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SWIMMING.

FROM time to time the ROYAL NATIONAL LIFE-BOAT INSTITUTION has endeavoured to keep before the public eye the necessity for increased efforts to promote the extension of the art of swimming, and in doing this it has only been acting up to its duties by endeavouring to improve, so far as lay in its power, what may reasonably be called an important ally to its work of saving life from shipwreck. No doubt much has been done in late years by means of swimming clubs, public swimming baths, exhibitions of feats in swimming, &c., to overcome the lamentable deficiency in this most useful, if not absolutely necessary, acquirement which has always marked this eminently maritime and water-loving country. There still remains, however, much to be done, and what more fitting season can be found for recurring to the subject than the present, when all who have the opportunity, and many who have not, would only be too happy to get into the water, whether that water be the pure health-giving seas round our coasts, or their substitutes for the dwellers in inland counties, rivers, ponds, &c., down to the turbid, polluted waters of the canals passing through parts of London, in which many people are daily to be seen bathing? Some years ago a return was made, under the authority of the Government, of the numbers of deaths from drowning in in-

land waters, and a startling record it presented, the numbers far exceeding those lost by shipwreck on our coasts during the same period. Although a knowledge of swimming would not have availed all or nearly all of those unfortunate people, doubtless it would have materially reduced the list of casualties.

There are few animals, excepting man, that cannot swim naturally and without previous education in the art, but with teaching man is equally capable of acquiring the power, and the power once acquired by him will, we believe, never be lost. Of course the old proverb "practice makes perfect" is as applicable to this as to other attainments, and who knows when real proficiency may not only enable its possessor to save his own life, but also to have the gratification of saving those of others, where without it he would be powerless. We believe that even now a very considerable proportion of our maritime population, "who go down to the sea in ships, and do their business in the great waters," are unable to swim. In the Royal Navy this want has doubtless been in a great measure corrected by both officers and men being taught the art during their period of preparatory training before being sent to sea-going ships, and it is to be earnestly hoped the day may come when to teach it will be considered a necessary part of every boy's education,

and even of a girl's also; for although woman's dress must, we fancy, always be a serious bar to great proficiency, it surely would be possible to teach them sufficiently to enable them to keep themselves afloat in cases of sudden immersion until help arrives. It certainly would materially promote coolness and presence of mind, vital qualities in all sudden emergencies. Acting on the established principle that "Union is strength" there can be no doubt the object in view would be very materially promoted by the formation of a National association for the promotion of swimming, which would be a centre or point of union for all the local swimming clubs in the country to combine round, and so concentrate their at present admirable, but local, efforts into one great general effort. No doubt the existing clubs, or at least a majority of them, would see the advantage such a centre would be in the promotion of their work, and would aid in its formation. In this country which stands alone in pro-

moting by private effort all works of charity and public usefulness, willing and able hands could surely be found to guide and work such an undertaking.

In very many cases of saving life from drowning, the battle is only half fought when the victim is taken out of the water, and the risk and work of doing so is frequently thrown away in the absence of proper and persistent efforts to restore animation so often found suspended. This power, like swimming, does not come naturally to man, but requires previous study. Of course such endeavours are best conducted by a medical man, but whilst sending for one, if none be on the spot, the precious moment at which they would have been effectual may have slipped away; we would therefore recommend the careful study of the instructions published by the ROYAL NATIONAL LIFE-BOAT INSTITUTION, for the restoration of the apparently drowned, which are compiled from the well-known systems of Dr. Marshall Hall and Dr. Sylvester.

LIFE-SAVING APPARATUS AT SEA.

The following is the text of the report of the committee appointed by the Board of Trade to consider the question of boats, rafts, and life-saving apparatus carried by sea-going merchant ships:—

"Liverpool, 25 October, 1886.

"MY LORD,—Having been appointed by the Board of Trade a committee to inquire into and report to the President on the boats, rafts, and life-saving apparatus carried by sea-going merchant-ships, and having obtained all the information we could get from practical seamen connected with the passenger-lines sailing from London, Liverpool, and Glasgow, such as the masters of the ships and marine superintendents belonging to the different companies, and having visited a number of ships in order to ascertain whether they were capable of stowing more boats, &c., without unduly interfering with the working and navigation of the vessels, and also having inspected, and in many cases put to practical test, numerous patent boats, rafts, and life-saving apparatus, we have the honour to report as follows:—

"The reference to us includes the sufficiency or otherwise of boats, rafts, and life-saving apparatus carried by all sea-going merchant-ships, and we are further instructed to report whether,

in our opinion, the boat scales in the Merchant Shipping and Passenger Acts are adequate at the present time; and, if not, in what respects we think those scales can be improved. We are also instructed to especially consider and report upon the question whether, in addition to the boats which can be carried at davits ready for lowering, any further effectual provisions for saving life in emergency can be made by means of rafts, folding-boats, deck-fittings, or in any other manner, without encumbering the ship's decks to the prejudice and danger of those who have to work the ship.

"For the sake of convenience, we propose to divide all sea-going merchant-vessels into six classes, and to deal with each class separately with reference to the questions we are asked to report on; but before doing this we would like to make some general observations on the subject of boats.

"The boat scales in the Merchant Shipping Act, 1854, and Passenger Act, 1855, were framed upwards of thirty years ago to meet a different state of things than now exists. At that time nearly the whole of the passenger-traffic was carried on by wooden sailing-ships of about 1200 to 1500 tons burthen. The boat scales were framed on the basis of the ship's registered tonnage, which in those days of sailing-ships gave a very good idea of the vessel's size and of her capabilities for stowing boats, &c., but now

the sailing-ships have entirely given way to iron or steel steam-ships of two or three times their size, and the deductions for propelling power are so large in many cases that the registered tonnage gives no indication as to the real size of the ship, and therefore cannot be a guide as to her capability for stowing boats, &c.

"We think that the time has passed when boat scales should be regulated solely by tonnage, and regardless of other equally or more important considerations. We wish to point out the great difficulty and expense of altering ships in order to make room for more boats. Had the law compelled all ships to carry sufficient boats and life-saving gear, such as rafts or folding-boats, for all on board, as we are of opinion it should have done from the first, the shipowners would have felt very little inconvenience, and ships would now be carrying the same number of passengers as they do, because the ships would have been built and equipped with this end in view; but it would be a matter of great expense and difficulty to alter the ships now so as to make them capable of carrying enough boats for all the passengers they carry.

"As regards boats for ocean-going steamers carrying large numbers of passengers, we think they would be of little use in saving life (although they may for a time prolong its existence) unless succour is at hand from other ships, or from proximity to shore.

"It is obvious that though boats may save life for the moment, they can but prolong its existence for a time equivalent to the quantity of stores and fresh water they can carry for each person on board. In the Atlantic in winter, for instance, persons in boats would suffer greatly, and probably die of starvation or exposure, unless their ship was lost in the track of other vessels, which would, we fear, probably not be the case, unless an ocean track is decided on both outward and homeward for all vessels crossing the Atlantic between the United Kingdom and the ports in North America.

"The fullest and most complete equipment of boats and rafts can be of but little avail if a collision or casualty happens to a ship which, owing to the absence of efficient bulkheads, sinks in a very short time, and before it is possible to lower the boats. In fact, it appears to us that efficient boat accommodation, though an important thing in itself, is but one of several important things or conditions which must all be present to make the whole an effectual means of saving life in case of disaster. Thus the efficiency of boats in saving life is dependent first on the securing of means to get them all safely into the water in rough weather; in constructing the ships themselves so that they may be expected to keep afloat for a reasonable time after collision, or striking on a rock, or sunken or floating wreck; in providing as far as possible that vessels carrying a large number of passengers shall make their voyages by frequented tracks; in the capacity of the boats themselves to carry provisions and water, and in providing the boats with sea anchors (and oil) or other means to keep them head to sea, as they cannot be navigated when crowded with people, and further, their usefulness in emergency depends to a great extent on the fact that there shall be some person in

each boat capable of managing her and of controlling her occupants.

"With these preliminary remarks qualifying all that follows, we proceed to report on all sea-going merchant-ships.

"CLASS A.

"Passenger steam-vessels making short voyages or excursions.

"These vessels sail under a Board of Trade Steam 3 certificate, and are considered sea-going ships. They are employed in making excursions (for the most part pleasure excursions), and are only allowed to sail in fine weather and daylight, and in the summer months. The amount of boat accommodation these vessels are compelled to carry is at present regulated by the boat scale in the Merchant Shipping Act, 1854, which as before said, is based on the vessel's registered tonnage. The allowance of boat room for each adult by the Board of Trade regulation is fixed at 10 cubic feet. We have taken an average of fifty vessels of this class sailing from the Liverpool districts, and we find that the amount of boat accommodation they are forced to carry by the existing scale in proportion to the number of people they are allowed to carry by the Board of Trade certificates is 7·6 per cent., whilst the amount of boat accommodation they actually do carry is only 10·5 per cent.

"As a rule they carry no other life-saving gear beyond life-jackets for the crew of the Life-boat and a few life-buoys.

"Thus it will be seen that the boats carried by this class of vessels are quite inadequate as an effectual means of saving life if a disaster happens when the full complement of passengers are on board. These vessels ply in comparatively crowded waters, and in near proximity to the shore, and we think should be provided with means for keeping all the people on board afloat in the water for a couple of hours, such as patent folding-boats, rafts, deck-seats, life-buoys, &c., &c. These should all be on deck, and no life-saving gear be allowed to be carried below the deck. We do not think the boats for these vessels could be increased to any great extent without interfering with the people on board, but we see no reason why they should not carry sufficient floatable gear on deck for all.

"CLASS B.

"Passenger vessels in the coasting-trade and those making short voyages across the Channel to the Continent of Europe, or those running between England and Ireland or the Channel Islands.

"These vessels carry Board of Trade Steam 2 Home Trade certificates, and as they perform the ferry service between England and Ireland and the Continent, are an important class in this inquiry. They do not make very long voyages, and run in comparatively frequented waters. They are allowed to run all the year round, and in any weather, and at night time.

"The amount of boat accommodation they are forced by existing laws to carry is governed by the boat scale in the Merchant Shipping

Act, 1854, the same as in Class A. From an average of fifty vessels in this class sailing from the Liverpool district, we find that the amount of boat accommodation they are forced to provide, in comparison to the number of passengers they are allowed to carry by their certificates, is 13·1 per cent., whilst the amount they actually do provide is 16·1 per cent. As a rule these vessels carry very little other life-saving gear beyond the life-jackets for the crew of the Life-boat and a few life-buoys. The boats carried by this class are also quite inadequate as an effectual means of saving life should a disaster occur when the full complement of passengers are on board.

"These vessels are better equipped and of a stronger build than those in Class A, and we think could with ease carry more boats. We would propose that the boat scale should be increased 50 per cent., and that life-saving gear in the shape of either collapsible boats, rafts, or raft-seats, should be carried sufficient, with the increased boat accommodation, for all the people on board.

"We do not think it possible for these vessels to carry sufficient boats for all the passengers they are allowed by their certificates to carry, without materially interfering with the navigation and working of the ship.

"CLASS C.

"*Passenger steam-vessels trading to the Mediterranean and other short foreign-going voyages.*

"These vessels carry a Board of Trade Steam 1 certificate, and are well equipped ocean-going vessels. The boat accommodation they are forced to carry is governed by the same scale as in Classes A and B. We have taken an average of fifty in this class sailing from the Liverpool district, and find that they carry more than enough boat accommodation, but we wish to point out that this is merely from the fact that there are so few passengers going by these vessels that the owners do not think it worth while to have them measured for more. Should occasion require, these vessels would measure for hundreds more passengers than they have boat accommodation for, and would by the present law be allowed to carry them, without making any increase to their boat accommodation.

"Therefore, should a vessel in this class chance to have on board as many people as she would measure for, her boats would be quite inadequate as an effectual means of saving life. We think that the boat scale in this class should be increased 50 per cent., provided that no ship need carry more boats than will accommodate all on board, and we think the owners should be strongly urged to increase the means of saving life, by providing either more boats, or collapsible boats, or approved rafts, so that with the increased boat accommodation, sufficient means for saving life may be carried for all on board.

"Deck-seats, life-buoys, or jackets we do not consider as effectual means for saving life in any other than crowded waters, such as channels, rivers, lakes, &c., or when in close proximity to land.

"CLASS D.

