

# THE LIFE-BOAT JOURNAL

OF THE

## National Life-boat Institution.

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### THE PROPULSION OF LIFE-BOATS.

It will doubtless be in the memory of some of our readers that in April, 1886, the General Committee of the ROYAL NATIONAL LIFE-BOAT INSTITUTION appointed a sub-committee to inquire into the practicability of applying steam to Life-boats. After visiting the Liverpool International Exhibition to examine the models of steam Life-boats exhibited there, and hearing the evidence of the coxswains of Life-boats who have had the greatest experience in the assistance to be obtained from steam in carrying out the Life-boat service, the sub-committee, after reporting their proceedings, finished with the conclusion that they were unable to recommend the adoption of any pattern of steam Life-boat at present.

During last year the Committee again moved in the matter by offering gold and silver medals for the best models or drawings of a mechanically propelled Life-boat, adapted to meet the conditions under which Life-boats are called upon to perform their work; also similar medals for a propelling power suitable for the existing self-righting boats of the Institution. It was hoped this competition would produce some idea, at any rate, containing the germs of future success. Intending competitors were given five months in which to produce their ideas, and every precaution was taken to ensure

their names being unknown till the competition was decided, by the drawings and models being sent in under a cypher, accompanied by a sealed envelope containing the full name and address, but not to be opened until after the award was made. Three most competent experts for the post, and in no way connected with the Life-boat Institution, accepted the invitation of the Committee to undertake the task of judges, viz., Sir FREDERICK BRAMWELL, F.R.S., Sir DIGBY MURRAY, Bart., and Mr. JOHN I. THORNYCROFT. These gentlemen, after careful examination of the proposals, reported that they had carefully considered all the models and drawings submitted to them, and that they were of opinion that none of them were suited to the requirements of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and that they were therefore unable to award medals.

The above short account of what the Institution has done in this matter, and the result of its efforts, may, we think, be fairly taken as a criterion of the difficulties that surround the production of a practically useful steam or other mechanically propelled Life-boat, as well as showing that the Institution is quite alive to the necessity for continued advance and improvement in the construction of its Boats and their appliances.

It has doubtless struck many, and will yet strike more, as very strange that in these days of advanced science and great progress in methods of propulsion, when masts and sails are rapidly disappearing from both men-of-war and merchant vessels as well as oars from boats, to be superseded by different forms of the irrepressible steam-engine with its young rival as a motive power—the electric spark—that the vessels of all others which should have the most powerful and efficient means of propulsion against adverse circumstances of wind and sea, viz., Life-boats, should still be dependent on the old-fashioned oars and sails, with the assistance, in some cases, of a tug steamer. This is certainly the case, and at first sight, that it should remain so would appear as anything but creditable to the engineering skill of this great manufacturing country; but there is a great deal to be said on the other side. The difficulties and dangers to be met with and overcome by a Life-boat in carrying out its work are so very much greater, and of such a very different nature from those to be encountered by any ordinary boat or vessel at sea, that it is hardly exaggeration to say that the principles on which a Life-boat is unavoidably built and worked are diametrically opposed to the considerations which guide the naval architect and marine engineer in designing and constructing any vessel, either large or small, for ordinary sea-going purposes. For instance, the primary object for securing the safety of all other vessels is to prevent heavy seas breaking on board and filling the vessel; the impossibility of doing this in a Life-boat is so apparent that it is not attempted, but provision is made to guard against the evil effects of this mass of water by putting air-tight cases wherever other exigencies admit of so doing to support the boat under its additional weight, until the water all runs out again, or in other words to provide sufficient extra weight to lift the boat up through any mass of water instead of allowing it to press her down.

2nd. It is necessary that a Life-boat should have great stability and weatherly qualities or hold in the water to prevent her being blown about on the top of the waves like an inflated bladder; at the same time it is an absolute necessity that these qualities should not be obtained in the usual way of a deep draught of water, because she must be able to float in comparatively shallow water.

3rd. All other vessels are built with a view to their being kept afloat, and not running aground; in fact, to provide against injury on doing so is no matter for consideration of the naval architect or builder, but the Life-boat, particularly the large ones that go to outlying sands such as the Goodwin, must be prepared to take the ground in the ordinary course of work, and that not in fine weather and smooth water.

4th. One very desirable if not absolutely necessary quality, more particularly in a small vessel, is that her stern and quarters shall be of such a form as to enable her to rise readily to a following sea, and not allow it to break on board, or in nautical phraseology not to be "pooped." This is a matter of quite secondary consideration for a Life-boat, compared with the necessity for preventing the following sea lifting up the stern, burying the bow, and then causing the boat to "broach to;" one important agent in securing this is having the stern comparatively low in the water, and heavy, which is a direct invitation to the sea to break on board.

The above remarks refer to Life-boats generally; but when we come to the self-righting boat, which includes 269 out of the 291 boats belonging to the Institution, another difficulty is added. This self-righting quality is a strong illustration of the point we have been dwelling on. In building an ordinary boat or vessel it is the duty of the architect to give her all practicable stability, but the consideration of what is to happen if she is capsized does not enter into his calculations, because there can generally be

but one end, namely, destruction of the vessel; but Life-boats, more particularly the smaller ones, have to encounter, and successfully, seas which would overwhelm any other boat, and in doing which the possibility of being capsized must be faced, and provided against. This is done by so constructing the boats that they will right again even with their whole crew in them; but of course this entails peculiarity of construction and consideration as to the amount and position of weights put on board.

The difficulties in the way of producing a really serviceable steam Life-boat have little more than begun to be met when

the requirements and difficulties given above have been thoroughly considered and mastered. We then come to the form of the propeller, the engines to move that propeller, and the agent that will give those engines the power to move the propeller, and keep it moving for a considerable number of hours, all to be put in as little weight as practicable. The more these various points are considered the more the difficulties to be overcome show themselves; but some one said, "difficulties are only made to be overcome," and we can only look forward to such a satisfactory end overtaking them in this case.

#### ADDITIONAL STATIONS AND NEW LIFE-BOATS.

SCARBOROUGH.—The Institution has sent a new 37 feet, twelve oared Life-boat with transporting carriage to this well-known port and watering place, the cost having been provided by HERBERT A. FOSTER, Esq., of Queensbury Works, Bradford, and the boat being named the *Queensbury*. No less than 138 lives have been saved by Life-boats from shipwrecks off Scarborough during the past twenty-six years. A very interesting ceremony took place on the occasion of naming and launching the new Life-boat on the 19th July last, in the presence of some thousands of spectators, including excursionists from Bradford and other towns. The boat was taken through the principal streets in procession, and on arriving at the Foreshore Road, a halt was made in front of the Mayor's Garden, where the Earl and Countess of LONDENBOROUGH, Sir GEORGE and the Hon. LADY STWELL, Lord RAINCLIFFE, and other ladies and gentlemen had taken up a position on an improvised platform. The Venerable Archdeacon BLUNT opened the proceedings by delivering an address. He said the occasion was one of deep interest, and one which was quite in sympathy with those thoughts which had occupied them in the past few weeks of the Queen's Jubilee. They had been much occupied with feelings of joy and thankfulness which were mainly kindled by a retrospect of the happy past. They were that day met in

order to receive a generous gift from a generous donor; to receive from one of the most munificent of Yorkshiremen, one of the most munificent of gifts (hear, hear). After other remarks the Archdeacon offered a brief prayer, after which the band played "Eternal Father, strong to save" in a most impressive manner.

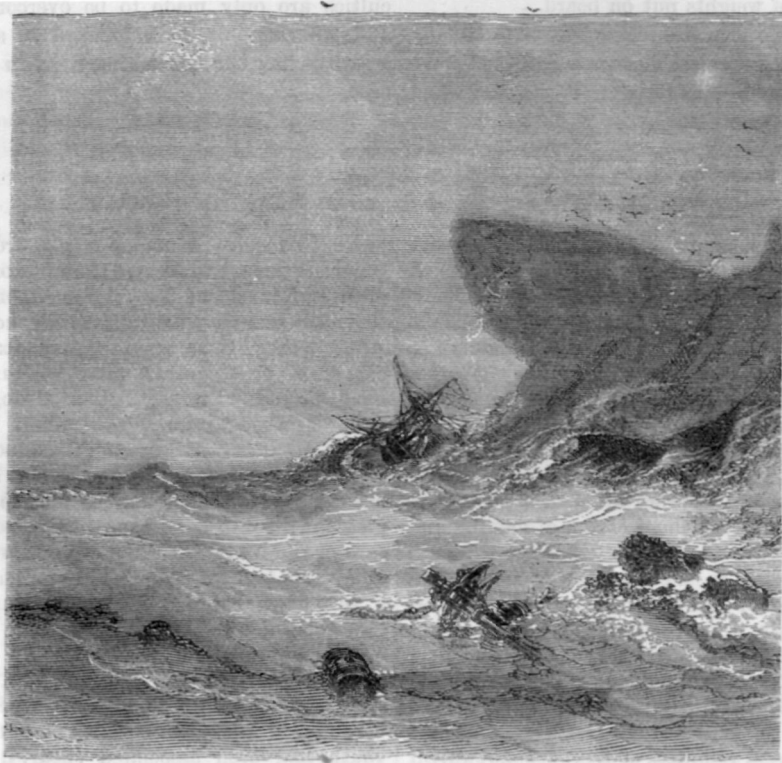
Mr. HERBERT A. FOSTER (the donor of the boat) now came forward amid loud cheering. He said it was his simple but pleasant duty to hand over the boat to the care of the NATIONAL LIFE-BOAT INSTITUTION. He had for a number of years taken a very great interest in the Institution, the good deeds done by which it was needless to mention (cheers). He was glad the boat had come to Yorkshire, and still more so that it had arrived at Scarborough, a town with which his early youth had been associated (hear, hear). He was aware of the affection with which they regarded the old boat, but he hoped the present one would soon occupy the same place. He could only hope that it would be long before it would be used, but when it was required he was sure it could not be manned by a better crew in the whole world (cheers), because Scarborough men were ever ready to risk their own lives to save those of their fellowmen (hear, hear). He had great pleasure in handing over the boat. Three cheers were then given for Mr. FOSTER.

