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THE LOSS OF LIFE ON AND NEAR OUR COASTS.

A CAREFUL or interested reader of the article in THE LIFE-BOAT JOURNAL for last November, on the "Wreck Register and Chart for the year ended June 30th, 1884," cannot but be struck by the melancholy fact shown by the statistics, viz., that apparently there were half as many lives lost on, or near, the coasts of this country, by casualties to shipping, as were saved by the unremitting efforts of the Life-boats and the Rocket Apparatus. Even a casual consideration of this cannot but suggest the idea that this should not be, and is therefore not unlikely to raise a doubt as to whether all is done that can be, by the two great Branches of the Life-Saving Service, and to prompt the question as to whether they are organised and worked on the principles likely to bring out the best results, and to reduce the loss of life to a minimum. We have the fullest confidence that this question must be answered in the affirmative on behalf of both. We should not be understood by this to mean that we think ourselves perfect, or that improvements, both in organisation and machinery, will not be made from time to time; but we feel confident that the Institution, being fully alive to the important trust placed in its hands, will always march with the times, and take advantage of any well-considered useful inventions for furthering its work that may appear; at the same time of

course rejecting firmly all the crude, unpractical, incomplete ideas that may be and are so constantly pressed upon it for adoption, often as certain specifics against all loss of life by shipwreck.

The first step in attempting to consider the question of how further to reduce the lamentable loss of life at sea round our coasts; is to ascertain to what causes it is attributable. An examination of the Board of Trade Returns shows that in the year included between the 1st of July, 1883, and the 30th of June, 1884, 661 lives were lost on or near the coasts of the United Kingdom. The casualties are attributed to the following causes:—Strandings, 228 lives; founderings, 62; collisions, 75; other causes, 54; missing vessels, 242.

Dealing with these subdivisions in the same order, we find that "strandings" include every vessel, from the lighter in the Firth of Clyde, the one-ton fishing-boat and the Irish hooker, up to the largest ship, which this year was one of about two thousand tons. The number of these casualties was 287, of which 283 were attended by total loss of the vessel. Out of these 287 casualties, there was loss of life in 43 cases only. In 24 cases the lives lost were but a small proportion of those involved in the danger, viz., 47 out of 236, or one in five; of course the proportions between lost and saved differ in each case, but in only one of these do

they balance by being half each. In 19 other cases 202 lives were involved, of which 182 were lost. In 12 of these cases all hands were lost, and in the remaining 7 a very large majority; the numbers of lives respectively being 116 and 66. It is impossible now to trace so closely each case as to say positively whether or no it was possible to have saved any of these lives, but the majority of the casualties certainly occurred on such iron-bound parts of the coast, with perpendicular cliffs, that it was impossible by any practical means to render assistance, even if time allowed; for an ill-fated ship in such a position generally does not hold together many minutes, and certainly not long enough for help to be assembled and brought to what is, as a rule, an out-of-the-way, thinly-inhabited spot. There are many cases on record of vessels being seen to break up immediately on striking the ground, and that not always on such a shore as is described above, but sometimes on sand also. It is therefore more than probable that in most of the cases referred to above it was impossible to render help from the shore, and the only way in which rescue could have been given to them would have been before they struck the shore, a part of the subject we shall refer to later on.

We next come to the "founderings"; all or very nearly all of these occurred at such distances from the land as to put them into a category quite beyond the reach of either Life-boats or Rocket Apparatus. The large majority also is composed of fishing-smacks and unregistered fishing-boats, so that even if in sight of land, the casualty would in all probability be so sudden as to preclude the possibility of help being afforded by either means.

Collisions 75 lives, and missing vessels 242, are also manifestly beyond the scope of the Institution's power to aid, and more so that of the Rocket Apparatus.

Other causes, 54 lives, are about equally divided between small fishing- and pleasure-boats, frequently undecked, being capsized, and cases of single men, or at

most two, being washed overboard from small vessels at sea in bad weather; these are also beyond the power of the Institution to relieve.

We think the above analysis shows that of the 661 lives returned as "lost at sea on or near the coasts of this country," only 228 can possibly be said to have been lost on our shores, by which we mean near enough to land to have been aided either by Life-boat or Rocket Apparatus, if the surrounding circumstances of the catastrophe rendered so doing practicable. This we maintain was not, if not in all instances, at least in a very large majority, the case, and that from the time of the doomed vessels striking, there was no possibility of rescuing the lives of the crews. The very common, and we suppose not unnatural proceeding of hurriedly leaving the stranded vessel in the ship's boat, instead of waiting for help from either Life-boat or Apparatus, is a fruitful source of loss of life, and in many instances accounts for those lost where part is saved. In these days, when every part of the coast, or at any rate all the frequented parts of our coasts, are guarded by the means of rescue best suited to the position, we cannot too strongly urge upon seamen to "stick to their ship to the last," and wait for the help from the shore which is always ready, and so seldom fails to be in time. We know well cases occur in which vessels break up on the first blow, not only on rocks but on sand, without giving time for the appliances for rescue being used; even then there would be but small chance for the men in their own boat, because this catastrophe must occur either from the extreme violence of the sea, which would equally overwhelm the boat, or from the weakness of the vessel's frame from decay, in which case the boat would probably be no stronger or "better found."

We hope we have shown that of the grand total of 661 lives reported as lost "on or near the coasts of this country," 228 only were lost on the shores, and the large majority, if not all of these, were

under conditions that rendered help impossible. Even allowing, for the sake of argument, that it was possible to have saved a third of these lives, although we unhesitatingly assert there is not the least evidence to prove it, can any more complete answer be produced to the question propounded at the beginning of this article than, that out of a total of 1,560 lives endangered, 1,322 were saved, of which 989 fall to the Life-boats, 333 to the Rocket Apparatus, and 177 to shore-boats or other means, for which rewards were granted by the ROYAL NATIONAL LIFE-BOAT INSTITUTION, making a total of 1,166 saved through the instrumentality of the Institution; this fact, coupled with the consideration that the remaining 228, or at least two-thirds, if not the whole of the remainder, were lost under circumstances that rendered help impossible. This brings us to the consideration of what can be done for the remaining 433 cases. The first item is that of "founderings," 62 lives. An examination of the Returns, which are very full, shows that it is only by a very liberal reading that the majority can be said to have occurred "on or near the coasts," because more than two-thirds of the vessels are reported to have foundered out of sight of land. The same refers to those 75 lives lost in collisions, some of which occurred from 20 to 30 miles from land. The "other causes" we think an item that, if possible, requires closer consideration than either of the others, because the number, as before stated, is about equally divided between small fishing- and pleasure-boats (frequently undecked) being capsized, and cases of single men, or at most two at a time, being washed overboard at sea from small vessels in bad weather, and frequently at night. For these poor fellows there is the most remote chance of rescue, hurled overboard, generally dressed in oilskins and heavy sea-boots, and not unfrequently half-stunned by the blow.

This brings us to the last, the largest and saddest item of all, "Missing Ships." There is something particularly sad in

that frequent heading in the shipping intelligence column of our papers, and which includes 242 lives.

It must be obvious that aid for these casualties cannot be expected or given from the shore. It must either come from within, *i.e.*, the vessels themselves, or from other vessels happening to be on the spot.

We are not so Utopian as to suppose that the sailor's life can ever be made less liable to casualty than that of many occupations on shore, but we do believe this sad list of valuable lives sacrificed every year can be considerably reduced. For the sake of convenience, we will class founderings and missing ships together, because we think it more than probable that the fate of the former overtook most of the latter. This can only occur from water getting into the ship, and that can only get in through the hull, or through the openings in the decks, *i.e.* hatchways, skylights, &c. We believe the latter have to answer for many a casualty, frequently from defects in original construction, but quite as often from neglect of the commonest precautions of "battening down," or seeing that the arrangements for keeping the water from going below are in ready working order. This is part of what we mean that help must come "from within," but it also comprises better form of vessel, and more judicious loading, even where the hull is sound and strong, because a vessel of bad form will strain and tear herself to pieces, where a vessel of good form and equal capacity would come through a storm scathless.

Collisions, again, are decidedly casualties to be provided against from within. Better look-out and greater vigilance generally, with a thorough acquaintance with and attention to "the rules of the road," would go far to reduce these casualties, to which must be added what we cannot but think a crying evil in these days of steam, and that is the utter unreadiness of the majority of merchant steamers' boats for use in case of sudden emergency.

As we have before said, "other causes" comprise fatalities by far the most difficult

to guard against. Inexperienced and rash people will go out in open boats, and of course must as inevitably come to grief, as one ignorant of steam would do who tried to drive an engine, or, although he knew his subject, would not attend to details. The great safeguard we see against men being knocked overboard is either higher bulwarks or stanchions and ridge-ropes round them. No doubt there are inconveniences attending the use of these latter in all vessels, particularly fishing vessels, but they are not to be balanced against the greater security they would give.

We have seen it urged more than once that the right way to guard against these casualties, and to rescue those involved in them, is by means of life-saving ships. Indeed, if we mistake not, it was once proposed to substitute these for the present system of the ROYAL NATIONAL LIFE-BOAT INSTITUTION. We are convinced, however, that any such scheme is most unpractical and unworkable, and could only end in failure and the consequent waste of any money contributed by those in this maritime country whose sympathy was touched by any plausible scheme for mitigating the troubles of our sailors.

These life-saving ships must be established on one of two principles, either as cruisers, whose only duty it would be to keep the sea in bad weather, ready to aid any vessel in distress they might sight, or by vessels projected to combine the double duty of earning their own expenses and giving help to others in distress.

We do not deny that if "money was no object," as the seas round our coasts were covered by a crowd of cruising frigates during the wars at the beginning of this century, they might now be covered with a number of powerful vessels, competent to keep the sea in all weathers, and carrying at their davits two or more fully-equipped Life-boats, with their crews on board the ship, ready to man them at any moment, and to proceed to the succour of any unfortunate vessel in want of help that they might fall in with. How many

vessels would this require to watch only the 250 miles comprised between the Fern Islands and the North Foreland? At least fifteen; and even they could not anticipate being present on every occasion of their help being required. Within this radius, during the year under review, four vessels foundered, nine were lost in collision, involving the loss of 19 lives, and 15 vessels were "missing," involving 94 lives, the latter returns being only approximations. We do not think such a force as described could reasonably be expected to rescue more than one-third of these, at the outside. Even supposing the very large sum necessary for equipping and supporting such a fleet—doubtless more than one year's expenditure on the Life-boat service of the whole United Kingdom—could be raised, it must be drawn from the charitable contributions of the nation, where it was already used in relieving suffering to much greater advantage.

The second scheme we hold to be utterly unworkable, the two duties of earning the expenses of a vessel, whether by fishing, trading or otherwise, and at the same time devoting her to life-saving, being utterly irreconcilable. Any vessel large enough to carry such a Life-boat as would be of any value in an emergency would be useless for fishing, and any attempt to combine the two in one must equally fail, the equipment and proportions necessary for efficiently carrying out the two services of deep-sea fishing and life-saving in the open sea being quite incompatible with each other, whatever may be said to the contrary.

