangerous position on the foul ground $2\frac{1}{2}$ miles S. of Walney lighthouse, on the morning of Sunday, the 26th October. She had been in tow of a steam tug, but the tow rope parted, and her anchor chains were broken. At 9.30 the Life-boat *William Birkett* was launched, and proceeded to the assistance of the distressed vessel, being towed out by a steam tug. A line was got from the boat to the ship, and the master's wife and two sons were taken through the water into the boat, the sea being very heavy. The master and crew were also urged to come into the boat as it appeared certain that the ship would break up; but they declined to do so, and the master requested that his wife and children might be taken ashore. The Life-boat was then towed back to her station, arriving there at 5 p.m.

During the night a good look-out was kept for any signals, as a heavy gale was blowing, and at daylight it was seen that the ship had sunk, and that her crew were in the rigging. The Life-boat crew were at once summoned, the boat proceeded to the vessel, and happily rescued the whole of her crew, consisting of twenty men, who were safely landed at Barrow at 10 o'clock.

GIRVAN, SCOTLAND.—A dismasted vessel was seen off Benacles Head fast drifting towards the shore during stormy weather on the 28th October. The *Sir Home Popham* Life-boat was launched at 5.30 p.m., and found the vessel brought up at anchor in close proximity to the shore at Ardmillan Point, three miles S. of Girvan. Her crew of eight men were taken into the Life-boat, and safely landed at Girvan at 10.30. The vessel was the brig *Sisters*, of Belfast, bound from Troon to Galveston, South America, with coal and iron; she held to her anchor all night, and on the following day was towed to Ayr by a steam tug.

FLEETWOOD, LANCASHIRE.—It was reported that a vessel was ashore and showing signals of distress, on the north side of Lune at midnight on the 28th October, during a strong N.W. breeze. The *Child of Hale* Life-boat promptly went to her assistance in tow of a steam tug, put a pilot on board her, and at the master's request rode alongside the barque,—which was the *Blackwall*, of London, bound from St. John's, Newfoundland, for Fleetwood, with a cargo of timber—until the tide had risen sufficiently to float the vessel, and to allow the tug to get alongside and take her in tow to Fleetwood, where she arrived at about 6 o'clock in the morning.

RAMSEY, ISLE OF MAN.—The *Two Sisters* Life-boat was launched at about 10.45 A.M. on the 31st October, signals of distress having been shown by a wherry which was riding heavily about three miles N.E. of the harbour during a whole gale from the S.S.W. On reaching the vessel she was found to be the *Daniel Yorke*, of and from Dundalk, for Irvine. She had parted one of her chains during the night, and drifted two miles, and, indeed, was fast drifting on to a lee shore. The crew of four men were taken into the Life-boat, which then attempted to return to the harbour; the gale, however, was so fierce, and the ebb tide so strong, that she could not succeed, and after struggling for an hour and a half, she had to be beached about three miles from her station.

PALLING, NORFOLK.—During a fresh breeze from the N.W. on the 3rd November, a steamer was observed on the Hasborough Sands showing signals of distress. The *British Workman* Life-boat was launched at 9 A.M. and proceeded to the vessel, which proved to be the *Paola*, of Hamburg, bound from Shields to Palermo with a cargo of coal. The Life-boatmen boarded her, and after part of the cargo had been thrown overboard she floated off the sands, and was taken into Yarmouth Roads. She had a crew of 22 men.

At 1 p.m. on the 21st December, during a gale from the N.E. with a tremendous sea, a vessel was observed on shore at Waxham. The No. 1 Life-boat *Good Hope* was promptly manned and launched, but the water was too low to float her over the bank. Communication with the vessel

was effected by the rocket apparatus, but the "whip" broke; the Life-boatmen, however, fortunately secured the broken ends of the line, and brought them ashore. The shipwrecked crew of eight men were by this means safely landed. The vessel was the barque *Town of Liverpool*, of Whitby, bound from Stockholm to Hartlepool, with a cargo of pit-props.

HAUXLEY, NORTHUMBERLAND.—On the 4th November at 6 P.M. the assistant coxswain of the Life-boat saw the lights of a steamer upon the rocks at Hadstone. The crew of the *Algernon and Eleanor* Life-boat were at once summoned, horses were obtained, and the boat on her carriage was taken along the beach and launched. She proceeded through a very heavy sea to the vessel, which was the *Regian*, of Liverpool, 3000 tons, bound from Calcutta for Dundee with a cargo of jute, and carrying a crew of 34 men. Fourteen men were taken into the Life-boat and safely landed, and the boat returning to the steamer brought ashore eleven of the crew, the master and the remainder of the crew deciding to stay by their vessel. During the night the sea moderated, and on the following day they came ashore in their own boat.

WEXFORD, IRELAND.—As the trawling smack *Arbitrator*, of Wexford, was proceeding to the fishing-ground at about 8 A.M. on the 13th November she struck on the bar, and began to leak heavily. She hoisted signals of distress, in response to which the Life-boat *Ethel Eveleen*, manned as usual by Custom House officers and pilots, went to her assistance and rescued the crew of 5 men, the smack being then half full of water. She subsequently became a total wreck.

RHYL, NORTH WALES.—At about 2 A.M. on the 18th November, the Coastguard on duty observed a vessel in a dangerous position opposite Rhyl, but making no signals of distress. At about 3 o'clock the vessel appeared to be aground, and the Coastguard then fired a signal, in reply to which the crew of the *Jane Dalton* Life-boat assembled, and the boat was taken on her transporting carriage to the mouth of the river. The vessel, however, ebbed dry, and her crew walked ashore.

At about 5.30 the master obtained

assistance, discharged part of the cargo, and laid out an anchor with the intention of getting the vessel off with the flowing tide, but, the wind freshening, all the assistants, with the exception of four besides the crew, left her when the tide reached her, and two others afterwards landed in the vessel's boat. The remaining two assistants and the crew of two men would not venture in the boat, but took refuge in the rigging, from which they were rescued by the Life-boat. The stranded vessel was the smack *William Henry*, of Runcorn, 17 tons, from Llandulas to Widnes, with limestone.

HUNSTANTON, NORFOLK.—The barque *Alabama*, of Helsingborg, Sweden, struck on the Sunk Sands off Hunstanton on the evening of the 20th November, and then drove over the sands and filled with water. Being timber laden she did not sink, but went ashore on the main about 9 P.M., and she then cut away her main and mizen masts. She hoisted an anchor light, and this being seen from the shore it was supposed that she was safe. Her signals, however, were very unintelligible until a red light was shown from the Coastguard station, and she then continued to burn bright lights. The Life-boat *Licensed Victualler* thereupon put off to her assistance, and rescued her crew, consisting of 12 men.