"*Passenger steam-vessels carrying emigrants and others to the southern and western ports of South America and Africa, and also to the Asiatic and Australasian ports, either through the Suez Canal, or round the Cape.*

"The boat accommodation for these vessels is governed by the same scale in the Merchant Shipping Act, 1854, when not sailing with emigrants under the Passengers Acts. Those sailing under the Merchant Shipping Act only, such as the Peninsular and Oriental Steam Navigation Company, Donald Currie and Company, the Union Company, and some others, carry now, we believe, sufficient boat accommodation for all the passengers they have on board, but, as we pointed out in Class C, they could, if occasion required, carry hundreds more than they have boat accommodation for. We would recommend that these vessels have their boat accommodation increased 50 per cent. when sailing under the Merchant Shipping Act only, and 100 per cent. when sailing under the Passengers Acts, provided always that no ship need carry more boats than are sufficient for all on board; and we would further recommend that the owners be strongly urged to provide their ships with life-saving gear in the shape of collapsible boats or approved rafts, &c., so that with the increased boat accommodation, each ship carried sufficient life-saving apparatus for all on board of her.

"CLASS E.

"*Passenger steam vessels carrying emigrants or others across the Atlantic to ports on the east coast of North America.*

"Considering the number of vessels employed in this trade, and the large number of passengers they carry, and also taking into consideration the stormy character of the ocean they have to cross, and the thick and foggy weather encountered, we think this class is the most important of any, and we cannot pass over the fact that of late years this traffic has been carried on with remarkable immunity from loss of life.

"The boat accommodation these vessels are forced to carry when sailing with emigrants is regulated by the scale in the Passengers Act, 1855, which provides for boat accommodation for 216 people as a maximum, so that supposing a vessel leaves with 1,000 passengers and 200 crew under the present statutory requirements, she need only carry sufficient boat accommodation for 216 of these people. Thus it will be seen that the boats carried by this class of vessel are also quite inadequate as an effectual means of saving life should a disaster happen to a ship with her full complement of passengers on board. We are glad to be able to say that there are many liberal and careful ship-owners who do all in their power to provide for the safety of their passengers by equipping their vessels with boats far in excess of the number required by statute. But at the same time there are others carrying large numbers of emigrants who do no more than they are required to do by law.

"We have gone into this question with reference to this class of vessel very fully, and have visited many of them, and we think that the

boats required by Act should be increased 100 per cent., and in addition to them that the owners should be induced to carry sufficient collapsible boats and approved rafts, so that each ship shall have sufficient life-saving gear for all on board at any one time, provided, as said before, that no ship need carry more boat accommodation than is sufficient for all on board at that time.

"We believe that in nearly all the ships of this class room for the extra boats could be found with very little trouble and expense beyond the cost of the boats and their fittings, and we would recommend the plan, where possible, of carrying the boats on skids across the beam of the ship, where they are available for either side.

"CLASS F.

"Sailing and steam cargo vessels, *i.e.*, those that do not carry more than 12 passengers.

"The boats for these are regulated by the scale in the Merchant Shipping Act, 1854, and are quite sufficient, and in many cases more than sufficient, for all the people they carry, and the allowance of boat room is the same, *viz.*, 10 cubic feet for each person, as in all other vessels; but these vessels often navigate unfrequented waters, particularly the sailing ships, which are often weeks without meeting another vessel. Should a disaster happen to one of them the people in the boats would probably be days before being picked up, and would consequently want provisions and water for a longer time than if the casualty took place in more frequented waters; we therefore suggest that the allowance of boat-room

for each person be increased from 10 to 15 cubic feet in order to give more room for the stowage of provisions.

"As the foregoing report will show, the boat scales in the Merchant Shipping and Passengers Acts are, in our opinion, quite inadequate, excepting in the case of all cargo vessels, where they are adequate, and in many cases more than adequate.

"We are of opinion that any increase of these boat scales would be an improvement, but, if not increased so that the boats shall be sufficient for all, we respectively decline to suggest a partial increase unless it is supplemented by other effectual means of saving life; so that in the aggregate there is sufficient life-saving gear in each ship for all on board at that time.

"We are also of opinion that the boats required by the Acts can be supplemented by other folding boats or rafts to the greatest advantage, and we would recommend for favourable notice Berthon's collapsible boat and Roper's bridge raft, as being, in our opinion, the best of the kind that we have seen.

"We have, &c.,

"W. BROUGHTON PRYCE,

"W. COWIE,

"H. G. WILCOX.

"To the Right Hon. the Lord Stanley of Preston, President of the Board of Trade."

Shipping Gazette and Lloyd's List, 16 May, 1887.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.

HOWTH, CO. DUBLIN.—The Life-boat on this station has been replaced by a new 10-oared Life-boat, 34 feet long and 8 feet wide, constructed according to the latest designs. The cost of the new Life-boat, which is named the *Tom and Ida Smithies*, was met by a contribution from the trustees of the late Miss ELIZA SMITHIES, of Tollington Park, London, sister of the late Mr. T. B. SMITHIES, the well-known editor of *The British Workman*. The inauguration of the new boat was successfully carried out on the 11th December last, and attracted a large number of visitors. Prior to the launch, Mr. Justice BOYD delivered an eloquent address, in which he described the rise and growth of the LIFE-BOAT INSTITUTION, and narrated the circumstances under which Miss SMITHIES was induced to present this memorial of her late brother. Mr W. FRY, on her behalf, afterwards made the formal presentation of the Life-boat, which was

acknowledged on behalf of the Institution by the District Life-boat Inspector, Lieut. TIPPING, R.N., and on behalf of the Local Committee by Judge BOYD, Chairman of the Branch, the latter stating that he could answer for the people of Howth, that willing hearts and hands would ever be ready to work the Life-boat. The naming ceremony was carried out by Mrs. BOYD, in the absence of the donor.

TROON, Ayrshire.—The Life-boat stationed here some years since, has been removed, and one of the new water-ballast boats, 34 feet long and 7½ feet wide, placed there in its stead, the legacy to the Institution of the late ALEXANDER MUNNOCH, Esq., of Crinzett, having been appropriated in providing this new Life-boat and carriage—the boat bearing the name of the testator. On the 18th December, there was a large gathering of Volunteers, Freemasons, Odd Fellows,

"Shepherds," Fishermen, and others, and the Life-boat, drawn by gaily decorated horses, with banners flying and bands playing, was escorted from the railway station to the harbour, and launched, after the naming ceremony had been performed by Miss Wood. *The Scottish News*, speaking of Mr. Munnoch, the donor of the Life-boat, says "he was for many years, with his mother, an annual visitor to Troon in the autumn. He was better known to many by the local sobriquet of 'The Kilty,' he always clinging to the garb of old Gaul. When at home he faithfully performed his self-imposed duties, consisting of devoted, unostentatious acts of charity. When abroad, his home spirit still actuated him. Beneath the seeming negligent manner, there beat a warm heart; and many in the district sorely missed him, when latterly, in the season, he made Girvan his resort. There he endeared himself to many of the inhabitants, especially the poor, as he did when at Troon. His kindly mother, too, with her refined, old-world style, was a true type of the Scottish lady of a past time. Mr. Munnoch's love for dumb animals was with him a strong characteristic. The horse and the dog were more than his companions—they were his intimates—a part, in fact, of himself. The mutual tacit understanding between his dogs and himself was more than remarkable; they seemed to talk to him by their very looks. He was a capital horseman, and many well-bred animals he trained for his own use to saddle and harness. His heart was very much in Troon, and when on his death-bed he remembered the spot where he spent among her inhabitants—many of the seafaring ones more especially—happy and hopeful days. These hopes and wishes were never to the fullest extent realised, Mr. MUNNOCH dying in the prime of his manhood, leaving behind him hosts of friends and few enemies. No doubt many will be reminded of him when they see the handsome boat presented to Troon through his munificence, battling her way through the waves on her errand of mercy."

GREYSTONES, Co. WICKLOW.—The NATIONAL LIFE-BOAT INSTITUTION has sent a new Life-boat to Greystones to take the place of a smaller one stationed there

many years since. The new boat is 37 feet long, 8 feet wide, rows 12 oars, double banked, and possesses all the latest improvements. A new transporting and launching carriage has been provided for the boat. The cost of the new Life-boat, carriage and equipment was presented to the Institution by Mrs. R. F. BROWNE, of Monkstown, and, in accordance with her request, the boat is named *The Richard Brown*. The ceremony of publicly naming and launching the boat took place on the 2nd December last, Mrs. LA TOUCHE naming the boat on behalf of the donor.

SEASCALE, CUMBERLAND.—The Life-boat placed here a few years since was found not to be altogether well suited to the requirements of the station, and, accordingly, last year one of the newer type, 34 feet long and 7½ feet wide, was sent there to be tried alongside the other boat. The result was so much in favour of the new one that, at the request of the Local Committee and crew, the old boat has been withdrawn. The cost of the new Life-boat was presented to the Institution by Mrs. PHIPSON, of Edgbaston, near Birmingham, and, in accordance with her wishes, it is named the *Rescue*.

SOUTHPORT AND ST. ANNE'S.—The Life-boats on these stations, which met with such terrible disasters in December last, were at once withdrawn and new boats of the modern type placed in their stead. The cost of the new boat for Southport was defrayed by an anonymous donor through the Liverpool and New Brighton Branch of the Institution, and, as desired by him, it is named the *Mary Anna*. The St. Anne's new Life-boat, the *Nora Royds*, was provided by C. M. ROYDS, Esq., of Rochdale.

FLEETWOOD.—The Local Committee and the crew of the Life-boat at this port made application to be provided with a large sailing Life-boat, and as the boat placed there some time since did not give satisfaction, the Institution has increased the Station from one to two boats and has sent there two self-righting Life-boats. One is 46 feet long, 11 feet wide, and pulls twelve oars—the other is 37 feet long, 8 feet wide, and rows ten oars double-banked. The cost of the former has been defrayed from a legacy be-

queathed to the Institution by the late Mrs. GERALD CAREW, of Mytton Hall, Shrewsbury, and is named the *Edith*, in memory of her late Aunt. The other, like its predecessor, is named the *Child of Hale*, in accordance with the request of the original donor, Colonel W. B.

AYR, SCOTLAND.—On the 10th March last there was launched at Ayr, to be stationed at the port, a new Life-boat, the gift, through the NATIONAL LIFE-BOAT INSTITUTION to the local Life-boat Committee, of Mr. THOMAS KINCAID HARDIE, of London. The boat takes the place of one that was about twenty years ago presented to the port through the Institution by the Glasgow working men. It is 34 feet long, 7½ feet wide, rows ten oars double banked, possesses all the latest improvements, including water-ballast fittings, and all the other characteristics of the self-righting boats of the Institution. The launch was made the occasion of a very imposing ceremony, which was witnessed, the weather being very favourable, by many thousands of spectators. The boat was brought to Ayr Railway Station, and was thence by a number of horses drawn through the principal streets to the mouth of the Slip Dock, the scene of the launch. The order of the procession was:—Mounted Police, Whipmen (mounted), Ayr Burgh Band, Life-boat Committee, Town Council, Trades, Custom House Officers, Volunteers (Artillery), Life-boat with crew, Rocket Brigade, Volunteers (Rifle), two companies, Ancient Order of Shepherds, Ancient Order of Foresters, Free Gardeners, Good Templars, and a very large miscellaneous crowd. When the boat had arrived at its destination and the arrangements had been completed for its launch, a large choir, under the leadership of Mr. J. B. COWAP, with the burgh band as orchestra, sang the Old Hundredth Psalm, after which Mr. DYKES led the assembly in prayer. Thereafter Mr. GIBB, the representative of the donor, presented the boat to Lieut. BEDDOES, R.N., the District Inspector of Life-boats, who represented the Parent Institution on the occasion. He in turn presented it to the Local Committee, on whose behalf it was received by Captain BOYLE, convener of the county, and a member of the Harbour Trust. Captain BOYLE then

handed to Mrs. NEWALL, a relative of the donor, who had kindly consented to name the boat, a pair of gold-mounted scissors, with which to cut the ribbon to set free the bottle of wine by means of which such ceremonies are usually accomplished. The boat was thereupon named by Mrs. GERALD F. NEWALL the *Janet Hoyle*, and was launched into the water manned by its crew, amid the very hearty cheers of the spectators. The boat was rowed round into the harbour, and was there, under the superintendence of Lieut. BEDDOES, in sight of the spectators, subjected to a series of experiments to show its self-righting qualities. It was overturned by means of a steam crane, and, turning right over, righted itself at once. It was also put through this experiment with the two masts up and the sails set, and again righted itself in a few seconds, coming up on the side opposite that on which it was capsized. Altogether those tests were considered highly satisfactory. The Life-boat crew were in the evening entertained to dinner by the donor of the boat, Mr. HARDIE.