We may well leave the decision as to the best form and rig for deep-sea fishing-vessels to the experience and skill of our ship-builders and fishermen, recommending at the same time the necessity for urging upon the latter the most careful attention to all reasonable precautions against casualties emanating from the incidents of their calling. The courage, skill, hardihood, familiarity with, and contempt for danger, so characteristic of the British sailor, are, we believe, important factors in swelling

the lamentable list of valuable lives lost every year round our coasts, leading, as these qualities—which we all encourage and admire—do, to neglect of precautions and improvements in important matters of detail. Any means by which care can be successfully impressed upon the men, must be a good, though a difficult, work, and to ensure success one requiring tact, sympathy with, and knowledge of, the seaman's character. To instance one danger. The contemplation of the utterly unprotected position of a man on the decks of most of the large northern fishing-boats, is anything but a pleasant theme, at the same time a highly illustrative one; and many more examples may be quoted.

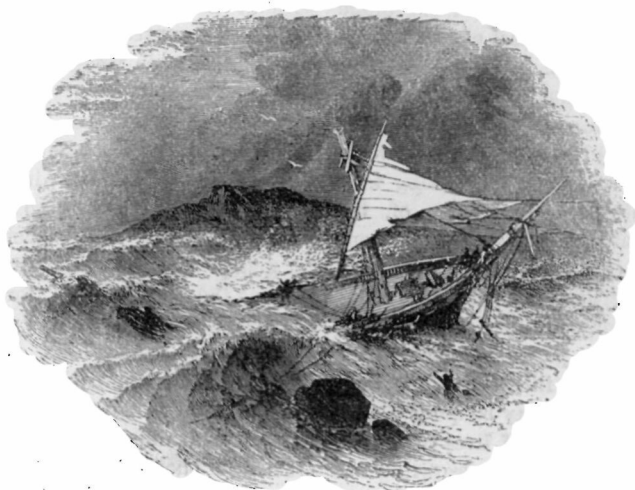
Going to the rescue of lives in danger in the open sea is a service requiring not only skill and courage, but the right appliances. I would ask, is any decked vessel of the dimensions necessary to fit her for either deep-sea fishing, trading, or salvage service, adapted for this purpose? Undenially no! Several confirmations of this reply can be given. First, what is the ordinary means by which men are taken off water-logged or sinking vessels at sea? Ships' boats. Secondly, in a gale of wind, with the ordinary accompaniments of heavy sea, storm canvas, etc., it would be constantly found impossible to so manœuvre a vessel of the contemplated dimensions, as to lay her alongside the one in distress, and if brought alongside it would only be at the imminent danger of being speedily reduced to a helpless condition by collision. It is true the life-saving vessel might be built in compartments, or otherwise made practically unsinkable, but the chances are greatly in favour of her unfortunate crew finding themselves in a position little better than those they were trying to rescue, certainly being rendered powerless to help others. As we have before said, we believe a well-built, well-found steam-vessel, calculated to keep the sea at all times, and large enough to carry two good Life-boats in davits, would, if

on the spot at the right moment, present hopes of saving endangered lives, but without an enormous number of these vessels, and consequent unreasonable outlay, what chance would there be of one being at hand?

We have not included, because it would be preposterous, the saving of life from stranded vessels in the duties of these life-ships. They could not carry boats having the power and capacity necessary for going into breakers on outlying sands, such as the Goodwin, &c., for which only a first-class Life-boat, nearly as large as an ordinary fishing-boat, is calculated. An attempt to approach a ship on shore from seaward is attended with far greater danger and uncertainty than doing so from the shore, where advantage can generally be taken of the vessel as a break-water.

The improbability as shown of the life-ship being on the spot when a wreck occurs applies, if possible, more strongly to the idea of its rendering assistance to ships stranded on the shore than to those "wrecked" at sea. In addition to the increased risk of approaching a wreck in the breakers from seaward over that of doing so from the land, the uncertainty of her exact position as regards surrounding dangers, must be considered. This could not be ascertained with the same certainty at sea as on shore, and will be readily recognized as a most important factor in rendering help. The action taken by the Institution in supplying deep-sea fishing-vessels and small coasters with reliable aneroids at one-third the ordinary price, of which advantage has been so largely taken, cannot but be a great step in the right direction. We know of many instances in which the instrument's warnings having been attended to, have led to vessels lifting their nets and gaining safe anchorage in time, as well as to their not having left port in delusively fine weather with storms impending.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.



LLANDDWYN, ANGLESEA, AND LLANDDULAS, DENBIGHSHIRE.—One of the new self-righting Life-boats, with the water-ballast fittings, has been placed at Llanddwyn by the ROYAL NATIONAL LIFE-BOAT INSTITUTION, in the place of a smaller Boat stationed there many years since. The Boat forwarded is 34 feet long, $7\frac{1}{2}$ feet wide, and rows 10 oars double-banked. A similar Boat and carriage have also been despatched to Llanddulas. The cost of these new Life-boats and equipments has been defrayed from a handsome legacy received by the Institution, through its Manchester Branch, from the estate of the late Mr. JOHN GOULD, of Didsbury, Lancashire. The former Boat has been named *The Richard Henry Gould*, and the latter *The Mary Jane Gould*, in accordance with the testator's wishes.

The new Life-boat for the Llanddwyn Station reached Carnarvon by train on the afternoon of Tuesday, the 27th October last. On the following day she was unloaded from the railway trucks and placed upon a carriage, in readiness to be launched.

On Thursday, the 29th October, she was drawn by three horses, assisted by the Coastguard men, from the railway station to the slip immediately below the Eagle Tower of the grand old castle of Carnarvon.

Some of the members of the Life-boat Committee, including Sir LLEWELYN

TURNER, Chairman; JOHN OWEN, Esq., J.P.; Mr. JACKSON, the Honorary Secretary; Mr. CONLEY, the Chief Officer of Coastguard; and Mr. WILLIAM GRIFFITH, Harbour Master, accompanied by the Royal Naval Reserve, walked in procession to the place of launching with the Boat, which was manned by her crew.

A short prayer was offered by the Rev. J. W. WYNNE JONES, the Vicar of Carnarvon, and a hymn sung by the choir of Christchurch and those assembled.

After the hymn Sir LLEWELYN TURNER, addressing the large assemblage, gave a brief *résumé* of the Life-boat work, and said that upwards of fifty years ago, long before the Station was under the management of the NATIONAL INSTITUTION, *The Staff of Life*, with all hands, was lost on the south bank of the bar in a north-west gale, and although a Life-boat, the gift of the late Admiral CRAWLEY, was stationed at Llanddwyn, which was well to windward of the wreck, she was (to the disgrace of those in authority at the time) unfit for service, having been kept on the beach, exposed to the wind, rain and sun. The number of pilots at Llanddwyn was four (no more men being on the island), so that a Boat requiring ten hands to man her was useless, from the two causes named.

The Boat was afterwards brought to Carnarvon, and, being repaired and kept in good order, saved a great number of

lives, the crews of no less than four vessels being rescued on one Saturday, when the Boat was efficiently worked, under the command of the late Captain JOHN RICHARDS, of the brig *Jane*.

It was nineteen years since he had officiated at the launch of the Life-boat *John Gray Bell*, which superseded the old Boat, and was to be superseded by the Boat about to be launched.

The ROYAL NATIONAL LIFE-BOAT INSTITUTION had done, and was still doing, a work of enormous magnitude, and of incalculable benefit to the seamen of this and all nations frequenting our coasts.

As he (Sir LLEWELYN TURNER) was the President of the North Wales Temperance Association, he looked somewhat suspiciously at the bottle which Lady TURNER was about to break. He would only say that if there was any one present too fond of drawing the cork, he had better use the bottle in the same way—break it and cast it into the sea.

He could not conclude without bearing the strongest testimony and tendering the warmest thanks of the Life-boat Committee to their well-tryed and experienced Honorary Secretary, Mr. JACKSON, for his gratuitous and invaluable services as Secretary to the Llanddwyn Branch of the Institution and agent of the Shipwrecked Fishermen and Mariners' Royal Benevolent Society. Services like those were quietly and unostentatiously rendered, but were none the less valuable.

Mr. JACKSON then conducted Lady TURNER to the small stage at the stern of the Boat, when her Ladyship said:—

"Ladies and Gentlemen,—It was with very great pleasure that I acceded to Mr. JACKSON's request to come here and name this beautiful new Life-boat. I am sure that I echo the wishes of all when I express a hope that whenever she is required to save life there may be found brave and willing hearts to man her, and that the Almighty may crown with success the efforts made to rescue the lives of shipwrecked mariners. I now name the Life-boat *The Richard Henry Gould*."

Her Ladyship then broke the bottle on the stern of the Boat, and amidst the cheers of the spectators, the Life-boat, with the crew on board, glided gracefully into the water, and was afterwards rowed to the New Basin, to test the self-righting qualities under the crane. The Boat was

first placed on her side and afterwards capsized, and in both instances she at once righted, freeing herself of water in thirty seconds. She was afterwards taken by the crew to her Station at Llanddwyn.

The new Life-boat for Llanddulas was placed there in April last. On the 4th May she was taken afloat in a rough sea and strong wind from the N.E., and the coxswain and crew afterwards reported highly of her behaviour in rough water, stating that they liked her very much, and considered her a better Boat, and more suitable for the requirements of the Station, than her predecessor.

The Llanddwyn Life-boat was called out on service on the 28th December last, during a strong gale from the W.N.W., and the Coxswain reported that she behaved very well on the occasion, when she had to encounter a very heavy sea.

PEEL, ISLE OF MAN.—With the co-operation of the local residents, a new Life-boat Establishment has been formed by the Institution at Peel, on the west coast of the Isle of Man, where there is a large and increasing fishing population. It had been pointed out to the Institution by His Excellency the Lieutenant-Governor of the Isle of Man that the long range of coast from Port Erin to Ramsey was unprotected by any Life-boat, and the opportunity has been taken to supply the deficiency, and there are now six Life-boats to be found on the coast of the island, which for many years was the residence of one of the first founders of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, the late Sir WILLIAM HILLARY, Bart. The Life-boat provided is 37 feet long, 9 feet wide, rows 12 oars double-banked, and is provided with water-ballast tanks. A new and commodious house has been erected for its reception near Peel Castle. The cost of the new Boat and equipment was met from a legacy bequeathed to the Institution by the late Captain MONK, R.N., of Neston, Cheshire. The new Life-boat was towed across from Liverpool by the Isle of Man Company's s.s. *Ellen Vannin* in half a gale of wind, with considerable sea. The steamer proceeded at full speed, about 10 knots an hour; the Life-boat towed very steadily, and went over the seas in the most buoyant manner. Sheets of spray dashed over her the whole passage across, but she shipped

no heavy water. The public inauguration of the new Life-boat Station took place on the 14th October last, in conjunction with the opening of the new Royal Naval Reserve Battery on Craig Malin. The inhabitants of all parts of the island trooped into the city all day, by trains, by cars, and by almost every conceivable kind of conveyance, while not a few proceeded on foot, all bent on seeing the unusual display which had been announced to take place in the city of Peel. The streets were gaily decorated with flags and banners, in many cases a line of flags being hung across the street. The Life-boat was taken through the principal streets of the town in a procession, which started in the following order:—

Members of the police force, the Town Commissioners, R.N.R. men with red ensign, 500 school children, Peel band in uniform, 500 school children, R.N.R. men with white ensign, R.N.R. men with rifles and fixed bayonets, R.N.R. men with blue ensign, R.N.R. men with cutlasses and pistols, Peel Fire Brigade, life-saving apparatus waggon with men, representative of donor of Life-boat (Mr. W. Brown), District Inspector of Life-boats (Lieut. TIPPING, R.N.), the Life-boat, decorated with flowers, flags, &c., with crew in uniform and oars on end, the High-Bailiff of Peel and the Life-boat Reception Committee, R.N.R. men with Union Jack, his Excellency the Lieut.-Governor and Mrs. SPENCER WALPOLE (in carriage), attended by guard of honour of R.N.R. men with drawn cutlasses, the Lord Bishop of the Diocese and Mrs. ROWLEY HILL (in carriage), several members of the Insular Legislature, townspeople and sailors in procession, general public in procession, four deep.

