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OF THE

National Life-boat Institution.

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THE RECENT SELECT COMMITTEE OF THE HOUSE OF COMMONS ON SAVING LIFE AT SEA.

THIS Committee was appointed on the 2nd of May last to enquire into the existing laws and regulations regarding boats, life-buoys and other life-saving gear required to be carried by British merchant ships, and to report if any amendments are required therein.

The Blue Book, of about two hundred pages, in which the Committee's proceedings, the evidence they took, and their report are recorded, is certainly worthy of the attention of all interested in the welfare of our sailors, and of the thousands and tens of thousands of pleasure- or health-seekers, men of business, &c., who are so constantly passing to and fro on board English steamers; perhaps the two last classes should have been put first as being the most numerous, and having an equally strong personal interest in the question. Provided no accident occurs, and the ship arrives safely at her destination, theirs is certainly a case in which it is "folly to be wise" because "ignorance is bliss," for the knowledge of how slight a chance there was of escape, in case of collision, fire or any other of the accidents common to shipping, whilst enough to check in some degree the spirits of the most light-hearted, might well prove a sore burden to those of nervous or fanciful temperament, whose one

anxiety would be to reach the end of the voyage.

The list of witnesses examined by the Committee comprises probably experts as competent to speak to all sides of the question, and to express the views of all interested, as could well be selected. In it are to be found well-known names representing the marine department of the BOARD OF TRADE, including the emigration department, also ship-builders, passenger steamship companies, and representatives of the associations of seamen formed for their own protection. Of course amongst these one could not but expect to find differences of opinion as to the best remedies for the existing evils, but the unanimity with which they condemn the present state of the law as "obsolete" and "inadequate" is very striking; when we consider, however, the grounds on which these opinions are based, we cannot but exclaim, Is this possible? There can be but one reply, and that in the affirmative. As the law at present stands the upward, or largest limit of tonnage as the standard for governing the boat-power, if we may use the term, is "1,500 tons and upwards." So that by law the 8,000-ton *Etruria* is not required to carry more boats than a steamer one-fifth her size. Again the law makes no difference between ships of the same size,

loaded with wood, coal, or any other merchandize, and those loaded with hundreds of human beings—frequently more than a thousand—with the one exception of emigrant ships, and in that case a most inadequate addition is made. With a discrimination of which one hardly sees the force, the law distinguishes between third- and first-class passengers, the latter being looked upon as able to protect themselves, whilst the former require the protection of the law; not that this appears to us at present to increase materially their prospect of safety in case of casualty, because the carrying capacity of boats required varies from 12 to 25 per cent only of the number of people allowed to be carried, and the only additional life-saving gear required by law is *two life-buoys and a life-belt for each of the crew of the life-boats*, the largest number of life-boats any vessel can be compelled to carry being *two*. It is but just to the large passenger-carrying steam-packet companies to point out here that they do not shelter themselves behind these requirements but provide (although in very varying quantities) life-saving gear in excess of them. This is entirely voluntary on their part, and doubtless is not done merely from disinterested motives, but also to attract passengers to their vessels.

Passing from passenger to cargo ships it is found that in many cases the scale of boats allotted to them is almost as far in excess of the requirements as it is under them in passenger ships, consequently the law is seldom if ever obeyed, and it provides no machinery whatever for enforcing its own provisions. Even supposing the Act to be obeyed and the requisite number of boats to be on board, there is no provision whatever for requiring that they shall be kept ready for any emergency, and as a matter of fact they generally are not. In sailing ships a boat carried on "davits" ready for service, is the rare exception and not the rule, the usual place of the majority is bottom up on beams above the deck, whence it is a difficult task to get them into the water, and when there in

all probability they will hardly float from the long exposure of their bottoms to sun and weather. In the case of the ill-fated *Kapunda* and the *Ada Melmare* it took the latter vessel half-an-hour to get one boat out to send to the rescue of the unfortunate emigrants whose ship she had run into and sunk. According to the evidence of one of the witnesses examined, the unreadiness for work of the boats on board many cargo-steamers is equally striking. The boats are never moved or put into the water from one year's end to the other, consequently the different parts of the apparatus for doing so, which should be movable, become fixed with paint, rust, &c., so that when suddenly required the boats are useless. This witness quoted one case that occurred on the ship to which he belonged, of a boat being put on board into a place from which it was simply impossible to swing it out and lower it into the water, because it was too long to pass out between the davits. This boat had been lifted on board by a crane when new, and had never been put in the water, but remained in her place until quite rotten!

We suppose it was only natural, amongst so many experts, that a difference of opinion should exist as to the remedies for this obsolete and unsatisfactory state of the law, but the Committee would have found it no easy task to reconcile the different views expressed. For instance, one witness was of opinion that the fact that of 133,472 lives endangered in British vessels in nine years, 107,844 were saved, and of these nearly three-fifths, or 60,231, were saved by ships' own boats, proved that no one could say that the boats had been an utter failure. We can but think this a fair assumption, for as this large proportion was saved under a state of the law shown to be "obsolete and inadequate," and not calculated to produce efficiency, what proportion might reasonably have been expected to have been saved under laws requiring greater readiness and efficiency?

Another witness considered it undesirable to have more boats on board than

would admit of putting four seamen from the ship's crew in each boat. On the question of a life-belt for each passenger, he could not say, as a sailor, it commended itself to him, but, if the travelling public required it, he thinks it better to let them have it. Another witness, of great experience, said he did not think there was any occasion for further legislation as regards boats. Another witness considered four seamen per boat necessary; again another witness says: "My opinion is that when passengers want to take to the boats in the ocean, the fewer seamen to go in the boats the better; one man is enough, I think." This same witness is the only one who refers to the use of oil as a protection to a boat in mid-ocean. However, if the Committee had a difficult task to perform, they were certainly equal to it, and it is to be sincerely hoped, in the interests of British seamen, that their very valuable recommendations may be carried out with as little delay as practicable, for the inquiry discloses a state of the law anything but desirable in this great maritime country. At the same time, we cannot but think it unfortunate that one very important auxiliary in saving life at sea, viz., the proper division of ships into compartments by watertight bulkheads, was found to be beyond the scope of their reference. The evidence given respecting this point, sketchy as it necessarily was, showed of what importance the subject was thought, and warrants our expressing a hope that it may not be allowed to drop. We regret that want of space prevents our printing the Report in full, and that we can only refer shortly to some of its provisions.

The Committee commence by pronouncing the existing Acts, so far as they relate to the matters referred to them, as inadequate, and not suited to the requirements of the modern mercantile marine, and that they ought, therefore, to be amended. They recommend that all shipping should be classed according to its occupation, and that the boats and life-saving gear of cargo-vessels should

be subject to official inspection; they also consider the evidence given them shows the necessity for new regulations respecting boats. They further very properly recommend that the boats of *all* vessels over 100 tons register, together with their davits, falls, and all gear connected with them, should be carefully inspected periodically. They consider rafts might be usefully employed on an emergency; also that in ships carrying passengers all seats, chairs, stools, lockers, and other movable articles on deck, should be made buoyant, so as to be capable of supporting one or more persons in case of emergency; also that the number of life-buoys to be carried should vary according to the size of the vessel, and that there should be a sufficient number of life-belts, or other similar life-preservers, for all on board. They recognize the practical impossibility of large passenger-steamers having sufficient boat accommodation for all the passengers they carry; they therefore recommend that all sea-going passenger ships should be required to carry such boats and other life-saving apparatus as would in the aggregate best provide for the safety of all on board in moderate weather. One of the most important of their recommendations, is that for dealing efficiently with the various points alluded to; this it is proposed to do by means of a committee of fifteen, to be appointed by the President of the Board of Trade, and composed of equal numbers of representatives of shipbuilders, shipowners, Seamen and Marine Insurance Companies. The rules of such committee to be sanctioned by the Board of Trade, and to be liable to the usual challenge provided by being laid upon the tables of both Houses of Parliament for a certain time before becoming law. The last clause of their Report alludes to the necessity for proper subdivision of the vessel by bulkheads, so as to enable a ship after an accident to keep afloat some length of time (*at least*), in order to enable the various life-saving agencies to be brought into play.

Naturally the whole success of these

recommendations must depend upon the care and judgment with which the proposed rules are framed and carried into effect.

On the question of what forms a ship's life-boat there should be little or no room for difference amongst experts, but amongst life-belts there is more, because not only is it requisite they should have a certain floating power after a fixed time of immersion, but they must be of such a form, and so fitted, that they can be easily, readily and firmly attached to the body, this, again, not only by seamen, but by passengers, both men and women. Again, to be of use they must be so placed and kept as to be ready at any minute, and not as we once saw them, sewn up in canvas bags on battens between the deck-beams of the cabins; of little use would these have been, although we were told, with evident satisfaction, that these steamers carried a life-belt for every passenger. For any use they could possibly have been, they might as well have been stowed at the bottom of the hold.

Although there is great difference of opinion as to the probable use of portable rafts, we cannot but think they would be a wise provision, and, in spite of the evidence to the contrary, we cannot but hope to see part, if not the whole, of the roofs of deck-houses, &c., made available for this purpose. We remember in 1853 a small steamer, with a deck-house, run-

ning between Charlotte Tower, Prince Edward's Island, and Picton, Nova Scotia, springing a leak at night in fine weather, and gradually sinking. The one boat left with the crew had, if we remember rightly, no passengers, and, although the loss of life was proportionately large and very distressing, a number of the unfortunate passengers who, by the rising of the water, were driven to the top of the deck-house, were rescued, in consequence of the very cause of the catastrophe, viz, the rottenness of the vessel, through which the deck came off its supports, and floated when the vessel sunk; it eventually drifted ashore the next morning. The possibility of supplying all seats, &c., on deck with sufficient buoyancy to make them life-preservers is a *fait accompli*, and this recommendation should be rigidly carried out.

Very many of the short passage steamers are paddle steamers, why should not paddle-box boats be required? It is, perhaps, true they would add slightly to the weight of the paddle-boxes, but they would immensely increase the boat-power of a steamer.

The Select Committee having been prevented from directly considering the important question of bulkheads, it is to be sincerely hoped that the subject may be taken up separately and decided upon speedily.

THE LIFE-BOATS OF THE UNITED KINGDOM.

LXIX. TRAMORE.—The *Alfred Trower*, 34 feet by 8 feet, 10 oars.

It may not be out of place to preface this article with a description of the old and interesting city of Waterford, which is in close proximity to Tramore, and whence substantial support for the maintenance of the Life-boat is received. Indeed the Branch might be aptly described as the Tramore and Waterford Branch.

The traveller approaching Waterford from Milford gets his first glimpse of Ireland in the shape of two small islands lying to the right of the course the vessel is steering. These are named the Saltees, and are guarded by a floating light placed

there at the commencement of the century. As the vessel advances on her course, a tower barred with red and white is seen directly ahead, standing at the end of a long low peninsula. This is Hook Tower, an ancient Irish building. It is now used as a lighthouse, an additional building for that purpose having been erected on top. The peninsula forms the eastern barrier of Waterford Harbour. The name of an opposite point of land on the Waterford coast was originally Crook, and we believe it was Cromwell who said he would take Waterford by Hook or by Crook.