TEIGNMOUTH, LYNMOUTH, CHURCH COVE (THE LIZARD), PORT LOGAN, DUNGARVAN, CADGWITH, and MULLION.—The Life-boats on these stations have recently been replaced by others of the latest type; the five first-named are ten-oared boats, 34 feet long and 7½ feet wide, while the remaining two are 37 feet long by 8 feet wide, and row twelve oars, double-banked. The Teignmouth Life-boat is named *The Arnold*, like the one replaced; the Lynmouth boat was presented by the Rev. THOMAS L. WHEELER, of Worcester, and is named *The Louisa*; the Church Cove boat was provided from a legacy bequeathed to the Institution by the late Mrs. MARY REDFERN, of Knutsford, and is named *The John and Sarah*. The new boat for Port Logan, as was the case with its predecessor, is named *The Edinburgh and R. M. Ballantyne*—a special fund for the purchase of a Life-boat to be thus named and maintained having been raised, largely through Mr. BALLANTYNE's exertions, amongst the workpeople of Edinburgh, supplemented by the Edinburgh Ladies' Endowment Fund.

The cost of the Dungarvan new Life-boat, the *William Dunville*, was defrayed from a Legacy bequeathed to the Institu-

tion by the late Mrs. A. G. DUNVILLE, of Prince's Gate.

The Cadgwith new Life-boat is named *The Joseph Armstrong*, as was the boat it replaced, after the late Mr. ARMSTRONG, who was for many years Chief Superintendent of the Locomotive and Carriage Department of the Great Western Railway Company. On his decease the officers and employés of that department raised a fund to provide a Life-boat in his memory. The cost of the Mullion Life-boat, which is named *The Edith*, has been in a great measure contributed by a benevolent lady, residing in London, who has requested that her name may not be published.

DUNWICH, SUFFOLK.—The NATIONAL LIFE-BOAT INSTITUTION has also sent a new Life-boat to Dunwich, to take the place of a smaller one stationed there many years since. The new boat is 34 feet long, $7\frac{1}{2}$ feet wide, and rows ten oars, double banked. A transporting and

launching carriage has been provided. The cost of the new Life-boat and equipment has been met from a legacy bequeathed to the Institution by the late Mrs. FERGUS FERGUSON, of Bolton, and, in accordance with her request, the boat is named the *Ann Ferguson*.

The Great Eastern Railway Company, as usual, kindly granted the new and old boats a free conveyance over their line. The first launch of the new Life-boat at its station took place on the 13th May last, in the presence of numerous spectators, under the superintendence of the Inspector of Life-boats for the Eastern District, Mr. C. E. F. CUNNINGHAME GRAHAM, late R.N., who explained the reason for the change of boats, and then placed the new one under the charge of the Local Committee. The Local Honorary Secretary, the Rev. J. F. NOOTT, then offered up prayer, and Lady CONSTANCE BARNE named the boat in the usual way, after which it was launched and tried by the crew, giving them every satisfaction.

OUR INLAND BRANCHES.

ROCHDALE.

ROCHDALE is built on both banks of the River Roach, whence it derives its name; but the Rochdale of the present day differs widely from that of barely one hundred years ago. Then this quaint old town of industry and traffic occupied a position in the midst of green fields; vegetation flourished in profusion, and the country abounded in woods. We read that here the honest and red-cheeked milkmaid sang,

“Shame upon thi, Robin,
Shame upon thi neaw,
Kiss me, wud theaw, wi my hands
Milking th' keaw.
Daises groo again,
King-cups bloo again,
And theaw coome and kiss'd me, milking
th' keaw.”

And this she would sing to the accompaniment of the rich fluid frothing into her pail.

The women of Rochdale were famous for their fair hair, and deep blue eyes. The beauty of the Lancashire witches is proverbial, and what was true in olden time is true also now, and their beauty

will doubtless compare favourably with that of any other women in the United Kingdom.

The earliest buildings were in Church Stile, Church Lane, Packer Street, bottom of Yorkshire Street, on the site of Fenton's late bank, Newgate, The Butts, Bull Brow, Blackwater Street, and Toad Lane; and the view from the neighbourhood of the churchyard was fine and expansive, for no less than seven varied valleys converged to Rochdale with their sparkling streams. Stepping stones placed in a line across the bed of the river from opposite Church Lane to the Butts were, before the erection of the first bridge the only means of communication between one bank and the other, and in those days were called the “wishing steps,” because maidens, we are told, when crossing, fell not into the river but into a contemplative mood wishing for the impossible or improbable. These romantic stones gave place to a bridge which is supposed to have been built in 1630, and is still existing. It was at first only 6 feet wide, and constructed of three-peaked arches of stone: but this was a

great advance on the stepping stones as the river could now be crossed at all times, and the risk of a ducking when the waters were swollen by heavy rains was no longer incurred. Though wide enough for the pack horses laden with merchandise, and for the foot traffic, carriages had still to run the risk of fording the stream, which was an inconvenient and dangerous operation when the ford became deep after a heavy rainfall. A bridge of 13 feet in width was accordingly built close to the original one on the west side. As the traffic increased further accommodation was required, and an addition of 7 feet in width was made on the east side; but even this was not sufficient to meet the growing wants of a commercial community, and therefore another extension of 10 feet was erected on the west side. At this stage carts began to appear in Rochdale, and were considered a great novelty. Then followed stage coaches, and in 1821 a bridge of 14 feet, with a circular arch was added on the east side of the original bridge. In 1868 iron girders were added on each side, and these together, with an ornamental stone balustrade, now give it a fine roomy appearance, combined with strength and durability. There are, of course, other bridges in different parts of the town, which relieve the old bridge of a great amount of traffic, and amply fulfil all requirements. The site of the old parish church, St. Chad's, is in a prominent position, standing on a height approached by a flight of steps, and from its square tower an excellent survey of the town and surrounding country could be taken.

This pleasant and picturesque scenery no longer exists, having disappeared to make room for dwellings and places of business, and the introduction of factories the smoke of which sullies the air and offends the sense, for Rochdale now takes rank as one of the large manufacturing centres in Lancashire, containing a population of some 40,000 inhabitants.

The town, though a place of great antiquity, has very little history of importance. The Romans had a station here, and continued the construction of their road from Manchester along Mere Lane, Church Stile, down Church Lane, crossing the Roach just below the Wellington, Hotel, where the river was shallow and wide, and for this reason was called

the Broadwater. The road ran across the Butts, up Bull Brow into Yorkshire Street and so on to York.

There is no doubt the chief cause of a town springing up in this locality was due to its picturesque situation, proximity to the Roman road, its suitable soil, and being the point at which the three great divisions of Castleton, Hundersfield, and Spotland joined. The beautiful manor of Rochdale, near the town, was long the property of the Byron family, but was sold by the poet.

The manufacture of woollen goods was introduced by some Flemish emigrants in the reign of Edward III., and Rochdale acquired a reputation for articles made of such material. It is chiefly for its industrial importance that the town is remarkable. Woollen and cotton goods, particularly the former, now form the staple of the manufactures. The trade of the town was much facilitated by the canal which passes at a short distance from it, and unites the Duke of Bridgewater's canal at Manchester, with the waters of the Calder and Ribble near Halifax. It is 33 miles long, was constructed at great cost, and was opened in 1804.

Several trades which were in existence in Rochdale over half a century ago, and furnished employment to a number of hands, have since become extinct. The hat manufacture was at one time one of the staple trades, and more workpeople were employed in it than in any other, excepting perhaps the manufacture of flannel. Hats were bought for India and America as well as the home market. The slave-owners of South America were good customers, for the hats manufactured for their special use were highly appreciated. They were made of the best felt, covered over with beaver, and the brims were 12 inches broad, covering their shoulders to protect them from the sun, and some sold for as much as 3*l.* 10*s.* Large orders were also given for felt hats for the slaves. Each slave-owner had the hats dyed one particular colour, to enable him to recognize his slaves. The wearing of leather breeches was another trade that died out about sixty years ago. They were made from duck or doeskin, and fitted from the hip to the knee. Then there were leather staymakers: the work was done by men, a pair of stays at that time not costing less than one guinea.

Card-making was another occupation, at which children from five to six years of age were employed from six o'clock in the morning until seven in the evening. The work, fortunately for the children, is now done by machinery. Wool-combing flourished for many years, and numerous workers engaged in the occupation. Another superior trade was termed penciling. Women were employed to paint colours on calico for dress-pieces, as at that time machinery was so incomplete that only one colour could be printed at a time. The calico was woven by hand, and the material was so strong that it has been known to serve as a dress in succession for mother, daughter, and granddaughter, being finally cut up in patches for a bed-quilt. The improvement in printing by machinery effectually destroyed the trade of pencillers. Many local customs have passed away. It was a practice for children on Good Friday morning or Cracknell Friday, as it was named, to call at the residence of gentlemen, who liberally supplied them with cracknell cakes. The ceremony of rush-bearing has undergone considerable changes during the last hundred years. The old custom was partly a religious ceremony. The parishioners were invited on a certain date to accompany the church authorities to a particular spot for the annual ingathering of rushes to cover the church floor during the winter months. On the day named, they met at the appointed spot, and a sufficient quantity of rushes was cut down, bound up in sheaves, and carried in procession and laid out on the church floor. Wreaths and garlands were also made from them and arranged along the walls of the church for the purpose of display. Rush-bearing Sunday was a great event, for all the inhabitants of the surrounding districts flocked into the town, and with the parishioners, filled the church to overflowing; and closely scrutinized the workmanship displayed in the composition of the wreaths and garlands which were carried the next day with much pomp through the town. The practice of covering church floors with rushes gradually fell off; but the old custom was still commemorated by rush-carts being dragged round the town. Seventy years ago there were ten rush-carts in Rochdale. Another old custom

of about a century ago was "the ducking-stool," one of the instruments of punishment for refractory women. The post was situated in the bed of the river near the iron footbridge which runs across from the Wellington Hotel into Smith Street. An arm-chair was secured to the end of a strong beam 12 or 15 feet long, which worked in a pivot. The prisoner was fastened to the chair, and the beam being lifted up behind, the chair descended into the water. The ducking was repeated according to the nature of the offence. It was probably erected at the same time as the stocks, from which women were exempt on account of their sex, and the stool was used for their special benefit. The old market-cross stood nearly opposite the Eagle Inn; a flight of three steps encircled a stone pillar destitute of any architectural beauty, and this erection went by the name of the market-cross. It was popularly believed that selling a wife was a legal transaction if the woman was brought to the cross with a halter round her neck, and the buyer obtained a written receipt for the money he had parted with. Some of the old inhabitants remember witnessing the disgusting sight of women with halters round their necks being led to the cross like dumb cattle, and then and there sold to the highest bidder. The sum realized at a sale of this kind seldom exceeded two or three shillings. In 1832, Rochdale received the franchise, and Mr. John Fenton was returned as its first member of Parliament. Towards the close of 1856, a charter of incorporation was granted the town. Rochdale enjoys the distinction of having been represented by the late Mr. Richard Cobden, and of claiming Mr. John Bright as a townsman. In 1871, the Town Hall, one of the most perfect examples of highly ornamented Gothic in the kingdom, was completed at a cost of £150,000, and opened on the 21st September of that year. The inaugural proceedings were presided over by Mr. Alderman Ashworth, who had been instrumental in bringing the scheme to a successful conclusion.

No name is better known in the locality than that of Mr. Robert Taylor Heape. Born and educated in Rochdale, he has, in the course of his long life, occupied most of the principal public offices in the town, and identified himself with every work for its improvement, and for the

welfare of the community. He occupied the civic chair in 1857, and during that year he attended as a deputation, with two other gentlemen, a grand levee to congratulate Her Majesty on the marriage of her daughter to the Crown Prince of Prussia. Mr. Heape, among other things, originated a subscription for a Life-boat. He had long taken great interest in this noble work, and had read with great pleasure the account of the gallant services rendered in the saving of life from shipwreck. In 1866 he put himself in communication with the Life-boat Institution, in order to ascertain the cost of a Life-boat and its equipment. He then determined to raise the necessary funds among his friends and neighbours. Every application made, with the exception of two, was heartily and liberally responded to, and the sum of £556 was speedily subscribed and remitted to the Institution, with a request that a Life-boat might be built, and when ready sent to Rochdale to be launched and christened. On the morning of its arrival, the 10th November, 1866, the Rochdale Life-boat was drawn through the town by six handsome grey horses, kindly lent by the Rochdale Co-operative Society, being preceded by a band of music, and a procession of gentlemen. She was then taken to a large lake, three miles distant, called Hollingsworth, where the naming and launching took place. The Co-operative Society had previously sent Mr. Heape unsolicited a contribution of 50*l.*, and the Co-operative Corn Mill Society 20*l.*, to the fund being raised for its purchase. From 20,000 to 30,000 spectators surrounded the lake on this occasion. Mrs. Heape named the boat (which was manned

by the crew of the Blackpool Life-boat), the "Rochdale." Mr. Heape formally presented her to the Institution, and Admiral, then Captain Ward, acknowledged the gift.