C. E. F. CUNNINGHAME GRAHAM, Esq.,

the District Life-boat Inspector, accepted the gift on behalf of the Institution, observing that it was not only the limited few directly interested who had reason to be grateful for such an offering, but it was one that appealed to the whole of humanity. He need only say that a gift of that nature required a considerable sum to keep it in working order, but Mr. FOSTER, his four brothers and two uncles had most generously provided a fund for the permanent maintenance of the boat (loud applause). This most generous gift had

the Institution finding the Scarborough boat a heavy charge upon them, and he had no doubt that liberal support would be continued in the future.

The ceremony of naming the boat was then performed by the Countess of LONDESBOROUGH. The bottle of champagne was attached to a piece of coloured ribbon. The first endeavour to break the bottle on the side of the vessel failed, through the bottle coming in contact with a rope, but the second attempt was more successful, and as the bottle shivered into



come at an opportune moment, for at the present time great improvements were being made in all the boats, and it had been found necessary to replace a very large number by more efficient ones.

Alderman WOODALL acknowledged the gift on behalf of the Committee, the subscribers, and inhabitants of the town. He had always taken a great interest in the Life-boat movement, as did his great grandfather, grandfather, and father before him (hear, hear). The town had always subscribed sufficient to prevent

numberless pieces, her Ladyship named the boat the "*Queensbury*" amid loud and continued cheering.

The Earl of LONDESBOROUGH and the donor of the Life-boat afterwards proceeded on board, and the boat was run down the slipway opposite the Mayor's garden on to the sands. On a signal being given a gun was fired, and at the same moment the Life-boat was most successfully launched, amid the loud and continued cheers of the vast concourse of spectators. The crew rowed the boat

about in the bay for some time, after which they returned to shore, the trial trip having been a very successful one.

RAMSGATE AND NORTH DEAL.—The Institution has recently placed new Life-boats on these important stations. Each boat is 40 feet long and 10 feet wide, and is fitted with four water ballast tanks and a sliding or drop keel to increase her weatherly qualities. The Ramsgate new Life-boat, like her predecessor is named *The Bradford*, that town having been identified with Ramsgate by means of the Life-boats stationed at that port for upwards of 21 years, in which period the Life-boats bearing that name have been instrumental in saving 803 lives, besides helping to save 54 vessels from destruction. The first Life-boat at Ramsgate, named *The Northumberland*, in the course of 13 years saved about 400 lives from various wrecks, making a total of 1,200 lives saved by the Ramsgate Life-boats, in conjunction with their consorts, the harbour steamers *Vulcan* and *Aid*, during the past 34 years. The Ramsgate Life-boat Station is under the management of the Board of Trade. The cost of the North Deal new Life-boat and equipment has been defrayed from a legacy bequeathed to the Institution by the late Miss M. C. SOMERVILLE, of Genoa, and the boat, like the one it superseded, is named the *Mary Somerville*. On the 8th September, the Deal Life-boat was publicly launched in the presence of Earl GRANVILLE and his two daughters, the Ladies VICTORIA and MARY LEVERSON, the Earl and Countess SYDNEY, Sir EDWARD and the Hon. Lady BIRKBECK, Lady HONORIA CADOGAN, the Mayor of Deal and numerous other ladies and gentlemen.

Sir EDWARD BIRKBECK, who attended as Chairman of the NATIONAL LIFE-BOAT INSTITUTION to make the formal presentation of the boat to the Local Committee, spoke in highly eulogistic terms of the bravery of the Deal boat-men in manning their Life-boat in the past, and adverted to the fact that the boat which this replaced had been instrumental in saving no less than 237 lives. On the part of the Institution he thanked the crew who in the past had so bravely manned the boat to the honour of themselves and the credit of their country, and was sure that in the

future they would as cheerfully obey any call for assistance.

The Rev. T. S. TREANOR, Honorary Secretary of the Goodwin Sands and Downs Branch of the Institution, having offered prayer and addressed those assembled, and the hymn "For those at Sea" having been sung, Countess SYDNEY said: "I name this Life-boat after its noble predecessor, the *Mary Somerville*, and I pray, as I am sure we all do, that God will guide and protect the brave and noble Deal boatmen on their mission of mercy to those in peril on the sea." The Mayor of Deal having thanked the Countess for her kindness in taking part in the proceedings, the boat was launched amid loud cheers.

LYDD, DUNGENESS.—One of the new 34 feet 10 oared Life-boats has been sent to Lydd, Dungeness, to take the place of a Life-boat stationed there many years since. The cost of the new boat has been presented to the Institution by the Royal Antediluvian Order of Buffaloes, and the boat is named the *R. A. O. B.*, which is the short title of the Order. The public launch of the boat took place at Dungeness on the 24th September, under the superintendence of Mr. C. E. F. CUNNINGHAM GRAHAM, District Inspector of Life-boats to the Institution. There was a very large company of spectators, who had arrived by special trains from London, and some of the neighbouring coast towns. A large party of the members of the Order of Buffaloes from London and elsewhere were present, attired in their peculiar dress. On their behalf Mr. J. SARGENT formally handed over the boat to the NATIONAL LIFE-BOAT INSTITUTION, and in doing so specially referred to the services of Mr. F. GREY, the Founder and Honorary Secretary of this Life-boat Fund. The gift was acknowledged by the Chairman of the Branch, ALURED DENNE, Esq., D.L., and by the District Inspector of Life-boats.

A short and appropriate service was performed by the Rev. F. DAY, Vicar of Lydd, and the boat, which had been manned by a crew fully equipped, was then launched by Lady WHITTAKER ELLIS, from a platform which had been temporarily erected for the purpose. Previous to the launching, Lady ELLIS named the boat by breaking a bottle of wine over the bows.

## STABILITY.

In this article it is proposed to explain the nature and action of stability as concisely as the subject permits, without introducing technical terms, beyond those essential to definition, or attempting to go beyond the purely mechanical, or what is understood as unscientific, demonstration of the matter in hand.

Stability is a quality possessed in some degree by all boats and vessels, and is absolutely essential to their safety and utility; a boat, as we are mainly interested in boats, is said to be "wanting in stability" relatively only to the amount desirable, or possessed by other boats of similar form.

The Life-boats of the Institution are constructed to exhibit an unusual amount of this quality. The term stability, as generally used, is taken to refer to lateral stability only. Longitudinal stability, which is governed by the same principles, is referred to later on.

Stability, then, may be defined as the endeavour made by boats to regain an upright position when thrown out of this position by any extraneous forces, such as the wind or sea. In order to account for this endeavour, and to measure its force under the different conditions through which the boat passes when exposed to wind or sea, it is necessary to define and locate two points.

Firstly, the Centre of Gravity of the boat; secondly, the Centre of Gravity of displacement or, as it is more frequently called, the Centre of Buoyancy.

The Centre of Gravity of the boat is the common centre of the weight of the boat and of all its contents; the point at which it would balance if hung in air.

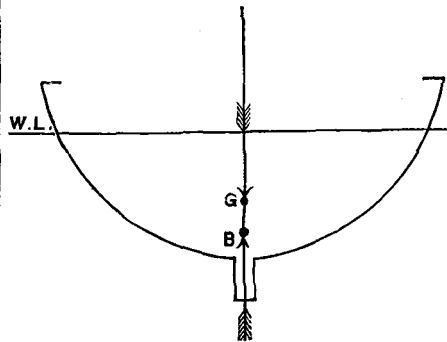
The Centre of Buoyancy is the corresponding point in the body of water displaced by the boat.

The boat, when floating, displaces a mass of water equal in weight to that of the boat and its contents, and is subject on every portion of its immersed surface to pressure from the water so displaced

acting in various directions according to the shape of the immersed surface. The sum of this pressure may be taken as acting upwards in a direct vertical line passing through the Centre of Buoyancy. The weight of the boat and its contents is acting downwards in a direct vertical line passing through the Centre of Gravity of the boat.

These forces are equal, and when the boat is upright, and at rest, fall in one and the same vertical line, and exactly counterbalance each other, as in Fig. 1.

Fig. 1.