The steamer after entering the harbour, passes in succession several interesting

and beautiful spots, until Passage is reached, where the river may be said to begin. The various windings of the river open new scenes as you advance. From one point Waterford appears as if rising out of the river. In the direction of Waterford, the river is seen descending its winding channel deeply sunk between cultivated hills. At a little distance from the city, the river, dividing into a double stream, encloses Little Island, and, uniting again, proceeds on its course. A mile beyond the island, a bend of the river discloses the cathedral and houses of the city, and soon after the vessel is moored alongside the quay. Waterford is supposed by some to have been founded in A.D. 155; by others, and with more probability, in 853. The Danes had been long settled in the country, but still preserved their ancient manners and customs, and had little intercourse or friendship with the Irish people. The founder is said to be Sitiraous, one of three brothers, noble Easterlings, as the Danes were called, who about this time arrived in Ireland. Waterford is one of the most ancient cities in Ireland, and was a place of considerable importance when the Normans under Strongbow, Earl of Pembroke, invaded Ireland, and subdued the city in 1169. Two years later Henry II. landed here with an army consisting of 500 knights and 4,000 soldiers; but little resistance was offered to the royal invader. It is said that an Easterling lord endeavoured to impede the disembarkation, and for the purpose threw chains across the harbour; but the obstacle was speedily removed, and Henry entered Waterford as the rightful sovereign of the country. At the period of his landing, the trade and riches of the city were esteemed not inferior to Dublin. Waterford is situated on the south side of the river Suir, about twenty miles from the mouth of the harbour. It was originally surrounded by a ditch and walls enclosing a triangular space with fortified towers at each of the angles. From one of these, called Reginald's Tower, now the Ring Tower, the city wall ran in a westerly direction, and was terminated by Turgesius's Tower, which formerly stood at the corner of Baron-Strand Street. From this tower, the wall forming the second side of the triangle proceeded in a southerly direction, enclosing the Black Friary; thence it crossed Peter's Street,

and ran to the Castle—then called St. Martin's Castle. The third side of the triangle united St. Martin's Castle with Reginald's Tower.

Such were the boundaries when the city of Waterford first received Henry II. To the Easterlings he granted many rights and privileges, which were afterwards confirmed to them by succeeding monarchs. The city was destroyed by fire in the year 1252, and again about thirty years after. Richard II. landed here with an army in 1394, and again in 1399. At this time a degree of poverty and wretchedness existed which was not to be expected in so notable a city. A stray instance is given of this in King Richard II.'s last voyage, "To unload our baggage they waded up to the waste in ooze." A charter of incorporation, under the authority of a mayor and bailiffs, was granted the citizens during the reign of Henry V. in 1412. Waterford was noted for its loyalty during the insurrection which took place first in the year 1487, at the time of a plot to raise Lambert Simnel to the throne, when the citizens of Waterford took a distinguished part, and gave the greatest proof of their courage and devotion; and second, in the year 1497, when Perkin Warbeck advanced to the city, and prepared to invest it. For this act of service among other honours they received the following motto: "*Intacta manet Waterfordia.*" A very important Act was passed in 1539, respecting the lands of absentees, to the effect that in consequence of the evils arising from non-residence of proprietors their lands should revert to the crown, and that none should enjoy estates who were indifferent to the comfort and happiness of their tenantry. In the great civil war Waterford held out loyally for King Charles, and after his downfall was able to drive away Cromwell from its walls in 1649, although Ireton, his son-in-law, succeeded in capturing it in the following year. The more recent history of the city is comparatively uninteresting. It has been quite distanced in prosperity by Cork and Belfast, which were formally its equals. Of late years it has shown some signs of revival. There are few manufactures, and the place depends for its prosperity mainly on the great provision traffic which it carries on with England. In early times when agriculture was much neglected, trading in cattle was the staple

commodity; much attention was likewise given to the butter business. In maritime trade it is the fourth port in Ireland; the number and tonnage of vessels entering the port being little inferior to those of Cork. Large steamers freighted with live or dead stock leave the quays daily, and it is not unusual for one of these to carry 1000 cattle, and 500 sheep. Pigs are usually sent in the form of bacon, though the traveller, on arriving at New Milford *en route* to Waterford, would hardly think so from the innumerable number of these animals which crowd the landing stage alongside which the newly arrived steamer has lately discharged its living cargo. It is most interesting to visit one of the great bacon-curing establishments. The rapidity with which the unhappy animals are killed, singed and cut up is wonderful. Waterford bacon commands the first price in the London market. The principal street, or place of business, the quay, unequalled by anything of the kind in Ireland, is an English mile in length—a continued line with scarcely any interruption throughout its entire extent along the river bank. For the advantages of this noble quay, the residents are indebted to David Lewis, during whose mayoralty in 1705 the quay was greatly enlarged by throwing down the town walls; there is still room for improvement. To see the quay to any advantage the observer should ascend the hill on the opposite side of the river, which commands a fine view of the city, river, quay, and much of the adjoining country. From this point of view a considerable portion of the Suir comes under observation; above the town the picturesque Castle of Grancey hangs over the river; nearer are the high and precipitous hills between which the bridge is erected. All these objects, with the steeple and towers of the city, present altogether a beautiful and imposing landscape. There are few towns in the kingdom so favourably situated for commerce, the river, opposite the post office, being nearly 1000 feet wide, and having an average depth of about 30 feet at low water. The building of the long wooden bridge which spans it at the western end of the city, connecting Waterford and Kilkenny, was undertaken, in 1793, by a company, which subscribed 30,000*l.* to complete the work, including the purchase of the ferry. The present

bridge was built of American oak by Mr. Cox, a native of Boston, who also erected the magnificent bridge over the Slaney. It is said to be 840 feet in length. Two tablets affixed to the centre piers give an account of the manner in which the foundation was laid, the date of erection, and the materials of which it was composed. The sum annually collected in tolls is over 6000*l.*, and the shares of the company which own the bridge have for many years been worth more than double their original cost.

The Cathedral of Waterford dedicated to the Blessed Trinity was built by the Ostmen, i.e. the Danes, in the year 1096, when they first embraced the Christian religion. During the rebellion and wars of 1641, the estates and movable property of the cathedral were entirely plundered by the enemies of the establishment. Immediately after this the cathedral experienced new calamities in the revolutionary wars. Several articles were said to have been taken from it in the year 1651, when the city was surrendered to General Ireton. Amongst the property most regretted are the brazen ornaments of the tombs, grave stones, and altars. The great standing pelican to support the Bible, the brazen eagle, the great font of brass, together with sundry gold and silver gilt vessels. At the time of the restoration some portion of the property was recovered, but much inconvenience and confusion prevailed owing to the loss of title deeds. The old cathedral was pulled down, and a new one built in its place between the years 1773 and 1779. It was a matter of great regret to many who recollected the ancient edifice that the profane hands of the last generation should have violated this beautiful remnant of antiquity. Between the western end and the body of the church is a lofty and spacious porch in which are preserved some of the monuments of the old cathedral, amongst others is a splendid monument erected by the family of the Fitzgeralds. In the front is a statue of Time, an inverted broken hour glass in one hand, and in the other a scythe. Piety veiled is bending over a medallion of the persons to whose memory the monument was erected. Another singular statue is that of James Rice, who was Mayor of Waterford in 1469. On this monument the effigy of "Rice" in high relief is represented lying on his back

having a shroud tied in a knot at the head and feet: vermin resembling frogs and toads are cut in the stone, as it were creeping out of the body. It is said that this individual left directions in his will that after a certain lapse of time his coffin should be opened, and the appearance of his body depicted on the stone.

Of all the watering places near Waterford, Tramore is the most accessible: it is reached by a short line of railway $7\frac{1}{2}$ miles in length. Tramore stands in a bay of the same name on the south coast of the county of Waterford, facing the Atlantic. The great attraction of the place is its magnificent strand, extending eastward from the town for a distance of 3 miles into an average breadth at low water of about 250 yards. Brownstown Head forms the eastern promontory of the bay, and Great Newtown Head the western. Two high white towers stand on the former, and three on the latter, to enable mariners to distinguish and consequently avoid the dangerous bay of Tramore, which, from the similarity of its appearance with the land at the entrance of Waterford Harbour has been so fruitful with disaster to shipping. A bar or mound of sand raised by the winter influences of the tides and land streams prevents the further encroachments of the sea. The part thus separated from the open bay is the famous back strand, for which Tramore is noted. Numerous suggestions have been made for reclaiming this tract of ground of 1,000 acres from the ocean, but the cost of making such a foundation for an embankment as would resist the enormous pressure of the heavy Atlantic and rolling sea which comes into Tramore Bay with the wind from S.S.E. to S.W. has probably damped the ardour of those who were in favour of such an undertaking. In the month of January 1816, the Sea Horse Transport, having on board the 2nd Battalion of the 59th foot, was driven by a raging tempest into

this inhospitable bay. It occurred in the daytime; the shore was crowded with people who were aware of the inevitable fate of the crew, and had no possible means of relieving them. As the vessel neared the shore, those on board were distinctly seen awaiting in agony the dreadful catastrophe. The vessel struck and went into pieces, when 292 men and 71 women and children perished in sight of the assembled thousands. Only 30 men were rescued; a considerable number of soldiers were interred in the sand at a distance of 100 yards from the scene, where a monument has been erected over their remains recording their unhappy fate. This bay, then, so notorious for shipwrecks, engaged the attention of the residents, who held a public meeting in September 1858, at which a resolution was passed that a Life-boat was much required, and that the Life-boat Institution be asked to establish a station in the bay. The Institution was not slow to comply with this request, and a public trial of a fine Life-boat shortly took place at Tramore in a stiff gale and rough sea. She behaved admirably and gave infinite satisfaction to all present. In 1865, this boat was replaced, it having been considered that a larger and more powerful boat was required. The new boat was named the "Tom Egan" and its cost was collected amongst members of the Cambridge University Boat Club.

In 1880, this boat in its turn was replaced by a still larger one, the cost being defrayed by Mr. Henry Trower, of St. Mary-at-Hill, London, and friends, in memory of the late Mr. Alfred Trower, a well-known boating and yachting man, after whom the boat was named.

The Tramore Life-boats have saved altogether 94 lives.

Mr. Edward Jacob, the valued Hon. Secretary of the branch, has held that office for eighteen years, and is a general favourite in the neighbourhood.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.

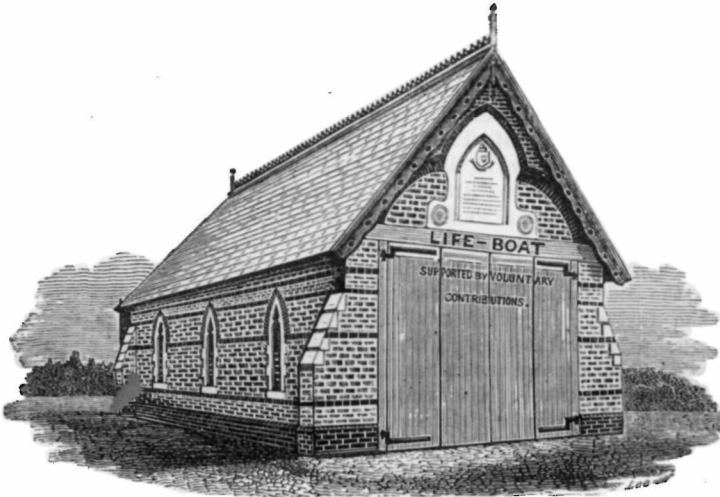
BEMBRIDGE, ISLE OF WIGHT.—The new Life-boat *Queen Victoria*, sent by the ROYAL NATIONAL LIFE-BOAT INSTITUTION to Bembridge, and named after Her Majesty THE QUEEN by H.R.H. the

Duchess of EDINBURGH, on the 25th of July last, is a beautiful craft, 34 feet long, 8 feet wide, and rowing 12 oars, double-banked. It possesses all the latest improvements, including water-ballast fit-

tings; has all the other characteristics of the boats of the Institution, in the way of self-righting, self-ejecting water, &c., and is provided with a new transporting and launching carriage. The Bembridge Life-boat Station, one of four in the Isle of Wight belonging to the Institution, was established in 1867, on the recommendation of the Admiralty and influential residents in the locality. The first Life-boat placed at the station—the *City of Worcester*—was presented by the promoters of a fund raised in Worcester, and has done excellent service during the past twenty years, having been launched no less than nine times to the assistance of vessels in distress, and saved twenty-four lives.