MUNDESLEY, NORFOLK.—At 5.30 A.M. on the 26th November, the Life-boat *J. H. Elliot* was launched to the aid of the barque *Embla*, of Stavanger, bound from Christiansund for Cardiff with a cargo of timber, which had stranded about a mile off Mundesley during a thick fog. The vessel had lost her rudder, her sternpost had started, and she had become a total wreck. The crew of 10 men were taken into the Life-boat and put safely on shore at half past nine.

WALMER.—It was reported at about 6.30 A.M. on the 27th November that a vessel was ashore on the Goodwin Sands. A fresh W.N.W. breeze was blowing at the time. The Life-boat *Civil Service No. 4* at once put off, and found the Russian barque *Usko*, timber laden, on the sands. The crew were being taken off and placed on board a steam-tug by a Deal lugger, and, at the master's request,

the Life-boat remained by the vessel until this was safely accomplished.

PENMON, ANGLESEY.—Signals of distress were shown at 11 A.M. on the 7th December by a yawl which was at anchor in Conway Bay during a whole gale from the W.S.W. The *Christopher Brown* Life-boat put off to her assistance, and brought safely ashore her crew of 2 men. She was the *Juno*, of Beaumaris, in ballast from Cemaes to Bangor.

BRAUNTON.—The Life-boat *Robert and Catherine* was launched at 8.30 p.m. on the 7th December, during a W.S.W. gale and a heavy broken sea, to the assistance of the brigantine *Chalciope*, of Fleetwood, bound from Corunna for Cardiff with pit-wood. The vessel had gone ashore about a mile from Down End, the master having lost his reckoning during a fog. Three of the crew were taken into the Life-boat and safely landed.

NEWQUAY, CARDIGANSHIRE.—During a fresh gale from the N.E. on the 21st November, the *Nelson* Life-boat was launched, and brought into port the disabled brigantine *Albert*, of Carlisle, and her crew of 5 men.

FISHGUARD, SOUTH WALES.—On the 20th December, during a whole gale of wind from the N. and a heavy sea, the No. 2 Life-boat *Helen of Foxley* put off at 6 A.M. in reply to signals of distress shown by two vessels at anchor in the roadstead. The boat proceeded first to the smack *Vixen*, of Dublin, bound from Portree for Cardigan with a cargo of herrings. She was riding very heavily with both anchors down, and the master and crew of 3 men were anxious to leave her, as they fully expected that she would founder. They were therefore taken into the Life-boat, which then went to the schooner *John and Ann*, of Aberystwyth, bound from Gloucester for Cardigan with salt, and took off her crew consisting of 3 men. Both crews were safely landed at Goodwick Quay at about 8 o'clock.

WALTON-ON-THE-NAZE.—One of the last Life-boat Services of the past year (1884) was that performed by *The Honourable Artillery Company* boat, which had only been stationed by the NATIONAL LIFE-BOAT

INSTITUTION at Walton-on-the-Naze about two months previously. She was launched through a heavy surf, on the evening of Christmas Day, in reply to signals from the Sunk Lightship. She first made for the Light-vessel, a distance of ten miles, and ascertained the position of the wreck (which was found to be 8 or 9 miles off on the Long Sand) and then made for the spot. At daybreak the Life-boatmen were enabled, with some difficulty, to veer their boat down under the ship's jibboom, it being impossible to get nearer, and it was then discovered that the vessel was the *Deike Rickmers*, of Bremerhaven, and that there were 25 persons on board. By means of a rope from the end of jibboom they were all got into the boat, the captain being the last to leave. There were now 40 men in the Life-boat, as well as a large dog, which had also been rescued, and great risk was incurred in crossing the Long Sand, the sea being in a perfect ferment; happily, however, the boat acted splendidly, passed safely through all dangers, and arrived at her station on the evening of Boxing Day, after an absence of about 25 hours.

THE CIVIL SERVICE LIFE-BOAT FUND.

The Annual Meeting of the Committee of the Civil Service Life-boat Fund was held on the 7th of January, and was presided over by Mr. W. 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 7,416, and that the fund had, during 1884, endowed the life-boat *Civil Service No. 4*, which is placed at Walmer. 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 3 vessels. The report closed with a strong appeal for £1200, to enable the Committee to defray the expense of the boat-houses and slipways which the Fund's boats have entailed on the parent society.

SUMMARY OF THE MEETINGS OF THE COMMITTEE.

Thursday, 2nd October, 1884.

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 Report of the Chief Inspector of Life-boats on his recent visits to Redcar, Middlesbrough, Hartlepool, West Hartlepool, Broadstairs, and Southend.

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

1. Jersey, Guernsey, Yealm River, and Plymouth.

2. Greystones, Newcastle, Ballywalter, Groomsport, and Tyrella.

3. Ayr, Troon, Girvan, Ballantrae, Port Patrick, Port Logan, Whithorn, and Kirkcudbright.

4. Redcar, Saltburn, Middlesbrough, Runswick, Staithes, Uppang, Whitby (two Boats), Robin Hood's Bay, Scarborough, Filey, Bridlington, Barmston, and Flamborough (two Boats).

Reported the receipt of 650*l.* from Mrs. ATHERTON HOWARD, of Mayfield, Cheltenham, for a Life-boat to be named *The Star of Hope*, in addition to 25*l.* in aid of the general funds of the Institution.

Decided, that Mrs. HOWARD be thanked for her munificent contribution, and that it be appropriated to the new Life-boat about to be sent to Moelfre, Anglesey.

Also the receipt of the following Special Contributions since the last Meeting:—

	£	s.	d.
Proceeds of Concerts on board the s.s. <i>Nile</i> and <i>Don</i>	23	10	—
"E. A. B." (additional)	20	—	—
Harvest Thanksgiving Offering in ST. CUTHBERT'S PARISH CHURCH, LYTHAM	26	—	—
THE IRON AND STEEL WIRE MANUFACTURERS ASSOCIATION, BIRMINGHAM	11	5	8
Collected from the Pupils at Taplow Grammar School per EDWARD DYKE, Esq. (additional)	2	—	—

—To be severally thanked.

Also that the late Mrs. GRACE TURNBULL, of Portman Square, had bequeathed a legacy of 200*l.*, duty free, to the Institution.

Produced a report from the Chief Inspector of Life-boats, giving the results of the experiments ordered by the Committee to be made by the District Inspectors in the Life-boats of the Institution to test the use of "Oil in calming troubled waters," and giving his views on the use of oil by ships and ordinary open boats under various circumstances.

Decided that the Chief Inspector be thanked for his able report, and that copies of it be sent to the Lords Commissioners of the Admiralty, the Board of Trade, and the leading London newspapers.

Reported the transmission to their Stations of the new Life-boats for Filey, Cullercoats, Cromer, North Sunderland, and Barmston.

The Great Eastern Railway Company kindly conveyed the transporting carriage of the Cromer boat to its Station, and brought back the old boat and carriage to London, free of charge.