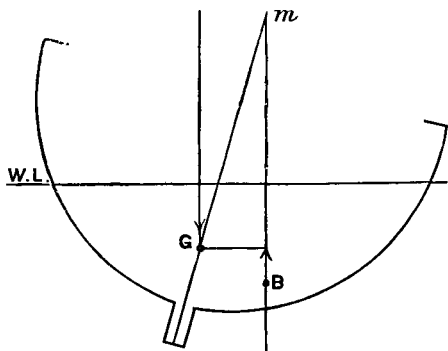
Here G represents the supposed position of centre of gravity, B the supposed position of centre of buoyancy, and W L the water-line. The positions are selected with a view to illustration, without reference to the actual relative distances that they would occupy in an Institution Life-boat.

In Fig. 2 the boat is represented as heeling to an angle of  $15^\circ$ , and, while immersing a portion of one side, has lifted out of the water a part of the other. It is evident that the immersed portion has altered its shape, and that the centre of buoyancy has moved out to accommodate itself to the changed displacement, and may now be taken as at B.

The forces remain equal, but are now acting at different points and in contrary directions. Joining G with the vertical passing through B, there appears a lever,

or righting couple. At one end a force equal to the weight of the boat pressing vertically downward, at the other an equal

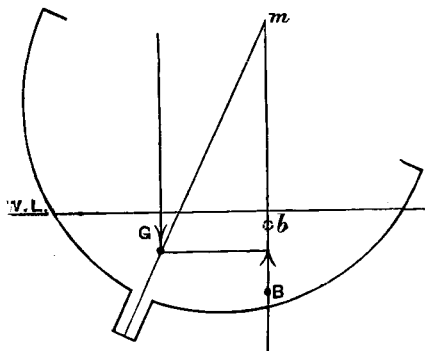
Fig. 2.



force pushing vertically upwards. These forces are obviously assisting each other to raise the boat to an upright position.

In Fig. 3 the boat has still further buried her side, heeling over to an angle of 30°. The centre of buoyancy has again moved outwards, lengthening the righting

Fig. 3.



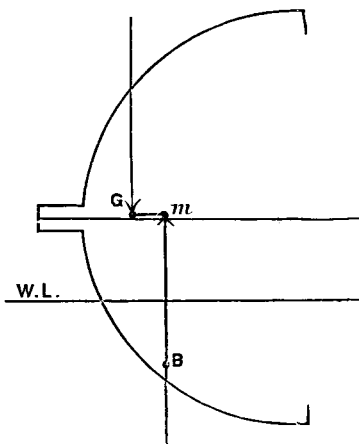
lever, and increasing the effort to straighten up. Thus the length of the righting couple becomes a measure of the boat's stability, as the righting force at work equals the weight of the boat multiplied by the length of the lever.

In Figs. 2 and 3 the boat is stable or possesses stability, because, on removing the pressure of wind or lift of sea, she will fly back to an upright position and there remain.

In the Life-boats of the Institution this condition exists at all angles of heel, and indeed stretches itself into a self-righting property; but it is not now proposed to follow our boat round beyond her beam ends.

In Fig. 4 we have a section of a Life-boat on its beam ends and, owing to the

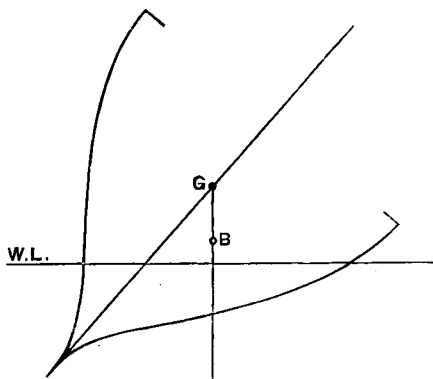
Fig. 4.



extreme lowness of its centre of gravity, still exhibiting a righting couple.

In Fig. 5, with a higher centre of gravity and deeper body, the centre of buoyancy

Fig. 5.

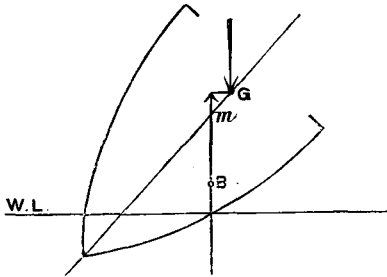


has swung into the same vertical as the centre of gravity, and the boat is in equilibrium as in Fig. 1.

If, as in Fig. 6, the centre of buoyancy swings on and passes from lee to weather

side of centre of gravity, a lever is instantly developed and becomes an upsetting couple, when nothing can save her.

Fig. 6.



On further reference to these figures, it will be observed that a vertical drawn through the centre of buoyancy cuts the vertical drawn through the centre of gravity at various distances from the latter. This point of intersection is called the meta-centre.

When it falls above the centre of gravity as in Figs. 2, 3, and 4, the boat is stable; when below, as in Fig. 5, unstable. Life-boats are necessarily of full section and light draught, having to retain their carrying power without much increase of draught, and to enter the water from flat beaches. They are consequently heavily ballasted at the lowest obtainable stowage, carrying from one-fifth to one-sixth of their entire weight in iron on the keel. They are extremely lively, springing back from the blow of a sea with surprising quickness. This sprightliness, though puzzling to un-

trained oarsmen, is a great element of safety; the boat is seldom caught at a disadvantage by a second sea, and if upset is usually knocked over at a blow, and not by the cumulative mischief of successive impulses. It has been assumed that G has throughout remained in the same position, that is, in the centre vertical. In Life-boats and in yachts carrying lead ballast outboard this is practically the case. In open boats, however, with shifting ballast, or where the crew tumbling to leeward materially affect the position of G, a new danger arises, which will be readily explained by reference to Fig. 3, *b* representing the centre of gravity after shifting to leeward of weights and crew. No righting couple is developed, and the boat will be instantly pressed further down, and so on with each shift to leeward of G.

On the other hand, the judicious handling of shifting ballast is obviously a security. By moving G to windward the righting couple is proportionately lengthened.

It may be concluded, therefore, that lateral stability is increased by lowering the centre of gravity.

Initial stability is due to beam, and increases with it.

Longitudinal stability is the resistance shown by the boat to the immersion of her bow or stern. In this case the centre of buoyancy has moved fore or aft of the centre of gravity, and a longitudinal or tipping couple has been created.

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

BUCKIE.—At 9 A.M. on the 7th Aug. last a pilot-boat put off to bring the schooner *Ben Aigen*, coal laden from Sunderland, into the harbour during a strong gale from the N.W. and a rough sea. The pilot boarded the vessel and the boat proceeded to return to the harbour with one man and a boy in her, but when about fifty yards from the schooner the boom shifted, causing the boat to fill with water and founder

immediately. The schooner promptly launched her boat, manned by two men, and picked up the man, but the boy was unfortunately lost. The *James Sturm* Life-boat put off from Buckie to the rescue, and reached the schooner's boat just in time to save all her occupants from perishing, as she was nearing the rocks and both her oars had been broken.



**MABLETHORPE.**—The barge *Paragon*, of Milton, Faversham, was observed in distress during a fresh E. breeze, squally weather and a moderate sea on the 13th August. She was trying to beat off the lee shore off Trusthorpe pier, but being unable to do so she anchored just clear of the breakers. As she appeared to be dragging her anchors, the *Heywood* Life-boat was launched at 11 A.M., and at the master's request remained by the vessel for an hour or so until the seas began to break over her, when the master, his wife, and two children were taken into the boat and landed, leaving four of the Life-boat men and the crew of two men on board the barge. At low water they came ashore in the vessel's boat. The barge afterwards became a total wreck.

**NEWPORT, PEMBROKESHIRE.**—The Life-boat *Clevedon* was the means of rendering timely service on the occasion of the Regatta held on the 17th August. A strong wind sprung up from the N.N.E., and the sea was somewhat rough, and the barge on which the Regatta Committee were stationed, which was at anchor about three hundred yards from the beach, was placed in a perilous position, inasmuch as there were no oars or sails on board, and although if the cable had been slipped she would probably have drifted on to the sands and the occupants might have been enabled to get ashore, considerable risk would have been incurred, as the tide was rising and the sea was becoming rougher. Signals were therefore hoisted, and in response the Life-boat was quickly got out, manned and launched, and in a very short time the eight persons on board the barge were taken into the boat and safely landed amidst the applause of the numerous spectators. Some time afterwards the barge sunk at her anchor.

**SOUTHEND, ESSEX.**—During a strong gale from the S.W. and a rough sea on the 2nd September the brig *Avenir*, of and for Krageroe, Norway, from London, in ballast, parted both her anchors and drifted on to the Maplin Sands. The No. 1 Life-boat *Boys of England* and *Edwin J. Brett* was launched at 2 P.M., proceeded to the vessel and remained by her until the flood tide made on the following day, when, with the assistance of a steam tug, she was got

afloat and towed to Gravesend. She had a crew of seven men.