The London Brighton & South Coast

W. CHETWYND, R.N., Chief Inspector of Life-boats, CHARLES E. F. CUNNINGHAME GRAHAM, Esq., District Inspector of Life-boats, the Local Committee and their Honorary Secretary, Captain ERNEST DU BOULAY. There were also present delegates from the other Isle of Wight Life-boat Stations, and from the Life-boats at Southsea, Hayling and Brighton. When the Royal party, who were loudly cheered, had taken their places, Sir EDWARD BIRKBECK briefly explained the circumstances which led to the replacing of the Life-boat at this station, stating that, although it had given satisfaction to the crew in the past, still, in the opinion of the committee, it was advisable to furnish them with a boat containing all the



Railway Company, kindly gave the new and old Life-boats a free conveyance over their line. A large concourse of people assembled at Bembridge, on the occasion of the inauguration of the boat, the ceremony of naming, as we have already mentioned, being performed by H.R.H. the Duchess of EDINBURGH, who was accompanied by H.R.H. Prince HENRY OF BATTENBERG, and Prince ALFRED OF EDINBURGH. The Chairman of the Institution, Sir EDWARD BIRKBECK, Bart., M.P., received the Royal party, who came over from Osborne in the Royal Yacht *Alberta*. He was supported by Captain J. SYDNEY WEBB, deputy-master of the Trinity House, and W. H. LYALL, Esq., members of the Committee, Captain the Hon. H.

newest improvements that science had enabled them to carry out, and Her Majesty THE QUEEN, having most graciously consented to their stationing on the coast and maintaining in perpetuity a Life-boat to be named the *Queen Victoria*, was afterwards pleased to sanction the placing of that boat at Bembridge. He had reason to believe that this new boat which was about to be launched under such special circumstances, would prove to the crew to be a boat in which they might have the greatest possible confidence, and he was quite sure that they would ever remember that this station had been specially selected by Her Majesty THE QUEEN; and that the boat had been named after the Queen. These facts would, he

was confident, be at all times an encouragement to the men to do their utmost in saving life, and they would, he was sure, do their best to maintain the honour of the Institution, as the grandest life-saving institution in the whole world. (Cheers.)

On behalf of the Local Committee, Captain DU BOULAY stepped forward, and addressing their ROYAL HIGHNESSES and Sir EDWARD BIRKBECK, said: "I need hardly say how proud and gratified I am in gratefully accepting the noble and generous offer which has been made to us. We feel proud to think that Her Majesty has selected us as the recipients of this splendid Life-boat (cheers). We feel highly honoured in inaugurating it with all due ceremony. I am sure we all of us shall always look upon this Life-boat as a sacred trust confided to us through the hands of Royalty, by one of the noblest Institutions in this country. I feel and believe that whenever signals of distress shall be seen calling to it, there the Life-boat *Queen Victoria* shall be, if brave hearts and hands can take her."

The hymn, "Eternal Father, strong to save," was then sung by the choir to the well-known tune, after which prayer was offered by the Rev. Canon LE MESURIER.

The Duchess of EDINBURGH then, in the customary manner, named the Life-boat, after which it was launched from its carriage into the water, Prince ALFRED of EDINBURGH being on board at the time. The crew were then put through the usual exercise by the District Inspector, the boat being tried under oars and sails.

WORTHING. — One of the principal features of the Jubilee celebration in the town of Worthing, on the 21st of June last, was the inauguration of the new Life-boat sent there by the Institution a few days previously, to take the place of a smaller one stationed there many years since. The new boat is a ten-oared one, 34 feet long and $7\frac{1}{2}$ feet wide, and is provided with a transporting and launching carriage. The cost of the new Life-boat and equipment has been defrayed from a legacy bequeathed by the late Mr. HENRY HARRIS, of Streatham, London, and, in accordance with his request, the boat is named the *Henry Harris*. The London Brighton & South Coast Railway Company readily granted it a free conveyance over their line. There

was a grand procession through the town on Jubilee day, in which the Life-boat, mounted on its transporting carriage and manned by the crew, took part; several fine grey horses having been kindly lent for the occasion by Messrs. E. C. PATCHING, F. C. LINFIELD and R. C. BLAKER. Crowds of people watched the procession from windows and house-tops. All along the line of route the streets were lined with spectators, at some points so densely packed, that it was with great difficulty they could be kept within the assigned limits. The houses were profusely decorated with flags, streamers, lanterns, flowers and evergreens, the scene generally being of the most animated description. After passing through the principal streets and along the sea front, a halt was made immediately west of the pier, where a choir of nearly a thousand voices, under the direction of Mr. PRICE, organist of the Chapel of Ease, had already taken up their places on the beach.

The clergy and committee men took their station upon an elevated stand, which had been erected on the beach, and the new Life-boat was brought to the edge of the water, in readiness to be launched. The scene at this point was remarkably striking and animated. The National Anthem was most heartily rendered, and after a round of enthusiastic cheers, the coastguard, stationed some distance away, fired the first seven guns of the Royal salute, which was followed by a *feu de joie* by the volunteers. Then another seven rounds by the coastguard, and more firing by the volunteers, and so a third time. Then Lieut. SIMPSON called for three cheers for the Queen, which his men most heartily responded to.

EDWIN HENTY, Esq., J.P., having addressed the crowd, the chairman of the Local Branch, HENRY HARGOOD, Esq., J.P., on behalf of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, in the absence of the District Inspector of Life-boats, who had been unexpectedly prevented from attending on the occasion, formally presented the new boat to the Town of Worthing.

Prayer was then offered by the Rector of Broadwater, and the Vicar of St. George's read the prayer which is always used on the occasion of the first launch of a Life-boat of the Institution.

The "Hymn for those at Sea," having been impressively rendered by the choir,

Mrs. HENRY HARGOOD was conducted by Mr. HENTY to the water's edge to name the boat. When all was ready she dashed the bottle of wine against its side, at the same time saying, "I name this boat the *Henry Harris*." The craft glided gracefully into the sea, amidst the hearty cheers of the assembled thousands and the singing of "Rule Britannia."

Thus terminated this highly interesting feature of the day's proceedings.

STAITHES and WHITBY, YORKSHIRE; SUNDERLAND and WEST HARTLEPOOL, DURHAM; GRIMSBY, LINCOLNSHIRE; FALMOUTH, CORNWALL; PIEL, LANCASHIRE and LOSSIEMOUTH, MONTROSE and FRASERBURGH, SCOTLAND.—Life-boats of the new and improved type, have also been sent to these stations to take the place of other boats. The cost of the Staithes new Life-boat and equipment has been defrayed from a legacy bequeathed by the late Mr. WILLIAM GEORGE HOPPS, of Finchley Road, London, and, in accordance with his request, the boat is named the *Winefride Mary Hopps*. The Whitby boat was provided from a gift received by the Institution from an anonymous donor, to provide a new Life-boat to be placed on the Yorkshire Coast, and named the *Christopher*. The Sunderland No. 4 Life-boat is named the *Caroline Clagett*, its cost having been met from a legacy bequeathed to the Institution, by the late Mrs. CLAGETT of St. John's Wood. The West Hartlepool No. 1 and Grimsby new Life-boats bear the same names as their predecessors, viz. the *Rochdale*, and the *Manchester Unity*, in recognition of handsome gifts received from the town of Rochdale, and the Independent Order of Odd Fellows (M.U.). The cost of the Falmouth new boat has been chiefly defrayed from a legacy left by the late Mrs. J. P. WHITTINGHAM, of Manchester Street, London, and the boat is named the *Jane Whittingham*, in accordance with the wishes of the testatrix. The late Mr. WILLIAM BIRKETT's legacy provided the Piel new Life-boat, and the boat is named after him. The Lossiemouth boat is also named after a testatrix, the late Miss FRANCES SPROT of Edinburgh, as is the Montrose No. 1 new Life-boat, in recognition of the legacy bequeathed by the late Lady Wood, of Bath, the boat bearing the name *Augusta*. The Fraserburgh

boat bears the same name, the *Cosmo and Charles*, as the old one, which was given to the Institution by the late Captain GORDON, R.N., of Fyvie Castle, Aberdeenshire.

BURRY PORT, CARMARTHENSHIRE.—The NATIONAL LIFE-BOAT INSTITUTION has formed a new Life-boat Establishment at Burry Port, near Llanelly, and has placed there a large Life-boat, 37 feet long, 8 feet wide, and rowing twelve oars. This station had become a necessity on account of the neighbouring one at Pembrey having to be discontinued on account of the constant increase of sand there. A new transporting and launching carriage has been provided for the boat, and a substantial and commodious house has been erected. The cost of the new Station has been defrayed from a legacy bequeathed to the Institution by the late Mrs. J. S. BARCLAY, of Edmonton, and in accordance with her wishes the boat is named the *David Barclay, of Tottenham*, after her late husband. The public inauguration and launch of the new boat took place at Burry Port Harbour on the 16th July last when the usual programme was gone through, the naming ceremony being performed by Mrs. GERARD ELKINGTON, the wife of the Local Honorary Secretary. The representatives of the donor, Mr. T. W. KILSBY, Miss STANLEY and Miss EPWORTH went afloat in the boat on this occasion.

STORNOWAY.—With the co-operation of the local residents, the NATIONAL LIFE-BOAT INSTITUTION has formed a Life-boat Establishment at Stornoway, on the Island of Lewis in the Western Hebrides. Although the nature of the Coast generally is quite unsuited for Life-boat work, it being rocky, with cliffs averaging from 60 to 100 feet high, it is different at Stornoway, which is a port of considerable trade, besides being frequented as a harbour of shelter in bad weather. In addition a large number of fishing-boats prosecute the herring fishery there during the season. It has therefore been considered prudent to guard against future casualties by establishing a Life-boat at the port. No difficulty was experienced in forming a large representative Local Committee. A good crew for the boat was forthcoming, and a suitable site for

the boat-house was furnished by Lady MATHESON. A cement concrete slipway, 140 feet long has had to be constructed to facilitate the launching of the Life-boat. A contribution of £1000 received by the Institution from Mrs. DUGUID, of Kensington Gore, through T. S. SCRIMGEOUR, Esq., of Old Broad Street, has been appropriated to this new Life-boat Station; the boat, in accordance with the donor's request, being named the *Isabella*.

THE WIFE OF THE LIFE-BOAT MAN.

THE Life-boat goes o'er the stormy sea, for a ship is in distress;

The gun booms out on the water wild, and the brave men closer press;
And John has gone with the other men away from our fireside warm,
Out where the maddened breakers rage, to the midst of the fearful storm.

I let him go, though he came to me to see if I bade him stay,

For the sea has an angry and dangerous look, and this is our wedding day;
But I only kissed him, and cheered him on—my lad who is always brave,—
And I strained my eyes as I saw the boat leap over the mountain wave.

I stay at home and the house is still—save for the sea's wild roar,

And my heart will question me now and then, "What if he come no more?"
But I know that "Our Father" rules the sea, and in humble and earnest prayer
I have given my husband, my best beloved, into His tender care.