During the day the wind was blowing strongly from the north, and a heavy sea was running, the water dashing over the breakwater frequently, to the great discomfort of hundreds of people who had congregated there. The sea was just suited for testing a Life-boat.

Everything being ready for the launch, Mr. BROWN, as executor of the late Captain MONK, R.N., stepped forward, and in suitable terms made the presentation of the Boat to the Institution. The gift was acknowledged on its behalf by the District Inspector, who then handed over the Boat to the care of the Local Committee. The

High-Bailiff of Peel responded on behalf of the Reception Committee, and called upon the Governor of the Island also to say a few words as to the thankfulness with which the gift was received. His Excellency, in the course of his remarks, said:—

“There is one thing which the Institution cannot give us. It can give us a boat equipped with all the best expedients which modern ingenuity can suggest, but it cannot give us brave hearts and stout hands to man the Boat (applause). Those we can only derive from ourselves (hear, hear), and I need hardly assure you that those hearts and hands will be forthcoming in the town of Peel. I have some acquaintance with the fishermen of the British Isles; I know their worth; I know their courage, and it is not merely as Governor of this Island that I make bold to say that there are no fishermen who excel, in either courage or skill, the fishermen of the town of Peel (loud cheers). I sometimes think that a Life-boat is typical of all that is highest and best, for while it recognises our faith in the God who rules the raging of the sea, it teaches us that we must depend upon Him to save our own lives and the lives of others. In acknowledging the presence of that God, it is only right that before I conclude I should ask my Right Rev. friend the Bishop to put up a prayer in our behalf for the prosperity of this Boat, and I will therefore conclude these remarks by asking the Lord Bishop to come forward and pray to Almighty God for the welfare of this Boat and its future work (applause).”

The Lord Bishop then came forward and offered up prayer for the success of the Boat, after which the well-known hymn, “For those in Peril on the Sea,” was sung by the vast concourse.

The High-Bailiff then ascended the platform, and said:—“The Reception Committee and the people of Peel have unanimously asked Mrs. HILL, the wife of our revered Lord Bishop, to name this beautiful Life-boat” (loud cheers).

Mrs. HILL was greeted with great enthusiasm as she stepped forward to perform the ceremony. A bottle of champagne was placed in her hands, which she dashed against the side of the Boat, saying as she did so, “Success to *The John Monk*.” At the same moment the ropes were

loosed, and the Boat glided gracefully into the water, amidst the loud cheers of the assembled multitude and the firing of many guns. The Boat rowed inshore at first, but sail was hoisted, and, under the direction of Lieutenant TIPPING, R.N., and the coxswain, she was taken out to sea, where an excellent practice was gone through. The crew were much pleased with the weatherly qualities of the Life-boat, and with her behaviour both under sails and oars in the strong northerly wind and heavy sea with which they had to contend. It should be mentioned that several beautiful wreaths of flowers were hung about the Boat, which were made by Miss TINDALL, mistress of the Christian Girls School, the flowers having been gathered by the school children.

TENBY.—A new water-ballast Life-boat, 34 feet long, 8 feet wide, and rowing 10 oars double-banked, has been forwarded by the Institution to Tenby, it being thought desirable that a Life-boat containing all the latest improvements should be placed on that important Station, in the place of one sent there many years since. The new Boat possesses, in an eminently satisfactory degree, the valuable qualities characteristic of the Boats of the Institution, such as great

lateral stability, self-righting, self-ejecting water, &c. A new transporting and launching carriage was sent with the Life-boat. The cost of the new Boat, carriage, and equipment has been met from a munificent legacy bequeathed to the Institution by the late Miss COLLIN, of Store Street, London, and the Boat is named *The Anne Collin*, in memory of the benevolent donor.

The first launch of the Boat at its Station took place on the 23rd December last, when there was an imposing demonstration, the townspeople manifesting the liveliest interest, lining the streets to view the procession as it passed along, and also crowding the Castle Hill and rocks to witness the ceremony of naming and launching. After prayer had been offered up by the Rev. GEORGE HUNTINGDON, Rector of Tenby, the Boat was named by Miss JONES, a relative of the Local Honorary Secretary, J. R. ROWLANDS, Esq., and launched. In the evening both crews of the Life-boat and a few friends were entertained at supper by Mr. ROWLANDS.

The two previous Life-boats stationed at Tenby had done good service from time to time, and were instrumental in saving altogether 83 lives from different distressed vessels.

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

KINGSDOWNE, KENT.—On the morning of the 18th September, signals of distress were fired by a vessel which proved to be the steamer *Dolphin*, of London, bound from London to Havre, with a general cargo and passengers, which had been in collision with another steamer, during a N.E. wind, thick weather, with rain and a heavy cross sea. Two large galleys from Kingsdowne went off in reply to the signals, and brought ashore two of the steamer's boats, containing twenty-four persons. It was reported that the vessel had sunk between Walmer and Kingsdowne, and that there were several other people left in the rigging. The Kingsdowne Life-boat was therefore launched at 3.30, and rescued six persons, who were brought safely ashore, one of them, a passenger, being in a most exhausted

condition. The galleys also went out again, and a diligent search was made for any other survivors, but none were found.

RAMSEY, ISLE OF MAN.—The *Two Sisters* Life-boat was launched at 5.30 on the evening of the 2nd October, to the assistance of the brig *Professo*, of Tvedestrand, Norway, bound from Sundswall for Ramsey, with a cargo of timber. She was lying at anchor in the bay during a whole gale from the W.N.W., when she drifted, and the master fearing that the chain, which was weak, would part, and that the vessel would drift on to the Bahama bank and become a total wreck, cut away the masts and showed signals of distress. The master and pilot were brought ashore by the Life-boat to make

arrangements for having the vessel brought in. The gale moderated, and on the following day the brig was towed into the harbour by a steamer.

CASLETOWN, ISLE OF MAN.—It was reported, on the evening of the 2nd October, that a schooner in Derbyhaven was flying a flag of distress. The *Hope* Life-boat was launched at 6.30, and found the vessel, which proved to be the *John Perry*, of Beaumaris, dragging her anchors on a lee shore. The wind was blowing from the S.W., and a heavy sea was running. The crew of three men were taken into the Life-boat, and brought to land. This was the first time the new Life-boat had been out on service, and her behaviour gave entire satisfaction to her coxswain and crew.

CEMAES, ANGLESEY.—At daybreak on the 5th of October a steam-tug entered the bay with a flag half-mast high and blowing her whistle. The Life-boat *Ash-tonian* was launched, and was towed by the tug to the wreck of the ship *Earl of Chatham*, on the mainland, a little to the eastward of West Mouse Island. The crew had been taken off by the tug; but it was thought that there were some stow-aways left on the vessel. The Life-boat men boarded the ship, but found nobody there; they however rendered good service in saving the captain's instruments, papers, &c., and afterwards put some of the vessel's crew on board to launch one of the ship's boats and recover the sailors' clothes, &c.

KILDONAN, ISLE OF ARRAN.—At 6 P.M. on the 6th October, a vessel was seen flying the signal "I am sinking." The Life-boat *Emily Dewar* was promptly launched, and found the vessel was the barque *Rimac*, of Liverpool, bound from Glasgow for Valparaiso with a general cargo, and carrying a crew of 17 men. She had been in collision with the ship *North*, and was in a sinking condition. The Life-boat men went on board, and, with the help of a tug which came up two hours afterwards, the barque was taken into Lamlash, where she was beached at about 9.30 P.M., the Life-boat remaining by her until low-water, at the master's request, and returning to her station at 7 o'clock the following morning.

ABBROATH.—At about 11 o'clock, on the morning of the 10th October, the attention of the coxswain of the Life-boat was drawn to the dangerous position of two amateur fishing boats outside the harbour bar. The wind was blowing a strong gale from the N.E., with a heavy sea, and, as it appeared improbable that the boats would be able to make the harbour, the Life-boat *People's Journal*, No. 2, was launched, and pulled out to their assistance. One of the boats succeeded in entering the harbour, but the other was put out to sea. The Life-boat made for her, and on getting close a rope was attached, and the boat, with its two occupants, was towed safely into the harbour.

THURSO, CAITHNESS-SHIRE.—During a heavy gale from the N.E., on the 12th October, signals of distress were shown by vessels at anchor in Scrabster roadstead. The Life-boat *Charley Lloyd* was launched, and went first to the *James*, of Wick, and took off her crew, numbering four men; then to the *Manturu*, of Dumfries, securing her crew, consisting of four men; and, lastly, to the *Magnet*, of Hull, from which it rescued four men and the master's wife and child. These fourteen persons were all safely landed.

PENMON, ANGLESEY.—A vessel was seen ashore on the north side of Puffin Island, during a moderate gale from the N.N.E. and a heavy sea, on the morning of the 13th of October, and some men were observed on the island. The *Christopher Brown* Life-boat was launched at 9 o'clock, and found that the ketch *Hope*, of St. Ives, bound from Runcorn for Pentowen, Cornwall, with coal, having sprung a leak and become unmanageable, had stranded half-way between the beacon and Puffin Island, where she became a total wreck. The crew of three men, who had taken refuge on the island, were taken into the Life-boat and landed at Beaumaris.

GRIMSBY.—A telegram having been received reporting a vessel in distress, the Life-boat *Manchester Unity* put off at about 9.45 A.M. on the 13th October, during a strong N.W. gale and a heavy sea. She proceeded down the Humber under sail, and on nearing the vessel, which was the brig *R. W. Parry*, of Barth, from Huddicks-vall, with a cargo of wood for Grimsby, it

was seen that she had stranded off Grainthorpe, and that every sea was breaking over her and her crew. With great danger and difficulty, the boat receiving some damage and two oars being broken, the Life-boat succeeded in rescuing the eight men from their perilous position and landed them at Grimsby, the boat being towed back to her station by a steam-tug.

GORLESTON, SUFFOLK.—The fishing-smack *Sir John Astley*, of Great Yarmouth, while attempting to enter the harbour, at about 9.30 P.M. on the 15th of October, ran against the south pier head. Three of her crew jumped on to the pier, but another in attempting to do so, missed it and was unfortunately drowned. The smack rebounded, and drifted helplessly to the southward with the mizen only standing and having only the master and a boy on board. The *Leicester* Life-boat was launched and, with much difficulty and danger, was got to sea by running a line to the north pier head, in doing which one of the crew was washed off the pier but was happily rescued. Sail was made, and the smack was reached, and was taken, with the two persons on board, into Yarmouth Harbour. She had anchored off Hopton Beach in the breakers, the sea at times making a clean breach over her.