In answer to a telegram stating that a barge was in distress seven miles E. of Wakering Haven, the No. 2 Life-boat *Theodore and Herbert* was launched at 3 P.M. on the 17th December, during a strong W. breeze and proceeded to the vessel, which proved to be the *Sultan*, of Rochester. She had sprung a leak and was sinking on the Maplin Sands, her crew having taken refuge on board another barge which was close by. The Life-boat remained alongside until the following tide, but her assistance not being required she then returned to her station, arriving there at 2 o'clock on the following morning.

**SOUTHEND AND CLACTON-ON-SEA.**—Signal guns having been fired by the lightships on the evening of the 10th October, the No. 2 Life-boat *Theodore and Herbert* put off from Southend and the *Albert Edward* Life-boat was launched from Clacton at about seven o'clock. They found the schooner *Venus*, of Teignmouth, bound from London for the Tyne in ballast, stranded on the Maplin Sands, and remained by her until 6 o'clock on the following morning.

**NEW BRIGHTON.**—The schooner *Carl Rosinius*, of Hangesund, bound for Liverpool in ballast, was seen stranded on Taylor's Bank, and signals were fired by the Crosby Lightvessel, during a W. wind, squally weather and a heavy sea on the 3rd September. At 9 A.M. the *Willie and Arthur* Life-boat was towed out by a steam tug, and found that the vessel had got off the sand and had brought up in deep water. Four of the Life-boat men were put on board to assist to get the anchor up, a line was passed to the tug, and the vessel was towed to Liverpool, the Life-boat following astern to steer her, as she had lost her rudder.

**REDCAR.**—On the morning of the 7th September the sloop *Robert*, of Hull, which had been anchored for three weeks off Redcar, engaged in removing portions of the wreck of a steamer, weighed her anchor and made sail, her position having become perilous owing to the increasing wind and sea. While tacking close to the East Rock her mast went by the board

and both anchors were thereupon let go, the vessel lying close to the rocks. The *Brothers* Life-boat was promptly launched at 6 A.M., and brought safely ashore the sloop's crew, consisting of two men.

LLANDUDNO.—At about 2.40 P.M. on the 7th September, the Life-boat *Sisters' Memorial* was launched to the assistance of the cutter yacht *Haidee*, of Liverpool, which had shown a signal of distress while at anchor in the bay, during a strong breeze from the N.E. and a heavy swell. On reaching the vessel it was found that she was leaking badly, had lost her rudder and was gradually sinking. The Life-boat brought ashore her punt, the crew of two men having just previously been landed by a shore boat.

CAISTER.—The fishing dandy *Vanguard*, of Great Yarmouth, returning to her port from the fishing grounds during a strong breeze from the E.N.E. and a heavy sea on the 19th September, went on the Barber Sand; she got off, but afterwards stranded on the beach about a mile and a half S. of Caister. The No. 2 Life-boat *Godsend* was launched at 4 A.M., and on reaching the vessel, found one anchor had been laid out by her own boat, which was afterwards filled and lost. As the heavy seas were breaking over the vessel, the services of the Life-boat men were gladly accepted, and after a time she was got afloat and taken into Yarmouth harbour. She carried a crew of eleven men.

DONNA NOOK.—The *Richard* Life-boat was launched at 8 A.M. on the 20th September, during a N.E. wind, squally weather and a rough sea, to the assistance of the fishing dandy *Aurora*, of Hull, which had stranded near Donna Nook. The Life-boat remained by her until the tide fell and left her dry.

CULLERCOATS.—A heavy sea came on at about 7 o'clock on the morning of the 29th September, and as all the fishing-boats had gone out it was considered advisable to launch the *Co-Operator* No. 1 Life-boat in case any accident should happen to them in crossing the bar, while making for their port. They all however crossed in safety, the Life-boat remaining afloat until all danger was over, and returning to her station at 10 o'clock.

GORLESTON.—In response to signals of distress on the 15th October the *Mark Lane* Life-boat was launched at about 7.30 P.M., and found they had been shown by the three-masted schooner *Queen of the Isles*, of Wick, bound from Tönsberg, Norway to Sunderland, with a cargo of pit props. She had parted her starboard anchor, and when brought up by the port anchor she was close under the bows of a steam ship, and as a collision was feared, she signalled for assistance. The wind was blowing from the N.E., squally with rain and a rough sea. The Life-boat remained by the vessel during the night and she was taken to a safe position on the following day.

The trawler *Striver*, of Great Yarmouth, was being towed into the harbour by a steam-tug at about 8.45 on the morning of the 25th October, during a N.E. to N.N.E. wind, squally weather, and a heavy sea. When crossing the bar, the tug came into collision with a brig which was in tow of another steamer. This caused her to stop her engines, and the trawler was caught by a heavy sea and dashed against the stern of the tug, having her bow stove in. To avoid being stranded on the "Mouse-Trap," the trawler's tow-rope was cast off; she starboarded her helm and wore round, narrowly escaping collision with the South Pier. It was then found that she was sinking, and the crew of six men therefore got into their boat. The *Mark Lane* Life-boat, which had been promptly launched, proceeded to their assistance and tried to save the vessel; but all efforts failed, and as she was rapidly filling, the coxswain ordered all hands into the Life-boat. Five minutes afterwards the trawler went down bow first.

SKEGNESS.—A signal of distress was displayed in the fore-rigging of the sloop *Unity*, of Boston, bound from Lynn for Sunderland with a cargo of wheat, on the morning of the 25th October, during a fresh N. breeze with snow-squalls and a heavy sea. The Life-boat *Herbert Ingram* was launched at 9.30; proceeded to the vessel, which was in a leaky and disabled condition, having lost her main-boom and some of her rigging, and assisted to take her to Boston.

WICKLOW.—The *Robert T. Garden* Life-

boat was launched at 7.30 A.M. on the 1st November, and proceeded to the assistance of the schooner *Samuel Dixon*, of Wexford, bound from Llanely for Wexford with a cargo of coal, which had shown a signal of distress in the roadstead during a gale from the S.E. and a very heavy sea. One of the cables had parted, and, as she was dragging her other anchor, the crew of four men were taken into the Life-boat and brought ashore.

WEYMOUTH.—On the morning of the 1st November several vessels were reported to be driving out of Portland Roads towards the shore, and the crew of the *Agnes Harriet* Life-boat were summoned, and remained in readiness in case their services were needed. At 9 o'clock the brigantine *Maren*, of Fanøe, Denmark, bound from Mexico for Hamburg with a cargo of logwood, was observed to be dragging her anchors, and, fearing she would strike the Mixen Rocks or the outer pier of the harbour, the Life-boat was launched to render assistance if necessary. The vessel drove rapidly past the harbour, and the Life-boat followed her, being filled three times by the heavy seas but quickly freeing herself, and arrived alongside at 10.30. The wind was then blowing with almost hurricane force from the S.S.W., with heavy rain and hail. The boat remained until all the cable was paid out, near the vessel, which continued to drive to leeward, and at 11.30 struck in broken water. The Life-boat then dropped down to her twice, but those on board the vessel did not avail themselves of her services. The weather was then moderating, although the sea still ran high. At 1 o'clock the ship appeared safe, resting on the sands with both anchors down, and the Life-boat returned to the harbour. At 2.30 it was evidently unsafe to remain on board any longer, as the sea continued very rough, and the Life-boat again put off with the view of prevailing on the men to leave the vessel. After several attempts the boat succeeded in getting alongside, and the master and crew, seven men all told, then unhesitatingly decided to leave the ship, and with their effects were safely landed by the Life-boat, which reached the harbour, after an hour's hard pulling, at about 5 P.M.

The following is a copy of a letter after-

wards received by the Honorary Secretary of the Weymouth Branch of the Institution from the master of the *Maren* :—

“DEAR SIR,—On behalf of myself and crew, who feel much gratified and deeply indebted for the services rendered to us by the Life-boat, especially for their skilful manner in coming alongside, also their endurance in stopping ahead of the ship for several hours, in order to be alongside in the moment of need; their care to save our clothes, and kindness towards us, together with the waving and hearty welcome of the crowd of spectators on shore, made an impression upon us which we shall never forget, and therefore beg you, dear Sir, to tender our warmest but poor thanks to the crew of the Life-boat. We remain, dear Sir,

“Your most humble servants, for self and crew,

“J. SVARRER,

“Master of the Danish brigantine *Maren*.”

RAMSEY, ISLE OF MAN.—One of the worst storms ever experienced on this coast prevailed on the morning of the 1st November, the wind blowing almost a hurricane from the S.S.E., and the sea running mountains high. At 9.30 a signal of distress was shown by a vessel in the bay, and the Life-boat *Two Sisters* was at once taken out, and proceeded by land to Port Lewaigue, it being considered unwise to attempt to launch her anywhere near the harbour; the sea and wind would have rendered it impossible to propel her to windward. She was successfully launched, and being handled most skilfully by her coxswain and crew, rescued the crew, consisting of three men, from the schooner *Kattie Darling*, of and for Chester, from Coleraine, and the crew of seven men from the brigantine *Prothesa*, of Teignmouth, bound from Runcorn for North Shields with a cargo of rock-salt, both of which vessels were dragging their anchors in the bay. In returning ashore some of the ropes attached to the drogue broke, in consequence of the great strain upon them, and the Life-boat broached to and was filled by an enormous wave; the crew, however, kept cool; the boat, which was under oars and running with the gale, soon recovered herself, and was landed by another great wave high up on the steep beach, north of Beachmount, about four miles from the place where she had been launched.