It is little we women can ever do; we are neither brave nor strong;

We cannot fight in a noble cause, nor conquer the powers of wrong;
We cannot work with the Life-boat crew; but I think we do our part,
When we send our brothers and husbands forth, though it nearly breaks our heart.

So I hush my baby and try to sing while the hours creep slowly by,

Till I hear the hearty and joyous shout, that tells of the Life-boat nigh.
I shall see him again, my dearest one, and to-night he will kneel with me,
And thank our God for the lives He saves from the perils of the sea.

MARIANNE FARNINGHAM.
"Leaves from *Elim*."

THE WRECK REGISTER AND CHART FOR THE YEAR ENDED THE 30TH JUNE, 1885.

THE abstracts from the Wreck Register for the year ended the 30th June 1885, which, owing to circumstances, were not published by the Board of Trade in 1886, have now been issued, and are full of interesting matter. We propose, in accordance with our usual custom, to draw attention to such of the more important statistics, found in the admirably arranged tables and appendices of the abstracts, as bear on the work of the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

It is shown that, during the year in question, as many as 3,764 vessels met with casualties, on or near the coasts of the United Kingdom; but, large as this total undeniably is, it is satisfactory to find that it is less by 641 than that of the preceding year, and, what is of infinitely greater importance, that the number of lives lost, as a result of these casualties, fell from 661 to 478—a very considerable decrease of 183. It is impossible to give a definite reason for such a decrease, but we may reasonably assume, that greater efficiency in the life-saving service, better built vessels, the spread of education, and increased sobriety in the crews, must have tended in a large measure to bring about such an improved state of affairs.

The casualties which befel the 3,764 vessels we have mentioned were of every description—total loss, serious casualties, minor casualties, etc.—and when the figures are analysed we find they may be classed thus:—more serious casualties 1,206, minor casualties 2,558. Of the total casualties, only 118 resulted in loss of life, whereas in the previous year the number was 163.

Although the number of vessels to which casualties occurred in the year 1884-5 fell from 4,405 to 3,764, the proportion of collision cases was very large, no less than 1,374 having been so involved. Of the remaining 2,390 vessels



SUMMARY

During the year ended the 30th June 1855 the number of vessels lost or damaged on the coasts and in the seas of the United Kingdom including cases of minor damage was 3,764 and the loss of life as far as can be ascertained was 478.

	Life Boats	Rocket Stations	
There are	228	195	in England & Wales
	48	45	" Scotland
	37	51	" Ireland
	6	4	" Isle of Man
	3	1	" Channel Islands

WRECK CHART OF THE BRITISH ISLES

FOR THE YEAR

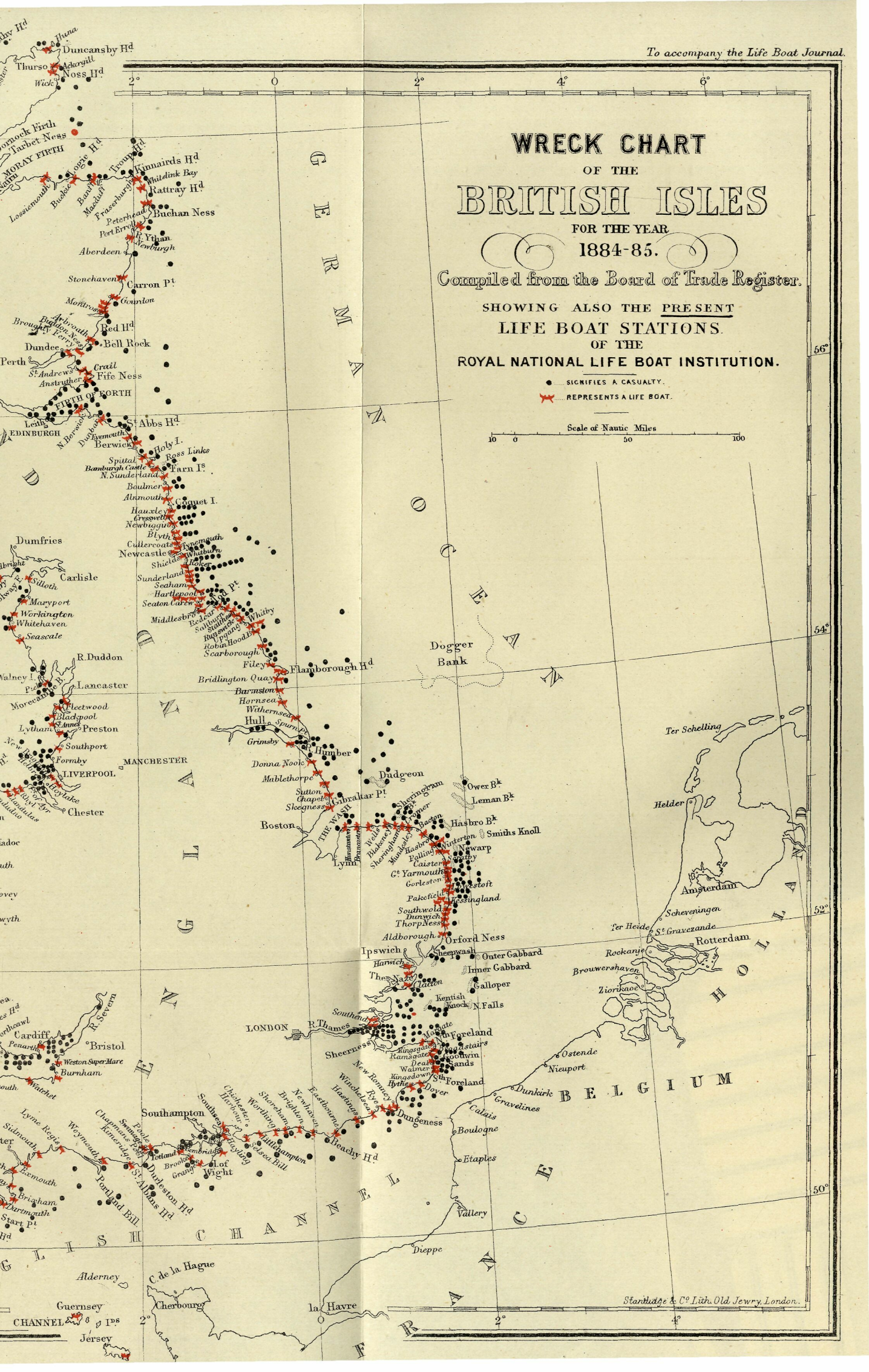
1884-85.

Compiled from the Board of Trade Register.

SHOWING ALSO THE PRESENT
LIFE BOAT STATIONS
OF THE
ROYAL NATIONAL LIFE BOAT INSTITUTION.

- SIGNIFIES A CASUALTY.
- ✠ REPRESENTS A LIFE BOAT.

Scale of Nautic Miles
10 0 50 100



291 were totally lost, 528 met with serious damage, and 1,571 with minor accidents. Comparing these figures with the returns for the preceding year, we are glad to learn, that not only was there as before shown a decrease to the extent of 641 in the number of vessels which met with casualties, but that the total losses and serious casualties, excluding collisions, fell from 1,240 to 819. Of the 3,764 casualties, 3,374 happened to British and Colonial vessels, and 390 to foreign ships and steamers.

The localities of the casualties, other than collision cases, were as follows:—east coast of England, 620; south coast, 484; west coasts of England and Scotland, and east coast of Ireland, 895; north coast of Scotland, 100; east coast of Scotland, 112; and other parts 179. Total 2,390.

The number of lives lost from all sorts of casualties is thus given:—East coast of England 84, or 58 less than in the previous year; south coast of England 85, or 7 less than the year before; west coasts of England and Scotland, and east coast of Ireland, only 69—a large decrease of 213 on the year 1883-4; north coast of Scotland 24—a falling off of no less than 35 as compared with the previous twelve months; east coast of Scotland 16, or 9 less than the preceding year; and other parts, 200. Total 478.

A very fair general idea of the shipping disasters, which took place on the coasts of the United Kingdom during the year 1884-5, will be obtained from the examination of the annexed chart, from which it will be seen that very few parts of the coast line are without the sad "wreck" dots, thus showing the great necessity of maintaining in efficiency the Life-boat service.

Between 1861 and the end of June 1885, 4,083 British, Colonial and Foreign vessels were wrecked on our shores, involving loss of life in each case, the total number of lives so lost being 18,951.

It is with feelings of thankfulness we have been enabled to report a considerable falling off in the number of lives sacrificed

in shipwrecks on our shores during the year of which we have been treating. In our last wreck-article, we announced the number of lives lost as 661, whereas, as has been already stated, we have now to record a decrease of 183, the total being 478, from 118 vessels. Of these 478 lost lives, 64 perished in foundered vessels, 115 in collisions, 159 in stranded vessels, and 86 in missing vessels. The remaining 54 were lost from miscellaneous causes, such as being washed overboard, explosions, etc.

The following table, giving the number of shipwrecks which occurred in each year, between June 1854 and June 1884 (30 years), is interesting, as showing how the numbers fluctuate from year to year:—

1854 (last six months), 458; 1855, 1,141; 1856, 1,153; 1857, 1,143; 1858, 1,170; 1859, 1,416; 1860, 1,379; 1861, 1,494; 1862, 1,488; 1863, 1,664; 1864, 1,390; 1865, 1,656; 1866, 1,860; 1867, 2,090; 1868, 1,747; 1869, 2,114; 1870, 1,502; 1871, 1,575; 1872, 1,958; 1873 (first six months), 967; 1873-4, 1,803; 1874-5, 3,590; 1875-6, 3,757; 1876-7, 4,164; 1877-8, 3,641; 1878-9, 3,002; 1879-80, 2,510; 1880-81, 3,575; 1881-2, 3,660; 1882-3, 3,654; and 1883-4, 3,647. Total 66,377.

If we add to the 22,312 lives which perished as the result of these 66,377 casualties, the 478 lives lost in connection with the casualties befalling 3,764 vessels on our coast during the years 1884-5, we have a total of 22,790 lives lost through shipwrecks on our shores in 31 years.

Terrible as this fact is, it is a matter for the deepest thankfulness, that the operations of the ROYAL NATIONAL LIFE-BOAT INSTITUTION prevented these losses being doubled, the means adopted by this society having been instrumental in saving, during the same period, as many as 22,752 lives, bringing up the grand total of lives rescued by it since its foundation in 1824 to 32,325.

In addition to the good work done by

the Life-boats in the years 1884-5, admirable service was rendered by the Rocket apparatus of the Board of Trade, the 297 stations furnished with the apparatus, having been instrumental in saving 121 lives.

In view of the statistics to which we have directed special attention, there is no room for doubt, as to the immense importance of the work carried on by the ROYAL NATIONAL LIFE-BOAT INSTITUTION, which is ever on the alert to minimise as

far as possible, through the instrumentality of its Life-boats, and such other means as come within its reach, the horrors and fatal consequences attending shipwrecks on our shores. How much longer, as has been shown, would the list of lives lost, as a result of such sad casualties, be, were it not for the valuable services of the 291 Life-boats placed on the coast by this Institution, which merits and should receive the much-needed sympathy and liberal support of the British Public.