A very pleasing circumstance which happened at the launch is told by Mr. Heape. A gentleman of independent means, who had not been asked for a donation as he was known to be very close-fisted and never to give anything in charity, attended the ceremony, and heard the speeches. He was so much impressed with the whole affair that he at once made his will and bequeathed 1000*l.* to the Institution, to be paid at his wife's death. The money has since been paid. Another gentleman of the town a short time since left the residue of his property to the Society, which after the other legacies are paid will probably amount to 1000*l.*; and two ladies, recently deceased, have each left 100*l.* to the cause. Mr. Heape has thought best to dispense with the assistance of a committee, and to do all the work alone, and no less a sum than 1,590*l.* 10*s.* has been collected by him for the Institution since 1868. Last year the list of contributions shows a total of 117*l.* 5*s.* The Life-boat was first stationed at Fowey on the coast of Cornwall, and saved 13 lives, but a wish having been expressed by the contributors that their Life-boat should be stationed on the N.E. coast, the name was transferred to the West Hartlepool No. 1 boat.

Thanks to the influence Mr. Heape has brought to bear, the interest taken in the Life-boat cause in Rochdale is very great, and is likely to remain so while the Society retains his valuable services.

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

SCARBOROUGH.—On the morning of the 2nd December, 1886, during a heavy gale from the N., the dandy *Gustave*, of and from St. Valery-en-Caux for North Shields with flint stone, brought up in the roads about a mile S.E. from the piers, showed signals of distress. The Life-boat, *Lady Leigh*, immediately put off to her assistance and got within a hundred yards, but dared not attempt to go alongside on account of the

tremendous seas. The boat therefore returned to the shore, but at 5.30 when the tide flowed another attempt was made, again without success. At break of day the Life-boat men were more successful, the sea having slightly moderated, the vessel was reached, and her crew of four men were safely landed at 7.30. She afterwards dragged her anchors, stranded, and became a total wreck.

The schooner *Rainbow*, of Harwich, bound from Exmouth for Sunderland in ballast, in making for the harbour, with her sails much damaged in a very heavy sea, and a strong N.N.E. wind, at 10.15 p.m. on the 15th December, drifted towards the shore, and before her anchor could be let go she was carried on to the edge of the rocks about a mile and a quarter south, where she became a total wreck. The *Lady Leigh* Life-boat, put off immediately she was observed to be in danger, and rescued her crew, consisting of five men.

ST. ANNE'S-ON-THE-SEA, LANCASHIRE.—The s.s. *Yan Yean*, of Montrose, having

seen; then sailed towards the Long Sand Head, and afterwards altered her course for the upper part of the Long Sand. Ultimately rockets were seen, and the vessel was found stranded S.W. of the Long Sand. She was reached at 2 a.m., and proved to be a full-rigged ship, named the *Constanze*, of and from Hamburg for Cardiff in ballast, and carrying a crew of nineteen men. The Life-boat remained by the vessel two hours, and finding the wind and sea increase as the tide rose, the crew were taken into the boat and landed at 4 o'clock on the following afternoon.

The vessel was afterwards saved by the Harwich Life-boat *Springwell*, assisted by



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SAVED FROM THE WRECK.

grounded on the Salthouse Bank during a moderate N.W. wind and a heavy sea, on the 4th December, the *Laura Janet* Life-boat, put off at 2.30 p.m., proceeded to the vessel, and brought ashore her crew, consisting of six men.

WALTON-ON-THE-NAZE AND HARWICH.—The Honourable Artillery Company Life-boat, stationed at Walton, was summoned by a telegram from the Sunk Light-ship, on the 4th December, stating that signals of distress were seen S.W. of the Long Sand or Kentish Knock. The boat put off at about 9.15 p.m., and steered for the N.E. buoy of the Gunfleet, thence for the middle of the Long Sand, no signals being

a steam-tug, which also put off in reply to signals of distress.

DUNMORE, WATERFORD.—The *Agenora*, trawler, of Tenby, arrived off Dunmore, at 3 a.m. on the 8th December with her mainsail split during a gale of wind from the S.W. and an extremely rough sea. Being unable to enter the dock, she laid-to outside with both anchors down. During the day the gale increased; and at 12.30 p.m. she hoisted a signal of distress, whereupon the crew of the *Henry Dodd* Life-boat were summoned and the boat proceeded to the vessel and took off her crew of three men. Scarcely had this been done when the trawler

dragged her anchors and went ashore off the Wexford coast. The Life-boat was compelled to cast her anchor and lay to for over an hour during the fury of the gale, and then pulled in and landed all safely at 3.30 P.M.

PENZANCE.—At about 3 A.M., on the 8th December, signals of distress having been observed about a quarter of a mile east of the Albert Quay, the Life-boat *Dora* was launched and pulled in the direction where the light was first seen. While on her way she was hailed by the dandy *Alliance*, of Penzance, to windward of her, and after a hard pull reached the vessel which had parted her anchors and was fast drifting on a lee shore. The crew of four men were taken into the Life-boat, which then resumed her search for the other vessel and soon found her. She was the schooner *Golden Light*, of Penzance, and was also drifting on a lee shore. Her crew of five men were taken on board the Life-boat, and all were safely landed at about 4 A.M.

RAMSGATE.—On the 8th December, the Life-boat *Bradford* went out at 6.30 A.M. in tow of the harbour steam-tug *Vulcan*, and rescued the crew consisting of seven men of the brigantine, *Old Goody*, of Faversham, bound from Hartlepool for Ramsgate with a cargo of coal, which had stranded on the West Rocks during a strong S.S.W. wind and misty weather.

At 10 o'clock on the same morning a vessel having been seen on the Brake Sand, the *Bradford* Life-boat again went out in tow of the steamer to render assistance if required. With the help of the steam-tug *Challenger*, the ship was towed off the Sand, and went in the direction of the Thames, taking a pilot on board at Broadstairs. On arriving abreast of the Tongue Lightship, the services of the *Woodcock* were engaged, and the Ramsgate tug and Life-boat returned to their station. The vessel was the ship *Charles H. Marshall*, 1,800 tons register, of New York.

At 6.45 A.M. on the 23rd February last, during a moderate S.W. wind, a vessel was observed ashore on the Goodwin Sands, and signal-guns were fired by the Gull light-vessel. The *Bradford* Life-boat at once went out in tow of the harbour steam-tug *Aid*, and found the

vessel was the three-masted schooner *R. and M. J. Charnley*, of Lancaster, bound from Silloth for Burnham with railway materials, and having a crew of five men. The crews of the Life-boat and of some small boats which had put off to the rescue, rendered assistance, and at 9.45 the vessel floated, was taken in tow by the steam-tug, and arrived in the harbour at 12.20 P.M.

Guns and rockets were fired from the Gull and East Goodwin light-vessels at 5 A.M. on the 23rd March, during a strong S.W. wind and a heavy sea. The *Bradford* Life-boat was towed out by the harbour steam-tug *Aid*, and found the schooner *Fairy Glen*, of Padstow, bound from Goole for Plymouth, with coal, stranded on the N.E. part of the Goodwin Sands. On nearing the vessel, the Life-boat was slipped, sailed alongside, and remained by her about an hour and a-half; but as the wind and sea was increasing, the crew, consisting of five men, were taken into the Life-boat, which then sailed to the tug, and was towed back to Ramsgate, arriving at 11 o'clock.

BRIDLINGTON.—At 8 o'clock on the morning of the 8th December, 1886, during a gale from the S., a vessel was reported to be driving on to the North Beach. The Life-boat, *William, John and Frances*, was launched, but although strenuous efforts were made by the crew, the boat was unable to reach the ship owing to the fury of the gale and the very heavy seas, and was forced to return to the shore, her crew being much exhausted. She, however, put off again, some of her former crew going out in her a second time, and the places of others being taken by fresh men, and they then succeeded in rescuing the crew of six men from the vessel, which proved to be the brig *Orb*, of Whitby, bound from Shields for Yarmouth with a cargo of coal: she became a total wreck on the North Beach, half a mile from the pier. One of the Life-boat men was washed out of the boat on the second occasion by a heavy sea, but having on his lifebelt, he was able to reach the land safely by swimming.

SOUTHEND, ESSEX.—During a heavy gale from the S.W., on the 8th December, the Dutch schooner *Wietska* parted both anchors and chains and drove ashore on

the Knock Sands off Shoeburyness. In response to her signals of distress the Life-boat *Boys of England* proceeded to her assistance, at 8.45 A.M., and rescued her crew consisting of five men. The Life-boat afterwards returned to the vessel and placed five men on board to take charge of her until the ebb tide; they pumped her dry and got her afloat as the tide rose in the evening; but she immediately sunk again.

TENBY, SOUTH WALES. — The ketch *Honor*, of and from Cardiff, for St. David's with coal, showed signals of distress while riding at anchor in the roadstead, during a very heavy gale from the S.W., on the 8th December. The *Anne Collin* Life-boat proceeded to her assistance at 2 P.M., and safely landed the crew, consisting of three men.

CASTLETOWN, ISLE OF MAN.—On the afternoon of the 8th December two flags of distress were observed in Derbyhaven Bay during a gale from the W.S.W. The *Hope* Life-boat was launched at about 3.30 and brought ashore the crew, consisting of five men, from the fishing-smack *Swift*, of Douglas, and the crew of three men from the schooner *Julia*, of Runcorn.

THURSO, SCOTLAND. — During a very strong gale of wind from the E.N.E., and a heavy sea, on the 8th December, signals of distress were shown by vessels in the roadstead. The Life-boat, *Charley Lloyd*, put off to their assistance at 4 P.M. and brought ashore the crews, numbering three men, from the smack *Henry Florence*, of Wick; four men from the schooner *Margaret Garton*, of the Isle of Man; and four men from the schooner *Lyra*, of the Isle of Man.

In response to signals of distress, the Life-boat *Charley Lloyd* was twice launched on the night of the 31st March last, and brought ashore the crews, numbering in all ten men, of the schooners *Janet Worthington*, of Runcorn, *Lady Louisa Pennant*, of Beaumaris, and ketch *Crest*, of Wick, which were in danger while at anchor in Scrabster roadstead, during a furious gale from the N. and a tremendous sea.

HOLYHEAD. — Signals of distress were fired at 6.30 A.M., on the 9th December,

1886, by the ship *Pegasus*, of and for Liverpool, laden with timber, which was in danger amongst the breakers in the S.E. part of the bay during a N.W. by W. wind and a very heavy sea. The Life-boat *Thomas Fielden* went out in tow of a steam-tug, but soon had to be cast off, and then proceeded through the heavy breakers to the vessel over which the seas were making a clean breach, rescued her crew of twenty men and a pilot and brought them safely ashore. The Life-boat again went out and piloted into a place of safety the schooner *Jane Anwyl*, which was in distress.

The Silver Medal of the Institution and a copy of the vote inscribed on vellum were awarded to Mr. EDWARD JONES, Coxswain of the Life-boat, in recognition of his gallant services in the boat on this and on former occasions.

The *Thomas Fielden* Life-boat was launched at 12.30 A.M. on the 14th of January, 1887, to the assistance of the mail-steamer *Banshee*, of and from Dublin for Holyhead, which had stranded in Towyn Bay during a dense fog. The steamer, which had a crew of forty-four persons on board besides two hundred and sixty-six passengers, was ultimately got afloat, and arrived at her berth, landing the whole of her passengers in safety. The Life-boat accompanied her, some of the Life-boatmen being put on board, rendered assistance.

Information was received at 4.30 P.M. on the 4th of April, during a moderate N.W. breeze, that a schooner was ashore on the North Stack, and required immediate assistance. The *Thomas Fielding* Life-boat was quickly taken out, and found that the vessel, the *Eleanor and Jane*, of Aberystwyth, bound from Bangor for Harburg with slates, had floated in a disabled state, her rudder was damaged, and she was leaking badly. The Life-boatmen rendered assistance in pumping and steering the vessel, and at 6.15 a small tug took her in tow, and she was placed alongside the quay in the Old Harbour at 8.30, having then 5½ feet of water in her hold.

BURNHAM, SOMERSETSHIRE. — On the morning of the 9th December, 1886, the barque *Fremad*, of Tönsberg, bound from West Bay, Nova Scotia, for Bristol, with deals and battens, showed signals of

distress during a heavy gale from the W. by N. The Life-boat *Cheltenham* was launched at 7 o'clock, and after two hours' hard work reached the stranded vessel and rescued eleven of her crew. The mate had been washed overboard at the Mumbles. The barque was stranded on Stert Island, her rudder was disabled, and she had lost her mizenmast and all her sails.