—To be thanked.

Decided to replace the Life-boats at the following Stations by new ones, possessing all the latest improvements:—

Llanddwyn, Llanddulas, Moelfre, Brixham, Appledore, Silloth, and Ferryside (Carmarthen Bay).

Also that various works be carried out at the Southsea and Clacton-on-Sea Life-boat Stations, at an expense of 1,083*l.*

The Committee expressed their regret at the death of Mr. WILLIAM HANKES, who had been the Honorary Secretary of the Filey Branch of the Institution for fourteen years.

Voted the thanks of the Committee, inscribed on vellum, to Mr. WILLIAM FORSYTH, in recognition of his valuable services during the past thirteen years as Honorary Secretary of the Girvan Branch of the Institution, which office he had just resigned.

Also the thanks of the Institution, inscribed on vellum, and 10*l.*, to Mr. ROBERT HORSLEY, late coxswain of the West Hartlepool No. 1 Life-boat, in acknowledgment of his good services during the long period he held that post, which he had been compelled to vacate on account of ill health.

Reported that the Institution had been awarded a first-class diploma in respect of its models of Life-boats and cork life-belt lately exhibited at the West Cornwall Fisheries Exhibition, Penzance.

Paid 3,939*l.* for sundry charges on various Life-boat Establishments.

Voted 67*l.* 17*s.* 6*d.* to pay the expenses of the Cardigan, Porthdinllaen, Clacton-on-Sea, and Weston-super-Mare Life-boats in rendering the following services:—

	Lives saved.
Smack <i>Ellen</i> , of Milford	3
Norwegian brigantine <i>Unda</i>	6
Smack <i>Antelope</i> , of Aberystwith, saved vessel and	2
Schooner <i>Mystery</i> , of Portsmouth, saved vessel and	5
S.S. <i>Welsh Prince</i> of Newport	40

Reported also that the Aberdovey Life-boat had saved the disabled ketch *Daring*, of Barnstaple, and her crew of four men.

(Accounts of most of these Life-boat services will be found on pages 469-470).

Voted also 60*l.* 7*s.* to pay the expenses of the Life-boats at Harwich, Orme's Head, Broughty Ferry, Newquay (Cornwall), and Barmouth, in assembling their crews or putting off in reply to signals of distress shown by

vessels which did not eventually need the aid of the boats.

Voted a binocular glass, bearing a suitable inscription, to Mr. H. CHALMERS, second mate of the late barque *East*, of Liverpool, in recognition of his services on the occasion of the wreck of that vessel at Ardwell Point, Ayrshire, on the 12th December 1883, when, at much risk, he went along a rope which had been attached to the shore, taking with him a line to rescue the crew. When nearing the land he fell into the sea, but got ashore, with assistance, in a very weak state, having sustained an injury to his side.

Also the thanks of the Institution, inscribed on vellum, and 1l. 10s., to Mr. THOMAS CLARKE, for saving, with much difficulty and risk, in a small punt, two men and a woman whose boat had capsized and sunk in Mevagissey Bay, Cornwall, during squally weather, on the 18th August. A reward of 10s. was granted to another man, who also proceeded to the rescue in a small punt, and saved one of the crew of the sunken boat.

Also 2l. 10s. to five men, for rescuing the crew of three men of the boat *Coasting*, of Pencilawydd, which had capsized off Burry Port, Carmarthenshire, during squally weather on the 19th August.

Also 2l. to two men for saving one of the crew of a pilot boat, which had been capsized while attempting to board a vessel off Ilfracombe, during a strong W.S.W. wind and a heavy sea on the 6th September. On observing the man drifting about, clinging to one of the boat's oars, two Cardiff pilot boats proceeded towards him, and a punt from each boat was launched, manned by the two men, by whose combined efforts he fortunately was rescued. The masters of the two pilot boats were thanked by the Institution for their services on the occasion.

THURSDAY, 6th November.

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 report of the Chief Inspector of Life-boats on his recent visit to Eastbourne.

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

1. Hope Cove, Salcombe, Dartmouth, Brixham, Torquay, Teignmouth, Exmouth, Sidmouth, Lyme Regis, Weymouth, Kimeridge, Swanage, and Poole.

2. Scilly, Penzance, St. Ives, Sennen Cove, Pembrey, Ferryside, Aberdovey, Aberystwith, Newquay, Cardigan, Newport, Fishguard (two Boats), St. David's, Solva, St. Bride's, Tenby, Milford, Porthcawl, and Penarth.

3. Portrush, Greencastle, Aranmore, Poolbeg, Howth, Whitehaven, Seascale, Maryport, Silloth, Piel, Fleetwood, Blackpool, St. Anne's, and Lytham.

4. Berwick, Eyemouth, Holy Island (two Boats), North Sunderland, Bamburgh, Haux-

ley, Alnmouth, Boulmer, North Berwick, Dunbar, Ackergill, Huna, Stromness, Longhope, Thurso, Nairn, Lossiemouth, Buckie, and Banff.
5. Withernsea, Hornsea, Cromer, Grimsby, Mablethorpe, Donna Nook, Sutton, Chapel, Skegness, and Hunstanton.

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

	£	s.	d.
JAMES PAUL, Esq., M.D., Barnes	105	—	—
Balance of the MARQUIS OF NORMANBY'S Banquet Fund, per J. BRAMSTON, Esq.	11	—	—
Collected from officers and men of the ship <i>City of Benares</i> , per Capt. R. ADAIR	5	—	—
Offertory from Harvest Festival at WEST LONDON SCHOOL, ASHFORD, SURREY, per the Rev. HUGH J. FLYNN, D.D.	3	3	—

—To be severally thanked.

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

	£
The late W. T. BASS, Esq., of Enfield (duty free)	1000
The late WILLIAM BENNETT, Esq., of Albert Street, Regents Park (duty free)	1000
The late FRANK LOWTHER, Esq., of Fal-lowfield, Manchester (duty free)	105
The late Miss MARGARET NEW, of Linley's Corsham, Wilts	10

The Committee expressed their great regret at the decease of Sir JOHN DUNTZE, Bart., who had been Chairman of the Dawlish Branch of the Institution for many years.

Voted the thanks of the Committee to W. M. FLOYD, Esq., in recognition of his valuable co-operation for the past ten years as Honorary Secretary of the Sidmouth Branch of the Institution.

Also 15l. to Mr. RICHARD NIGHTINGALE, on retirement from the post of coxswain of the Hornsea Life-boat, in acknowledgment of his good services during the past fourteen years.

Reported the transmission to their Stations of the new Life-boats for New Romney (Kent) and Crail (Scotland).

Accepted tenders amounting to 985l. for various works at the Peel, Cardigan, and Newport (Pembrokeshire) Life-boat Stations.