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

WINTERTON, NORFOLK.—On the morning of the 23rd December, 1886, signals of distress were observed about a mile distant from Winterton, during a strong N. gale and a very heavy sea, shown by two vessels which had been in collision. The Winterton No. 2 Life-boat, the *Husband*, proceeded to one of the vessels, the schooner *Richard and Emily*, of and from London, for Hull, with chalk, and found that she had been cut down to the water's edge, her fore-rigging had been carried away, and she had only the master and a boy on board. The Life-boat men slipped her anchor and chain and took her to Yarmouth. The Winterton No. 1 Life-boat, *Edward Birkbeck*, went to the assistance of the brigantine *Ella*, of and from Maldon, for the Tyne, in ballast. As she had lost her bowsprit, and her topsail yards were broken, she was also taken to Yarmouth. She had part of the other vessel's crew on board in addition to her own, seven men in all.

WINTERTON AND PALLING.—On the night of the 31st of January last, the s.s. *Beresford*, of West Hartlepool, bound from Middlesbrough for Bombay, with a general cargo, stranded on Hasborough Sand during a thick fog, a S.W. wind, and a heavy sea. On intelligence of the casualty being received, the *Husband* Life-boat stationed at Winterton, and the *British Workman* Life-boat stationed at Palling, proceeded to the rescue. As the weather became very stormy, the vessel's crew, consisting of twenty-two men; were

taken into the Palling Life-boat and landed at Yarmouth by a steam-tug. With the combined efforts of the Life-boats, steam-tugs, and other boats, the vessel was got afloat at 2 A.M. on the 5th of February, and taken to Yarmouth Roads.

SOUTHWOLD AND DUNWICH, SUFFOLK.—On the morning of the 27th December, 1886, the schooner *Day Star*, of and for Ipswich, from Seaham, with coal, was driven on the shoal at Thorpeness, with both anchors down, and became a total wreck during a heavy gale of wind from the N.N.E. and a tremendous sea. The Southwold No. 1 Life-boat, *London Coal Exchange*, proceeded to her assistance, and succeeded in rescuing four of the crew. The first man to make an attempt to reach the boat unfortunately fell into the sea and was drowned, and this event disheartened the remainder of the men for a time; but eventually four of them were got into the boat. The master of the vessel, however, could not be induced to venture, and the four men were accordingly taken ashore and landed at Aldborough, two of them having fainted on the way. The captain was afterwards rescued by the Dunwich Life-boat, *John Keble*, and landed at Thorpe. Whilst effecting the rescue, the Southwold Life-boat was struck by a very heavy sea, which washed the coxswain overboard. Fortunately his foot was caught in one of the ropes, and he was safely got into the boat again.

On the 1st of May last the barque *Norden Havet*, of Porsgrund, Norway, was towed ashore at Southwold in a sinking state, having grounded on the Leman and Ower Sands. Part of the crew were landed, but the master and two mates remained on board. At midnight they showed signals of distress, whereupon the Southwold Life-boat *Quiver No. 2* was launched and brought the three men ashore, the wind blowing strongly at the time from the E., accompanied by a heavy sea.

ILFRACOMBE.—On the morning of the 29th December, the *Co-Operator No. 2* Life-boat was launched, a message having been received at about half-past nine stating that a vessel, which proved to be the barque *Catarina*, of Savona, was in distress in Morte Bay, with her masts cut away. A strong breeze was blowing from the N.W., and there was a heavy sea on. The vessel was riding to one cable in a dangerous position, and the Life-boat remained by her until she was fairly under way in tow of two steam-tugs.

WORKINGTON.—The *Dodo* Life-boat was launched at noon on the 3rd of January, 1887, to the assistance of the s.s. *Rheola*, of Cardiff, bound from Carthage for Maryport with a cargo of iron ore, which had grounded a little to the N. of Workington pier during a strong breeze from the S.W. and a heavy sea. The steamer floated, and the Life-boat accompanied her to Maryport, which was reached at about 5.30 P.M.

EASTBOURNE.—On the morning of the 4th January intelligence was received that a vessel was ashore between the Bell Tout Lighthouse and Birling Gap. The *William and Mary* Life-boat put off at about 8.15 during a fresh S.E. wind and a heavy sea, and reached the wreck, which proved to be the barque *Sjodrominjan*, of Stavanger, bound from New York for Hamburg with petroleum. She had stranded on a ledge of rocks nearly opposite Bell Tout Lighthouse at 5 A.M. during a snowstorm. The sea was too rough to enable the Life-boat to go alongside, and she, therefore, anchored ahead and veered down under the bowsprit, whence the crew, numbering sixteen men, descended into her. They were safely landed at the Wish Tower at

about 1 P.M. amidst the cheers of a large number of spectators.

WITHERNSEA.—The fishing smack *City of Bristol*, of Hull, stranded about a mile S. of the Life-boat house during a S.E. by S. wind, a heavy snowstorm, and a chopping sea, on the 5th of January. The *Admiral Rous* Life-boat was launched at 9.15 A.M., rescued the vessel's crew, consisting of four men and a boy, and safely landed them at 10.45.

ACKERGILL.—A violent storm arose on the morning of the 11th January, the wind blowing from the S.S.E., and as it was feared that the storm would increase, the *George and Isabella* Life-boat put off to the aid of some herring fishing-boats which had anchored in the bay. In two trips the crews, numbering in all thirty men, of four boats, were safely brought ashore by the Life-boat, several other crews being landed by a steamer's boats.

BERWICK-ON-TWEED.—A strong S. gale sprung up suddenly on the morning of the 17th January, and about twelve fishing-boats, of Spittal, were obliged to leave their lines and run for shelter. As there was a strong sea on the bar with a strong ebb out of the river, it was seen that they would incur great danger if they attempted to come in. The Life-boat *Albert Victor* was therefore launched, pulled over the bar, and sent the boats round to Greenses Harbour, on the North side of Berwick, which they all safely entered.

ALNMOUTH.—Two Newbiggin fishing-boats, driven from their grounds by a sudden storm on the 17th January, were unable to return to their port. As it was seen that they were in great danger in approaching the shore in the direction they were taking, the *John Atkinson* Life-boat was launched at 1 P.M. and guided them to a suitable place for beaching.

HOPE COVE.—Intelligence having been received that a vessel was ashore at Sewer Mill Sands on the 18th January, the *Alexandra* Life-boat was launched at 8.30 A.M., and proceeded to her assistance during a strong S.E. wind and a heavy sea. She proved to be the ship *Halloween*, of and for London, from Foochow, with

a cargo of tea. Nineteen of her crew were taken into the Life-boat from the foretop and rigging, where they had been during the whole of the previous night, and safely landed. Three others had previously attempted to swim to the shore with a line, but each of them let it slip; two of them succeeded in reaching the shore, but the third man was unfortunately drowned.

PORTHDINLLAEN.—At 11.30 A.M. on the 20th January, the *George Moore* Life-boat was launched, and proceeded to the assistance of the s.s. yacht *Vicen*, of Beaumaris, which was found to be abandoned. With much difficulty, owing to the loss of her rudder, she was taken safely into Porthdinllaen. The vessel's crew had been rescued by a boat and landed at Holyhead on the previous day.

CARMARTHEN BAY.—A private yacht, the *Berwick*, of Ferryside, with five persons on board, left Ferryside at 8 A.M. on the 24th January, and proceeded down the river on a shooting excursion, intending to return with the tide. Towards evening, as the yacht did not return and a strong breeze was blowing from the S.E., it was feared some accident had happened. Therefore, at 10 o'clock, the night being pitchy dark, it was considered advisable to send out the Life-boat in search. The *City of Manchester* Life-boat was launched at 10.22, and found that the *Berwick* had parted her cable and driven ashore at high water and was high and dry. Her crew were taken into the Life-boat and brought back to Ferryside at 3.10 A.M.

GOURDON.—The Life-boat *Young George Irlam* was launched at about 2 P.M. on the 24th January, and remained outside the harbour until two fishing-boats, which were in danger during a S.S.W. wind, stormy weather, and a heavy sea, safely entered.

TYRELLA.—During a S.S.E. wind with showers of sleet and a very heavy sea, on the 24th January, the barque *Espérance*, of St. Malo, bound from Cadiz for Belfast with teak, stranded in Dundrum Bay. The crew of the *Memorial* Life-boat assembled, and remained in attendance during the night in case their services

should be required. At 6.30 A.M., the vessel showed signals of distress, and the Life-boat thereupon proceeded to her assistance and landed her crew, consisting of ten men.

SWANSEA.—The *Wolverhampton* Life-boat was launched at 9.35 P.M. on the 26th January to the assistance of two steamers, the *Coniston Fell*, of Liverpool, and the *Ribble*, of Whitehaven, which had been in collision about half a mile N.E. of Mumbles Head during a strong S.E. breeze. The *Coniston Fell* was found to be leaking rapidly, and therefore made for the Mumbles with all speed, and was beached. The *Ribble* had been badly stove in the side and was fast sinking. The crew launched their boat and got into it, calling to the captain to follow them, but in a minute or so the boat was either stove or swamped, and two of her crew perished, the others managing to get back on to the steamer. Soon afterwards the vessel gave a lurch and went down, the master and three of the crew taking refuge in the rigging, from which they were rescued by the Life-boat and safely landed at half-past ten.

On the morning of the 8th February, during a strong S.E. breeze and a heavy sea, signals of distress were shown by a steam-crane barge, employed in raising the sunken steamer *Ribble*, which was riding very heavily at anchor. At 6 o'clock the Life-boat *Wolverhampton* put off, and was requested to remain by the barge as the master considered there was great danger of her parting her cable, and as she was not provided with steam-propelling power or sails, he feared she would be driven upon the rocks on the north side of the Mumbles Lighthouse. The Life-boat, therefore, stood by the barge for two hours, during which time the seas continually swept over the vessel. All danger, however, appearing by that time to be over, the Life-boat returned to her station.

BALCARY.—The schooner *City of Perth*, of and for Creetown, from Liverpool in ballast, was reported to be in distress on Rascarral shore on the 27th January. A strong breeze was blowing from the S.W. and the sea was heavy. At 3.30 P.M. the *David Hay* Life-boat put off and found the vessel riding at anchor near some

rocks on the coast, and in great danger of being wrecked if the direction of the wind changed. She was taken safely to Balcary Bay, the Life-boat accompanying her.

ARDROSSAN.—On the afternoon of the 31st January it was reported that a man and woman had been observed at about 7 A.M. going off in a small punt to Horse Island for the purpose of gathering whelks, and as a gale had suddenly sprung up from the S.S.W. with a broken sea, it was impossible for them to return in their own boat. The *Fair Maid of Perth* Life-boat put off at 3 o'clock, was towed to windward by the harbour tug, and then pulled to the lee of the island where the two poor creatures were found drenched with rain and spray, and much exhausted. They were taken into the Life-boat and brought safely ashore. In all probability they would have perished had they been allowed to remain all night on the island, there being no shelter there.

BOULMER.—The Life-boat *Robin Hood of Nottingham* was launched at 10.30 A.M. on the 15th February, and remained outside the harbour until several fishing cobles safely entered, they having been overtaken by a strong gale from the S.E., accompanied by a very heavy sea.

NORTH DEAL AND WALMER.—On the night of the 4th March the Deal Life-boat *Mary Somerville*, and the Walmer Life-boat *Civil Service No. 4*, were launched to the assistance of the s.s. *Waesland*, of and for Antwerp, from New York, with a general cargo. The vessel had stranded on the South Sand Head during foggy weather, several of her passengers had been landed by a steam-tug, and it was reported that several others were left on board. The Life-boats remained by her until about 6 o'clock on the following morning when she floated and was towed clear of the sand.