CAISTER, NORFOLK.—On the 10th December the Caister No. 2 Life-boat, the *Godsend*, put off at 2 P.M., and remained by the steamer *Watford*, of Sunderland, laden with iron ore from Bilbao for Stockton, which had stranded on the North Barber Sand during a moderate breeze from the N.W. by W.

Rockets were fired from the Wold Lightship, and the Cockle Light afterwards fired guns and rockets, during a light N.N.W. breeze on the night of the 16th December. At 10 o'clock the Caister No. 1 Life-boat, *Covent Garden*, was launched and towed by a steam-tug to the Wold Lightship. The Life-boat men were then informed that a steamer had been seen to drift past in a southerly direction burning flares; on proceeding to the Newarp Lightship they were told that the vessel was probably near the Cross Sand Lightship. The Life-boat thereupon went in that direction and found the steamer about half-way between the two lights having just let go her anchor. The Life-boat men boarded her, and the master stated that she had been on the Leman Sands, had lost her rudder, and had been taken in tow by a large steamer, but that the hawsers had parted. The vessel was leaking badly and the master wishing to have her taken into port she was taken to Lowestoft. She was the *Ben Macdui*, of Aberdeen, bound from Blyth for Plymouth with coal, and had a crew of twelve men all told.

LYTHAM.—On the night of the 9th December, signals of distress having been seen, the Life-boat, *Charles Biggs*, was launched at 10 o'clock, and proceeded under sails and oars some distance to windward; she was then taken under oars across the banks, upon which a fearfully heavy sea was breaking, and when near the distressed vessel, which was ashore close to Southport, the anchor was

let go, and the Life-boat veered alongside. The seas there were breaking mountains high, right over the ship, which was on her beam-ends, and had only her mizenmast standing, her crew being lashed to the rigging. The Life-boat was repeatedly filled by the heavy seas; nevertheless, she was happily successful in saving the shipwrecked men, twelve in number. The vessel was the barque *Mexico*, of Hamburg, bound from Liverpool for Guayaquil, with a general cargo.

[Vide the February number of THE LIFE-BOAT JOURNAL for full details of the sad disasters to the Southport and St. Anne's Life-boats on the occasion of this shipwreck.]

CARNSORE, IRELAND.—On the morning of the 14th December, a mounted messenger arrived at the Life-boat station, stating that the services of the boat were required by a vessel on the Carrick Rocks, Greenore Point. The Life-boat *Isis* was accordingly launched at 9 o'clock, and proceeded to the vessel, which was found to be the barque *Samanco*, of and from Liverpool, bound for Callao with a cargo of coal. Nine of her crew had landed in their own boat, and the remaining nine men were taken into the Life-boat, and brought safely ashore.

DONNANOOK, LINCOLNSHIRE.—At 4.45 A.M. on the 18th December, the Life-boat *Richard* was launched, flares having been reported to have been shown by a vessel between the Sand Hale and the Rose Sand. The wind was blowing from the N.W., and the sea was rough. In a quarter of an hour the vessel was reached and found to be the three-masted schooner *Charlie Blackwood*, of and for Hull, from Norway with ice. At the request of the master the Life-boat men took out warps and anchors, and remained by the vessel until she floated.

CRESSWELL, NORTHUMBERLAND.—The schooner *Swift*, of and from Laurvig for Newcastle, timber-laden, went ashore on the rocks during squally weather, at about 11 o'clock on the night of the 21st of December. Some fishermen went off to her in their boats, and the captain and crew and three of the fishermen stayed in her as she was dry at low-water. At high-water the following afternoon she showed

signs of breaking up, a heavy sea having risen, and signals of distress were hoisted, in response to which the *Old Potter* Life-boat was launched at 1.15, and brought ashore the vessel's crew of seven men and a boy, and the three fishermen.

NEWBIGGIN, NORTHUMBERLAND.—During a gale of wind from the S.S.E., and a very heavy rough sea on the 22nd of December, the s.s. *Acaster*, of Hartlepool, bound from Honfleur for Shields, in ballast, was observed ashore on Bridge Head, a mile and a-half S. of Newbiggin, having gone too far in-shore during a thick fog. The Life-boat, *Robert and Susan*, was launched at 5 A.M. and proceeded to the aid of the vessel, being struck on the broadside by heavy seas three times in succession during her passage, which filled her with water. She quickly freed herself from the seas she had shipped, and reached the stranded vessel, but it was impossible to get alongside her on account of the rocks. The boat therefore remained near until daybreak, when the tide flowed and she rescued the crew, consisting of nineteen men, also saving their effects, which were packed in the steamer's boat and towed ashore.

The *Robert and Susan* Life-boat was launched at noon on the 2nd February, 1887, to the assistance of five fishing-boats which had been overtaken by a strong gale from the S.E.; with the help of the Life-boatmen, the boats were brought safely to land.

PENMON, ANGLESEY.—On the 22nd December, 1886, the schooner *Jubilee*, of Preston, bound from Liverpool for Dundalk with a cargo of coal, was seen to run aground on the Causeway Rocks, near Puffin Island, during a strong breeze from the N.W. The Life-boat *Christopher Brown* put off to her assistance at 3.55 P.M., some of the Life-boat men boarded her and got her off the rocks; but a hawser which was fast to a stream-anchor fouled the rudder. Sail was then made on the vessel, dragging the anchor, until she was got into the Channel, where she was anchored by her bower-anchor. Her crew of three men were landed by the Life-boat, and the next morning the weather having moderated, they went on board again and proceeded to Beaumaris.

On the 27th December, the screw-flat

Albion, of Hull, stranded on the "Irishman's Spit" during a strong breeze from the N.N.W., the heavy seas making a clean breach over her. She hoisted signals of distress, and at 9.30 A.M. the *Christopher Brown* Life-boat went to her assistance. On reaching the vessel it was found that she had just been taken in tow by the steamer *Bee*; the Life-boat was accordingly towed astern. In about ten minutes the *Albion* commenced to fill, and her crew of three men were then taken into the Life-boat where they remained until Friars was reached, where the vessel was beached just as she was sinking.

A schooner was observed ashore on the Causeway on the morning of the 12th March last, during a strong breeze from the E.N.E. and a rough sea. The Life-boat *Christopher Brown* put off at 7.30, and found that the crew of the vessel, which was the *Enterprise of Dublin*, bound from Liverpool for Wicklow with coals, had landed on Puffin Island. The three men were taken into the Life-boat and brought safely ashore. The vessel afterwards floated, but struck again on the Causeway and sunk.

BULL BAY.—At 2.15 P.M. on the 22nd December, 1886, a signal of distress was shown by the schooner *Ocean Belle*, of Amlwch, which was at anchor in a dangerous position in the Bay, Anglesey, during a strong wind from the N.W. Her crew of four men were taken into the Life-boat and safely landed.

After the boat had reached the shore signals were shown by another schooner, the *Pacific*, of Aberystwyth, which had also anchored in a dangerous position. The Life-boat went out again and brought that vessel's crew, numbering five men, also ashore.

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SUMMARY OF THE  
MEETINGS OF THE COMMITTEE.

THURSDAY, 6th January, 1887.

Sir EDWARD BIRKBECK, Bart., M.P., V.P.,  
in the Chair.

Read and confirmed the Minutes of the previous Meeting. Also read those of the Finance and Correspondence, and Wreck and Reward Sub-Committees, and ordered their recommendations to be carried into effect.



Resolved, with the sanction of HER MAJESTY THE QUEEN, that the special Life-boat which the Committee decided a short time since should be placed by the Institution on the coast during the current year be named the *Queen Victoria*, and be stationed at Bembridge, Isle of Wight.

Read the Report of the Chief Inspector of Life-boats on his recent visit to Kirkcudbright.

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

Northern District—Balcary, Ardrossan, Kildonan, Southend (Cantyre), Campbeltown, and Troon.

Southern District—Brighstone Grange, Brooke, Totland Bay, Bembridge, Guernsey, and Jersey.

Eastern District—Sheringham, Hunstanton, Blakeney, Wells, Brancaster, Caister (two Boats), Winterton (two Boats), and Yarmouth.

Western District—Solva, St. David's, Cardigan, Newquay (Cardiganshire), Aberystwith, Aberdovey, Barmouth, Portmadoc, Porthdinllaen, and Llanaelbaïarn.

Irish District—Silloth, Maryport, Howth, and Landdulas.

Reported the receipt, through the Liverpool and New Brighton Branch of the Institution, of a contribution of 650*l.* from an anonymous donor, to defray the cost of the new Life-boat to be named the *Mary Anna* just placed at Southport.

Decided that the best thanks of the Committee be conveyed to the donor.

Also the receipt of 700*l.* from C. M. ROYDS, Esq., of Rochdale, to meet the expense of the new Life-boat for St. Anne's, the boat to be named the *Nora Royds*.

Decided, that the best thanks of the Committee be given to Mr. ROYDS for his highly-valued gift.

Also the receipt of 700*l.* from T. K. HARDIE, Esq., of Bayswater, to provide a new Life-boat to be named the *Janet Hoyle*.

Decided that Mr. HARDIE be thanked, and that his contribution be appropriated to the new Life-boat about to be placed at Ayr.

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

|                                                                                                                    | £  | s. | d. |
|--------------------------------------------------------------------------------------------------------------------|----|----|----|
| WORSHIPFUL COMPANY OF GOLD-SMITHS (additional)                                                                     | 50 | -- | -- |
| Collected from LICENSED VICTUALERS, in aid of the support of their Life-boat, per A. L. ANNETT, Esq.               | 50 | -- | -- |
| Proceeds of Sale of Work, per Mrs. TAUNTON, Widney, Warwickshire                                                   | 35 | -- | -- |
| Offerory and evening Collection in HADNALL CHURCH, SALOP, on Sunday, 7th November, per the Rev. BROOKE C. MORTIMER | 16 | 2  | 5  |
| Christmas Offerings in Colonel CORNWALL LEIGH's private Chapel, per the Rev. H. C. WILKINSON                       | 14 | 14 | 3  |
| Proceeds of a Concert in HOLY TRINITY PARISH ROOMS, STROUD, per ALBANY R. GRIEVE, Esq.                             | 14 | -- | -- |
| Commander and Officers of the R.M.S. Nile                                                                          | 7  | -- | -- |

—To be severally thanked.

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

|                                                                                                                                                                                | £     | s. | d. |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|----|----|
| The late Miss IVY WEBSTER, of Exeter, for the purpose of purchasing and maintaining a Life-boat to be named the <i>Francis Forbes Barton</i> , and placed on the Kentish coast | 1,500 | -- | -- |
| The late JOHN SKELTON, Esq., of Clewer, Berks (free of duty)                                                                                                                   | 1,000 | -- | -- |

Voted the thanks of the Committee to the Rev. HENRY FOSTER and Lieutenant E. J. V. PRITCHARD, R.N., in recognition of their valuable co-operation during the period they respectively occupied the post of Honorary Secretary of the Selsey, and Mablethorpe and Sutton Branches of the Institution.

The Committee also specially recognized the good services of Mr. GEORGE ANDERSON, Mr. JOHN KNIGHT, and Mr. WILLIAM SMITH, on their resigning the offices of Coxswains of the Broughty Ferry, Buddon Ness, and Weymouth Life-boats, which they had held for many years.

Decided that a special Sub-Committee be appointed to inquire into the self-righting properties of the Boats of the Institution, to carry out such trials and tests as they might consider necessary, and to make such recommendations as they might deem desirable, and that it be composed of the following gentlemen:—

- Col. FITZ ROY CLAYTON, V.P. (Chairman).
- ROBERT BIRKBECK, Esq.
- L. T. CAVE, Esq., V.P.
- Admiral Sir JOHN CORBETT, K.C.B.
- Admiral Sir F. LEOPOLD McCLINTOCK, F.R.S.
- Capt. J. SYDNEY WEBB, Deputy Master of the Trinity House.
- Capt. WHARTON, R.N., Hydrographer of the Admiralty.
- Capt. the Hon. H. W. CHETWYND, R.N., Chief Inspector of Life-boats to the Institution, *ex officio*.

Voted 10*l.* for the relief of the widow and orphans of JOHN PARKINSON, one of the crew of the Lytham Life-boat, whose thumb was injured whilst assisting to load up the old Life-boat on the 21st November last, and who subsequently died from typhoid fever, consequent on the injury.

The Committee had previously voted him 10*l.* in consideration of this accident, and had also undertaken to allow him 1*l.* per week until able to resume his work.