WALMER.—A telegram was received on the morning of the 3rd November, stating that a vessel was ashore in Pegwell Bay.

A gale of wind was blowing from the S.S.W., with a heavy sea and squalls of rain. The Life-boat *Civil Service No. 4* was launched at 8 o'clock, and proceeded to the stranded vessel, which proved to be the brig *C. Neumann Gaedebehn*, of Rostock, bound from America for the Baltic with a cargo of resin. Some Deal boatmen had already boarded her, freed her from the gear of the masts which had been cut away, and pumped her dry, and at the master's request the Life-boat remained by the ship until she was taken into Ramsgate harbour.

SKERRIES.—The ketch *Emily Wynne*, of and for Wexford from Ayr, with a cargo of coal, which had anchored in Skerries Bay for shelter during a moderate gale from the E.S.E. and a heavy sea, showed signals of distress on the night of the 5th November. The *Laura Platt* Life-boat was launched at 8.30; proceeded to the vessel, and brought ashore her crew, consisting of four men.

HORNSEA.—On the morning of Tuesday, the 8th November, during a moderate E. gale and a heavy sea, rockets were fired in quick succession by the four-masted ship *Earl of Beaconsfield*, of London, bound from Calcutta for Hull with a cargo of wheat and linseed, which had stranded about two miles S. of Aldbrough, nine miles from Hornsea, during a fog on the previous Sunday morning. The Life-boat *Ellen and Margaret of Settle* was launched at about 6.10, and reached the stranded vessel at about 9.45, after more than three hours' hard rowing, took off twenty-seven men and safely landed them at Aldbrough. The Life-boat returned to her station by road on her carriage, which had been sent to fetch her.

NEWBIGGIN.—The fishing-boats went to the fishing-ground as usual about 4 o'clock on the morning of the 22nd November, but they had scarcely shot their lines when a strong gale sprung up suddenly from the E.N.E., which necessitated leaving their lines and making for home with all speed. As the gale was rapidly increasing, the Life-boat *Robert and Susan* was launched at 8.30, and piloted the boats, about thirty in number, safely into port.

SUNDERLAND.—At about 10 A.M. on the

22nd November, the fishing-boats *Dotharel*, *British Defiance*, *Star in the East*, and *Hannah*, were observed in distress about three miles S.E. of Sunderland during a strong E.S.E. wind and a rough sea. The Life-boat *Caroline Clagett* put off to their assistance, and remained by them until they were towed into the harbour by a steam tug.

FILEY.—The *Hollon the Second* Life-boat was launched at 10 A.M. on the 22nd November to the assistance of the fishing fleet, which had been overtaken by a sudden gale from the E.S.E. The Life-boat men distributed life-belts to several of the crews, and accompanied the last boats to the shore.

BALCALRY, KIRKCUDBRIGHT.—The barque *Forest Queen*, of Belfast, bound from Dublin for Norway in ballast, was reported to be in distress about five miles distant from the Life-boat station, and in danger of being driven on the sand-banks during a W. wind, stormy weather, and a heavy sea, on the 25th November. The *David Hay* Life-boat was launched at noon, remained for some time by the vessel, which had stranded on the middle of Barnhoury Banks, and ultimately brought safely ashore her crew, consisting of twelve men.

PALLING and WINTERTON.—Guns having been fired by the North Hasborough Lightship on the 26th November, during a strong W.S.W. wind and a heavy sea, the Palling No. 2 Life-boat *British Workman* and the Winterton No. 2 Life-boat *Husband* put off and found the s.s. *Falcon*, of and from Sunderland, bound for Italy with a cargo of iron, stranded on the middle part of Hasborough Sand. The Life-boats remained by the vessel and assisted to get her afloat and take her into Yarmouth Roads, returning to their stations on the morning of the 29th November.

WALTON-ON-THE-NAZE.—On the 2nd December the Life-boat *Honourable Artillery Company* was launched and proceeded to the Kentish Knock, where the s.s. *Capri*, of Liverpool, was found stranded. The Life-boat men rendered assistance in trying to get the ship afloat, continuing their efforts until the 5th December, but

all endeavours failed, and it became necessary to abandon the vessel. Twenty-two of her crew were then taken off by the Life-boat and safely landed at Harwich.

**KILDONAN, ISLE OF ARRAN.**—The barque *Falco*, of Stockholm, was observed to go ashore in a dangerous position on the Carlina rocks during a N.W. gale and a heavy sea, with snow showers, on the 7th December. The Life-boat *Emily Dewar* was launched at 4.30 P.M., proceeded to the vessel, and found that she had been run ashore, as she had sprung a leak. Seven of the crew were brought safely to land in the Life-boat.

**HOLYHEAD.**—The three-masted brigantine *Emerald*, of Liverpool, was seen flying a signal of distress during a strong S. gale and a rough sea on the morning of the 13th December. The Life-boat *Thomas Fielden* was launched to the assistance of the vessel, which was apparently ashore near Clipera Point, but before she reached her she had slipped her anchor, and had run to leeward in the bay. A steam tug got a line on board her, and part of the Life-boat's crew assisted in hauling the hawser on board; two of the Life-boatmen remained to assist in mooring the vessel. The Life-boat then proceeded to the schooner *Ann*, of Liverpool, which was showing a signal of distress outside the end of the breakwater, and brought the vessel, with her crew of four men, safely into the old harbour.

**FISHGUARD.**—The schooner *Resolute*, of Aberystwyth, bound from Abersoch for Bristol with a cargo of lead ore, showed a signal of distress while at anchor in the bay, during a fresh gale from the S., on the morning of the 13th December. The Fishguard No. 2 Life-boat *Appin* was launched at 9 o'clock and sailed to the vessel, and on arriving alongside the master stated that he and his crew of three men wished to leave the ship, as she had lost some of her head-sails, and they could not take her into the harbour. They were, therefore, taken into the Life-boat and brought ashore in safety.

SUMMARY OF THE MEETINGS OF THE COMMITTEE.

THURSDAY, 6th October, 1887.

L. T. CAVE, Esq., 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 reports of the District Inspectors of Life-boats on their recent visits to the following Stations:—

Northern District—St. Andrew's, Buddon Ness, Broughty Ferry, Crail, Eyemouth, Berwick-on-Tweed, and Holy Island (two boats).

Eastern District—Selsey, Mundesley, Cromer, Sheringham, Whitby (two boats), Uppang, Runswick, Staithes, Robin Hood's Bay, Filey, Flamborough (two boats), Barmston, Bridlington Quay, Hornsea, Ramsgate, Hythe, and Lydd.

Western District—Penzance, Sennen Cove, St. Mary's (Scilly), St. Ives, Hayle, Dartmouth, Weston-super-Mare, and Burnham.

Irish District—Kingstown, Poolbeg, Howth, Balbriggan, Skerries, Drogheda (two boats), Giles' Quay, and Blackrock.

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

	£	s.	d.
SOUTHPORT AND ST. ANNE'S LIFE-BOAT DISASTER FUND, balance (including 25l. 16s. from the Town of Bolton, and 23l. 3s. 2d. from the Town of Bury)	2,515	6	-
Mrs. THORNTON WEST, Exeter, additional	105	-	-
WORKINGTON BRANCH, net proceeds of Bazaar, in aid of new Life-boat house, per J. CLIFTON THOMPSON, Esq.	93	11	7
Mrs. SHAW, Exeter, further on behalf of Dartmouth new Life-boat (making 750l. in all)	50	-	-
Representatives of the late Mr. JOHN WALKER, of Dethick	50	-	-

—To be severally thanked.

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

	£	s.	d.
The late C. M. BEECH, Esq., of Eaton Place (duty free)	200	-	-
The late Miss RHODA HATHAWAY, of Edgbaston, Birmingham, to Lizard Branch (duty free)	100	-	-

Reported the transmission to their Stations of the new Life-boats for Dartmouth, Hartlepool (No. 3), West Hartlepool (No. 1), Lossiemouth, Lydd, Porthcawl and Ramsgate.

Also that the Cardigan Life-boat, having been altered and improved, had been returned to its Station.

Also that the Eastbourne, Hastings and Poole Life-boats had been brought to London for alteration and improvement, temporary boats

having been sent in the meantime to those Stations.

Free conveyances were kindly granted to the Hastings and Lydd Life-boats by the South Eastern Railway Company, and to the Eastbourne boat by the London, Brighton, and South Coast Railway Company.—*To be thanked.*

Voted the thanks of the Committee to the Rev. L. J. STEPHENS, E. T. CHRISTIAN, Esq., and Mr. JOHN BUMBY, in recognition of their past valuable services as Honorary Secretaries of the Boulmer, Peel, and Clovelly Branches of the Institution.

The Committee also specially recognised the good services rendered by Mr. JOHN COLE during the twenty-one years he occupied the office of Assistant-Secretary of the New Brighton Branch of the Institution.

Paid 7,648l. 5s. 5d. for sundry charges on various Life-boat Establishments.