Paid 2,830l. for sundry charges on various Life-boat establishments.

Voted 241l. 7s. 6d. to pay the expenses of the Caister, No. 1; Montrose, No. 1; Padstow, Red-car, Harwich, Ballywalter, Boulmer, Piel, Fleetwood, Girvan, Ramsey, and Hauxley Life-boats, in rendering the following services:—

		Lives saved.
S.S. <i>Speedwell</i> , of Hull	14	
Steam-tug <i>Storm King</i> , of Montrose	2	
Schooner <i>Petrel</i> , of Montrose. Remained by vessel.		
Schooner <i>Eliza</i> , of Penzance	5	
Barque <i>Samarang</i> , of Newcastle	13	
Schooner <i>Morford and Trubey</i> , of Aberdeen	3	
Schooner <i>Trial</i> , of Donaghadee. Rendered assistance.		

	Lives saved.
Brig <i>Success</i> , of Sunderland	4
Ship <i>Depositor</i> , of Halifax, N.S.	23
Barque <i>Blackwall</i> , of London. Rendered assistance.	
Brig <i>Sisters</i> , of Belfast	8
Wherry <i>Daniel York</i> , of Dundalk	4
S.S. <i>Regian</i> , of Liverpool	25

The Hartlepool No. 3, Lowestoft, and Palling No. 2 Life-boats had also rendered the following services:—

S.S. *Fairway*, of London, rendered assistance; schooner *Hannah*, of Yarmouth, assisted to save vessel; and steamer *Paola*, of Hamburg, assisted to save vessel and crew, 22.

(Details of these Life-boat services are given on pages 470-474).

Voted also 263l. 13s. 6d. to pay the expenses of the Caister No. 1, Padstow, Gorleston No. 1, Drogheda No. 1, Saltburn, North Deal, Walmer, Broadstairs, Fraserburgh, Peterhead, Winterton No. 2, and Bembridge Life-boats, in assembling their crews or putting off in reply to signals of distress shown by vessels which did not ultimately require the services of the Boats.

Voted 7l. to six men for putting off in a yawl from St. Monance, Fifeshire, and rescuing the crew of five men of the schooner *Margarita Joanna*, which was totally wrecked at St. Monance, during stormy weather, on the 2nd August.

Also 6l. 10s. to thirteen men, for going out in the steam launch *Belle*, and saving the steam yacht *Kathleen*, of Beaumaris, with four persons on board, which was disabled near the Dutchman's Bank, off Anglesey, during a fresh N.N.W. wind on the 23rd September.

Also 3l. to four men, for putting off in a boat and saving two of the crew of the cutter *Waterwitch*, of Bangor, which had struck on the Foreland Rock, in Donaghadee Sound, and had sunk, during a moderate gale from the W.S.W., on the evening of the 28th September.

Also 1l. 10s. to three men, for saving two other men from a wherry which had been capsized during a S.W. wind and a heavy sea, about a mile S. of the South Foreland, on the 27th September.

Also 10s. to a man and a boy, for saving a quarryman who was drifting out to sea in a small boat off Porthdinllaen, North Wales, during a strong S.W. wind, on the 1st September.

Also 5s. to a fisherman of Thorpe, Suffolk, for rescuing another fisherman, whose boat had upset and sunk, during a squall on the 24th September.

THURSDAY, 4th December.

L. T. CAVE, Esq., 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 recent visits to the following stations:—

1. Brightstone Grange, Brooke, Bembridge, Hayling, Selsey, Littlehampton and Worthing.

2. Swansea, Port Eynon, Rhyl (two Boats), Llanddulas, Llandudno, Holyhead, Rhosneigr, Llanddwyn, Cemaes, Cemlyn, Rhoscolyn and Moelfre.

3. Southport, New Brighton (two Boats), Douglas (two Boats), Castletown, Port Erin, Ramsey, Tralee and Valentia.

4. Peterhead, Whitelink, Fraserburgh, Newburgh, Port Errol, Stonehaven, Arbroath, Gourdon and Montrose (two Boats).

5. Brancaster, Wells, Blakeney, Sheringham, Cromer, Mundesley, Hasborough, Palling (two Boats), Gorleston (two Boats), and Walton-on-the-Naze.

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

	£	s.	d.
Honourable Artillery Company, balance of their Life-boat fund	100	-	-
Mrs. STEEL, Cokermonth	100	-	-
INDEPENDENT ORDER OF ODD FELLOWS (Manchester Unity), annual subscription in aid of the support of their Life-boat at Grimsby	50	-	-
Mrs. GRAHAM ROBERTSON	25	-	-
Offertory and Collection at HAD- NALL CHURCH, near Shrewsbury, on Sunday, 5th October, 1884, per Rev. B. C. MORTIMER	16	6	2
WORSHIPFUL COMPANY OF SKINNERS (additional)	10	10	-
Collected on board the s.s. <i>Malvina</i> , per Capt. HOWLING, since April last (additional)	11	7	5

—To be severally thanked.

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

	£	s.
The late Colonel E. B. FRITH, of Waltham	500	-
The late Miss MARY STOVIN, of Ever- ton, Nottingham (duty free)	500	-
The late Mr. GEORGE FURT, of Peck- ham (duty free)	200	-
The late Mrs. M. E. MOOR, of Hollo- way (duty free)	30	-

Reported the transmission to their Stations of Life-boats for Walton-on-the-Naze, Redcar, and Balcarry (Scotland).

Read letter from the BOARD OF TRADE, of the 14th November, acknowledging the receipt of a copy of the report of the Chief Inspector of Life-boats on the use of oil in calming troubled waters, and stating that they had forwarded copies to the various Local Marine Boards, principal Shipmasters' and Shipowners' Associations, and to some shipowners, stating that the Board is unable to make tests at sea of the nature referred to in the Report, but that on receiving particulars of any experiments of the kind steps will be taken to circulate the information for the use of shipping in general.

Decided, that a letter expressing the satisfaction of the Committee at this information be addressed to the Board of Trade.

Also, that the present Life-boats at Aberdovey and Castletown be replaced by new ones, possessing all the latest improvements.

Also that various works be carried out at the St. David's and Port Erin Life-boat stations, at a cost of 1,243*l*.

Voted the thanks of the Committee to the Rev. THOMAS ROGERS, in acknowledgment of his valuable co-operation during the past four years as Honorary Secretary of the Durham branch of the Institution.

Also to the Rev. T. W. MANNING, in recognition of his kind services as Honorary Secretary of the Courtown Branch during the past year.

Also the thanks of the Institution and 25*l*. to Mr. PATRICK BOYLAN, late Coxswain of the *Drogheda No. 1* Life-boat, on his retirement from that post through ill-health after twenty-one years' service.

Also 7*l*. 10*s*. to Mr. WILLIAM BARBEARY, Coxswain of the Ilfracombe Life-boat, in recognition of his good services in that capacity during the past thirteen years.