GILES QUAY, DUNDALK.—The s.s. *Dudon*, of Whitehaven, bound from Newport, Mon., for Dundalk, with a cargo of coal, went ashore on the bar during a strong breeze from the E.N.E. and a heavy sea, on the 16th of October. A steam-tug went to her assistance but was unable to tow her off, and after the tug had left her, the Life-boat *James Thomas* put off at 7 P.M.; remained by her until the following morning, and took provisions from Dundalk to the vessel. A number of men engaged from the shore by the master, having thrown part of the cargo overboard, the vessel floated and was got safely into port.

BRIGHTON.—The *Robert Raikes* Life-boat was launched at 5.10 P.M., on the 21st of October, signals having been shown by the fishing-smack *Volant*, of Dover. The wind was blowing from the S.S.W.; the weather was thick and the sea rough. On reaching the vessel, which had stranded

about three-quarters of a mile from the shore, it was found that she was bumping heavily and leaking. Her crew, consisting of four men and a boy, were taken into the Life-boat and safely landed; the rescue being witnessed by a large concourse of people. At high-water the smack drove ashore, and became a total wreck.

RAMSGATE and DEAL.—Signals were made by the Goodwin and Gull lightships, during a fresh S.E. gale and a heavy sea, on the morning of the 31st of October. At the same time a large flare was seen in the direction of the North Sand Head. The Life-boat *Bradford* and steam-tug *Aid* left the harbour at 2 o'clock, proceeded direct to the place where the light had been shown, and found the schooner *Frederick Carel*, of Oude Pekela, bound for Gloucester, with a cargo of oats, stranded on the North Sand Head. The master stated that the vessel was leaking badly, and her crew, consisting of six men, were therefore at once taken on board the Life-boat, through a very heavy sea, and landed at Ramsgate.

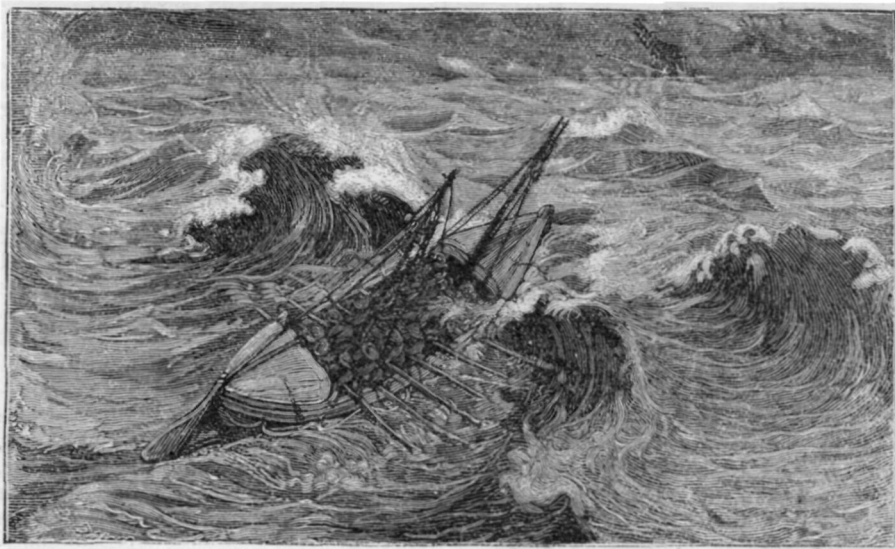
Some Deal boatmen afterwards boarded the vessel to try to save the ship and cargo, but the sea increased very much, and their boats could not get alongside to take them off again. Between 2 and 3 o'clock in the afternoon, a man went ashore in a galley to call out the Life-boat. The crew of the *Mary Somerville* at once assembled, went to the vessel, and found the sea breaking over her, some of the men having taken refuge in the rigging. It was impossible for the Life-boat to get alongside, but communication was obtained by means of lines, and seven men were thus hauled into the boat. Another man, who had remained until last, was unfortunately knocked down and swept away by a heavy sea, after having tied the line round each of the other men who had been saved. The Life-boat was towed back to her station by a steam-tug, arriving there at about 7 P.M.

RAMSGATE.—At 8 P.M. on the 26th November, during a fresh W.N.W. wind and a heavy sea, the *Bradford* Life-boat and steam-tug *Aid* went out, in reply to signals from the Gull lightship and found the s.s. *Santa Rosa*, of Gijon, ashore on the Goodwin Sands. On reaching the sands, some men employed to get the steamer off asked for

assistance, and on the tide flowing the Life-boat sailed to the vessel, shipping large quantities of water. When the tide rose, steam was got up, the sails were set, and the vessel forged a-head off the sand. She was then taken in tow by the *Dreadnought* and *Aid* tugs, and towed to Ramsgate harbour, arriving there at about 5.30 on the following morning, the Life-boat keeping alongside her until she reached the harbour, in case of accident, as the vessel was leaking considerably.

FISHGUARD, SOUTH WALES.—At about 10 o'clock on the morning of the 31st of October, signals of distress were shown by two schooners which, with other ves-

of slates. After these men had been taken into the Life-boat, signals of distress were shown by the schooner *Sir Richard*, of Portmadoc, bound from London for Londonderry with a cargo of cement, having a crew of four men, and the smack *Elizabeth Ann*, of Cardigan, from Portmadoc to Cardiff with slates, and carrying a crew of three men. The Life-boat therefore went to these vessels, took their crews off, and landed the whole of the 15 men at about 1 P.M. Captain LA PRIMAUDAYE, R.N., the Institution's Inspector of Life-boats for the District, who was then at Fishguard to inspect the Life-boat Station, went out in the Boat on this occasion.



sels, had taken refuge in the bay on the previous day, being unable to go round St. David's Head on account of the stormy weather. The wind increased to a fresh gale from the N.N.E., accompanied by a high sea, and as the vessels had anchored in a very exposed position, they were riding very heavily. The Fishguard No. 2 Life-boat, the *Appin*, went to the assistance of the two schooners which had signalled, and found that their crews were anxious to be brought ashore; three men were accordingly taken off the *Charlotte Ann*, of Portmadoc, bound from Newport to Portmadoc, with coal; and five men from the *Dewi Lass*, of Aberdovey, bound from Portmadoc for London with a cargo

HOLY ISLAND, NORTHUMBERLAND.—The schooner *Superb*, of and from Timmer-nabben, Sweden, for Sunderland with a cargo of pit props, was seen beating up through the "Fairway," during a gale from the S.E., on the morning of the 31st of October. She seemed uncertain what to do, and finally anchored near a very dangerous reef of rocks. The sea was too heavy for any cable to cross the bar, and therefore the *Grace Darling* Life-boat put off at about 11 o'clock, and proceeded to the vessel, which weighed anchor just before the Boat reached her. The second coxswain of the Life-boat was put on board the ship to pilot her, and she was brought safely into harbour.

CLACTON-ON-SEA.—Signal rockets having been fired by the Swin-Middle and Maplin Lightships on the 1st November, the Life-boat *Albert Edward* was launched at 4 A.M., during a very strong N.E. wind and a rough sea. The Boat made her way across the Wallet, through the Swin Spitway into the Swin, when a flare was observed bearing southward; she went in that direction; another flare was seen, and shortly afterwards a ship was sighted. She had stranded near the West Middle Buoy. On arriving at the vessel, which proved to be the barque *Garland*, of Aland, bound for London with timber, and carrying a crew of 14 men, the services of the Life-boatmen were engaged to get her afloat. The men boarded her, one of them getting his leg badly jammed between the Boat and the ship in doing so, and the anchor and chain were slipped and the sails set. In performing the latter service, one of the crew of the vessel fell from the upper topsailyard and was killed almost instantaneously. The assistance of a steam-trawler was then secured, and the ship was towed into deep water, leaking very much, and having her rudder unshipped. It was now found necessary to engage another tug, and the ship was towed to London, the Life-boat accompanying her to the Victoria Docks, where she arrived at about 9 o'clock on the following morning, the Life-boatmen being continually at the pumps. At 9.30 the Life-boat returned to her station, the tug *Champion*, of Grimsby, kindly taking her in tow to the Swin Spit, and Clacton was reached at about 6 P.M., the men being all worn-out with the excessive fatigue they had undergone.

FOWEY.—At about 12.30 A.M., on the 18th November, a flare-up light was shown by the schooner *Tam-o'-Shanter*, of Goole, bound from Dartmouth for Par in ballast, which was drifting before a heavy E. gale in the direction of the Killyvarder Rocks bordering on the Par Sands. The Life-boat *Arthur Hill* proceeded to her assistance, and remained by her until the wind moderated. The vessel held to her anchors, and no further assistance being required, the Life-boat returned to her station, arriving at 4 A.M.

FILEY, YORKSHIRE.—Several fishing-

boats having been overtaken by a strong S.E. wind and squally weather on the 24th November, the *Hollon the Second* Life-boat was launched at 10.30 A.M. and accompanied the boats safely ashore.

RYE.—The night patrol reported that signals of distress were being made by a vessel off the west end of Broom Hill on the 24th November. The crew of the *Mary Stanford* Life-boat were immediately assembled, and the Boat put off at 8 P.M. On arriving alongside the vessel, which was the fishing-smack *Maid of Kent*, of Rye, her crew, consisting of three men, were in the act of leaving her, having their boat half over the side; but at the suggestion and with the assistance of the Life-boatmen, an anchor was laid out, some of the Life-boat crew boarded the vessel, and as the tide flowed she was got afloat and proceeded into Rye Harbour.

TYNEMOUTH.—The ketch *Ada*, of Harwich, bound from London, and laden with timber, was nearing the Tyne in a very high sea and very stormy weather on the evening of the 25th November, when she was struck by a heavy sea and her rudder carried away. She showed signals of distress, in reply to which the No. 2 Life-boat *The Forester* was launched at 6.30 and proceeded to the vessel, which had drifted inside the South pier. The master desired to have the assistance of steam-tugs, and the Life-boat therefore went to Shields Harbour and communicated with two steam-tugs, which went out at about midnight and brought the vessel into the Tyne.

BLAKENEY, NORFOLK.—The *Hettie* Life-boat was launched at about 10 P.M. on the 25th November, signal rockets having been seen indicating a ship in distress on the West Sand. On reaching the spot the Life-boat found H.M.S. *Beaver* stranded. The Life-boatmen rendered all the assistance in their power, remained by the vessel during the night, and on the following morning brought ashore eight of the crew, the remainder being landed by another boat.

THORPENESS, SUFFOLK.—At 5.30 A.M., on the 26th November, the Life-boat *Ipswich* was launched in response to signals in the direction of Sizewell Bank,

during a S.S.E. wind and a heavy sea. On reaching the vessel, which proved to be the steamer *Agnes Louise*, of and from Hartlepool for London with a cargo of coal, it was found that she was striking heavily on the sand. Following the advice of the Life-boatmen the engines were reversed, and working full power astern backed the vessel off the sand into deep water. The Life-boat was taken in tow as far as Orford Ness, and leaving three of her crew on board the steamer, returned to her station at 11.30 A.M.