Decided that a full-sized Life-boat and Transporting Carriage, with various models, be sent by the Institution to the Manchester Jubilee Exhibition.

Reported the transmission to their Stations of the new Life-boats for Southport and Troon.

Decided that a new Life-boat, possessing all the latest improvements, be sent to North Berwick, in lieu of the Boat at present on that Station.

Paid 7,173*l.* 3*s.* 4*d.* for sundry charges on various Life-boat Establishments.

Voted 434*l.* to pay the expenses of the Fleetwood, Scarborough, Walton-on-the-Naze, St.

Anne's, Arbroath, Southend (Essex), Penzance, Bridlington, Tenby, Thurso, Dunmore, Castle-town, Holyhead, Burnham, Carnsore, Donna Nook, Whitburn, Porthdinllaen, Penmon, Newbiggin, Cresswell, Bull Bay, Southwold No. 1, and Dunwich Life-boats, in rendering the following services:—

|                                                                                      | Lives saved. |
|--------------------------------------------------------------------------------------|--------------|
| Brigantine <i>Ruth Topping</i> , of Liverpool, assisted to save vessel and . . . . . | 10           |
| Brig <i>Olga</i> , of Frederikstadt, rendered assistance.                            |              |
| Dandy <i>Gustave</i> , of St. Valery-en-Caux . . . . .                               | 4            |
| Schooner <i>Rainbow</i> , of Harwich . . . . .                                       | 5            |
| Ship <i>Constance</i> , of Hamburg . . . . .                                         | 19           |
| S.S. <i>Yan Yean</i> , of Montrose . . . . .                                         | 6            |
| Dutch schooner <i>Wietska</i> . . . . .                                              | 5            |
| Dandy <i>Alliance</i> , of Penzance . . . . .                                        | 4            |
| Schooner <i>Golden Light</i> , of Penzance . . . . .                                 | 5            |
| Brig <i>Orb</i> , of Whitby . . . . .                                                | 6            |
| Ketch <i>Honor</i> , of Cardiff . . . . .                                            | 3            |
| Smack <i>Henry Florence</i> , of Wick . . . . .                                      | 3            |
| Schooner <i>Margaret Garton</i> , of Isle of Man                                     | 4            |
| Schooner <i>Lyra</i> , of Isle of Man . . . . .                                      | 4            |
| Trawler <i>Agenora</i> , of Tenby . . . . .                                          | 3            |
| Trawler <i>Swift</i> , of Douglas . . . . .                                          | 5            |
| Schooner <i>Julia</i> , of Runcorn . . . . .                                         | 3            |
| Ship <i>Pegasus</i> , of Liverpool . . . . .                                         | 21           |
| Barque <i>Fremad</i> , of Tönsberg . . . . .                                         | 11           |
| Barque <i>Samanco</i> , of Liverpool . . . . .                                       | 9            |
| Schooner <i>Charlie Blackwood</i> , of Hull. Rendered assistance.                    |              |
| S.S. <i>Shoreham</i> , of London . . . . .                                           | 17           |
| Schooner <i>Industry</i> , of Aberystwyth . . . . .                                  | 4            |
| Schooner <i>Jubilee</i> , of Preston. Assisted to save vessel and . . . . .          | 3            |
| Screw flat <i>Albion</i> , of Hull . . . . .                                         | 3            |
| S.S. <i>Aeaster</i> , of Hartlepool . . . . .                                        | 19           |
| Schooner <i>Swift</i> , of Laurvig . . . . .                                         | 11           |
| Schooner <i>Ocean Belle</i> , of Amlwch . . . . .                                    | 4            |
| Schooner <i>Pacific</i> , of Aberystwyth . . . . .                                   | 5            |
| Schooner <i>Day Star</i> , of Ipswich . . . . .                                      | 5            |

The Harwich, Ramsgate, Caister, Nos. 1 and 2, Winterton, Nos. 1 and 2, Lifeboats also rendered the following services:—ship *Constance*, of Hamburg, assisted to save vessel; brigantine *Old Goody*, of Faversham, saved crew, 7; ship *Charles H. Marshall*, of New York, rendered assistance; s.s. *Ben Macdui*, of Aberdeen, assisted to save vessel and 12 men; steamer *Watford*, of Sunderland, remained by vessel; brigantine *Ella*, of Maldon, saved vessel and crew, 7; and schooner *Richard and Emily*, of London, saved vessel and 2 men.

(Detailed accounts of some of these Life-boat services are given on pages 399-401.)

Voted also £505 6s. to pay the expenses of the Fishguard No. 1, Port Isaac, Padstow, Redcar, Worthing, Lytham, Arbroath, Uppang, Whitby, Irvine, Littlehampton, Montrose No. 1, Gorleston No. 1, Clacton, North Berwick, New Romney, Tenby, Weymouth, Plymouth, Deal, Mablethorpe, Donna Nook, Southwold No. 1, Bude, Walmer, Saltburn, Cemaes, Skegness, Wexford No. 1, Hauxley, Scarborough, Rye, Winchelsea, Margate, Morthoe, and Thorpeness, in assembling their crews or putting off to the assistance of vessels which did not ultimately need the services of the boats.

The Ramsgate Life-boat was also taken out

on two occasions, but her services were not eventually required.

Voted, the Silver Medal of the Institution, and a copy of the vote inscribed on vellum, to Mr. EDWARD JONES, coxswain of the Holyhead Life-boat, in recognition of his gallant services in the Life-boat, particularly on the occasion of the rescue of twenty-one persons from the stranded ship *Pegasus*, of Liverpool, during a N.W. by W. wind and a very heavy sea, on the 9th December.

Voted also 9l. to eighteen men for saving, by means of baskets and life lines, the crew of seven men of the schooner *Eagle Wing*, of Faversham, which had missed the entrance of the harbour at Ramsgate and grounded during a strong S.S.W. gale on the 8th December.

Also 6l. 10s. to thirteen men for putting off in two fishing-boats and saving the crew of five men of the *William*, of Drogheda, which stranded at Newcastle, co. Down, during a strong S. gale on the 8th December.

Also 3l. 15s. to five fishermen for putting off in a boat at great risk and saving a man from the fishing-boat *Mary*, of Maryport, which stranded on the North Bank, off Maryport, during a fresh breeze on the 27th December.

Also 1l. 10s. to three men for putting off in a boat at moderate risk, and saving the crew of two men from the barge *Emily*, of Maldon, which had sunk off Southend, Essex, during a strong gale from the S.W., on the 8th December.

1l. 2s. 6d. was also granted to three men who put off in another boat to the rescue, arriving a few minutes later than the first boat, and remaining until the service was effected.

Also 2l. to four men for putting off in a boat and saving two men from a fishing-boat, which capsized on the bar at the entrance to Girvan harbour, during a moderate N.E. gale on the 22nd December.

10s. was also awarded to a man for swimming out with the view of rescuing the third man, who was clinging to the capsized boat, which had stranded on some rocks.

Also 2l. to four pilots for saving the crew of six men of the schooner *Aid*, of Montrose, which was totally wrecked off Warkworth during a strong N.W. breeze, on the 1st December.

Also 2l. to two persons for wading into the sea and rescuing one of the crew of a fishing-boat, which had been capsized off Pwllgwaylod, Pembrokeshire, during a heavy gale from the W.N.W., on the 8th December.

Also 1l. 10s. to three men for saving, by means of a rope, one of the crew of the sloop *Ann and Maria*, of Goole, which sunk off Lowestoft harbour during a strong gale on the 8th December.

Also 10s. to a man for putting off in his boat from Great Yarmouth, at some risk, and saving a man who had fallen overboard from the fishing-boat No. 1105, of Leith, during a S.W. breeze, on the 19th November.

THURSDAY, 3rd February.

Sir EDWARD BIRKBECK, Bart., M.P., V.P., in the Chair.

Read and confirmed the Minutes of the previous Meeting. Also read those of the Fi-

nance and Correspondence and Wreck and Reward Sub-Committees, and ordered their recommendations to be carried into effect.

Read the Report of the Chief Inspector of Life-boats on his recent visit to Southport.

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

Northern District—Ayr.

Eastern District—Ramsgate and Cromer.

Western District—Abersoch, Looe, Ilfracombe, and Morthoe.

Irish District—Kingstown, Tramore, Dun- garvan, Fethard, Dunmore, St. Anne's, and New Brighton (two boats).

Reported the receipt of 750*l.* from the Misses MACRAE, of Southport, to provide a new sailing Life-boat for Southport, to be named the *Macrae*.

Decided, that the best thanks of the Com- mittee be conveyed to the Misses MACRAE for their highly valued contribution.

Also the receipt of 700*l.* from Mrs. PHIPSON, of Edgbaston, to defray the cost of a Life-boat, to be named the *Rescue*.

Decided, that the best acknowledgments of the Committee be given to Mrs. PHIPSON, and that her gift be appropriated to the Seascale new Life-boat.

Also the receipt of 650*l.* from the Rev. THOMAS L. WHEELER, of Worcester, to provide a Life-boat, to be named the *Louisa*.

Decided, that the best thanks of the Com- mittee be conveyed to Mr. WHEELER, and that the new Life-boat about to be sent to Lynmouth be named accordingly.

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

|                                                                                                                                                                | £   | s. | d. |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----|----|
| CIVIL SERVICE LIFE-BOAT FUND, per CHARLES DIBDIN, Esq., F.R.G.S., Honorary Secretary, to provide a Slipway for the "Civil Service No. 5" Life-boat at Maryport | 242 | 6  | —  |
| Trustees of the late Miss MARIA BROWN, of Cheshunt                                                                                                             | 200 | —  | —  |
| The Misses HEWITT, Lytham (addi- tional)                                                                                                                       | 100 | —  | —  |
| Trustees of the late WILLIAM THORN- GATE, Esq. (annual subscription)                                                                                           | 80  | —  | —  |
| E. A. HANKEY, Esq.                                                                                                                                             | 50  | —  | —  |
| Sir RICHARD WALLACE, Bart., K.C.B. (annual subscription)                                                                                                       | 25  | —  | —  |
| St. MICHAEL'S, PADDINGTON, Life- boat fund, per the Rev. G. F. PRESCOTT and Mr. W. VINCENT (additional)                                                        | 23  | 13 | —  |
| Christmas collection in Broughton Church, near Preston, per the Rev. S. E. COLLINSON                                                                           | 16  | 4  | 6  |
| Collected in St. MICHAEL'S CHURCH, CORNHILL, on Sunday, 2nd January, per the late Rev. W. HUNT                                                                 | 12  | 2  | 8  |
| Offertry in ADDERLEY CHURCH, MARKET DRAYTON, per the Rev. ATHELSTAN CORBET                                                                                     | 7   | 6  | —  |
| Collection in ELVETHAM CHURCH, HANTS, on Christmas Day, per the Rev. W. GILL                                                                                   | 6   | 11 | 2  |

—To be severally thanked.

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

|                                                                                                                                                                              | £     | s. | d. |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|----|----|
| The late Mrs. ANN FERGUSON, of Bolton, to provide two Life-boats, one to be named the <i>Fergus Ferguson</i> (free of duty)                                                  | 2,000 | —  | —  |
| The late Miss CAROLINE BERREY, of Hampstead, for two Life-boats, one to be named the <i>John Alexander Berrey</i> , and the other the <i>Elizabeth Berrey</i> (free of duty) | 2,000 | —  | —  |
| The late THOMAS ROSE, Esq., of Manchester, for a Life-boat, to be named the <i>Thomas Rose</i> (duty free)                                                                   | 1,000 | —  | —  |
| The late JOSEPH HENRY CARY, Esq., of Norwich (duty free)                                                                                                                     | 300   | —  | —  |
| The late Miss GEORGINA CLARKE, of Brixton                                                                                                                                    | 100   | —  | —  |

Voted the thanks of the Committee to the Rev. J. LOCK, Mr. R. J. GIMBLETT and Mr. W. THOMPSON, in acknowledgment of their valu- able co-operation during the period they respectively occupied the office of Honorary Secretary of the Port Isaac, Watchet and St. Anne's Branches of the Institution.

Also to Mr. J. A. ROBINSON in recognition of his kind services as Treasurer of the Southport Branch for the past two years.

Reported the transmission to its station of the new Life-boat for the St. Anne's Station.

Decided that the present Life-boats at Rams- gate, Fleetwood, Church Cove (Lizard), Port Logan, Dunwich, and Teignmouth be replaced by new self-righting boats possessing all the latest improvements, and that, on the applica- tion of the Local Committee, the old Life-boat at Seascale be replaced by the new one recently sent there as an experiment.

Also that the large sailing Life-boat on the self-righting principle, now at New Brighton for the purpose of experiment, be removed to Fleet- wood as a second Life-boat for that station, and that a new Life-boat, on the tubular principle, be built for the New Brighton Station.