Approved of new editions of the General Regulations of the Institution for use at the Life-boat Stations, and of the Instructions to Honorary Secretaries, and ordered their circulation amongst the Branches.

Paid 3,040*l*. for sundry charges on various Life-boat establishments.

Voted 90*l*. to pay the expenses of the Wexford No. 1, Rhyl No. 2, Hunstanton, Palling No. 1, Walmer and Mundesley Life-boats in rendering the following services:—

	Lives saved.
Fishing smack <i>Arbitrator</i> , of Wexford	5
Smack <i>William Henry</i> , of Runcorn	4
Barque <i>Alabama</i> , of Helsingborg	12
Barque <i>Town of Liverpool</i> , of Whitby, rendered assistance.	
Russian barque <i>Usko</i> remained by vessel.	
Barque <i>Embla</i> , of Stavanger	10

The Newquay (Cardiganshire) Life-boat saved the disabled brigantine *Albert*, of Carlisle, and her crew of 5 men.

(Details of these Life-boat services will be found on pages 474-5.)

Voted 390*l*. 9*s*. 9*d*. to pay the expenses of the Donna Nook, Montrose No. 1, Whitehaven, North Berwick, Swanage, Lowestoft, Walton-on-the-Naze, Bridlington, Southend (Essex), Grimsby, Margate, Palling No. 1, Saltburn, Redcar, North Deal, Broadstairs, Kingsdowne, and Harwich Life-boats in assembling their crews, or putting off in reply to signals of distress on occasions when their services were not ultimately called into requisition.

Also the Silver Medal of the Institution and 10*l*. to Mrs. WHYTE, wife of a farm labourer at Aberdour, Scotland, in recognition of her brave services on the occasion of the wreck of the steamer *William Hope*, of Dundee, in Aberdour Bay, during a heavy gale on the 28th October. She received a rope thrown to her by one of the crew, and secured it by passing it round her body, and planting her feet firmly on the beach while the waves were washing round her; she thus effected a communication with the vessel by means of which the crew were able to land, and their lives were saved.

Also the Silver Medal of the Institution and 1*l*. to Mr. MAURICE SCANLAN, chief Boatman in

charge of H.M. Coastguard at Belderig, co. Mayo, and 1*l*. each to three other Coastguardmen for putting off in the whale-boat at great risk, the boat being capsized on her return to the shore, and saving three of the crew of the schooner *Mary Wilson*, of Campbeltown, which was wrecked in Belderig Bay during a whole gale from N.N.E. and a very heavy sea on the 9th October. 1*l*. was also awarded to two Coastguardmen who helped to launch the boat.

Voted 25*l*. to the widow of JOHN PHILLIPS, commissioned boatman H.M. Coastguard, who was unfortunately drowned, having been surrounded by the tide while proceeding to help to launch the Donna Nook Life-boat on the 21st November.

Voted also the thanks of the Institution, inscribed on vellum, to Mr. GILBERT HOULDEN, in recognition of his continued zealous co-operation as Honorary Secretary of the Donna Nook Branch of the Institution, especially on the occasion of the launch of the Life-boat to the stranded trawler *Economy*, during a gale on the 21st November.

Also 10*l*. to the crew of the *Refuge* Life-boat stationed at Gorleston, Suffolk, for rescuing with much difficulty nine of the crew of the dandy *Solomon*, of Yarmouth, which was totally wrecked on the South Scroby Sands during a strong S.S.W. wind on the 4th November.

THURSDAY, 1st January, 1885.

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. Shoreham, Brighton, Newhaven, Eastbourne, Hastings, Winchelsea, Rye, Kingsgate, Margate, Ramsgate, Broadstairs, Deal, Walmer, Kingsdowne, Dover, Hythe, Dungeness, and New Romney.

2. Bull Bay, Moelfre, Penmon, Porthdinllaen, Abersoch, Llanaelhaiarn, Portmadoc, Barmouth, Aberdovey, Hayle, Porthleven, Porthoustock, Cadgwith, Lizard, Mullion and Falmouth.

3. Queenstown, Courtmacsherry, Ballycotton, Youghal, Ardmore, Tramore, Dungarvan, Dunmore, Duncannon, Kilmore, Carnsore, Wexford (two Boats), Cahore, Courtown, Arklow, Skerries, Balbriggan, Wicklow, and Poolbeg.

4. Buddon Ness and Broughty Ferry.

5. Donna Nook, Redcar, Gorleston, Caister (two Boats), Winterton (two boats), Yarmouth, Lowestoft, Pakefield (two Boats), and Southwold (two Boats).

Reported the receipt of 1000*l*. from the Civil Service Life-boat Fund, per CHARLES DIBDIN, Esq., Honorary Secretary, for the endowment of *The Civil Service No. 4* Life-boat, stationed at Walmer, making a total of 7,344*l*. paid to the Institution by this fund.

Decided, that the best thanks of the Committee be given to Mr. DIBDIN and the Subscribers to the fund for their continued most valuable co-operation.

Also the receipt of 700*l.* from Mrs. JONES-GIBB to provide a new Life-boat, to be named *The Jones-Gibb*.

Decided, that the best acknowledgments of the Committee be conveyed to Mrs. JONES-GIBB, and that her gift be appropriated to the new Life-boat about to be sent to Barmouth.

Also 500*l.* from Mrs. HOLLOND, of Hyde Park Gardens, and late of Benhall Lodge, Suffolk, for a Life-boat, to be called *The Edmund and Fanny (in memoriam)*.

Decided, that Mrs. HOLLOND be thanked, and that her gift be appropriated to the new Life-boat about to be sent to the Lizard.

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

	£	s.	d.
A LADY, per GEORGE ROBINSON, Esq., in aid of the General Endowment Fund of the Institution (additional)	100	—	—
Miss KENION	20	—	—
Collected on board LONDONDERBY STEAMERS, per J. M. SEBBARD, Esq.	16	14	9
Collected on board R. M. steamers <i>Dod</i> and <i>Nile</i> , per J. LYONS, Esq.	12	17	9
Collected at Children's Service at CAWTHORNE, BARNSELY, on Sunday, 30th November, per Rev. C. T. PRATT	2	10	2
Proceeds of Entertainment at INGHAM SCHOOL ROOMS, Stalham, Norfolk, per Rev. N. WILSON	1	8	3
Collected in PARK CHAPEL BOYS SUNDAY SCHOOL, per ERNEST E. G. WENCH, Esq. (additional)	1	2	—

—To be severally thanked.