MONTROSE.—At 10.5 A.M., on the 26th November, the No. 2 Life-boat *The Roman Governor of Caer Hân* was launched to the assistance of the schooner *Familiens Haab*, of Frederikshald, laden with pit props, which was driven ashore during a strong wind from the S.E. and a very rough sea. The Life-boat was pulled through a heavy surf to the vessel, and rescued the crew, consisting of four men. The schooner became a total wreck.

SCARBOROUGH.—The steam fishing-boat *Sequel*, of Scarborough, while making for the harbour at 2.30 P.M., on the 26th November, stranded on the beach to the west of the piers and struck heavily. The *Lady Leigh* Life-boat put off to her assistance and took warps ashore, by means of which the vessel was got off when the tide flowed. She had a crew of five men.

BARMOUTH, NORTH WALES.—At noon on the 27th November *The Jones Gibb* Life-boat was launched, Captain LA PRIMAUDAYE, R.N., District Inspector of Life-boats, who was at the station on a visit of inspection, going out in her, to the assistance of a small vessel which was making for the bar during a gale of wind from the W.N.W. and a heavy sea. On reaching the vessel, which proved to be a steam-launch named the *Asie*, of Portsmouth, being taken to Liverpool to be fitted with boilers, her crew of two men were found to be in a most exhausted state, having been in the bay all night, and the vessel was partly filled with water. The Life-boatmen gave every assistance, and brought the vessel safely into harbour. There is no doubt that in the absence of the timely help given by the Life-boat the vessel would have

struck on the bank, and would have become a total wreck.

NEW BRIGHTON.—Rockets were fired from Blundle Sands and New Brighton Coastguard stations on the evening of the 3rd December, denoting that a vessel was in danger, and that the services of the Life-boat were required. The *Willie and Arthur* Life-boat was immediately manned and was towed by a steam-tug to the Crosby Lightship, and found the schooner *Nathaneli*, of Cardigan, bound from Cork for Runcorn with a cargo of bones, at anchor near Tailor's Bank. She had missed stays, and not having room to wear had anchored to prevent stranding on the bank. Two of the Life-boatmen went on board the vessel to assist the crew to slip the chain, and she was then towed by a steam-tug to New Ferry.

BRIXHAM, SOUTH DEVON.—Rockets were seen and signal guns heard during a S.E. wind and a very heavy sea on the evening of Sunday the 6th December. The Life-boat *Brian Bates* was launched at about 7 o'clock, pulled round Berry Head, and found a large steamer, the *Bretton Hall*, bound from Antwerp for Cardiff and Newport with part general cargo and ballast, on the rocks at Sharkham Point. Some of her crew got ashore by a ladder to the cliff, and at the request of the master, who with his officers and some of the crew had remained on board, the Life-boat stayed by the vessel in case she should break up, the Life-boatmen assisting to save the cargo from the after-hold, and remaining as long as it was possible to stand on the deck. The Life-boat regained her station at 6 o'clock on the following morning.

WHITBURN.—The s.s. *Telesilla*, of and from London for Shields in ballast, stranded on Whitburn Stile during thick weather and a strong sea on the 7th December. The *William and Charles* Life-boat put off to her assistance at 6.30 P.M., and brought ashore one of her crew, the others declining to leave the vessel. On the flood tide some tugs arrived, and the Life-boat again went out at 11 P.M. and rendered assistance by passing ropes, &c., from the vessel to the tugs, the sea being too rough to admit of such services being rendered by any boat other than a Life-

boat. Eventually the vessel floated, and was towed away by the steam-tugs, the Life-boat returning to her station at about 4 o'clock the next morning.

TEIGNMOUTH.—The *Arnold* Life-boat put off at 11 P.M. on the 18th December to the assistance of the fishing-smack *Iona*, which had not returned to Harbour, the weather being thick, the wind freshening, and the sea becoming very rough with a heavy surf on the bar. At about 12.15 A.M. the boat was seen running for the bar, when the Life-boat burned green lights, and she was brought safely into the harbour.

CAISTER.—The three-masted schooner *W. L. J.*, of Swansea, bound from Goole for Plymouth with coal, and carrying a

crew of ten men, was seen to near the Barber Sand and let go her anchor on the 28th December. As it was feared she would go aground, the No. 2 Life-boat *The Godsend* proceeded to her at 1.15 P.M., but the master declined any assistance. The cable, however, afterwards parting, the master engaged the services of the Life-boat crew, the vessel at the time being within her length of the breakers, and so, with the help of a steam-tug, she was safely taken into Yarmouth Roads. As her steering-gear was out of order, the Life-boat was requested to remain by her during the night, a heavy gale and snow or frost prevailing during the first part of the night, and returned to her station at 2 P.M. on the following day.

DINNER TO THE RAMSGATE LIFE-BOTMEN.

THE late Admiral Sir George Back, F.R.S., who had been accustomed during the latter part of his life to spend a portion of each year at Ramsgate, had at different times given a dinner to the crew of the Life-boat, to show his appreciation of their good services in saving life. On his death it was found that he had bequeathed 300*l.* to the ROYAL NATIONAL LIFE-BOT INSTITUTION, on the understanding that 200*l.* should be invested in Consols, and the dividends thereon appropriated in providing the Ramsgate Life-boatmen, at periodical intervals, with a substantial dinner. He added, that the selection of the men who were to partake of the repast was to be left to the Secretary for the time being of the Institution, whom he requested to preside over the dinner.

In carrying out this trust, it is found that it is only possible to have the festival at triennial periods. The second gathering took place on the 17th of December last, at Corbin's Royal Oak Hotel, Ramsgate, when eighty men were entertained, including the coxswain, Mr. C. E. FISH, the deputy-coxswain, Mr. R. GOLDSMITH, the voluntary crew of the Life-boat *Bradford*, the crew of her consort the harbour steamer, some men who assist when the Life-boat puts to sea, and a number of ex-Life-boatmen who, having grown old in the service, are forced to leave the good work to younger men.

The Chair was occupied on this occasion

by Mr. CHARLES DIBDIN, F.R.G.S., Secretary to the Institution, who was supported by the Mayor (Captain VAILE), the Rev. J. E. BRENNAN, Captain JONES, Harbour Master and Local Honorary Secretary, the Rev. H. CAMPBELL, and others.

After dinner there was a short list of toasts, the first, of course, being that of "The Queen and Royal Family," proposed by the Chairman, who called upon all present to honour it by standing up and singing the first verse of the National Anthem, a request which was most loyally responded to, and was followed by three ringing cheers led by the Chairman.

The next toast "The memory of the late Admiral Sir GEORGE BACK," was drunk in silence.

Captain JONES proposed "The Royal National Life-boat Institution," and said, that as a sailor he spoke warmly and with all his heart of the admiration which all sailors felt for this great Institution—an Institution which heeded neither nationality, creed, or politics; but bent its energies solely to succour and assist all in distress at sea. In this noble work they had the entire nation at their back, and the funds of no society were more readily contributed to by the benevolent of all classes than this Life-boat Institution. Thus the Life-boat's crew must feel that the eyes of all England were upon them in carrying out the objects of the Institution—(hear, hear)—which from

small beginnings had grown into one of the greatest works of benevolence the world ever saw, simply because nothing touched their sympathies, as Englishmen, so thoroughly as contributing to the wants of those in distress—(loud applause). He then gave the toast, coupling therewith the name of Mr. DIBDIN.

The sentiments expressed were enthusiastically honoured, and the Chairman, in responding, said he had to thank them very much for the very kind way in which they had received the generous and kind remarks of Captain JONES in proposing prosperity to the Institution which he represented, and which was presided over by his Grace the DUKE of NORTHUMBERLAND and Mr. EDWARD BIRKBECK, M.P., the "fisherman's friend." He would have them clearly understand that he did not take an interest in the work because he was the paid officer of the Society; but he was its paid officer because he took an interest in the Institution. He also mentioned other facts to show that he had the interests of the Life-boatmen very much at heart, and that the work of the Institution was progressing most satisfactorily. He knew of no nobler work than saving life, and perhaps rescuing from a watery grave the mainstay of many a family.

After a short interval, the Chairman proposed "The Ramsgate Life-boatmen," and said that of all the crews round the coast the Institution had, if not the greatest respect, as great respect for the Ramsgate men as for any other crew. The authorities knew that in the event of a bad storm arising the Ramsgate men were sure to be in the right place. They never flinched from duty, and no storm was so bad, no circumstance so appalling as to deter them from the performance thereof. In proof of this he need only remind them of one case—that of the Indian Chief. The story of that deed was not only read by all the people of this country, but the foreign press also expressed their great admiration for what British sailors could and did do—those sailors on that particular occasion being the Ramsgate Life-boatmen. Since 1865 the local crew had saved no less than 789 lives—a record they might well be proud of. He was sure that, with the modesty characteristic of sailors, they did not want the praise of men. He trusted and believed they did their duty from very much higher feelings, and he

therefore had great pleasure in asking the visitors present to drink to the health of the Ramsgate Life-boatmen. He coupled with the toast the name of Captain JONES, who, although not a Life-boatman himself, took an important share in the work; also that of Coxswain FISH, who had assisted to save hundreds of lives, and they had only to look at the medals on his breast to see what sort of a man he was.

The toast was responded to by Captain JONES and Coxswain FISH, the latter remarking that he was proud to say that every man present was ready and willing to do his duty when called upon.

The meeting was also addressed by Captain VAILE and the Rev. E. J. BRENNAN, after which the men separated much pleased with the entertainment provided for them.

THE CIVIL SERVICE LIFE-BOAT FUND.

At the annual meeting of the Committee of the Civil Service Life-boat Fund, on the 12th ultimo, presided over by Mr. C. G. TURNER, Controller-General of Island Revenue, it was reported by Mr. CHARLES DIBDIN, the Hon. Secretary, that during the past year the Fund had contributed the sum of 1,200*l.* to the NATIONAL LIFE-BOAT INSTITUTION to defray the expenses incurred by the Society in providing houses, &c., for the four Life-boats presented to it and endowed by the Fund. It was further stated that these Boats had been instrumental in saving 189 lives and three vessels, and it was decided to issue an appeal to the Civil Service for funds to build and endow a fifth Life-boat.

It is interesting to know that this Fund, which has been in existence since 1866, is now subscribed to by nearly every office and department in the service of the Crown, and is the only charity supported by the Civil Service at large. The number of the subscribers is at present upwards of 7,700.

It is hardly necessary to add that the Committee of the ROYAL NATIONAL LIFE-BOAT INSTITUTION are very grateful for the substantial help thus accorded to them, and set a high value on this kind co-operation on the part of the gentlemen connected with the Civil Service.

SUMMARY OF THE MEETINGS OF THE COMMITTEE.

THURSDAY, 1st October, 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 four of the District Inspectors of Life-boats on their visits to the following Stations:—

Northern District—Berwick-on-Tweed, Blyth (two boats), Dunbar, North Berwick, Eyemouth, and Holy Island (two boats).

Eastern District—Redcar, Middlesbrough, Saltburn, Runswick, Staithes, Flamborough (two boats), Uppang, Robin Hood's Bay, Scarborough, Barnston, Filey, and Bridlington Quay.

Western District—St. Ives, Newquay, Padstow, and Port Isaac.