Voted 53l. 0s. 4d. to pay the expenses of the Southend No. 1, New Brighton No. 1, Redcar, Llandudno and Donna Nook Life-boats, in rendering the following services:—

	Lives saved.
Brig <i>Avenir</i> , of Krageroe. Assisted to save vessel and	7
Schooner <i>Carl Rosinius</i> , of Hangesund. Rendered assistance.	
Sloop <i>Robert</i> , of Hull	2
Cutter <i>Haidee</i> , of Liverpool. Brought ashore vessel's boat.	
Dandy <i>Aurora</i> , of Hull. Remained by vessel.	

The Caister No. 2 Life-boat saved the stranded fishing dandy *Vanguard*, of Great Yarmouth, and her crew of eleven men.

(Details of these services are furnished on pages 445-446.)

Voted also 37l. 7s. 6d. to pay the expenses of the Thorpeness, Kingsdowne, Walton-on-the-Naze and Cahore Life-boats in putting off in reply to signals of distress shown by vessels which did not ultimately need their services.

Also 10l. 10s. to twenty-one Lowestoft men for putting off in a large beach-boat and bringing ashore the crew, consisting of six men, from the three-masted schooner *Maurice*, of St. Vaast, which had struck on the Newcome Sands, during a moderate breeze from the W.S.W., squally weather, and a rough sea, on the 30th August.

Also 5l. 10s. to eleven men for saving twelve persons from the pleasure sailing-boat *Monarch*, of Ilfracombe, which sunk off that place during a fresh S.S.W. breeze on the 26th August.

Also 2l. to two men for putting off in a boat and at considerable risk, the heavy seas nearly filling their boat, saving two men from the fishing-boat *Friends*, of Christchurch, which had sunk on the Hook Sands at the entrance to Poole harbour during a fresh breeze from the E.N.E. and a heavy broken sea on the 24th September.

Also 1l. to two men for rescuing two men from the boat *Irex*, of Poole, which sunk near the entrance to Poole harbour during a very strong W. breeze, squally weather and a rough sea, on the 19th August.

THURSDAY, 3rd November.

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.

Appointed, with their concurrence, the following gentlemen Judges to examine the models and drawings received in competition for the Gold and Silver Medals offered by the Institution for models or drawings of a mechanically propelled Life-boat, and for a propelling power suitable for the existing self-righting Boats of the Institution:—

Sir FREDERICK BRAMWELL, F.R.S.  
Sir DIGBY MURRAY, Bart.  
JOHN I. THORNYCROFT, Esq.

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

Also the report of the Deputy Chief Inspector of Life-boats on his recent visit to the North Deal Station.

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

Northern District—North Sunderland, Bambergh Castle, Thurso, Ackergill, Huna, Dornoch, Buckie, Lossiemouth, Banff, Peterhead and Port Erroll.

Eastern District — Kingsdowne, Walmer, North Deal, Brightstone Grange, Brooke, Totland Bay, Withernsea, Donna Nook, Grimsby, Mablethorpe, Sutton, Chapel and Skegness.

Western District — Watchet, Lymouth, Morte, Ilfracombe, Appledore (two boats), Braunton, Clovelly and Bude.

Irish District — Ballywalter, Cloughy, Groomsport, Tyrella, Newcastle (Dundrum), Piel, Seascale, Whitehaven, Workington, Maryport and Silloth.

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

	£	s.	d.
"X." for the Hayling Island New Life-boat, to be named the "Charlie" . . . . .	700	-	-
Mrs. WILSON, of Birmingham, and Miss CHAVASSE, of Worcester, for the Church Cove ( <i>Lizard</i> ) new Life-boat house . . . . .	325	14	3
CYCLISTS' JUBILEE Life-boat fund, for the "Cyclist" Life-boat to be stationed at Hartlepool (making a total of 650l.) . . . . .	175	-	-
Mrs. SARAH ROBERTS, Mina Road . . . . .	100	-	-
J. J. MOWBRAY, Esq., Naemvor, additional . . . . .	21	-	-
Proceeds of offertory at Harvest Thanksgiving at CORRA CHURCH, Shropshire, per A. P. HEYWOOD LONSDALE, Esq. . . . .	5	6	7

—To be severally thanked.

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

	£	s.	d.
The late Mrs. M. A. PRESTON, of Lytham, for a Life-boat to be named the " <i>Mary Frederick</i> "	600	—	—
The late Mrs. JANE TWENTYMAN, of Liverpool	19	19	—
The late Mrs. JOHN WINTON, of Aberdeen	10	—	—

The late WILLIAM SMITH, Esq., of Brixton—all Stock standing in his name in the Blackwall Railway Co.

Reported the transmission to their Stations of the new Life-boats for Llandudno, Grimsby, Piel, Hayle, Port Isaac, Fowey and Aberystwith.

Voted the thanks of the Committee to Major ANTHONY MARSHALL and Captain R. B. KEY in recognition of their past valuable co-operation as Honorary Secretaries of the North Sunderland and Padstow Branches of the Institution.

Paid 9.123l. 6s. 2d. for sundry charges on various Life-boat Establishments.

Voted 95l. 16s. to pay the expenses of the Cullercoats, Clacton-on-Sea, Southend No. 2, Gorleston No. 1, Wicklow and Weymouth Life-boats in rendering the following services :—

	Lives saved.
Cullercoats fishing-boats. Remained in attendance.	
Schooner <i>Venus</i> , of Teignmouth. Remained by vessel.	
Yawl <i>Striver</i> , of Great Yarmouth	6
Schooner <i>Samuel Dixon</i> , of Wexford	4
Brigantine <i>Maren</i> , of France	7

The Gorleston No. 1 and Skegness Life-boats also rendered assistance to the schooner *Queen of the Isles*, of Wick, and sloop *Unity*, of Boston.

(Accounts of these services are given on pages 445-447.)

Voted also 67l. 1s. 6d. to pay the expenses of the Padstow, Harwich, Donna Nook, Sheringham, Port Patrick, Kirkcudbright, Kimeridge, Abersoch, Plymouth and Holyhead Life-boats in assembling their crews, or putting off in reply to signals shown by vessels not ultimately requiring their services.

The Ramsgate Life-boat had also been taken out twice, but her services were not eventually needed.

Voted the Silver Medal of the Institution, accompanied by a copy of the vote inscribed on vellum, to the Misses MARIA and JOSEPHINE HORSFORD and Mr. WILLIAM C. L. SULLIVAN for rescuing, at great risk, owing to the smallness of their boat, two ladies and two gentlemen from a sailing-boat which had capsized in Courtmacsherry Bay on the 12th August.

Also 6l. to the chief officer of H.M. Coast-guard, and five Coastguard men at Morris Castle, Co. Wexford, for putting off in the station boat and rescuing the crew of four men from the schooner *Fame*, of Wexford, which had stranded on the Blackwater Bank during a N.E. to N.W. wind and stormy weather on the 29th September.

Also 2l. 5s. to three fishermen for saving, at great risk, owing to the broken water, two

men from a fishing-boat which had capsized off Umfin Island, Co. Donegal, during a moderate breeze from the N.E. on the 20th September.

Also 2l. to four pilots for saving four men whose boat had been capsized by a sudden squall near Newburgh, Aberdeenshire, on the 19th September.

Also 1l. 10s. to three fishermen for saving three men from the boat *Maria*, of Skibbereen, which had capsized in Clonakilty Bay during a strong breeze from the N.W. on the 27th September.

THURSDAY, 1st December.

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 Glasgow, Ayr, Ardrossan, Port Patrick and Winchelsea.

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

Northern District—Newburgh, Whitelink Bay, Stonehaven, Montrose (three boats), Arbroath, Girvan and Port Patrick.

Eastern District—Margate, Clacton-on-Sea, Walton-on-the-Naze, Harwich, Thorpeness, Dunwich and Southwold (two boats).

Western District—Padstow, Port Isaac, Penarth, Porthcawl, Swansea, Port Eynon, Carmarthen Bay, Burry Port, Tenby, Milford Haven and Littlehaven.

Irish District—Fleetwood (two boats) and Blackpool.

Reported the receipt of 700l. from a Lady to defray the cost of the Porthcawl new Life-boat, to be named the "*Speedwell*."

Also the receipt of 500l. from the "Sunlight" Competition, per Messrs. LEVER BROTHERS, of Warrington, making a total of 900l. received from this source during the current year. 700l. of this amount is to be appropriated to the Llandudno new Life-boat, which the donors wished to be named the *Sunlight* No. 1, and the remaining 200l. on account of the cost of a Life-boat to be named the *Sunlight* No. 2.

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

	£	s.	d.
Mrs. CAMERON, Ripon, on account of the cost of the Tyrella new Life-boat	203	18	—
WILLIAM BIRKBECK, Esq., in aid of Norfolk Branch	100	—	—
Mrs. CATTON, York	100	—	—
JOHN SIWARD ARDEN, Esq., Barton-under-Needwood	100	—	—
GEORGE WEBSTER, Esq., balance of his gift for the <i>Bessie Webster</i> Life-boat for Montrose (making 500l. in all)	50	—	—
WORSHIPFUL COMPANY OF MERCHANT TAYLORS, additional	31	10	—

	£	s.	d.
Offertory and collection in HADNALL CHURCH, Salop, on Sunday, 6th November, per the Rev. BROOKE C. MORTIMER . . . . .	14	8	2
Collected from passengers on board the steam yacht <i>Ceylon</i> on her last cruise . . . . .	5	15	-

--To be severally thanked.