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

	£	s.	d.
The late Mrs. A. B. MANSFIELD, of Bournemouth	1000	—	—
The late RICHARD SHORTRIDGE, Esq., of Sunderland (duty free)	500	—	—
The late EBENEZER BROWN, Esq., of Glasgow	500	—	—
The late J. J. MILES, Esq., of Highgate (duty free)	100	—	—

Read letter from the TRINITY HOUSE of the 12th December, stating that the final operations in connection with the laying of the electric telegraph cable between the "Sunk" Light-Vessel and Walton-on-the-Naze were completed on the 9th December. It is now possible to call from the "Sunk," by day or night, the Walton, Harwich, or Ramsgate Life-boats.

Decided, that a letter be addressed to the Trinity House expressing the satisfaction of the Committee, and the hope that similar means of communication may be extended to other parts of the coast where it is needed.

The Committee expressed their deep regret at the death of the MARQUIS OF CHOLMONDELEY, who was a Vice-President of the Institution, and had been a Member of its Committee of Management for nearly thirty years.

Voted the thanks of the Committee to HENRY ROBINSON, Esq., Mr. WILLIAM HAYWARD, Mr. JAMES COWPER, and Mr. R. J. GRAHAM, in recognition of their past valuable co-operation as Honorary Secretaries respectively of the Wakefield, Newcastle (Dundrum), Ballantrae, and Campbeltown Branches of the Institution.

Also 20*l.* to W. LLOYD, late Coxswain of the Solva Life-boat, in recognition of his good services during the fifteen years he held that position, which he had just resigned on account of ill-health.

Decided, that new Life-boats possessing all the latest improvements be sent to Montrose and Sidmouth.

Paid 6,187*l.* for sundry charges on various Life-boat establishments.

Voted 70*l.* 13*s.* 6*d.* to pay the expenses of the Braunton, Penmon, Fishguard No. 2, and Walton-on-the-Naze Life-boats in rendering the following services:—

	Lives saved.
Brigantine <i>Chalciope</i> , of Fleetwood	3
Yawl <i>Juno</i> , of Beaumaris	2
Schooner <i>John and Ann</i> , of Aberystwith	3
Smack <i>Vizen</i> , of Dublin	4
Ship <i>Deike Rickmers</i> , of Bremerhaven	25

The Caister No. 1 and No. 2 Life-boats also respectively rendered the following services:— Schooner *Annie*, of Wick, assisted to save vessel and crew, 5; dandy *James Garfield*, of Ipswich, saved vessel and 4.

(Detailed accounts of these services are given on pages 471 and 475.)

Voted 381*l.* 13*s.* 3*d.* to pay the expenses of the Hayling Island, Ayr, Rhyl No. 2, Gorseston, Ramsey, Harwich, Broadstairs, Portmadoc, Holyhead, Lowestoft, Appledore No. 1, Worthing, Selsey, Aldborough, Pakefield No. 1, Clacton, Lowestoft, Caister No. 1, Margate, and Broughty Ferry Life-boats in assembling their crews, or putting off to the aid of vessels which did not eventually require their assistance.

The Ramsgate Life-boat had been called out six times during the past four months by signals of distress, but on each of those occasions her services were not ultimately needed.

Voted 50*l.* to JAMES ELLIOTT, who was one of the crew of the Howth Life-boat on the occasion of the rescue of the crew of the ship *George H. Oulton* on the 22nd October, 1881. He suffered much from the exposure which he then incurred, and has since been compelled to retire from the Coastguard service on account of ill-health.

Also 5*l.* to the master and crew of the steam-tug *Telephone*, of Falmouth, for saving five fishing luggers, some of their nets, and their crews, numbering twenty men, which were in much danger off Exmouth during a heavy gale from the N.N.W. on the 20th December.

The thanks of the Institution were also voted to Capt. C. SQUIRE, Honorary Secretary of the Exmouth Branch, for his promptness in despatching the tug to the assistance of the endangered boats.

Services of the Life-boats of the Institution during 1884.



		Lives saved.
1884.		
Jan. 3.	8.20 p.m. Steamer <i>Duke of Westminster</i> , of London. Brighthorne Grange Life-boat brought ashore passengers, and afterwards remained by the vessel .	21
„ 5.	1 a.m. Schooner <i>Jenny Lind</i> , of Wexford. Wexford No. 1 Life-boat saved the crew .	4
„ 5.	8.30 a.m. S.S. <i>Loch Ness</i> , of Dundee. Montrose No. 1 Life-boat rescued the crew	18
„ 5.	6.15 p.m. Steamer <i>Duke of Westminster</i> , of London. Brighthorne Grange Life-boat went off three times and landed 52 men .	52
„ 20.	11.30 a.m. S.S. <i>Ben Avon</i> , of Aberdeen. Longhope Life-boat rendered assistance.	
„ 23.	3.45 a.m. Brig <i>Silksworth</i> , of Sunderland. Winchelsea Life-boat saved .	7
„ 23.	12.15 p.m. Newbiggin fishing-boats. Newbiggin Life-boat rendered assistance.	
„ 23.	1 p.m. Arbroath fishing-boats. Arbroath Life-boat remained in attendance.	
„ 23.	2.30 p.m. Ketch <i>Sarah Jane</i> , of Bridgwater. Tenby Life-boat rescued the crew .	3
„ 23.	2.30 p.m. Smack <i>Ellen</i> , of Newport. Tenby Life-boat saved the crew .	2
„ 23.	3.30 p.m. Schooner <i>Hebe</i> , of Cork. Courtmacsherry Life-boat rendered assistance.	
„ 23.	9.45 p.m. Norwegian barque <i>Alma</i> . Maryport Life-boat saved the crew .	12
„ 24.	6.45 a.m. Steamer <i>Carleon</i> , of Cardiff. Holyhead Life-boat rescued the crew and passengers .	20
„ 24.	7.30 a.m. Ship <i>Allegiance</i> . Watchet Life-boat brought ashore a message for a tug.	
„ 24.	8 a.m. Barque <i>Haab</i> , of Moss. Portmadoc Life-boat landed part of crew .	6
„ 24.	5.30 p.m. Barge <i>Jessie</i> , of Rochester. Harwich Life-boat saved the vessel.	
„ 26.	3 p.m. Smack <i>Margaret Alice Dale</i> . Tenby Life-boat rescued the crew .	2
„ 26.	9 p.m. Brigantine <i>Edina</i> , of Liverpool. Deal Life-boat saved the vessel and crew .	3
„ 26.	10 p.m. Brig <i>Guide</i> , of Brazil. Broadstairs Life-boat rendered assistance.	
„ 26.	10 p.m. Sloop <i>Venus</i> , of Guernsey. Ramsgate Life-boat assisted to save the vessel and crew .	3
„ 26.	10 p.m. Barque <i>Herrington</i> , of Whitby. Ramsgate Life-boat assisted to save the vessel and crew .	8
„ 27.	2 a.m. S.S. <i>Hawthorn</i> , of London. Clacton Life-boat rendered assistance.	
„ 27.	2.40 a.m. Brigantine <i>Juan de la Vega</i> , of Corunna. Penarth Life-boat remained by the vessel.	
„ 27.	6 a.m. Norwegian barque <i>Bjornstjerna Bjornson</i> . Southport Life-boat saved crew and pilot .	11
„ 28.	11 a.m. Barque <i>Nereus</i> , of Liverpool. Southport Life-boat saved crew and pilot	25
„ 28.	8 p.m. Girvan Life-boat brought ashore a man who had been injured during a storm on Ailsa Craig.	
„ 30.	12 noon. Schooner <i>Sarnian Gem</i> , of Guernsey. Caister No. 1 Life-boat rendered assistance.	
Feb. 1.	5.40 a.m. Schooner <i>Mizpah</i> , of Dover. Caister No. 1 Life-boat remained by vessel.	
„ 2.	11.30 a.m. Smack <i>Three Sisters</i> , of Cardigan. Fishguard No. 2 Life-boat landed crew .	3
„ 10.	11.30 a.m. Schooner <i>Alexander</i> , of Beaumaris. Cardigan Life-boat brought ashore crew .	4