Paid 3,744*l.* 13*s.* for sundry charges on various Life-boat establishments.

Voted 138*l.* 16*s.* to pay the expenses of the Eastbourne, Withernsea, Ackergill, Holyhead, Alnmouth, Berwick-on-Tweed, Hope Cove, Carmarthen Bay, Tyrella, Swansea, Balcary, and Ardrossan Life-boats in rendering the follow- ing services:—

|                                                                     | Lives saved. |
|---------------------------------------------------------------------|--------------|
| Barque <i>Sjodroninjan</i> , of Stavanger                           | 16           |
| Smack <i>City of Bristol</i> , of Hull                              | 5            |
| Fishing boats, of Ackergill                                         | 30           |
| Steamer <i>Banshee</i> , of Dublin. Rendered assistance.            |              |
| Two fishing boats of Newbiggin. Ren- dered assistance.              |              |
| Fishing boats of Berwick-on-Tweed. Ren- dered assistance.           |              |
| Ship <i>Halloween</i> , of London                                   | 19           |
| Yacht <i>Berwick</i> , of Ferryside. Landed 5 persons.              |              |
| Barque <i>Espérance</i> , of St. Malo                               | 10           |
| Steamer <i>Ribble</i> , of Whitehaven                               | 4            |
| Schooner <i>City of Perth</i> , of Creetown. Ren- dered assistance. |              |
| Horse Island brought 2 persons ashore.                              |              |

The Workington and Porthdinllaen Life-boats also rendered the following services:—S.S. *Rheola*, of Cardiff, rendered assistance, s.s. yacht *Vixen*, of Beaumaris, assisted to save vessel.

Voted also 13*l.* 12*s.* 10*d.* to pay the expenses of the Bull Bay, Aldborough, Newhaven, Montrose No. 1, Cloghey Bay, Cahore, Dornoch Firth, Bridlington, Torquay, North Sunderland, Barmouth, Newcastle (co. Down), Palling No. 2, Cemlyn and Cemaes 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.

Read a letter from the Board of Trade transmitting three Silver Medals with Diplomas, conferred by the "Société des Sauveteurs Médailles du Gouvernement de la Gironde" upon the Life-boat Stations at Southport, St. Anne's, and Lytham respectively, for the courage and devotion displayed by the members of the crews of these Life-boats, many of whom perished in attempting to rescue shipwrecked persons during the gales of the beginning of December last. 4*l.* was also contributed by the same Society and remitted by the Board of Trade to the Mayor of Southport in aid of the fund for the relief of the families of the men drowned on the occasion.

Decided that the Society be thanked through the Board of Trade, and that the Medals and Diplomas be sent to the Honorary Secretaries for presentation to the stations.

Voted 8*l.* to sixteen men for saving the crew of seven men from the boat of the Swedish schooner *Sigfrid*, which vessel had sunk about eight miles off Bognor, during a strong S. wind on the 4th January.

Also 3*l.* 10*s.* to seven men for rescuing the crew of five men from a fishing boat of Annagasson, which was capsized in Dundalk Bay during a strong W. wind on the 21st January.

Also 3*l.* to the crew of a coastguard boat for rescuing the crew of two men of the smack *Pilot Queen*, of Carnarvon, which stranded near Clogher Head during a strong gale from the S. on the 11th January.

Also 2*l.* 9*s.* in acknowledgment of services rendered by three fishermen in putting off in a boat and bringing safely ashore the crew of eight men of the brig *Ariel*, of Whitby, who had taken to their boat on their vessel stranding off Bacton during moderate weather on the 28th December.

Also 1*l.* to two fishermen of Lytham for endeavouring to rescue the crew of the s.s. *Yan Yean*, of Montrose, which had stranded and sunk on the Salthouse Bank during a moderate gale on the 4th December.

Also 1*l.* to a man who rescued, with much difficulty, two persons whose canoe had been capsized off Poole, during a strong S.E. wind on the 8th January.

Also 18*l.* 17*s.* 10*d.*, being a gratuity of 5*l.*, a weekly allowance of 1*l.* while unable to work, and medical expenses, to the Assistant Coxswain of the Dornoch Firth Life-boat who had one of his fingers badly injured while working at the winch on the occasion of the Life-boat being taken out with the view of launching to the assistance of a distressed vessel on the 10th January.

Also 1*l.* 10*s.* to three men for wading into the water and rescuing the crew of four men of the *Scotia*, of Carnarvon, which stranded at Pwllheli during a westerly gale on the 8th December. A further sum of 5*s.* was awarded to one of the salvors, he having also assisted to rescue the crew of five men of the *Leader*, of Hoylake, which stranded at Pwllheli on the same day.

THURSDAY, 3rd March.

Sir EDWARD BIRKBECK, Bart., M.P., V.P., in the Chair.

Read and confirmed the Minutes of the previous Meeting. Also read those of the Finance and Correspondence, and Wreck and Reward Sub-Committees, and a preliminary report of the Special Sub-Committee, and ordered their recommendations to be carried into effect.

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

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

Northern District—Irvine, Troon, Ardrossan, Anstruther, Crail, St. Andrews, Broughty Ferry, Arbroath, Montrose (three boats), and Gourdon.

Southern District—Teignmouth.

Eastern District—Clacton-on-Sea, Lowestoft, Pakefield, Gorleston (two boats), Caister (two boats), Cromer, Sheringham, and Southend (two boats).

Western District—Lynmouth, Braunton, Appledore (two boats), Clovelly, Bude, Padstow, Newquay (Cornwall), Fowey, Mevagissey, Portloe, Falmouth, Porthoustock, and Porthleven.

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

|                                                                                                                                      | £   | s. | d. |
|--------------------------------------------------------------------------------------------------------------------------------------|-----|----|----|
| HERBERT A. FOSTER, Esq., towards the endowment of his Life-boat, the <i>Queensbury</i> , about to be placed at Scarborough . . . . . | 350 | —  | —  |
| FREDERICK C. FOSTER, Esq., towards the endowment of the same Life-boat . . . . .                                                     | 500 | —  | —  |
| R. A. B. PRESTON, Esq., annual subscription in aid of Cornish Life-boats . . . . .                                                   | 50  | —  | —  |
| Proceeds of Amateur Dramatic Performances at Lower Norwood, per Mrs. F. GOLDIE-TAUBMAN . . . . .                                     | 20  | —  | —  |
| —To be severally thanked.                                                                                                            |     |    |    |

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

|                                                                       | £   | s. | d. |
|-----------------------------------------------------------------------|-----|----|----|
| The late Mrs. C. E. T. HOLMES, of Kensington (free of duty) . . . . . | 500 | —  | —  |
| The late CAPTAIN W. B. PHILLIMORE (free of duty) . . . . .            | 100 | —  | —  |
| The late Mrs. C. S. SHORT, of Hastings . . . . .                      | 50  | —  | —  |

Reported the transmission to its Station of the Teignmouth new Life-boat.

Read letter from the Chairman of the Teignmouth Branch of the 24th February, expressing the thanks of the Local Committee to the

Parent Institution for the new Life-boat, and their great satisfaction at the result of the severe tests to which it had been subjected.

Reported also that the large sailing Life-boat at New Brighton had been transferred to the Fleetwood Station as decided by the Committee at the last meeting.

Decided that the present Life-boat at Worthing be replaced by a new self-righting boat, possessing all the latest improvements.

Also that a new self-righting Life-boat be placed at Weston-super-Mare, in addition to the small Life-boat at present on that station.

Voted the thanks of the Committee to G. N. MAULE, Esq., J.P., and J. G. NAISS, Esq., J.P., in acknowledgment of their past valuable co-operation while holding the offices, respectively, of Chairman and Honorary Secretary of the Hfracombe and Morthoe Branches of the Institution.

Also to Mr. WILLIAM BAILEY, Mr. W. J. TYSON, Mr. T. R. GRYLLES, and Mr. A. BENNETT, in recognition of their kind services during the period they occupied the office respectively, of Honorary Secretary of the Kingsdown, Whitehaven, Falmouth and St. Andrews Branches of the Institution.

The Committee also specially recognised the valuable services of the following gentlemen as Treasurers or Honorary Secretaries of various Branches of the Institution for many years past:—

HORATIO H. AYRE, Esq., Withernsea; Messrs. CHARLES and WILLIAM BARWELL, Birmingham; THOMAS BAWDEN, Esq., Douglas; HAROLD L. BOWER, Esq., Liverpool; DAVID CARR, Esq., Stonehaven; A. H. COATES, Esq., Belfast; SAMUEL COLLINSON, Esq., Nottingham; E. E. CORRIGALL, Esq., Longhope; Mr. JOHN CROOK, Lynmouth; JAMES DICKIE, Esq., Irvine; C. H. DUNHILL, Esq., M.D., York; T. FANNING EVANS, Esq., J.P., D.L., Bull Bay; G. F. FELTON, Esq., Llandudno; WILLIAM GREEN, Esq., Leicester; R. TAYLOR HEAPE, Esq., J.P., Rochdale; Mr. WILLIAM HITCHCOCK, Kings Lynn; Mr. GILBERT HOULDEN, Donna Nook; The Rev. CANON HEYGATE, Brightstone Grange; Mr. HENRY HIXSON, Swanage; Mr. J. W. HUWS, Rhosneigr; J. L. C. HAMILTON, Esq., New Brighton; Mr. NICHOLAS HALLIGAN, Drogheda; The Rev. E. K. KERSLAKE, M.A., Brancaster; The Rev. T. LLOYD-KYFFIN, M.A., Cemaes; Dr. J. V. LAVERICK, Runswick; ALEXANDER MACFIE, Esq., Isle of Whithorn; E. MADLEY, Esq., Burton-on-Trent; J. C. MOON, Esq., Lancaster; The Rev. J. F. NOOTT, Dunwich; Commander W. M. PENGELEY, H.M.L.N., Penarth; G. HARRINGTON QUAYLE, Esq., Castletown; J. B. RISLEY, Esq., Carmarthen Bay; J. W. SHAW, Esq., Dungarvan; C. STEPHENS, Esq., Reading; The Rev. L. J. STEPHENS, Boulmer; ANDREW TARRAS, Esq., Fraserburgh; F. O. TAYLOR, Esq., Norwich; The Rev. R. H. TILLARD, M.A., Blakeney; Mr. WILLIAM VAUGHAN, Fishguard; T. H. WINDER, Esq., Bolton; WILLIAM WARHAM, Esq., Seaham; The Rev. J. F. WILKINSON, M.A., Flamborough; ALFRED WEST, Esq., Bridlington; GEORGE WYATT, Esq., Isle of Wight; ALEXANDER WYLLIE, Esq., Troon; T. W. ISLAY YOUNG, Esq., Swansea.

Appointed a Building Sub-Committee to consider in future all matters relative to the design and construction of new life-boats, the alteration and disposal of boats and their gear, &c.

Paid 4,116*l.* 9*s.* 6*d.* for sundry charges on various Life-boat Establishments.

Voted 27*l.* 14*s.* to pay the expenses of the Newbiggin, Swansea, and Boulmer Life-boats, in rendering the following services:—

Five Fishing-boats of Newbiggin. Rendered assistance. Lives saved.

A barge of Swansea. Remained by vessel.

Thirteen fishing cibles of Boulmer. Remained in attendance.

The Winterton No. 2, Palling No. 2, and Ramsgate Life-boats, also rendered the following services:—steamer *Beresford*, of West Hartlepool, assisted to save vessel and crew of twenty-two men; schooner *R. and M. J. Charnley*, of Lancaster, assisted to save vessel and five men.

Voted also 34*l.* 17*s.* to pay the expenses of the Walmer and Lowestoft Life-boats in putting off to the assistance of vessels which did not ultimately require help.

Also 3*l.* 5*s.* to a man who was injured whilst helping to launch the Swansea Life-boat on the 26th January.

Also 4*l.* to four men for going to the rescue of the smack *Twoe Gezuster*, of Bristol, which had stranded off Swansea, during a strong S.W. gale on the 11th January. 10*l.* was also granted to the men in repayment of the loss they sustained by their boat being injured, &c., in the performance of this service.

Also 5*l.* to the crew of a Coastguard boat for putting off from Bognor, Sussex, and saving the crew of four men, and a female passenger from the schooner *Elizabeth Curry*, of London, which stranded at Middleton Point, during a strong S.E. wind, a heavy sea and snow on the 4th January.

1*l.* was also awarded to five other Coastguard-men who rendered assistance in launching the boat, &c.

Also 6*l.* to six men for putting off in a boat and rescuing one of the crew of the steamer *Ribble*, of Whitehaven, which had sunk off the Mumbles during a strong S.E. wind, and a rough sea on the 26th January.