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

	£	s.	d.
The late Miss EMMA LAING, of Kensington . . . . .	200	-	-
The late Miss CHRISTINA HOWDEN, of Haddington . . . . .	100	-	-

Reported the transmission to their stations of the new Life-boats for Weymouth, Salcombe, Hope Cove, Girvan, Douglas (No. 1), Hunstanton, Flamborough (No. 1), West Hartlepool (No. 2), Kimeridge, and Yealm River.

The Great Eastern Railway Company kindly conveyed the Hunstanton Life-boat to its station and brought the old one back to London free of charge—*To be thanked.*

Also that the Whitby (No. 1), Uppang, and Whitburn Life-boats had been altered and improved and returned to their stations.

Voted the thanks of the Committee to JAMES ROSS, Jun., Esq., and J. W. TURNER, Esq., in recognition of their kind services during the period they respectively occupied the office of Honorary Secretary of the Blyth and Bradford Branches of the Institution.

The Committee also specially recognized the valuable co-operation of J. CORBETT, Esq., one of the Honorary Secretaries of the Manchester Branch of the Institution.

Also the good services rendered by Mr. PASCOE BROWN during the period of eighteen years in which he occupied the office of second coxswain of the Port Isaac Life-boat.

Paid 3,413*l.* 14*s.* 6*d.* for sundry charges on various Life-boat Establishments.

Voted 148*l.* 12*s.* 2*d.* to pay the expenses of the Ramsey, Walmer, Skerries, Hornsea, Newbiggin, Filey, Sunderland (No. 3) and Balcary Life-boats, in rendering the following services:—

	Lives saved.
Schooner <i>Kattie Darling</i> , of Chester . . . . .	3
Brigantine <i>Prothesa</i> , of Teignmouth . . . . .	7
Brig <i>C. Neumann Gaedbehn</i> , of Rostock, remained by vessel.	
Ketch <i>Emily Wynne</i> , of Wexford . . . . .	4
Ship <i>Earl of Beaconsfield</i> , of London . . . . .	27
Fishing-boats in danger off Newbiggin, Filey, and Sunderland, rendered assistance.	
Barque <i>Forest Queen</i> , of Belfast . . . . .	12

(Particulars of these services will be found on pages 447-448.)

Voted 148*l.* 14*s.* 6*d.* to pay the expenses of the Gorleston No. 1, Douglas No. 2, Falmouth, Lydd, Montrose No. 1, Caister No. 2, Bembridge, Hythe, New Romney, Hornsea and Cultercoats Life-boats, in assembling their crews

or putting off to the assistance of vessels not ultimately requiring the services of the boats.

Voted the Silver Medal of the Institution, accompanied by a copy of the vote inscribed on vellum, to Mr. WILLIAM BRADLEY, Light-keeper at Southend pierhead, for rescuing a man from the capsized boat of the steam tug *Jubilee*, of London, during a strong S.W. breeze and a moderate sea, with rain, at 11 o'clock on the night of the 2nd November. On being apprized of the accident BRADLEY at once got up from his bed and, without waiting to dress, lowered his boat, rowed to the man, who was clinging to the bottom of the capsized boat, and rescued him, the service occupying an hour.

Also 15*s.* to two men for putting off in a boat and rescuing two men from another boat which had been capsized off Rosses Point, Co. Sligo, during a strong breeze on the 10th September.

#### APPEAL ON BEHALF OF THE ROYAL NATIONAL LIFE-BOAT INSTITUTION.

The Angel of Death laughed aloud in his glee,  
As he wildly careered o'er the pitiless sea;  
To the winds and the waters he spake but a word,  
And the winds and the waters grew mad as they heard.

He laid his cold hand on the ship that last night  
Rode in prowess and pride, and his touch was a blight.

He walked to and fro 'mid the once happy crew,  
And he laughed in their faces—and God only knew  
With what anguish of torment, what depth of despair,  
To his ice-cold caress their warm hearts were laid bare!

The Angel of Life glided over the wave,  
And his God-given task was "to seek and to save";  
But what were these creatures, with visages grim,  
And with bodies uncouth, that accompanied him?

God bless them, brave hearts! they were all angels too,  
For the deeds they had done were what angels might do;

And they rushed through the storm to that perishing crew,  
And salvation went with them—and God only knew

What thanks for His mercy by warm hearts was given  
That the Angel of Death from those hearts had been driven!

Now, God speed the life-boats, whose work is to save  
From the terrors of Death on the pitiless wave;  
And may we do our best their upholders to speed,  
By augmenting the funds they so urgently need.

W. EDMONDSON.



*Services of the Life-boats of the Institution during 1887.*



		Lives saved.
1887.		
Jan.	3. 12 noon.	S.S. <i>Rheola</i> , of Cardiff. Workington Life-boat rendered assistance.
"	4. 8.15 a.m.	Barque <i>Sjodrominjan</i> , of Stavanger. Eastbourne Life-boat saved . . . 16
"	5. 9.15 a.m.	Smack <i>City of Bristol</i> , of Hull. Withernsea Life-boat saved . . . 5
"	11. 1 p.m.	Fishing-boats. Ackergill Life-boat landed . . . . . 30
"	14. 12.30 a.m.	Steamer <i>Banshee</i> , of Dublin. Holyhead Life-boat rendered assistance.
"	17. 11 a.m.	Fishing-boats. Berwick-on-Tweed Life-boat rendered assistance.
"	17. 1 p.m.	Two fishing-boats of Newbiggin. Alnmouth Life-boat rendered assistance.
"	18. 8.30 a.m.	Ship <i>Halloween</i> , of London. Hope Cove Life-boat rescued . . . . . 19
"	20. 11.30 a.m.	S.S. yacht <i>Vixen</i> , of Beaumaris. Porthdinllaen Life-boat assisted to save vessel.
"	24. 2 p.m.	Fishing-boats of Gourdon. Gourdon Life-boat remained afloat.
"	24. 10.22 p.m.	Cutter yacht <i>Berwick</i> , of Ferryside. Carmarthen Bay Life-boat brought ashore 5 persons.
"	25. 6.30 a.m.	Barque <i>Esperance</i> , of St. Malo. Tyrella Life-boat saved . . . . . 10
"	26. 9.35 p.m.	Steamer <i>Ribble</i> , of Whitehaven. Swansea Life-boat saved . . . . . 4
"	27. 3.30 p.m.	Schooner <i>City of Perth</i> , of Creetown. Balcary Life-boat rendered assistance.
"	31. 3 p.m.	Two persons storm stayed on Horse Island. Ardrossan Life-boat saved 2
"	31 to Feb. 5.	Steamer <i>Beresford</i> , of West Hartlepool. Winterton No. 2 and Palling No. 2 Life-boats assisted to save vessel and . . . . . 22
Feb.	2. 12 noon.	Five fishing-boats. Newbiggin Life-boat rendered assistance.
"	8. 6 a.m.	Steam crane barge, of Swansea. Swansea Life-boat remained by vessel.
"	15. 10.30 a.m.	Fishing-boats of Boulmer. Boulmer Life-boat remained afloat.
"	23. 6.45 a.m.	Three-masted schooner <i>R. &amp; M. J. Charnley</i> , of Lancaster. Ramsgate Life-boat assisted to save vessel and . . . . . 5
Mar.	4. 9.30 p.m.	S.S. <i>Waesland</i> , of Antwerp. North Deal Life-boat remained by vessel.
"	5. 12.30 a.m.	Do. Walmer Life-boat remained by vessel.
"	8. 5.30 p.m.	Steam-tug <i>Erin</i> , of Wexford. Wexford No. 1 Life-boat rendered assistance.
"	11. 10.40 p.m.	Schooner <i>Isabella Stuart</i> , of Ardrossan. Ramsey Life-boat saved vessel and . . . . . 4
"	12. 7.30 a.m.	Schooner <i>Enterprise</i> , of Dublin. Penmon Life-boat landed crew, 3.
"	12. 10 a.m.	Schooner <i>Fanny</i> , of Liverpool. Arklow Life-boat rendered assistance.
"	13. 7.5 p.m.	Schooner <i>Gipsy Queen</i> , of Padstow. Lizard No. 2 Life-boat rescued . . . 5