NORTH DEAL.—In response to the signals fired by the light-ships, and a vessel burning large flares on the Goodwin Sands, the *Mary Somerville* Life-boat was launched at about 2.30 A.M. on the 15th May, during a N.N.E. wind and a heavy sea. The vessel in distress proved to be the three-masted schooner *Golden Island*, of Fleetwood, bound from Antwerp to

Liverpool with glass-sand, and carrying a crew of seven men, all of whom were taken into the Life-boat and safely landed. The schooner became a total wreck.

WEXFORD.—Signals of distress were shown by the steam-tug *Erin*, of Wexford, at 5.30 P.M., on the 8th March. The *Ethel Eveleen* Life-boat proceeded to her assistance and found that her engines had broken down, and that she was in a very dangerous position on the shoaliest part of Wexford Bar. The wind was light and variable, and the sea was calm. At the request of the master the Life-boat remained by the vessel until the tide ebbed, and at about 1.30 got her afloat and took her to a place of safety.

RAMSEY, ISLE OF MAN.—The schooner *Isabella Stuart*, of Ardrossan, bound from the Sound of Mull for Liverpool with larch trees, showed signals of distress, being in a dangerous position about a quarter of a mile E. of the North Pier during a strong E.N.E. wind, with sleet and a rough sea at 10.40 P.M. on the 11th March. The *Two Sisters* Life-boat was promptly launched, put four of her crew on board the vessel, and brought her safely into the harbour. She carried a crew of four men.

ARKLOW.—The Life-boat *Out Pensioner* put off at 10 A.M. on the 12th March to the assistance of the schooner *Fanny*, of and from Liverpool, bound for Africa with a general cargo, which was at anchor near the Porters Rocks, and striking the ground during a gale from the E.N.E., and a high sea. After a very heavy pull the Life-boat succeeded in reaching the vessel, and took her to a safe position.

LIZARD.—The schooner *Gipsy Queen*, of Padstow, bound from London for Liverpool, with cement, struck on Mynheer Rocks during a moderate gale from the N.E. on the evening of the 13th March, and showed signals of distress. The Life-boat *Edmund and Fanny* stationed at Polpear, put off at 7.5; some of her crew went on board the vessel, which was leaking badly, and tried to keep her afloat by pumping, but the water gained on them, and eventually it became necessary to abandon her, the water then being flush with the deck. Her crew of four

men and a boy were taken into the Life-boat, and safely landed, the vessel foundering shortly after she had been left.

PLYMOUTH.—The barquentine *Kate*, of Greenock, laden with logwood from Laguna de Terminos to Plymouth for orders, parted her cables during a strong W. gale and a high sea on the morning of the 23rd March, and went ashore on the rocks in Batten Bay. The Life-boat *Escape* put off to her assistance at 4.30, and brought safely ashore the seven persons who were on board the vessel.

NORTH SUNDERLAND.—During a heavy gale from the N., with a rough sea, a large fishing-boat, the *Georgina*, of Arbroath, was seen to be showing signals of distress on the morning of the 1st April. The *Thomas Bewick* Life-boat was launched at about 10 A.M., put four men on board the boat, and brought her into port when the tide flowed, her own crew being much exhausted.

ALDBOROUGH.—The *George Hounsfeld* Life-boat was launched at 10 P.M. on the 9th April, during a N.E. wind and a heavy sea, signal rockets having been observed in the direction of the Shipwash Light Vessel. They were found to have been sent up by the steamer *Svend*, of Copenhagen, which required a pilot, and as one had volunteered to go out in the Life-boat when she went off, he was put on board the vessel and took her to London, to which port she was bound.

NEW BRIGHTON.—On the morning of the 19th May, signal rockets being fired by the light-ship and coast-guard station, the *Willie and Arthur* Life-boat put off at 2 o'clock, and proceeded in tow of a steam-tug to Taylor's Bank, where the sloop *Darling*, of Bangor, bound for Liverpool, was found stranded. The Life-boat remained by the vessel until she floated at the flood tide, assistance was given in getting up her anchor, and she proceeded up the Mersey.

THORPENESS.—At 1.30 A.M. on the 20th May, the *Ipswich* Life-boat was launched to the assistance of the ketch *Laura*, of Harwich, bound from the north for Netley, Southampton, with coal, which

was disabled during rough weather and a very heavy sea. Some of the Life-boat men boarded the vessel and took her to Lowestoft, the Life-boat accompanying her, arriving there at 7 A.M. The ketch carried a crew of five men.

PORTHDINLLAEN.—A schooner was observed in distress, having lost all her sails, about two or three miles N.W. of Porthdinllaen Head, during a very heavy gale from N.N.W. on the morning of the 20th May. The Life-boat *George Moore* put off at 5.30, and brought ashore the crew, consisting of four men, from the vessel, which proved to be the *John and Robert*, of Nefyn, bound from Jersey for Liverpool with a cargo of gravel.

NEWQUAY, CARDIGANSHIRE.—The schooner *Industry*, of Aberystwyth, bound from Bristol for Newquay with a general cargo showed signals of distress while at anchor in a dangerous position in the bay, during a strong N.W. gale on the morning of the 20th May. The *Frank and Marion* Life-boat was launched at 6.30, and safely landed the vessel's crew of four men. The ship had broken from her mooring in the harbour, where she had been discharging her cargo.

ST. MARY'S, SCILLY ISLANDS.—On the night of the 9th June, it was reported that a steamer was ashore on Crebawethan, one of the rocks to the westward of St. Mary's; a dense fog prevailed at the time. The *Henry Dundas* Life-boat was launched at midnight, and on reaching the vessel found she was the s.s. *Castleford*, of Liverpool, bound from Montreal for London with 450 head of cattle and a general cargo. Some of the crew had left in boats, and, at the request of the master, the Life-boat took off twenty-five men, and transferred them to a ship's boat, lying off, which proceeded in charge of a pilot for St. Mary's. As the sea was rough with the flowing tide, the Life-boat returned to the vessel, and remained by her until daylight.

RAMSGATE.—Signal guns having been fired by the *Gull* light-ship on the 24th June, the *Bradford* Life-boat went out at 3.30 A.M., and proceeded to the Goodwin Sands, where the schooner *Lizzie*, of Fleetwood, coal laden, was stranded.

The Life-boat was run ashore alongside the vessel, and the services of the crew were engaged by the master to get his ship afloat. They accordingly began to lighten her, and at low water carried an anchor and thirty fathoms of chain out on the sand. When the tide flowed, the steam-tug passed her tow-rope on board, but failed to get the vessel afloat. On the water falling, more of the cargo was taken out of the ship, and the anchor was shifted to low water-mark, and at the next high tide, the tug again attached the hawser, and, after towing for about an hour and heaving on the anchor, the vessel was got afloat, and was taken into Ramsgate Harbour, arriving at 3 o'clock on the morning of the 25th June.

BLACKPOOL.—The schooner *Esther Ann*, of Belfast, timber laden, from Wexford for Preston, struck on the Crusader Bank during a strong breeze from the N.W. and a rough sea on the 28th June. The *Samuel Fletcher* Life-boat put off to her assistance at 8 A.M., and remained by her until she got over the bank, the master's wife and two children being taken into the boat. When the tide rose the vessel floated, striking heavily and leaking; the pumps, however, were kept going, and she bore up for Lytham.

BROADSTAIRS.—In reply to signal guns from the light-ship, the *Samuel Morrison Collins* Life-boat was launched at 8.55 P.M. on the 30th June. When about half way to the Goodwin Sands, she was taken in tow by the steam-tug *Victor*, of London, and, on reaching the Sands, found the Spanish steamer *Guatemala*, bound from Antwerp for San Francisco with railway iron, ashore there. At the master's request, the Life-boat remained by the vessel in case her help should be needed, but at six o'clock on the following morning, the steamer floated, and proceeded west. The Life-boat was then towed back to her station by the tug *Victor*, arriving there at 7.30.

SUMMARY OF THE MEETINGS OF THE COMMITTEE.

THURSDAY, 5th May, 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, Building, 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 visits to the Hythe, Bembridge and Broadstairs Stations.

Also the report of the Deputy Chief Inspector on his visit to the Brooke Station.

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

Northern District—Fraserburgh, Dunbar, North Berwick, Berwick-on-Tweed, Boulmer, Hauxley, Alnmouth, Newbiggin, Cresswell, Tynemouth (two boats), Cullercoats, Holy Island (two boats), North Sunderland, Bamburgh Castle, and Blyth (two boats).

Eastern District—Skegness and Hythe.

Western District—Padstow, Port Isaac, Lynmouth, Porthcawl, Port Eynon and Swansea.

Irish District—Valentia, Tralee, Kingstown, Greystones, Wicklow, Holyhead, Bull Bay, Moelfre, St. Anne's and Lytham.

Deep regret was expressed at the decease of Mr. W. H. HARTON, V.P., who had been a member of the Committee of Management of the Institution for twenty-nine years, and it was decided to send a letter of sympathy to his family.

Also at the death of Mr. JOHN COMPSON who had been Honorary Secretary of the Burnham Branch of the Institution for four years, and it was decided that the condolence of the Committee be expressed to his widow.

Reported the receipt of 900*l.* from Mr. GEORGE MOTLEY WAUD, of Bradford, to provide a new Life-boat for Broadstairs, to be named the *Christopher Waud, Bradford*.

Decided that the best thanks of the Committee be conveyed to Mr. WAUD for his munificent gift.

Reported also the receipt of 300*l.* from a lady towards the cost of the new Life-boat about to be placed at Mullion, Cornwall, which boat is to be named the *Edithe*.

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

	£	s.	d.
LIVERPOOL COMMITTEE OF THE SOUTHPORT LIFE-BOAT DISASTER FUND, per C. H. BELOE, Esq.	343	16	2
The "Sunlight" Competition, per Messrs. LEVER BROTHERS, Warrington	200	—	—
FREDERICK M. SMITH, Esq., Evesham	200	—	—
C. D. S.	50	—	—
Employés at the Royal Small Arms Factory, Enfield Lock, per Colonel H. T. ARBUTHNOT, R.A.	25	3	1

Collected at St. Antholin's Church,
Peckham Rye, on Good Friday,
per the Rev. A. A. W. DREW . . . 4 6 3
--To be severally thanked.

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

	£	s.	d.
The late Mrs. MARIA NEWEN, of Kensington (duty free)	400	--	--
The late Mrs. BAIN, of Blairlogie, for a Life-boat for the Scotch Coast	400	--	--
The late G. H. JOHNSON, Esq., of Kensington (duty free)	105	--	--
The late S. R. YATES, Esq., of North- cote, Lancashire (duty free)	100	--	--
The late Commander H. C. WALKER, R.N. (duty free)	50	--	--
The late Mr. J. O. GRIFFIN, of Lewisham	50	--	--

Voted the thanks of the Committee to Mr. JOHN EDMONDSON, on his retirement from the Hon. Secretaryship of the Lytham Branch of the Institution, which he had held for about eight years.

The Committee also specially recognised the good services of ALEXANDER NOBLE, who had been Coxswain of the Fraserburgh Life-boat for thirteen years, and of JOHN PARKINSON, who has been Second Coxswain of the Lytham Life-boat for above twenty years. They had been compelled to relinquish their appointments on account of old age.

Decided that the Life-boat Stations at Solva (Pembrokeshire) and Portloe (Cornwall) be abolished.

Paid 2,969*l.* 12*s.* 5*d.* for sundry charges on various Life-boat Establishments.

Voted 4*l.* 8*s.* 6*d.* to pay the expenses of the North Sunderland, Aldborough and Southwold No. 2, Life-boats, in rendering the following services:—

Fishing-boat <i>Georgina</i> , of Arbroath. Ren- dered assistance.	Lives saved.	
Steamer <i>Svend</i> , of Copenhagen. Put a pilot on board.		
Barque <i>Norden Havet</i> , of Porsgrund		3

(These services are detailed on pages 426-429.)