Irish District—Aranmore, Greencastle, Portrush, Groomsport, Cloughiey, Ballywater, New-castle, Tyrella, Giles' Quay, and Blackrock.

Reported the receipt of a contribution of 500*l.* from an anonymous donor, through Messrs. Courts & Co., to provide a Life-boat for the Yorkshire coast to be named the *Christopher*.

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

	£	s.	d.
The late Mrs. ANNE AITKEN, of Edinburgh	200	—	—
The late WILLIAM GOLDSMITH, Esq., of Parliament Street (free of duty)	300	—	—

The Committee expressed their great regret at the decease of Mr. WILLIAM WRENCH TOWSE, who had for six years been the esteemed honorary secretary of the Clacton-on-Sea Branch of the Institution.

Voted the thanks of the committee to Captain G. H. NOEL, R.N., and Mr. JOSEPH SHARPE, in recognition of their valuable co-operation during the period they occupied the office of Honorary Secretary respectively of the Hunstanton and Llanaelhaiarn Branches of the Institution.

Reported the transmission to their stations during the past month of Life-boats for Blackpool and Hauxley.

Decided, that various works be carried out at the Maryport, Fethard, and Sheringham Life-boat Stations at an expense of 67*l.* 1*7s.*

Paid 3,840*l.* 18*s.* 11*d.* for sundry charges on various Life-boat Establishments.

Voted 40*l.* 1*s.* 6*d.* to pay the expenses of the Carnsore, Hayle, and Kingsdowne Life-boats in rendering the following services:—

	Lives saved.
Tuskar Lighthouse, brought ashore workmen	11
Brigantine <i>Glynn</i> , of Plymouth	5
Steamer <i>Dolphin</i> , of London	6

The Ramsgate and Caister Life-boats also rendered the following services:—Barque *Maria* of Christiania, saved vessel; and smack *Seabird* of Yarmouth, saved vessel and crew, six.

Voted also 112*l.* 9*s.* to pay the expenses of the Hastings, Braunton, Deal, Walmer, Kingsdowne, Whitehaven, Arbroath, Montrose No. 1, Maryport and Cloughiey 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 the thanks of the Institution inscribed on vellum to Mr. JAMES HANNA, Chief Officer of H. M. Coastguard at Bangor, co. Down, and 5*l.* 5*s.* to four coastguardmen and a fisherman, for putting off in the station whaleboat and rescuing one man from the boat *Lizzie*, of Bangor, which was in danger during a storm on the 3rd August.

Also 8*l.* to four men for putting off in an open boat in tow of a steamer, and proceeding to the rescue of the schooner *Margaret*, of Ramsey, which was wrecked in Moss Bay, Cumberland, during a strong gale from the W.S.W., and a very heavy sea on the 19th September. The boat capsized, and ALEXANDER DONNAN, one of the crew, was unfortunately drowned, leaving a widow, but no family. 15*l.* was granted to the widow, and 4*l.* 10*s.* to the crew of the tug. The cost, amounting to 6*l.* 12*s.* 10*d.*, of repairing the boat which was damaged was defrayed by the Institution. A reward of 2*l.* was also granted to the crew of a tug from Harrington, which proceeded to the rescue, and 3*l.* to six men who went out in the tug to man a steamer's Life-boat which she had in tow, but which was washed ashore on the tow-rope parting. The steamer was unable to get near enough to the vessel to rescue the only man then to be seen on the wreck.

Also 24*l.* to twenty-four Kingsdowne boatmen for putting off twice in two galleys, and assisting ashore two boats containing twenty-four persons from the steamer *Dolphin*, of London, which had been in collision with another steamer, and sank off Walmer, during a N.E. wind, and a heavy cross sea on the 18th September.

Also 4*l.* to four men for putting off twice in a boat, and at some risk saving six men from the fishing-boat *Voyager*, of Leith, which sunk at Horse Island, Shetland, during a strong gale from the N.N.E. on the 13th August. 2*l.* was also given to four men who went out in the boat on one occasion only.

Also 1*l.* 10*s.* to three men for putting off in a boat, at moderate risk, and saving two men from the fishing-boat *Mary*, of Ballantrae, which had been capsized off Carrick-a-rede Island, Co. Antrim, in a squall on the 8th August.

Also 1*l.* to four men for putting off in a boat and saving three boys from an open boat off Yarmouth, which was in danger near the Scroby Sand, during a fresh W. breeze and a rough sea on the 11th August.

THURSDAY, 5th 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 visits to Workington, Maryport, and Silloth.

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

Northern District—North Sunderland, Bambergh, Hauxley, Kildonan, Ardrossan, Port Patrick, Port Logan, Whithorn, Ballantrae, Girvan, and Peterhead.

Eastern Division—Withernsea, Hornsea, Southend (two boats) Hunstanton, Brancaster, Wells, Blakeney, and Sheringham.

Western District—Clovelly, Bude, Braunton, Appledore (two boats), Morte, Ifracombe, Lynmouth, Watchet, Weston-Super-Mare, Burnham, Penarth, Swansea, Porthcawl, Port Eynon, Pembrey, Ferryside, and Tenby.

Irish District—Drogheda (two boats), Blackpool, Peel, Douglas (two boats), Castletown, Port Erin, Ramsey, New Brighton (two boats), and Maryport.

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

	£.	s.	d.
"S. C."	500	—	—
THOMAS NUTTALL, Esq., Southport	200	—	—
A lady, further on behalf of endowment of Whitburn Life-boat (making £750 in all)	100	—	—
ANCIENT ORDER OF FORESTERS, Annual Subscription in aid of the support of their two Life-boats	100	—	—
GEORGE WEBSTER, Esq., further on account of his Life-boat fund (making £350 in all)	12	10	—
WORSHIPFUL COMPANY OF HABERDASHERS (additional)	10	10	—
Proceeds of collection at CHURCH PARADE of the UNITED ORDERS FRIENDLY SOCIETIES, DEPTFORD	6	15	4
Boys and girls of CHRIST'S HOSPITAL, Hertford, per the Rev. G. C. BELL	3	3	—
Part of collection made in BURNBY CHURCH, YORKSHIRE, per the Rev. J. M. WILLIAMS	2	3	7
—To be severally thanked.			

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

	£.	s.	d.
The late A. F. MILLS, Esq., of Windsor	1,000	—	—
The late Mrs. ELIZABETH HARDIE, of Bayswater (free of duty)	100	—	—
The late THOMAS ROSS, Esq., of Lincoln	52	10	—
The late Mrs. WILLIAM BATES, of Plymouth	5	—	—

Also the transmission to their Stations of new Life-boats for Southend, Peel, and Llanddwyn.

The London, Tilbury, and Southend Railway Company kindly conveyed the Southend Life-boat to its Station free of charge.—*To be thanked.*

The Committee expressed their deep regret at the decease of the Rev. J. MORGAN and Mr. JOSHUA NICHOLSON, who had for many years rendered the Institution important service, as the Chairman and Honorary Secretary respectively of its Llandudno and Leek Branches.

Read letter from the Weymouth Branch, of the 13th October, calling attention to the continued valuable services rendered by Captain WILLIAM COSENS, Master of the steamer *Victoria*, of Weymouth, who had collected on board that vessel, 134*l.* 1*s.* 10½*d.* for the Institution in the years 1883–4–5. The last collection made by him amounted to 60*l.* 9*s.* 5½*d.*, the farthing being contributed by a poor widow.—*Captain Cosens to be thanked.*

Decided, that a Life-boat Station be formed at Workington, and that the cost of the new Life-boat, &c., be defrayed from a gift of 700*l.* to the Institution from a lady, and that the boat be named, in compliance with her request, the *Dodo*.

Also that Barometers be granted by the Institution for the use of the fishermen at Aberporth, South Wales, and Saltcoats, near Ardrossan.

Also that various works be carried out at the Falmouth, Hartlepool, Aberdovey, and Church Cove (Lizard) Life-boat Stations, at a cost of 924*l.*

Paid 5,106*l.* 17*s.* 9*d.* for sundry charges on various Life-boat Establishments.

Voted 128*l.* 17*s.* to pay the expenses of the Castletown, Ramsey, Cemaes, Arbroath, Thurso, Penmon, Grimsby, Giles' Quay, Brighton, Deal, Holy Island No. 1, and Fishguard No. 2 Life-boats in rendering the following services:—

	Lives saved.
Schooner <i>John Perry</i> , of Beaumaris	3
Brig <i>Professo</i> , of Tvedestrand. Rendered assistance.	
Ship <i>Earl Chatham</i> , of London. Rendered assistance.	
Fishing-boat <i>Mary</i> , of Arbroath. Saved boat and	2
Schooner <i>James</i> , of Wick	4
Schooner <i>Mantura</i> , of Dumfries	4
Schooner <i>Magnet</i> , of Hull	6
Ketch <i>Hope</i> , of St. Ives	3
Brig <i>R. W. Parry</i> , of Barth	8
S. S. <i>Duddon</i> , of Whitehaven. Rendered assistance.	
Smack <i>Volant</i> , of Dover	5
Schooner <i>Frederick Carel</i> , of Oude Pekela	7
Schooner <i>Superb</i> , of Timmernabben. Rendered assistance.	
Schooner <i>Charlotte Ann</i> , of Portmadoc	3
Schooner <i>Dewi Lass</i> , of Aberdovey	5
Schooner <i>Sir Richard</i> , of Portmadoc	4
Smack <i>Elizabeth Ann</i> , of Cardigan	3

The Kildonan, Gorleston No. 2, Ramsgate and Clacton Life-boats also rendered the following services:—Barque *Rimac*, of Liverpool, assisted to save vessel; fishing smack *Sir John Astley*, saved vessel and 2; schooner *Frederick Carel*, of Oude Pekela saved crew, 6; barque

Garland, of Aland, assisted to save vessel and 14.

Details of these Life-boat services are given on pages 9-13.

Voted also 337*l.* 11*s.* 6*d.* to defray the expenses of the Pakefield No. 1, Gorleston Nos. 1 and 2, Howth, Cemlyn, Margate, Clacton, Cemaes, Ilfracombe, Swansea, Kingsgate, Saltburn, Donna Nook, North Sunderland, Kessingland No. 3, Winterton No. 2, Sunderland, Caister No. 1, St. David's, Whitby No. 1, Upgang, and Withernsea Life-boats in assembling their crews, or putting off in reply to signals shown by vessels which did not eventually need assistance.

Voted 5*l.* 5*s.* to seven men for saving at some risk the crew of four men of the dandy *Success*, of Bideford, which was driven on the rocks at Rillage Point, near Ilfracombe, during a strong gale from the E. N. E. on the 15th of October.

Also 4*l.* 10*s.* to nine men of Hamnavoe, Shetland, for putting off in a fishing-boat and saving nine men from the fishing-boats *Angler* and *Kate and Jane*, which were in danger during a gale from the S. S. W. on the 19th of September.

Also 3*l.* to four men for rescuing four men, whose boat had struck on a rock and had sunk in the Sound of Harris during stormy weather on the 28th of December, 1884.

Also 3*l.* to six men for putting off in a cable and saving four men from a boat which had been struck by a heavy squall and sunk off Curran Point, Portrush, on the 12th of September.