				Lives saved.
1884.				
Feb. 10.	4 p.m.	Schooner <i>Richard Cobden</i> , of Swansea.	Tenby Life-boat anchored vessel and brought ashore crew	5
"	11. midnight.	Schooner <i>Egmont</i> , of Cork.	Wexford No. 2 Life-boat rendered assistance.	
"	12. { 1.30 p.m. } { 7 p.m. }	Steamer <i>Emily</i> , of Sunderland.	Groomsport Life-boat went off twice and saved	9
"	12. 5 p.m.	Schooner <i>Elizabeth Anne</i> , of Carnarvon, and another schooner, of Run-corn.	Moelfre Life-boat saved two vessels and	1
"	14. 2 a.m.	Four-mast ship <i>Earl Beaconsfield</i> , of Glasgow.	Duncannon Life-boat saved the crew	33
"	15. 12 noon.	Barquentine <i>Vidonia</i> , of Bridport.	Youghal Life-boat remained by the vessel.	
"	17. 1.15 a.m.	Brig <i>Sovereign</i> , of Whitby.	Gorleston Life-boat rescued the crew	8
"	17. 2.30 a.m.	Barque <i>Tagus</i> , of Shoreham.	Gorleston Life-boat rendered assistance.	
"	18. 7.45 a.m.	Schooner <i>Christine</i> , of Svendborg.	Montrose No. 2 Life-boat saved the crew	5
"	20. 3 a.m.	Barque <i>Eboe</i> , of Liverpool.	Holyhead Life-boat rendered assistance.	
"	20. 11 p.m.	Barque <i>Star</i> , of Rochester.	Mablethorpe Life-boat saved	3
"	21. 7.45 p.m.	Barque <i>Maxima</i> , of Swansea.	Fishguard No. 2 Life-boat rendered assistance.	
"	22. 1.30 a.m.	Barque <i>Leonar</i> , of Hamburg.	Newbiggin Life-boat rendered assistance.	
"	29. 12.45 a.m.	Smack <i>Rapid</i> , of Cardigan.	Fishguard No. 1 Life-boat rescued the crew	3
Mar. 3.	5 a.m.	Schooner <i>Jane Sophia</i> , of Plymouth.	Youghal Life-boat remained by vessel.	
"	3. 11 a.m.	Newbiggin fishing-boats.	Newbiggin Life-boat rendered assistance.	
"	9. 6.45 p.m.	S.S. <i>Mayflower</i> , of Glasgow.	{ Montrose No. 1 Life-boat saved the crew } { Montrose No. 2 Life-boat rendered assistance }	4
"	11. 3 a.m.	Barque <i>Helene</i> , of Bremen.	Palling No. 2 Life-boat saved the crew and pilot	16
"	11. 7.15 a.m.	Brig <i>Breeze</i> , of Blyth.	Kingsdowne Life-boat assisted to save vessel and crew	7
"	12. 12.40 p.m.	Brigantine <i>Septimus</i> , of Belfast.	Queenstown Life-boat rescued	4
"	16. 11.45 p.m.	Barque <i>Scotia</i> , of Sunderland.	Palling No. 2 Life-boat assisted to save vessel and crew	12
April 1.	5.30 a.m.	Three fishing cobses, of Cullercoats.	Cullercoats Life-boat rendered assistance.	
"	1. 2 p.m.	Steam-trlawler <i>Vanguard</i> , of Sunderland.	North Sunderland Life-boat rendered assistance.	
"	5. 3.40 a.m.	Ship <i>Flying Foam</i> , of Liverpool.	Newcastle (Co. Down) Life-boat saved	11
"	11. 2.30 a.m.	S.S. <i>Skandinavian</i> , of Gothenburg.	Ramsgate and Broadstairs Life-boats assisted to save vessel and	16
"	13. midnight.	Steamer <i>Lady Dalhousie</i> , of Greenock.	Porthoustock Life-boat saved	2
"	18. 1 a.m.	Brig <i>Thorley</i> , of Hartlepool.	Clacton Life-boat brought ashore vessel's crew of 8 men from the Swin Middle Lightship.	
"	28. 4 a.m.	Yacht <i>Wave</i> , of Liverpool.	Orme's Head Life-boat saved	3
May 14.	8.40 a.m.	Brigantine, <i>St. Olaf</i> , of Mandal.	Llanddulas Life-boat rescued	7
"	14. 11.45 a.m.	Schooner <i>Mary and Ann</i> , of Dundalk.	Southport Life-boat saved the crew	3
"	21. 2 a.m.	Schooner <i>Brilliant</i> , of Fowey.	Rye Life-boat remained by vessel.	
June 25.	2.30 p.m.	Smack <i>Caterina</i> , of Boulogne.	Winterton No. 2 Life-boat remained by vessel.	
Sept. 6.	11.30 p.m.	Smack <i>Ellen</i> , of Milford.	Cardigan Life-boat rescued	3
"	7. 1 a.m.	Norwegian brigantine <i>Unda</i> .	Cardigan Life-boat saved crew and pilot	6
"	7. 7 a.m.	Schooner <i>Mystery</i> , of Portsmouth.	Clacton-on-Sea Life-boat saved vessel and	5
"	7. 9 a.m.	Smack <i>Antelope</i> , of Aberystwith.	Porthdinllaen Life-boat saved vessel and	2
"	7.	Ketch <i>Daring</i> , of Barnstaple.	Aberdovey Life-boat saved vessel and	4
"	22. 8 p.m.	S.S. <i>Welsh Prince</i> , of Newport.	Weston-super-Mare Life-boat landed passengers	40
Oct. 7.	4 a.m.	S.S. <i>Speedwell</i> , of Hull.	Caister No. 1 Life-boat saved	14
"	10. 2.10 a.m.	Tug <i>Storm King</i> , of Montrose.	Montrose No. 1 Life-boat rescued	2
"	10. 3.10 a.m.	Schooner <i>Petrel</i> , of Montrose.	Montrose No. 1 Life-boat remained by vessel.	
"	10. 8.30 a.m.	Barque <i>Samarang</i> , of Newcastle.	Redcar Life-boat saved	13
"	10. 1.30 p.m.	Schooner <i>Eliza</i> , of Penzance.	Padstow Life-boat saved crew	5
"	10. 7.45 p.m.	S.S. <i>Fairway</i> , of London.	Hartlepool No. 3 Life-boat rendered assistance.	