Voted also 107*l.* 9*s.* 6*d.* to pay the expenses of the Milford, Clacton, Redcar, Saltburn, Harwich, Walton-on-the-Naze, Wexford No. 2 and Winterton No. 2 Life-boats in assembling their crews, or putting off, in reply to signals of distress, shown by vessels which did not ultimately need the services of the boats.

Voted also 2*l.* 10*s.* to five men, for putting off in a boat and rescuing the crew of three men of the schooner *Willem*, of Hanover, which stranded off Marske, Yorkshire, during a moderate gale from the S.E., on the 6th April.

Also 15*s.* to a man, for putting off in a small boat, and with much difficulty rescuing five persons whose boat had capsized off Inish-tubber Island, Co. Clare, during a moderate N.E. breeze and a smooth sea on the 6th March. *Il.* was also awarded to his wife, who waded up

to her neck into the water and rescued another of the crew of the capsized boat, who was drifting ashore clinging to an oar.

Also *il.* 10*s.* to three fishermen, for putting off in a boat, and rescuing a boat, with one occupant, which had been disabled, off Donaghadee, Ireland, during a strong N.W. breeze on the 31st of March.

THURSDAY, 9th June.

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 ordered their recommendations to be carried into effect.

The Chief Inspector of Life-boats presented the Report which he had prepared, in accordance with the instructions of the Committee, on the self-righting Life-boats of the Institution.

Decided to replace, with as little delay as possible, all self-righting Life-boats which will not pass far more severe tests than were formerly considered necessary, and which are not provided with such of the latest improvements as are deemed by the Committee to be of the greatest importance. Also that such boats as are believed to be capable of alteration be tested, and the improvements that may be found necessary added to them.

Read the report of the Deputy Chief Inspector of Life-boats on his recent visits to the St. Anne's and Filey Stations.

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

Eastern District—Dunwich, Southwold (two boats), Kessingland (three boats), Yarmouth, Winterton (two boats), Palling (two boats), Hasborough and Mundesley.

Western District—Pembrey, Carmarthen Bay, Tenby, Milford Haven, Littlehaven, St. David's, Fishguard and Newport (Pembrokeshire).

Irish District—Blackpool, Fleetwood (two boats), Douglas (two boats), Ramsey and Port Erin.

Deep regret was expressed at the decease of Mr. FRANCIS S. CHAPMAN, who had been a member of the Committee of Management of the Institution for two years, and it was decided to send a letter of sympathy to his family.

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

	£	s.	d.
Miss LEICESTER, for the endow- ment of the <i>Robert and Catherine</i> Life-boat at Braunton	2,000	--	--
Stewards of the COVENT GARDEN Life-boat Fund, additional	70	--	--
BOSTON CLUB, per G. MASSEY, Esq. Collected on board the s.s. <i>Ormuz</i> , of the Orient Steam Navigation Company, per Captain HEWISON Collected on board the R.M.S. <i>Don</i> , per H. B. WHITMARSH, Esq.	20	10	--
	15	--	--
	4	--	--

--To be severally thanked.

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

	£	s.	d.
The late WILLIAM LEAK, Esq., of Howarth, York (duty free)	250	—	—
The late JEREMIAH LONG, Esq., of Brighton (to Brighton Branch) (duty free)	50	—	—

Also the transmission to their Stations of the new Life-boats for Dunwich, Dungarvan, Port Logan, Mullion and Cadgwith.

The Great Eastern Railway Company conveyed the Dunwich new and old boats free of charge, between London and Darsham, and the Waterford Steamship Company granted a free passage to the Dungarvan boat from Bristol to Waterford.

—To be thanked.

Voted the thanks of the Committee to the Rev. S. W. E. BIRD and Mr. SAMSON T. WILLIAMS, in recognition of their valuable co-operation during the period they acted as Honorary Secretaries of the Portloe and Solva Branches of the Institution.

The Committee also specially recognised the valuable services of PHILIP GEORGE, who had been coxswain of the Caister Life-boats for twenty-five years, and had assisted in saving a large number of lives. He had been compelled to relinquish his appointment on account of ill-health.

Also the good services of WILLIAM DIX, who had been coxswain of the Mundesley Life-boat for five years, and had been obliged to resign on account of old age.

Decided that various works be carried out at the Porthdinllaen and Hythe Life-boat Stations, at a cost of 1,288*l.*

Paid 4,096*l.* 11*s.* 4*d.* for sundry charges on various Life-boat Establishments.

Voted 55*l.* 5*s.* to pay the expenses of the North Deal, New Brighton No. 1, Newquay (Cardiganshire) and Porthdinllaen Life-boats, in rendering the following services:—

	Lives saved.
Schooner <i>Golden Island</i> , of Fleetwood	7
Sloop <i>Darling</i> , of Bangor. Rendered assistance.	4
Schooner <i>Industry</i> , of Aberystwith	4
Schooner <i>John and Robert</i> , of Nefyn	4

The Thorpeness Life-boat assisted to save the disabled ketch *Laura*, of Harwich, and her crew of five men.

(Accounts of these services are furnished on pages 428-429).

Voted also 252*l.* 1*s.* 9*d.* to pay the expenses of the Wexford No. 1, Palling No. 2, Caister No. 2, Harwich, Rhyll No. 2, Llanddulas, Whitby No. 2, Donna Nook, Aldborough, Orme's Head, Holyhead, St. David's, Lizard No. 2, Cadgwith, Montrose No. 2, Broadstairs, Walmer, North Deal, Kingsdowne, Cemlyn, Cemaes and Porthcawl Life-boats, in assembling their crews or putting off to the aid of vessels which did not ultimately need their help.

The Ramsgate Life-boat had also been taken out on two occasions, in reply to signals of distress, but her services were not eventually required.

Voted the Silver Medal of the Institution, and a copy of the vote, inscribed on vellum, to Captain L. G. STARR, master, and to Mr. T. EASTAWAY, second mate, and 6*l.* to four of the crew, of the s.s. *Junio*, of Bristol, for rescuing, at great risk of life, the master and crew, numbering sixteen in all, of the s.s. *George Moore*, of Port Glasgow, which was wrecked on the Smalls Rock, in the Irish Channel during a strong gale from the N.W. on the night of the 20th May. On observing signal-rockets fired from the Smalls Lighthouse, the master of the *Junio* with much difficulty took his vessel as near as possible to the wreck, when a boat manned by the second mate and four of the crew was launched, and in two trips succeeded in rescuing the shipwrecked men and placing them on board the *Junio*.

The Committee also expressed their approval of the conduct of the master of the *George Moore* in doing all in his power to help to save the lives of his crew, he being the last to leave the wreck.

Also 4*l.* to four men for saving three of the crew of the fishing-boat *Lightning*, of Miltown, Co. Antrim, which capsized off Benyon Head during a gale from the N. on the 31st March.

Also 3*l.* 10*s.* to seven men for wading with lines to the fishing-boat *Water Lily*, of Bangor, which had stranded in Llandudno Bay during a strong W.N.W. gale on the 20th May, and rescuing a man who was on board the vessel.

Also 2*l.* 10*s.* to five men, for rescuing the crew of two men from a boat which had capsized in broken water on Teigumouth Bar during a strong E.S.E. wind on the 22nd May.

Also 1*l.* 10*s.* to three men, for putting off in a boat and rescuing three men whose boat had struck a rock off Strond, Harris, and sunk, during a strong S.S.E. gale on the 23rd March.

Also 1*l.* 10*s.* to three men for putting off in a boat and saving two of the crew of the fishing-boat *Charles Rampini*, who had fallen overboard near Mossbank, Shetland, during a moderate breeze on the 2nd April.

THURSDAY, 7th July.

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 ordered their recommendations to be carried into effect.

Read the report of the Deputy Chief Inspector of Life-boats on his recent visits to the Blackpool and Lytham Stations.

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

Northern District—Thurso, Stromness, Long-

hope, Aekergill, Huna, Dornoch, Nairn, Lossiemouth, Buckie, Banff, Anstruther, Stonehaven, Newburgh, Port Erroll, Peterhead, White-link Bay and Fraserburgh.

Eastern District—Aldborough, Thorpeness, Walton-on-the-Naze, Harwich, Margate, Kingsgate, Broadstairs, Kingsdowne, Walmer, North Deal, Dover, Ramsgate, Bembridge and Hunstanton.

Western District—Cardigan, Newquay (Cardiganshire), Aberystwith, Barmouth, Aberdovey, Abersoch, Llanaelhaiarn, Portmadoc and Porthdinllaen.

Irish District—Castletown, Peel, Aranmore, Greencastle, Portrush, New Brighton, Rhyl (two boats), Llanddulas and Llandudno.

Reported the receipt of 700*l.* from Mrs. SHAW, of Exeter, to defray the cost of the new Life-boat about to be sent to Dartmouth; the boat to be named the *Henry and Amanda Shaw*, after her late husband and herself.

Decided that the best thanks of the Committee be conveyed to Mrs. SHAW for her highly-valued gift.

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

	£	s.	d.
E. F. WHITE, Esq., and Miss WHITE, of Blackheath (annual subscription)	75	-	-
H. C. KNOX, Esq., of Junagadh, India	10	10	-
Profits of Newspaper started on the s.s. <i>St. Sunniva</i> , on her second Norwegian cruise	5	9	2
Proceeds of Entertainments on board the R.M.S. <i>Galiccia</i> , per Captain BRUNTON PARK	4	5	-

—To be severally thanked.

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

	£	s.	d.
The late W. S. LEWIS, Esq., of Mossey Green, Salop, for a <i>William Stanley Lewis</i> Life-boat	500	-	-
The late J. H. TARRANT, Esq., of New Kent Road (duty free)	100	-	-
The late JOSEPH SMITHEMAN, Esq., of Dagenham (duty free)	100	-	-

Also the transmission to their Stations of new Life-boats for Fraserburgh, Staithes and Worthing.

The last-named boat was conveyed to its Station free of charge by the London, Brighton and South Coast Railway Company, and was publicly launched at Worthing on Jubilee day.

—The Company to be thanked.

Voted the thanks of the Committee to Mr. J. J. FRANCIS, in recognition of his kind co-operation during the six years he occupied the office of Assistant-Secretary of the Kingsgate Branch of the Institution.

Decided that various works be carried out at the Stornoway, Pakefield and Holyhead Life-boat Stations, at an expense of 1,503*l.*

Paid 6,404*l.* 9*s.* 6*d.* for sundry charges on various Life-boat Establishments.

Voted 45*l.* 9*s.* to pay the expenses of the

Scilly, Blackpool, and Broadstairs Life-boats in rendering the following services:—

S.S. *Castleford*, of Liverpool Lives saved. 25
 Schooner *Esther Ann*, of Belfast. Rendered assistance.
 S.S. *Guatemala*. Remained by vessel.

The Ramsgate Life-boat assisted to save the schooner *Lizzie*, of Fleetwood, and her crew of four men.

(Details of these services are given on pages 429-430).

Voted also 42*l.* 15*s.* to pay the expenses of the Castletown, Cadgwith and North Deal Life-boats, in putting off in reply to signals of distress, when their services were not eventually needed.

Also 7*l.* to seven men for putting off in a shore boat from Huna and rescuing six men from the fishing-boat *Helen Ann*, of Banff, which had sunk off St. John's Point in the Pentland Firth during foggy weather on the 24th June.