Also 1*l.* 10*s.* to two men for saving two other men from a foy-boat which had been capsized at Tynemouth during a moderate breeze from the S. on the 15th January. 15*s.* was also granted as compensation for the loss of a towrope through rendering this service.

Also 1*l.* to two men for saving at great risk, one of the crew of a boat which had been swamped off Start Point, during a moderate gale from the S.W. on the 3rd February.

Also 15*s.* to two men for rescuing the crews, numbering in all four men, of the fishing yawls *Maria* and *Marie*, of Poole, which had been in collision at the entrance to Poole harbour during a strong S.W. wind and thick weather on the 4th February.

SATURDAY, 26th March.

The Annual General Meeting of the friends and supporters of the ROYAL NATIONAL LIFE-BOAT INSTITUTION took place this day at Willis's Rooms, St. James's. The Right Honourable Lord GEORGE HAMILTON, M.P., First Lord of the Admiralty, in the Chair.

His Lordship having made some suitable observations on the great and national character of the operations of the Institution, Mr. CHARLES DIBBIN, the Secretary, read the Annual Report, which will be found in the May number of *The Life-boat Journal*.

The Meeting was also addressed by The Right Honourable the EARL of STRAFFORD; The Right Honourable the EARL of DERBY, K.G.; Captain the Right Honourable LORD CHARLES BERESFORD, R.N., C.B., M.P.; Sir WILLIAM CROSSMAN, K.C.M.G., M.P.; Rear-Admiral LINDSAY BRINE; Sir EDWARD BIRKBECK BART, M.P., V.P., Chairman of the Institution, and L. T. CAVE, Esq., V.P.

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

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

THURSDAY, 7th April.

Sir EDWARD BIRKBECK, Bart., M.P., V.P., in the Chair.

Read and confirmed the Minutes of the previous Meeting. Also read those of the Finance and Correspondence, Building, and Wreck and Reward Sub-Committees, and a further report from the Special Sub-Committee, and ordered their recommendations to be carried into effect.

Elected the Members of the Sub-Committees, (L. T. CAVE, Esq., Chairman) for the ensuing year.

Read the report of the Chief Inspector of Life-boats on his recent visit to the Hythe Station.

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

Northern District—Buddon Ness, Girvan, Southend (Cantyre), Campbeltown, Ayr, Kildonan, Kirkcudbright, Balcarry, Port Patrick, Port Logan, Whithorn, and Ballantrae.

Eastern District—Whitburn, Sunderland (four boats), Seaham, Hartlepool (three boats), West Hartlepool (two boats), Seaton Carew, Middlesbrough, Saltburn, Staithes, Runswick, Redcar, Whitby (two boats), Uppang, Robin Hood's Bay, Scarborough, Filey, Flamborough (two boats), Barmston, Bridlington Quay, Hornsea, Withernsea, Grimsby, Donna Nook, Mablethorpe, Sutton, and Chapel.

Western District—Penarth, Weston-Super-Mare, Burnham, Watchet, Penzance, St. Ives, Hayle, Sennen Cove, St. Mary's (Scilly), Mullion, Cadgwith, Polpear, and Church Cove (Lizard).

Irish District—Queenstown, Courtmacherry, Ballycotton, Youghal and Ardmore.

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

|                                                                                 | £   | s. | d. |
|---------------------------------------------------------------------------------|-----|----|----|
| HER MOST GRACIOUS MAJESTY THE QUEEN, annual subscription . . .                  | 50  | -  | -  |
| The Honourable ALGERNON TOLLEMACHE . . .                                        | 100 | -  | -  |
| A LADY, further on behalf of the endowment of the Whitburn Life-boat . . .      | 100 | -  | -  |
| Collected at the "Woolpack," per W. L. T. FOY, Esq. . . . .                     | 17  | 16 | 6  |
| HATCHAM SCHOOL (Form III. Upper) Aske's Foundation, boys (collection) . . . . . | 6   | 10 | 6  |
| Trustees of BERMAN'S CHARITY (additional) . . . . .                             | 10  | 10 | -  |
| Collected on board the <i>Rimutaka</i> , per Captain TURPIN . . . . .           | 10  | -  | -  |
| —To be severally thanked.                                                       |     |    |    |

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

|                                                                                                                        | £     | s. | d. |
|------------------------------------------------------------------------------------------------------------------------|-------|----|----|
| The late T. E. JONES, Esq., of Manchester . . . . .                                                                    | 1,000 | -  | -  |
| Do. for a Life-boat for the Welsh Coast . . . . .                                                                      | 1,000 | -  | -  |
| The late Mrs. CAREW, of Mylton Hall, for a Life-boat for the Lancashire Coast, to be called the <i>Edith</i> . . . . . | 800   | -  | -  |
| The late Mrs. SUSANNAH BELOE, of Gravesend (duty free) . . . . .                                                       | 250   | -  | -  |
| The late Miss SARAH SWINDELLS, of Aughton, Lancashire (to Ormskirk Branch—duty free) . . . . .                         | 200   | -  | -  |
| The late Mrs. E. S. BARKER, of Stanlake Park, Berks (duty free) . . . . .                                              | 50    | -  | -  |
| The late Mrs. A. G. BLIGH, of Bath (duty free) . . . . .                                                               | 30    | -  | -  |
| The late Miss ELIZABETH THORNE, of Horstead, Norfolk . . . . .                                                         | 19    | 19 | -  |

Reported the transmission to their Stations of Life-boats for Ayr, Church Cove (Lizard), Lynmouth and Fleetwood.

Commander ST. VINCENT NEPEAN, R.N., Inspector of Life-boats for the Southern District, was appointed Deputy Chief Inspector of Life-boats, the limits of the other Districts being rearranged so as to include the Stations hitherto under his supervision.

Mr. G. L. WATSON, of Glasgow, was appointed Consulting Naval Architect to the Institution.

Decided that the present Life-boats at Falmouth, Mullion, and Cadgwith (Cornwall), Fraserburgh and Arbroath be replaced by new Boats possessing all the modern improvements.

Also that a GOLD and a Silver Medal be offered by the Institution for drawings or models of a mechanically propelled Life-boat best adapted to meet the conditions under which Life-boats are called upon to perform their work. Also a Gold and a Silver Medal for models or drawings of a propelling power suitable for the Boats of the Institution. All drawings and models to be forwarded to the Institution not later than the 1st OCTOBER NEXT, under cypher, accompanied by the fullest detailed explanations, and a sealed cover containing the name and address of the competitor,

not to be opened until after a decision has been arrived at. They are to be examined by three Judges, appointed by the Committee, who will reserve to themselves the right of withholding all or any of the medals.

Paid 6,647*l.* 2*s.* 11*d.* for sundry charges on various Life-boat Establishments.

Voted 113*l.* 4*s.* 6*d.* to pay the expenses of the Gourdon, North Deal, Walmer, Wexford No. 1, Penmon, Lizard No. 2, Plymouth and Thurso Life-boats, in rendering the following services:—

|                                                              | Lives<br>saved. |
|--------------------------------------------------------------|-----------------|
| Two fishing-boats of Gourdon. Remained in attendance.        |                 |
| S.S. <i>Waesland</i> , of Antwerp. Remained by vessel.       |                 |
| Steam-tug <i>Erin</i> , of Wexford. Rendered assistance.     |                 |
| Schooner <i>Enterprise</i> , of Dublin. Landed three men.    |                 |
| Schooner <i>Gipsy Queen</i> , of Padstow . . . . .           | 5               |
| Barquentine <i>Kate</i> , of Greenock . . . . .              | 7               |
| Schooner <i>Janet Worthington</i> , of Runcorn               | 5               |
| Schooner <i>Lady Louisa Pennant</i> , of Beaumaris . . . . . | 3               |
| Ketch <i>Crest</i> , of Wick . . . . .                       | 2               |

The Ramsey, Arklow, Ramsgate and Holyhead Life-boats also rendered the following services:—Schooner *Isabella Stuart*, of Ardrossan, saved vessel and 4 men; schooner *Fanny*, of Liverpool, rendered assistance; schooner *Fairy Glen*, of Padstow, saved crew of 5 men; schooner *Eleanor and Jane*, of Aberystwyth, rendered assistance.

(Particulars of some of these services are given on pages 401-402.)

Voted also 161*l.* 12*s.* 6*d.* to pay the expenses of the Mullion, North Berwick, Dunbar, Montrose No. 3, Harwich, Lowestoft, Port Eynon, Hope Cove, Walmer, Peterhead, Walton-on-the-Naze, New Brighton No. 1, Douglas No. 2 and Donna Nook Life-boats, in assembling their crews or putting off to the help of vessels not ultimately requiring their services.

Also 2*l.* 12*s.* to defray the cost of repairing a boat which was damaged while attempting to render assistance to another boat which was in danger off Anstruther during a gale on the night of the 21st January.

Also 3*l.* to three men for putting off in a small boat, and saving three men from a pilot boat which had been capsized in Douglas Bay in a heavy sea.

Also 2*l.* 10*s.* to five men for putting off in a boat and rescuing four men from the boat *Mary*, of Scallary, which struck a sunken rock off Earsary, Barra, and immediately filled with water, during a strong breeze from the S. on the 1st March.

Also 1*l.* to two men for saving four persons whose boat, laden with seaweed, was filled with water, and sunk off Aranmore during a heavy gale and a rough sea on the 21st March. On hearing the cries of the occupants of the sinking boat the salvors threw overboard their own load of seaweed and proceeded to the rescue.

## THE LIFE-BOAT TO THE RESCUE.

BY A FISHERMAN.

The night was dark and stormy,  
The sea rolled mountains high,  
When our coxswain came in haste,  
And thus did breathless cry:

Make haste and launch the Life-boat,  
A vessel's on the rocks;  
Be quick and get all ready;  
Now overhaul these blocks.

We're ready, we are willing  
To face this stormy sea;  
We will not shrink from duty,  
When we can useful be.

Our message is in mercy;  
Our labour is of love;  
We ask for Heaven's protection;  
Our strength is from above.

We'll man the oars, we're ready,  
And you the boat shall steer;  
We know your skill and courage;  
No danger we will fear.

There, now then, watch you breaker,  
And keep her head well to;  
Now, courage, though it's stormy,  
Yet we will weather through.

We're doing well, the vessel  
I now see full in view;  
A light I now see clearly,  
And I think I see the crew.

I know they see us coming,  
By the waving of the light;  
They know right well their danger;  
We are a welcome sight.

There, now then, catch that cable,  
Be sure you fix it well;  
And stand you by and ease it  
To the rising of the swell.

Now help along all children,  
The women and the lame;  
Then we will make all welcome,  
No matter what their name.

Sit low, and be all steady,  
Until we get all clear;  
Our boat is strong and able,  
So there's no cause for fear.

There, now, I see the harbour,  
Right on the leeward bow;  
We'll get a hearty welcome  
From the many watchers now.

Thank God we're round the pierhead,  
And safe again once more;  
And I hear the hearty cheering  
Of the watchers on the shore.

H. M. C.

# 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—Sir EDWARD BIRKBECK, BART., 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 (1886) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £34,932 on various Life-boat Establishments on the Coasts of England, Scotland, and Ireland. During the same period it contributed to the saving of 761 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 1886.

|                                                       |     | £.    | s.     | d.   |
|-------------------------------------------------------|-----|-------|--------|------|
| Number of lives rescued by Life-boats, in addition to |     |       |        |      |
| 33 Vessels saved by them . . . . .                    | 601 | ...   | ...    | ...  |
| Number of Lives saved by Shore-boats, &c. . . . .     | 160 | ...   | ...    | ...  |
| Amount of Rewards granted during the Year . . . . .   | ... | 6,630 | 4      | 11   |
| Honorary Rewards:—Silver Medals and Clasps . . . . .  | 14  | ...   | ...    | ...  |
| Binocular Glasses . . . . .                           | 32  | ...   | ...    | ...  |
| Votes of Thanks on Vellum . . . . .                   | 35  | ...   | ...    | ...  |
| Total . . . . .                                       | 81  | 761   | £6,630 | 4 11 |

The Committee desire to acknowledge, with gratitude, the liberal support which they have received from the British Public during past years,—a support which has enabled them to establish their present great Life-saving Fleet of 291 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 32,671: for which services 97 Gold Medals, 987 Silver Medals or Silver Clasps, 94 Binocular Glasses, 15 Telescopes, and £93,500 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. HERRIES, FARQUHAR, and Co., 16 St. James's Street; Messrs. HOARE, 37 Fleet Street, London; and by all the other Bankers in the United Kingdom.—August, 1887.