			Lives saved.
1884.			
Oct. 11.	6.15 a.m.	Schooner <i>Hannah</i> , of Great Yarmouth. Lowestoft Life-boat saved vessel.	
„ 12.	3 a.m.	Barque <i>Morford and Trubey</i> , of Aberdeen. Harwich Life-boat rescued.	3
„ 23.	4.30 a.m.	Schooner <i>Trial</i> , of Donaghadee. Ballywalter Life-boat rendered some assistance.	
„ 26.	1.30 a.m.	S.S. <i>Success</i> , of Sunderland. Boulmer Life-boat saved the crew . . .	4
„ 26.	9 a.m.	Ship <i>Depositor</i> , of Halifax, N.S. Piel Life-boat brought ashore . . .	3
„ 27.	7 a.m.	Ditto. Ditto. Ditto. rescued crew . . .	20
„ 28.	5.30 p.m.	Brig <i>Sisters</i> , of Belfast. Girvan Life-boat landed crew . . .	8
„ 29.	1 a.m.	Barque <i>Blackwall</i> , of London. Fleetwood Life-boat rendered assistance.	
„ 31.	10 a.m.	Wherry <i>Daniel Yorke</i> , of Dundalk. Ramsey Life-boat rescued the crew	4
Nov. 3.	9 a.m.	Schooner <i>Paola</i> , of Hamburg. Palling No. 2 Life-boat saved vessel and crew	22
„ 4.	7 p.m.	S.S. <i>Regian</i> , of Liverpool. Hauxley Life-boat went off twice and brought ashore part of crew	25
„ 13.	8 a.m.	Trawler <i>Arbitrator</i> , of Wexford. Wexford No. 1 Life-boat saved the crew	5
„ 18.	8.15 a.m.	Smack <i>William Henry</i> , of Runcorn. Rhyl No. 2 Life-boat saved . .	4
„ 20.	11.20 p.m.	Barque <i>Alabama</i> , of Helsingborg. Hunstanton Life-boat rescued the crew	12
„ 21.	2 p.m.	Barque <i>Town of Liverpool</i> , of Whitby. Palling No. 1 Life-boat rendered assistance.	
„ 21.	4 p.m.	Brigantine <i>Albert</i> , of Carlisle. Newquay, Cardiganshire, Life-boat saved vessel and crew	5
„ 26.	5.30 a.m.	Barque <i>Embla</i> , of Stavanger. Mundesley Life-boat saved the crew . .	10
„ 27.	6.45 a.m.	Russian barque <i>Usko</i> . Walmer Life-boat remained by vessel.	
Dec. 5.	4.15 a.m.	Schooner <i>Annie</i> , of Wick. Caister No. 1 Life-boat assisted to save vessel and . . .	5
„ 7.	8.30 p.m.	Brigantine <i>Chaliope</i> , of Fleetwood. Braunton Life-boat rescued . . .	3
„ 7.	12.45 p.m.	Yawl <i>Juno</i> , of Beaumaris. Pennon Life-boat saved crew . . .	2
„ 18.	1 a.m.	Dandy <i>James Garfield</i> , of Ipswich. Caister No. 2 Life-boat saved vessel and crew	4
„ 20.	6 a.m.	Smack <i>Vixen</i> , of Dublin. Fishguard No. 2 Life-boat saved . . .	4
„ 20.	6 a.m.	Schooner <i>John and Ann</i> , of Aberystwyth. Do. Do. . . .	3
„ 25.	6.30 p.m.	Ship <i>Deike Rickmers</i> , of Bremerhaven. Walton-on-the-Naze Life-boat saved	25
„ 29.	6.15 a.m.	Barque <i>Loreley</i> , of Arendal. Caister No. 1 Life-boat assisted to save vessel and . . .	12
„ 30.	10 p.m.	Fishing-boats. North Sunderland Life-boat rendered assistance.	
Total lives saved by the Life-boats in 1884, in addition to 18 vessels			633
Rewards were also granted by the Institution in the same period for saving by means of Fishing and other Boats			159
Total lives saved in 1884			792

It is dark unto death on the midnight sea,
 And darker still on the sleeping land;
 And only women are left on the shore to cry,
 "They're off!" when the Life-boat's manned.

Clement Scott.

NOTICE.

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

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patroness—Her Most Gracious Majesty the Queen.

Vice-Patroness—HER ROYAL HIGHNESS THE PRINCESS OF WALES.

Vice-Patrons—{ HIS ROYAL HIGHNESS THE PRINCE OF WALES, K.G.
VICK-ADMIRAL H.B.H. THE DUKE OF EDINBURGH, K.G.

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

Chairman—EDWARD BIRKBECK, Esq., M.P., V.P. Deputy-Chairman—Colonel FITZ-ROY CLAYTON.



APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that during the past year (1884) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £42,787 on various Life-boat Establishments on the Coasts of England, Scotland, and Ireland. During the same period it contributed to the saving of 792 persons from various Shipwrecks on our Coasts. Every winter that comes and goes has its black record of wrecks, and its terrible list of lost lives, the average loss of lives from Shipwreck annually, on the shores of the United Kingdom, being 700.

GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING 1884.

		£	s.	d.
Number of lives rescued by Life-boats, in addition to 18 Vessels saved by them	633	...	...	...
Number of Lives saved by Shore-boats, &c.	159	...	...	...
Amount of Pecuniary Rewards for Saving Life during the Year . . . . .	...	5,000	19	3
Honorary Rewards:—Silver Medals and Clasps	6	...	...	...
Votes of Thanks on Vellum	9	...	...	...
Total	15	792	£5,000	19 3

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 284 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 their crews practised in the management of their 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 Society, or by special exertions, for which it has granted rewards since its formation, is 31,355: for which services 97 Gold Medals, 970 Silver Medals, and £82,984 in cash have been given as Rewards.

Annual Subscriptions and Donations are earnestly solicited, and will be thankfully received by the Secretary, CHARLES DIBDEN, Esq., at the Institution, 14 JOHN STREET, ADELPHI, London; 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; and by all the other Bankers in the United Kingdom.—February, 1885.