Also 3*l.* to three men for putting off three times to the assistance of the schooner *Zebra*, of Carnarvon, which stranded at Ballyquintin Point, Co. Down, during a fresh gale on the 19th of September. On two occasions they were unable to reach the schooner, but on the third they succeeded in rescuing the crew of four men.

Also 3*l.* 2*s.* 6*d.* to five men for putting off from Lowestoft in a boat and saving three of the crew of the schooner *Stour*, of Harwich, whose boat had capsized while returning to the vessel, which was lying in the roads during a N. N. E. gale on the 12th of October.

Also 1*l.* 17*s.* 6*d.* to six men for putting off in a boat from the smack *Tyro*, of Aldborough, to the assistance of a barge which sunk off Sizewell, Suffolk, during a moderate gale from the S. S. W. on the 26th of October. The crew, however, were unfortunately drowned.

Also 10*s.* to a man who rescued three men whose boat had been capsized off Clacton-on-Sea, during a strong N. wind on the 28th of September.

THURSDAY, 3rd 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 Subcommittees.

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

Northern District.—Whitelink, Fraserburgh, Banff, Buckie, Nairn, Lossiemouth, Ackergill, Huna, Thurso, Ayr, Newburgh, Port Erroll, Stonehaven, Gourdon, and Montrose (two boats).

Southern District.—Plymouth, Yealm River, Hope Cove, Salcombe, Brixham, Dartmouth, Torquay, Teignmouth, Exmouth, Sidmouth, Lyme Regis, Poole, Weymouth, Kimeridge, and Swanage.

Eastern District.—Cromer, Mundesley, Hasborough, Palling (two boats), Thorpeness, Aldborough, Southwold (two boats), Dunwich, Kessingland (three boats), Lowestoft, Pakefield (two boats), Gorleston (two boats), Winterton (two boats), Caister (two boats), Yarmouth, Harwich, and Walton-on-the-Naze.

Western District.—Milford Haven, St. Bride's Bay, Solva, St. David's, Fishguard (two boats), Newport (Pem.), Cardigan, and Newquay (Cardiganshire).

Irish District.—Silloth, Whitehaven, Seascale, Piel, Fleetwood, St. Anne's, Lytham, Southport, New Brighton, Rhyl (two boats), Llandudulas, Orme's Head, and Penmon.

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

	£.	s.	d.
Miss DA COSTA, additional	500	-	-
INDEPENDENT ORDER OF ODD FELLOWS (Manchester Unity) annual subscription in aid of the support of their Life-boat at Grimsby	50	-	-
Collected in HADNALL CHURCH, Salop, on Sunday, 1st of November, per the Rev. BROOKE C. MORTIMER	14	14	7
WORSHIPFUL COMPANY OF SKINNERS (additional)	10	10	-
—To be severally thanked.			

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

	£.	s.	d.
The late Miss MARGARET BROOKE, of Brookhill, Londonderry	1,000	-	-
The late JOHN GREENHALGH, Esq., of St. Anne's (free of duty)	500	-	-
The late Miss BERRY, of Rochdale	200	-	-

Also the transmission to their stations of the Montrose No. 3, Selsey, and Courtmacsherry new Life-boats.

The London, Brighton, & South Coast Railway, and the City of Cork Steam Packet Company respectively conveyed the Selsey and Courtmacsherry new Life-boats to their stations, and brought back the old boats to London, free of charge.

—To be thanked.

Decided, that the present Life-boat at Lytham be replaced by a new and larger one possessing all the latest improvements.

Also that a new Life-boat Establishment be formed in the Island of Lewis (Hebrides), and that a gift of 1000*l.* to the Institution from Mrs. DUGUID to defray the cost of a Life-boat Establishment be appropriated to it.

Voted the thanks of the Committee to Mr. W. J. BEATER, in recognition of his kind

services during the period he occupied the office of Honorary Secretary of the Teignmouth Branch of the Institution.

The Committee expressed their deep regret at the lamented death of Mr. JOSEPH PROWSE Surveyor of Life-boats to the Institution, and acknowledged specially his faithful and valuable services during the past thirty-four years.

Voted the thanks of the Committee, and 26*l*. to Mr. THOMAS BRADLEY, late coxswain of the Lyme Regis Life-boat, in acknowledgment of his good services in that capacity for upwards of thirty years.

Paid 2,129*l*. 2*s*. 8*d*. for sundry charges on various Life-boat Establishments.

Voted 102*l*. 16*s*. 9*d*. to pay the expenses of the Fowey, Filey, Rye, Tynemouth No. 2, Blakeney, Montrose No. 2, and Barmouth Life-boats in rendering the following services:—

	Lives saved.
Schooner <i>Tam o' Shanter</i> , of Goole. Remained by vessel.	
Filey fishing-boats. Rendered assistance.	
Smack <i>Maid of Kent</i> , of Rye. Saved vessel and	3
Ketch <i>Ada</i> , of Harwich. Rendered assistance.	
H.M.S. <i>Beaver</i> , remained by vessel and landed	8
Schooner <i>Familien Haab</i>	4
Smack <i>Asie</i> , of Portsmouth. Saved vessel and	2

The Scarborough, Ramsgate, and Thorpe Life-boats also rendered the following services:—*s.s. Sequel*, of Scarborough, saved vessel and five; *s.s. Santa Rosa*, of Gijon, assisted to save vessel, and steamer *Agnes Louisa*, of Hartlepool, rendered assistance.

[Accounts of some of these services will be found on pages 11-14.]

Voted also 212*l*. 0*s*. 6*d*. to pay the expenses of the Winterton No. 2, Caister No. 1, Clacton, Harwich, Winchelsea, Ramsgate, Montrose, Great Yarmouth, Palling No. 1, Kingsdowne, Gorleston No. 1, Aldborough, Seaham, Walmer, and Deal Life-boats in putting off in reply to signals of distress shown by vessels not ultimately requiring help.

Also 5*l*. to one of the crew of the Clacton Life-boat who was injured by having his right leg jammed between the Life-boat and the ship's side, while boarding the vessel on the occasion of the rescue of the barque *Garland*, of Aland, and her crew of fourteen men, which had stranded near the West Middle Bay on the 1st November.

Also 5*l*. 5*s*. to three fishermen and four members of the Royal Irish Constabulary for rescuing two men whose boat had capsized near Aranmore Island, co. Donegal, on the 11th November.

Also 15*s*. to three men for rescuing the crew consisting of three men of another pilot boat, which, while attempting to get first to a vessel, had been capsized by a squall off Dysart Harbour, Fifeshire, on the 10th October.

THE LIFE-BOAT.

With threat'ning frown the sun sinks down,
And leaves a lurid sky;
The cloudy rack drives swift and black,
The winds rise loud and high.

The mother hears the rising storm—
Her heart is sick and sad;
Her thoughts go out upon the sea
To her dear sailor-lad.

The wife looks out into the night,
And closer hugs her child,
Whose father's ship perchance is tossed
By winds and waters wild.

The night wears wearily away,
Yet loud the tempest raves.
Hark! through the gloom a cannon's boom
Is swept across the waves!

Again! again! that note of dread
Is heard above the roar.
See! light on light is flashing bright
Along the surf-beat shore.

Hurrah! she's launched! with many a cheer
The life-boat sweeps away,
Breasting the mighty swell that rolls,
And thunders up the bay.

The first red ray of dawning day
Is gleaming o'er the sea,
A noble vessel shoreward drives,
The black cliffs on her lea.

Now do your best, ye gallant men!
Bend bravely to the oar,
Ye yet shall bring that vessel's crew
In safety to the shore.

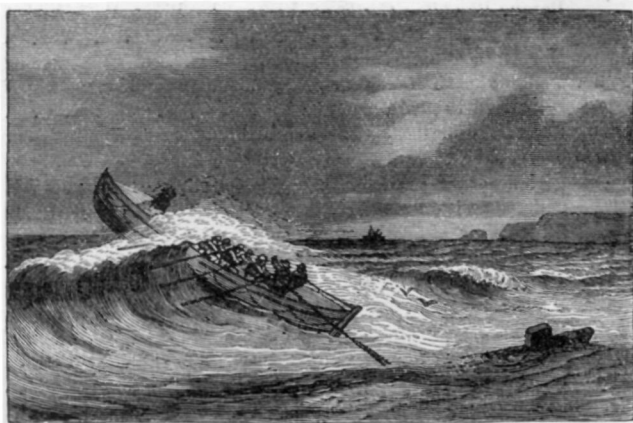
'Tis done! the life-boat's bows are turned;
Swiftly it nears the land.
Ho! every man upon the beach,
Be sharp and lend a hand!

The well-flung rope uncoils, and falls
Upon the sandy beach,
And quickly is the life-boat run
Beyond the surges' reach.

And cottage fires blaze high and bright,
And cottage cheer is free,
To all the life-boat's gallant crew
Saved from the stormy sea.

All honour to our life-boat crews,
And proudly may we boast
The deeds of daring they have done
Along our rocky coast.

R. P. S.

Services of the Life-boats of the Institution during 1885.

1885.				Lives saved.
Jan. 3.	2 a.m.	Smack <i>Primrose</i> , of Grimsby.	Mablethorpe Life-boat remained by vessel.	
" 5.	3 a.m.	Dandy <i>Tyro</i> , of London.	Caister No. 2 Life-boat remained by vessel.	
" 10.	6.30 p.m.	Schooner <i>Margaret</i> , of St. Ives.	Lydd Life-boat saved	3
" 11.	10.45 p.m.	Steamer <i>Venetian</i> of Liverpool.	New Brighton No. 1 Life-boat remained by vessel.	
" 15.	9 a.m.	S.S. <i>Staney</i> , of Liverpool.	Wexford No. 2 Life-boat saved	33
" 17.	1.45 p.m.	S.S. <i>Speedwell</i> , of Yarmouth.	Gorleston Nos. 1 and 2 Life-boats rendered assistance.	
" 17.	3 p.m.	Dandy <i>Snowdrop</i> , of Ramsgate.	Lowestoft Life-boat assisted to save vessel and	5
" 17.	9.15 p.m.	Barque <i>Windermere</i> , of Newcastle.	New Romney Life-boat rescued	13
" 19.	4 a.m.	S.S. <i>Jutland</i> , of Newcastle.	Blyth No. 1 Life-boat remained by vessel.	
" 19.	9 a.m.	Brig <i>Triton</i> , of Svelvig.	Caister No. 2 Life-boat assisted to save vessel and	6
" 28.	2 p.m.	Fishing-boats of Montrose.	Montrose Life-boat rendered assistance.	
" 28.	9 p.m.	Barque <i>Wellington</i> , of Windsor, N.S.	Plymouth and Yealm River Life-boats assisted to save vessel and	15
" 31.	5.15 a.m.	Do.	Do. Plymouth Life-boat rendered assistance.	
" 31.	7.30 a.m.	Barque <i>Petrellen</i> , of Porsgrund.	Penzance Life-boat landed	8
Feb. 1.	9.30 p.m.	Do.	Do. Do. Do.	10
" 2.	10 a.m.	Newbiggin fishing-boats.	Newbiggin Life-boat rendered assistance.	
" 6.	11.30 p.m.	Barque <i>Spanker</i> , of Glasgow.	Portmadoc Life-boat saved	7
" 7.	8.30 a.m.	Schooner <i>John Lee</i> , of Blakeney.	Skegness Life-boat rendered assistance.	
" 22.	2.30 a.m.	Dandy <i>Lady's Page</i> , of Scarborough.	Scarborough Life-boat saved vessel and crew	5
" 26.	9 a.m.	Montrose and Ferryden fishing-boats.	Montrose No. 1 Life-boat remained by vessels.	
Mar. 1.	9.30 p.m.	Schooner <i>James</i> , of Inverness.	Sunderland No. 2 Life-boat remained by vessel.	
" 8.	9.30 p.m.	Three-masted schooner <i>Akyab</i> , of Genoa.	Caister No. 1 Life-boat assisted to save vessel and crew	11
" 9-10.		S.S. <i>Bedale</i> , of Scarborough.	Caister No. 1 Life-boat assisted to save vessel and	20