Also 3*l.* to four men for putting off in a boat and saving four other men whose boat had been upset on Guidore Bar during a strong N.W. breeze and a heavy sea on the 10th May.

Also 15*s.* to two men for putting off in a boat and rescuing a woman from a boat which had been upset at Aranmore Island during a moderate N.E. wind on the 17th June.

Also 10*s.* to two men for putting off in a boat and rescuing three persons whose boat had struck a rock and immediately sunk off Inniskeera Island, Co. Donegal, during a S.W. breeze on the 2nd June.

THURSDAY, 4th August.

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 ordered their recommendations to be carried into effect.

Read the report of the Chief Inspector of Life-boats on his recent visits to the St. Anne's, Bembridge and Weston-super-Mare Stations.

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

Northern District—Ardrossan, Cullercoats, Tynemouth (two boats), Whitburn, Sunderland (four boats), Alnmouth, Hauxley, Boulmer, Dunbar and Ayr.

Eastern District—Brancaaster, Blakeney, Wells, Bembridge and Scarborough.

Western District—Poole, Swanage, Kimeridge, Weymouth, Lyme Regis, Sidmouth, Exmouth, Teignmouth, Burry Port, Torquay, Brixham, Dartmouth and Salcombe.

Irish District—Llanddwyn, Holyhead, Rhosneigr, Rhoscolyn, Cemlyn, Cemaes, Bull Bay, Moelfre, Penmon, St. Anne's and Southport.

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

	£	s.	d.
Five contributions of 100 <i>l.</i> each towards the endowment of the Life-boat <i>Queensbury</i> , at Scarborough "Sunlight" Competition, per Messrs. LEVER BROTHERS, Warrington (additional)	500	-	-
ANCIENT ORDER OF FORESTERS, annual subscription in aid of the support of their two Life-boats	100	-	-
A. HUTCHINSON, Esq., and the Misses F. and C. HUTCHINSON, Hereford, additional	26	-	-
WORSHIPFUL COMPANY OF CLOTH-WORKERS, additional	25	-	-
WORSHIPFUL COMPANY OF SKINNERS additional	10	10	-
GEORGE WEBSTER, Esq., further on account of his Life-boat fund	12	10	-

—To be severally thanked.

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

	£	s.	d.
The late WILLIAM LESTY, Esq., of Stockwell, for the purpose of providing a Life-boat and house the boat to be named the <i>Lesty</i>			
800 <i>l.</i> New 3 <i>l.</i> per Cent. Bank Annuities.			
The late Rev. WILLIAM WORSLEY, of Torkington (duty free)	500	-	-
The late Mrs. H. D. EVANS, of Englefield, to provide a Life-boat to be called the <i>George Evans</i> , and stationed, if practicable, near Liverpool, or elsewhere on the River Mersey	350	-	-
The late Miss HARRIET BAKER, of Belbroughton, Worcester (duty free)	100	-	-
The late Miss F. E. TANQUERAY, of St. Paul's Road, Canonbury (duty free)	100	-	-

The Committee expressed their regret at the decease of Mr. J. H. CROCKFORD, who had been Honorary Secretary of the Rochester Branch of the Institution for seventeen years, and decided to send a letter of sympathy to his family.

The Committee also specially recognised the good services of Mr. ROBERT BICKERSTAFFE and Mr. JOHN HEPTON, on their resigning the offices of coxswains of the Blackpool and Sunderland No. 2 Life-boats, which they had held respectively for many years.

Also the services of Mr. HUGH JONES as second coxswain of the Moelfre Life-boat, which position he had occupied for many years.

Reported the transmission to their Stations of the new Life-boats for Bembridge, Scarborough and Burry Port.

Decided that the present small Life-boat at Weston-super-Mare be removed, and that a new and larger boat, possessing all the latest improvements, be sent to that Station.

Also that the Sunderland No. 2 Station be abolished, on the recommendation of the Local Committee.

Paid 3,024*l.* 13*s.* 10*d.* for sundry charges on various Life-boat Establishments.

Voted 32*l.* 14*s.* 6*d.* to pay the expenses of the

Walmer and Kingstown Life-boats in putting off to the aid of vessels not ultimately needing their services.

Also 2*l.* 5*s.*, in addition to local subscriptions, to six men for putting off in two rowing boats and saving three young men whose boat had been capsized off Walton-on-the-Naze during a strong E. breeze on the 30th June.

Also 1*l.* to the crew of the trawler *Susan*, of Groomsport, for saving five men from two boats, one of which had put off to the assistance of the other, which were in danger off Bangor, co. Down, during a gale from the S. on the 13th July.

Also 15*s.* to two men for putting off in a boat and rescuing four men from a boat without oars or sails which was drifting helplessly off Broughty Ferry during a strong gale and a heavy sea on the 3rd July.

Also 15*s.* to two men for putting off in a small boat, and rescuing two men whose boat had struck on a rock off Polpear during a N. wind and a strong breeze on the 18th July.

Also 10*s.* to a deaf and dumb fisherman of Cadgwith for rescuing two men whose boat had sunk about 300 yards from Cadgwith Beach during squally weather on the 27th June.

THURSDAY, 1st September.

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 ordered their recommendations to be carried into effect.

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

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

Northern District—Girvan, Ballantrae, Seaton Carew, Middlesbrough, Redcar, Saltburn, Seaham, Hartlepool (three boats), West Hartlepool (two boats), Blyth (two boats), Newbiggin, Cresswell and North Berwick.

Eastern District—Bembridge, Worthing, Shoreham, Brighton, Southend (two boats), Newhaven, Rye, Winchelsea, Eastbourne, Hastings, Lydd, New Romney, Littlehampton, Southsea and Hayling Island.

Western District—Yealm River, Plymouth, Hope Cove, Looe, Fowey, Mevagissey, Newquay (Cornwall), Falmouth, Porthleven, Lizard (two boats), Mullion, Cadgwith, Porthoustock, and Portloe.

Irish District—Wicklow, Arklow, Courtown, Cahore, Wexford (two boats), Carnsore and Kilmore.

Reported the receipt of £750 from E. HOMAN, Esq., of Finchley, to defray the cost of a new Life-boat to be named the *Friern Watch*.

Decided that the best thanks of the Committee be conveyed to Mr. HOMAN for his much valued gift, and that it be appropriated to the new Life-boat about to be sent to Weymouth.

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

	£	s.	d.
THE CYCLISTS' JUBILEE LIFE-BOAT FUND, on account of the cost of a Life-boat, per HENRY STURMEY, Esq.	475	-	-
WORSHIPFUL COMPANY OF DRAPERS (annual subscription)	52	10	-
Collection at Holy Trinity Church, Southshore, Blackpool, on the 19th December, 1886	36	9	11
Collected on board the steam yacht <i>Ceylon</i> , additional	6	3	-

--To be severally thanked.

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

	£	s.	d.
The late CHARLES WILLIAM COOTE, Esq., of the Albany, Piccadilly (duty free)	500	-	-
The late GENERAL GEORGE RAMSAY (duty free)	250	-	-
The late Miss G. M. HUGHES, of East Bergholt, Suffolk (duty free)	10	-	-
The late Miss E. G. TAMLYN, of Ilfracombe (to Ilfracombe Branch)	5	-	-

Deep regret was expressed at the death of Captain J. P. LUCKRAFT, R.N., who had been the Chairman of the Llanelly and Pembrey Branch of the Institution for seven years, and it was resolved to send a letter of sympathy to his family.

Reported the transmission to their Stations of the new Life-boats for Stornoway, Montrose, North Berwick, Falmouth, Whitby, Sunderland and North Deal.

The Committee specially recognised the good services rendered to the Life-boat cause by Mr. HENRY THORNTON, late Coxswain of the Outer Harbour at Ramsgate.

Paid 2,979l. 9s. 9d. for sundry charges on various Life-boat Establishments.

Voted 35l. 19s. to pay the expenses of the Buckie, Mablethorpe and Newport (Pembrokeshire) Life-boats in rendering the following services :—

	Lives saved.
Schooner <i>Ben Aigen</i> , boat of the	2
Pilot boat of Buckie	1
Barge <i>Paragon</i> , of Milton, Faversham	4
Newport Regatta Committee barge	8

Voted also 11l. 18s. to pay the expenses of the Sutton Life-boat in putting off to the assistance of a vessel: her services, however, were not needed.

Voted the Silver Medal of the Institution, and a copy of the vote inscribed on vellum, to Sergeant PATRICK MCPHILLIPS, of the Royal Irish Constabulary, for putting off in a boat and rescuing a man who, while suffering from delirium tremens, had gone out to sea in a punt without sail or thole-pins and was drifting on to a ledge of rocks off Aranmore Island during a strong N.W. wind on the 19th July.

Fifteen shillings was also granted to two

boatmen who took out Sergeant McPHILLIPS and towed the boat back to shore.

Also 10l. to the owner of the fishing-boat *Jessie Mary* of Great Yarmouth, as compensation for damage received by his boat while endeavouring to save life on the occasion of the capsizing of a pleasure-boat in Yarmouth Roads during a S. wind and squally weather on the 28th July.

Also 4l. to the crews of two cobles for rescuing two men from a boat which had been capsized in Runswick Bay during a moderate breeze on the 15th August.

Also 2l. 5s. to six men for rescuing four men from a boat which had been capsized off Seven Heads, Co. Cork, during a strong N. breeze and a rough sea on the 18th August.

Also 1l. 2s. 6d. to three men for saving two men from the boat *Bessie*, of Kirkealdy, which was capsized off Aberdour, Fifeshire, during a heavy S.W. wind and a rough sea on the 29th July. 1l. was also granted to the salvors, as compensation for the loss of fishing sustained through effecting the rescue.

Also 1l. 15s. to the crew of the fishing-boat *Isabel*, for rescuing a man who had fallen overboard from a boat off Lerwick during a strong breeze on the 6th August.

Also 1l. 10s. to a man for swimming out to try to save life on the occasion of the wreck of the schooner *Anne Elizabeth* on the rocks at Joppa, Scotland, during a very high sea on the 31st March, and for rescuing a man who had fallen overboard from a small boat off Portobello during a light breeze on the 20th July.

Also 1l. 10s. to four men for rescuing a man who was in a helpless condition in a boat in Ballyhorne Bay, Co. Down, during a moderate S. breeze on the 5th August.

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UNITED STATES LIFE-SAVING SERVICE.

We learn from the Annual Report of the United States Life-saving Service lately issued that on the 30th of June, 1886, there were 211 stations, 165 being on the Atlantic, 38 on the Lakes, 7 on the Pacific, and 1 at the Falls of the Ohio, Louisville, Ky. During the previous twelve months there had been 322 disasters to vessels within the field of station operations, and there were 2,726 persons on board these vessels, of whom 2,699 were saved and 27 lost. The number of vessels totally lost was 88. In addition, there had been 145 disasters to smaller craft, such as sail-boats, row-boats, &c., on which were 348 persons, all of whom were saved, except two; total number of shipwrecked persons succoured at stations, 807; total number of days' succour afforded, 2,000.

In addition to those saved from vessels, there were 36 persons rescued who had fallen from wharves, &c.

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NOTICE.—The next number of the 'Life-boat Journal' will be published on the 1st February next.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patroness—Her Most Gracious Majesty the Queen.

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

Vice-Patrons—{ HIS ROYAL HIGHNESS THE PRINCE OF WALES, K.G.
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-Chairmen—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	£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 33,086: for which services 97 Gold Medals, 992 Silver Medals or Silver Clasps, 95 Binocular Glasses, 15 Telescopes, and £96,074 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.—November, 1887.