1887.		Lives saved.
Mar.	23. 4.30 a.m. Barquentine <i>Kate</i> , of Greenock. Plymouth Life-boat saved . . . . .	7
"	23. 5 a.m. Schooner <i>Fairy Glen</i> , of Padstow. Ramsgate Life-boat saved . . . . .	5
"	31. 7 p.m. Schooner <i>Janet Worthington</i> , of Runcorn. Thurso Life-boat saved . . . . .	5
"	31. 7 p.m. Schooner <i>Lady Louisa Pennant</i> , of Beaumaris. Thurso Life-boat rescued . . . . .	3
"	31. 8.30 p.m. Ketch <i>Crest</i> , of Wick. Thurso Life-boat saved . . . . .	2
Apr.	1. 10 a.m. Fishing-boat <i>Georgina</i> , of Arbroath. North Sunderland Life-boat rendered assistance.	
"	4. 4.30 p.m. Schooner <i>Eleanor and Jane</i> , of Aberystwyth. Holyhead Life-boat rendered assistance.	
"	9. 10 p.m. Steamer <i>Svend</i> , of Copenhagen. Aldborough Life-boat put a pilot on board.	
May	1. midnight. Barque <i>Norden Havet</i> , of Porsgrund. Southwold No. 2 Life-boat rescued . . . . .	3
"	15. 2.30 a.m. Three-masted schooner <i>Golden Island</i> , of Fleetwood. North Deal Life-boat saved . . . . .	7
"	19. 2 a.m. Sloop <i>Darling</i> , of Bangor. New Brighton No. 1 Life-boat rendered assistance.	
"	20. 1.30 a.m. Ketch <i>Laura</i> , of Harwich. Thorpe Life-boat saved vessel and . . . . .	5
"	20. 5.30 a.m. Schooner <i>John and Robert</i> , of Nefyn. Porthdilllaen Life-boat saved . . . . .	4
"	20. 6.30 a.m. Schooner <i>Industry</i> , of Aberystwith. Newquay (Cardiganshire) Life-boat rescued . . . . .	4
June	9. midnight. S.S. <i>Castleford</i> , of Liverpool. St. Mary's, Scilly Islands, Life-boat saved . . . . .	25
"	24. 3.30 a.m. Schooner <i>Lizzie</i> , of Fleetwood. Ramsgate Life-boat assisted to save vessel and . . . . .	4
"	28. 8 a.m. Schooner <i>Esther Ann</i> , of Belfast. Blackpool Life-boat rendered assistance.	
"	30. 8.55 p.m. S.S. <i>Guatemala</i> . Broadstairs Life-boat remained by vessel.	
Aug.	7. 9.20 a.m. Boat of the schooner <i>Ben Aigen</i> and a pilot-boat. Buckie Life-boat saved . . . . .	3
"	13. 11 a.m. Barge <i>Paragon</i> , of Milton, Faversham. Mablethorpe Life-boat saved . . . . .	4
"	17. 2.50 p.m. Regatta Committee barge. Newport (Pembrokeshire) Life-boat landed . . . . .	8
Sept.	2. 2 p.m. Brig <i>Avenir</i> , of Krageroe. Southend No. 1 Life-boat assisted to save vessel and . . . . .	7
"	3. 9 a.m. Schooner <i>Carl Rosinius</i> , of Hangesund. New Brighton No. 1 Life-boat rendered assistance.	
"	7. 6 a.m. Sloop <i>Robert</i> , of Hull. Redcar Life-boat saved . . . . .	2
"	7. 2.40 p.m. Yacht <i>Haidee</i> , of Liverpool. Orme's Head Life-boat brought vessel's boat ashore.	
"	19. 4 a.m. Dandy <i>Vanguard</i> , of Great Yarmouth. Caister No. 2 Life-boat saved vessel and . . . . .	11
"	20. 8 a.m. Dandy <i>Aurora</i> , of Hull. Donna Nook Life-boat remained by vessel.	
"	29. 7 a.m. Fishing-boat. Cullercoats Life-boat remained in attendance.	
Oct.	10. 6.45 p.m. Schooner <i>Venus</i> , of Teignmouth. Southend No. 2 Life-boat remained by vessel.	
"	10. 7 p.m. Schooner <i>Venus</i> , of Teignmouth. Clacton Life-boat remained by vessel.	
"	15. 7.30 p.m. Three-masted schooner <i>Queen of the Isles</i> , of Wick. Gorleston No. 1 Life-boat rendered assistance.	
"	25. 9 a.m. Yawl <i>Striver</i> , of Great Yarmouth. Gorleston No. 1 Life-boat saved . . . . .	6
"	25. 9.30 a.m. Sloop <i>Unity</i> , of Boston. Skegness Life-boat rendered assistance.	
Nov.	1. 7.30 a.m. Schooner <i>Samuel Dixon</i> , of Wexford. Wicklow Life-boat saved . . . . .	4
"	1. 9.15 a.m. Brigantine <i>Maren</i> , of Fanöe. Weymouth Life-boat rescued . . . . .	7
"	1. 10.30 a.m. Schooner <i>Kattie Darling</i> , of Chester. Ramsey Life-boat saved . . . . .	3
"	1. 10.30 a.m. Brigantine <i>Prothesa</i> , of Teignmouth. Do. Do. . . . .	7
"	3. 8 a.m. Brig <i>C. Neumann Gaedebehn</i> , of Rostock. Walmer Life-boat remained by vessel.	
"	5. 8.30 p.m. Ketch <i>Emily Wynne</i> , of Wexford. Skerries Life-boat brought ashore . . . . .	4
"	8. 6.10 a.m. Ship <i>Earl of Beaconsfield</i> , of London. Hornsea Life-boat rescued . . . . .	27
"	22. 8.30 a.m. About thirty fishing boats. Newbiggin Life-boat rendered assistance.	
"	22. 10 a.m. Four fishing boats. Sunderland No. 3 Life-boat rendered assistance.	
"	22. 10 a.m. Fishing boats of Filey. Filey Life-boat rendered assistance.	

1887.			Lives saved.
Nov. 25.	noon.	Barque <i>Forest Queen</i> , of Belfast. Balcary Life-boat rescued . . . .	12
„ 26-29		S.S. <i>Falcon</i> , of Sunderland. Palling No. 2 and Winterton No. 2 Life-boats rendered assistance.	
Dec. 2-5.		S.S. <i>Capri</i> , of Liverpool. Walton-on-the-Naze Life-boat saved . . . .	22
„ 7.	4.30 p.m.	Barque <i>Falco</i> , of Stockholm. Kildonan Life-boat brought ashore . . . .	7
„ 13.	8.38 a.m.	Brigantine <i>Emerald</i> , of Liverpool. Holyhead Life-boat rendered assistance.	
„ 13.	8.38 a.m.	Schooner <i>Ann</i> , of Liverpool. Holyhead Life-boat saved vessel and . . . .	4
„ 13.	9 a.m.	Schooner <i>Resolute</i> , of Aberystwyth. Fishguard No. 2 Life-boat brought ashore . . . . .	4
„ 13.	9 a.m.	Schooner <i>Clyde</i> , of Belfast. Peel Life-boat remained by vessel.	
„ 13.	9 a.m.	Schooner <i>Harbinger</i> , of Belfast. Do. Do.	
„ 16.	evening.	Schooner <i>John Davis</i> , of Carnarvon. Littlehaven Life-boat brought ashore . . . . .	4
„ 16.	evening.	Schooner <i>Maggie Brocklebank</i> , of Barrow. Do. Do.	4
„ 17.	10.15 a.m.	Ketch <i>Favourite</i> , of Sunderland. Fraserburgh Life-boat saved . . . .	2
„ 17.	12 noon.	Schooner <i>Enterprise</i> , of Leven. Do. Do.	5
„ 17.	3 p.m.	Barge <i>Sultan</i> , of Rochester. Southend (Essex) No. 2 Life-boat remained by vessel.	
„ 18.		Barque <i>Hjemlos</i> , of Grimstadt. Rhoscolyn Life-boat rescued . . . .	8
„ 24.	12 noon.	S.S. <i>Union</i> , of Flensburg. Bridlington Life-boat assisted to save vessel and . . . . .	7
„ 28.	5 p.m.	Ketch <i>Eva Lena</i> , of Liverpool. Penmon Life-boat remained by vessel.	
Total lives saved by the Life-boats in 1887, in addition to 10 vessels . . . . .			368
Rewards were also granted by the Institution in the same period for saving by means of Fishing and other Boats . . . . .			204
Total lives saved in 1887 . . . . .			<u>572</u>

NOTICE.

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

# ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patroness—Her Most Gracious Majesty the Queen.

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

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

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

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



## APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that during the past year (1887) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £64,757 on various Life-boat Establishments on the Coasts of England, Scotland, and Ireland. During the same period it contributed to the saving of 572 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 1887.

		£.	s.	d.
Number of Lives rescued by Life-boats, in addition to				
10 Vessels saved by them . . . . .	368	...	...	...
Number of Lives saved by Shore-boats, &c. . . . .	204	...	...	...
Amount of Rewards granted during the Year . . . . .		3,345	2	6
Honorary Rewards:—Silver Medals and Clasps . . . . .	10	...	...	...
Binocular Glasses . . . . .	45	...	...	...
Votes of Thanks on Vellum . . . . .	22	...	...	...
<b>Total . . . . .</b>	<b>77</b>	<b>572</b>	<b>£3,345</b>	<b>2 6</b>

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 33,243: for which services 97 Gold Medals, 996 Silver Medals or Silver Clasps, 139 Binocular Glasses, 15 Telescopes, and £96,760 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.—February, 1888.