				Lives saved.
1885.				
Mar. 14.	2.15 a.m.	Ketch <i>Minnie</i> , of Bideford.	Ramsgate Life-boat brought crew ashore .	4
" 17.	4.20 p.m.	Schooner <i>St. Fergus</i> , of Wick.	North Sunderland Life-boat rescued crew	5
" 27.	8 a.m.	Schooner <i>Richard</i> , of Nefyn.	Porthdinllaen Life-boat landed crew .	4
" 30.		Barque <i>Rhuddlan Castle</i> , of Liverpool.	Ramsgate Life-boat assisted to	
Apr. 1.		save vessel and		16
" 3.	10.30 p.m.	Barque <i>Queen Victoria</i> , of Dublin.	Lydd Life-boat remained by vessel.	
" 9.	5.30 a.m.	Fishing-boat <i>Pride of the Ocean</i> , of St. Andrews.	St. Andrews Life-boat assisted to save vessel and	4
" 24.	8 a.m.	Several fishing-boats.	Penzance Life-boat rendered assistance.	
" 25.	12 noon.	Do.	Do.	
May 2.	9.15 a.m.	Fishing-boats <i>Excelsior</i> and <i>Pilgrim</i> .	Montrose No. 1 Life-boat rendered assistance.	
" 3.	6 p.m.	Sloop <i>Wear</i> , of Scarborough.	Whitby No. 2 Life-boat saved crew . .	2
" 10.	1 a.m.	Norwegian barque <i>Thorsbjerg</i> .	Whitehaven Life-boat saved	10
" 11.		Fishing coble <i>Brothers</i> , of Cullercoats.	Cullercoats Life-boat attended vessel over bar.	
" 29.	4.0 a.m.	S.S. <i>Edinburgh</i> , of Newcastle.	Ramsgate Life-boat remained by vessel.	
" 31.	7.15 a.m.	Schooner <i>Isabella</i> , of Beaumaris.	Lytham Life-boat remained by vessel.	
June 19.	6.45 a.m.	Schooner <i>Agile</i> , of Goole.	Caister No. 2 Life-boat rescued	4
July 28.	5 a.m.	Schooner <i>Lord Mostyn</i> , of Amlwch.	Cemlyn Life-boat remained by vessel.	
Aug. 9.	10 a.m.	Schooner <i>Rambler</i> , of Newry.	Tyrella Life-boat saved	4
" 9.	12 noon.	Schooner <i>Corsair</i> , of Arklow.	Courtown Life-boat rescued	9
" 10.	10.30 a.m.	Boat <i>Mira</i> , of Llandudno.	Orme's Head Life-boat saved boat and . .	4
" 13.	11 a.m.	Barque <i>Himalaya</i> , of Tvedestrand.	Moray Firth Life-boat saved . . .	9
" 19.	2 p.m.	Fishing boat <i>Vine</i> , of Montrose.	Montrose No. 1 Life-boat remained by vessel.	
" 19.	7.30 p.m.	Brig <i>Fjeldgutten</i> , of Kragero.	Gorleston No. 1 Life-boat rendered assistance.	
" 20.	6.30 a.m.	Fishing coble <i>Robert and Henry</i> , of Whitby.	Whitby No. 2 Life-boat saved	3
" 29.	5 p.m.	Tuskar Rock.	Carnsore Life-boat brought ashore workmen from Tuskar Lighthouse	11
Sept. 11.	6 a.m.	Barque <i>Maria</i> , of Christiania.	Ramsgate Life-boat assisted to save vessel.	
" 11.	8.15 a.m.	Brigantine <i>Glynn</i> , of Plymouth.	Hayle Life-boat saved	5
" 12.	12 p.m.	Dandy <i>Seabird</i> , of Yarmouth.	Caister No. 2 Life-boat saved vessel and	6
" 18.	3.30 a.m.	Steamer <i>Dolphin</i> , of London.	Kingsdowne Life-boat rescued	6
Oct. 2.	5.30 p.m.	Brig <i>Professo</i> , of Tvedestrand.	Ramsey Life-boat rendered assistance.	
" 2.	6.30 p.m.	Schooner <i>John Perry</i> , of Beaumaris.	Castletown Life-boat saved	3
" 6.	6 p.m.	Barque <i>Rimac</i> , of Liverpool.	Kildonan Life-boat assisted to save vessel and	17
" 10.	11.30 a.m.	Fishing-boat <i>Mary</i> , of Arbroath.	Arbroath Life-boat saved boat and . .	2
" 12.	1 p.m.	Schooner <i>James</i> , of Wick.	Thurso Life-boat brought ashore	4
" 12.	1 p.m.	Schooner <i>Mantura</i> , of Dumfries.	Do. Do.	4
" 12.	1 p.m.	Schooner <i>Magnet</i> , of Hull.	Do. Do.	6
" 13.	9 a.m.	Ketch <i>Hope</i> , of St. Ives.	Penmon Life-boat saved	3
" 13.	9.45 a.m.	Brig <i>R. W. Parry</i> , of Barth.	Grimsby Life-boat rescued	8
" 15.	10 p.m.	Smack <i>Sir John Astley</i> , of Yarmouth.	Gorleston No. 2 Life-boat saved vessel and	2
" 16.	7 p.m.	S.S. <i>Duddon</i> , of Whitehaven.	Giles' Quay Life-boat rendered assistance.	
" 21.	5.10 p.m.	Fishing-smack <i>Volant</i> , of Dover.	Brighton Life-boat saved	5
" 31.	3 a.m.	Schooner <i>Frederick Carel</i> , of Oude Pekela.	Ramsgate Life-boat saved	6
" 31.	10.15 a.m.	Schooner <i>Charlotte Ann</i> , of Portmadoc.	Fishguard No. 2 Life-boat landed crew	3
" 31.	10.15 a.m.	Schooner <i>Dewi Lass</i> , of Aberdovey.	Do. Do.	5
" 31.	10.15 a.m.	Schooner <i>Sir Richard</i> , of Portmadoc.	Do. Do.	4
" 31.	10.15 a.m.	Smack <i>Elizabeth Ann</i> , of Cardigan.	Do. Do.	3

				Lives saved.
1885.				
Oct. 31.	11 a.m.	Schooner <i>Superb</i> , of Timmernabben.	Holy Island No. 1 Life-boat rendered assistance.	
„ 31.	2 p.m.	Schooner <i>Frederick Carel</i> , of Oude Pekela.	Deal Life-boat saved . . .	7
Nov. 1.	4 a.m.	Barque <i>Garland</i> , of Aland.	Clacton-on-Sea Life-boat assisted to save vessel and . . .	14
„ 18.	12.30 a.m.	Schooner <i>Tam o' Shanter</i> , of Goole.	Fowey Life-boat remained by vessel.	
„ 24.	10.30 a.m.	Fishing-boats.	Filey Life-boat accompanied boats to shore.	
„ 24.	8 p.m.	Smack <i>Mail of Kent</i> , of Rye.	Rye Life-boat saved vessel and . . .	3
„ 25.	6.30 p.m.	Ketch <i>Ada</i> , of Harwich.	Tynemouth No. 2 Life-boat rendered some assistance . . .	
„ 25.	10 p.m.	H.M.S. <i>Beaver</i> .	Blakeney Life-boat remained by vessel and brought ashore . . .	8
„ 26.	10.5 a.m.	Schooner <i>Familien Haab</i> , of Fredrikshald.	Montrose No. 2 Life-boat saved . . .	4
„ 26.	2.30 p.m.	S.S. <i>Sequel</i> , of Scarborough.	Scarborough Life-boat saved vessel and . . .	5
„ 26.	8 p.m.	S.S. <i>Santa Rosa</i> , of Gijon.	Ramsgate Life-boat assisted to save vessel.	
„ 26.	5.30 a.m.	Steamer <i>Agnes Louisa</i> , of Hartlepool.	Thorpe Life-boat rendered assistance.	
„ 27.	12 noon.	Smack <i>Asie</i> , of Portsmouth.	Barmouth Life-boat saved vessel and . . .	2
Dec. 3.	8.30 p.m.	Schooner <i>Nathaniel</i> , of Cardigan.	New Brighton No. 1 Life-boat rendered assistance.	
„ 6.	7 p.m.	S.S. <i>Bretton Hall</i> .	Brixham Life-boat rendered assistance.	
„ 7.	6.30 p.m.	S.S. <i>Telesilla</i> , of London.	Whitburn Life-boat brought ashore one of crew and rendered assistance to vessel.	1
„ 18.	11 p.m.	Fishing smack <i>Iona</i> , of Teignmouth.	Teignmouth Life-boat rendered assistance.	
„ 28.	1.15 p.m.	Three-masted schooner <i>W. L. J.</i> , of Swansea.	Caister No 2 Life-boat assisted to save vessel and	10
Total lives saved by the Life-boats in 1885, in addition to 20 vessels				371
Rewards were also granted by the Institution in the same period for saving by means of Fishing and other Boats				184
Total lives saved in 1885				555

NOTICE.

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

Vol. XII., price 15s., of THE LIFE-BOAT JOURNAL will shortly be ready and procurable at the Institution, or by order of any bookseller. The Title-page and Index of that Volume will also be obtainable separately.

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.
VICE-ADMIRAL H.R.H. THE DUKE OF EDINBURGH, K.G.

President—HIS GRACE THE DUKE OF NORTHUMBERLAND, K.G.

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



APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that during the past year (1885) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £44,068 on various Life-boat Establishments on the Coasts of England, Scotland, and Ireland. During the same period it contributed to the saving of 555 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 1885.

		£.	s.	d.
Number of lives rescued by Life-boats, in addition to				
20 Vessels saved by them	371			
Number of Lives saved by Shore-boats, &c.	184			
Amount of Pecuniary Rewards for Saving Life during the Year		3,644	11	1
Honorary Rewards:—Silver Medals and Clasps	2			
Binocular Glass	1			
Votes of Thanks on Vellum	7			
Total	10 555	£3,644	11	1

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 290 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 31,910: for which services 97 Gold Medals, 972 Silver Medals, 14 Binocular Glasses, 8 Telescopes and £86,629 in cash have been given as Rewards.

Annual Subscriptions and Donations are earnestly solicited, and will be thankfully received by the Secretary, CHARLES DIBDIN, Esq., at the Institution, 14 JOHN STREET, ADELPHI, London; by the Bankers of the Institution, Messrs. COUTTS and Co., 59 Strand; Messrs. HERBES, 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, 1886.