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WITH WRECK CHART.

### THE SELF-RIGHTING LIFE=BOAT.

It requires no great flight of imagination to enable us to picture to ourselves some valued and interested reader of the LIFE=BOAT JOURNAL, on opening this number, exclaiming, What again! this is too bad; another article on the Self-righting Boat. Under ordinary circumstances we should readily acknowledge the reasonableness of this view, but the present circumstances are not ordinary in two ways, on account first, of the very great improvements that have of late years been made in these boats; second, of the advisability of noticing the adverse criticisms on the self-righting principle, and on the governing body of the Institution for retaining it, which appear in print from time to time.

The criticisms to which we refer are so full of inaccuracies and wrong assumptions as to be very misleading; we would fain hope they are the result of ignorance of the subject, and not to be attributed to the only other assignable causes. We should prefer to treat these statements with silence, and could do so with perfect safety had we only to consider their effect upon the gallant men who man the boats, trust their lives in them, and have actual experience of their qualities and fitness for the work they are designed to do; but we have also to consider the effect such statements left unnoticed may possibly have upon the minds of the vast number that constitute the supporters of the Institu-

tion, who cannot be in a position to judge for themselves, and are naturally open to influence from unfavourable criticisms left unanswered. The self-righting Life=boat is but a thing of yesterday, the principle having been first introduced in 1851, but the self-righting boat of the present day bears little resemblance to its forefather, having been from time to time immensely improved in every necessary quality. That such should be the case is no matter for self-gratulation on the part of the Life=boat Institution, because any body intrusted with the guidance of so important a work which was not always alive to the necessity for constant progress by availing itself of every advance in science and the teaching of daily practical experience, would be sadly untrue to its trust. Such an accusation can certainly not with truth be laid to the door of the Life=boat Institution. The greatest and most crucial test of the value of the self-righting boat will, we are sure, be acknowledged by all fair-minded people to be contained in the reply to the question, "*What do the men who man these boats think of them?*" Space forbids our giving the numerous reports received on the subject, but the following are a few extracts from them, and we are entirely justified in saying they express the true unbiassed opinion of the men at large:—

1. "The Boat (34 by 7½ feet, ten-oared)

was exercised in a nasty sea on the . . . sands . . . She was taken through the surf under oars, returning under sail; coxswain and crew liked her very well, found her to row and sail well."

2. A 34 by 8½ feet, ten-oared boat—"The day was excellent for trying her under sail, as it was blowing hard, nearly a whole gale in the squalls, accompanied by a lumpy sea. The Boat seemed to give great satisfaction to all."

3. "The Boat (39 by 9 feet, twelve-oared drop-keel) was launched . . . in answer to signals of distress during a heavy gale, accompanied by heavy sea. She turned down over the tide as well as any smack could; here was the effect of the sliding keel, which I hope I shall never be without, as it is a grand and useful machine, and too much cannot be said of it."

4. A 37 by 8 feet, twelve-oared water-ballast boat—"Examined the coxswain and most intelligent of the crew, and all agree that she is a splendid boat . . . the seas were very heavy. The boat pulls very lightly, and behaves very well in a heavy sea. The crew would go anywhere in her."

5. A 34 by 8 feet, 10 oars, water-ballast boat—"We could not have had a better opportunity of trying the . . . in a heavy sea off the sands. A very heavy sea was rolling in, indeed, about as heavy as we ever see it. He (the coxswain) said he would seek the worst seas, and give her a right trial, and he certainly did it. He says she behaved admirably, and is a first-rate sea-boat. The trial is conclusive as to the seaworthiness and handy qualities of the boat. As to the power and efficiency, there can be no question, and they are satisfied that she could pull off to any vessel stranded in the bay in the heaviest storms that are usually felt on this coast. They have every confidence in her."

6. A 37 by 8 feet 12-oared water-ballast boat—"The boat was fully tried at the last exercise, and gave the greatest satisfaction; they sailed her through the

heaviest seas that could be found, in half a gale of wind. The crew maintain that she will beat to windward in any weather."

7. The same boat as the last—"The behaviour of our boat both under oars and sails, going against, across, and with a very heavy broken sea and strong wind on the occasion of our going to the . . . was most satisfactory. I had and made use of an opportunity on a practice day last winter, of putting the boat through such a very severe test in a very strong breeze and a heavy sea, which gave us so much confidence in her as a boat quite fit for our service in our bay, that I did not take so much notice of the sea we had to go through to the wreck. We had an object to go for, and the boat was quite equal to what was expected of her, and succeeded. We consider that we cannot get a more suitable boat; she behaved splendidly, the seas were fearful, the crew have the greatest confidence in her, and would go anywhere in her."

8. A 37 by 8½ feet, 12-oared water-ballast boat—"The coxswain having been instructed to thoroughly test the boat on the first opportunity when a good sea was running, put out to sea for three miles, and thoroughly tested her capabilities in every way. She gave the utmost satisfaction, and the coxswain said he never wished to sit in a better boat; it more than answered his expectations.

9. The same boat—"The wind blowing a gale, the sea very rough, the boat was struck by heavy seas three times in succession by waves that completely filled her. She emptied herself in a remarkably short space of time. He has such confidence in her that he would launch her in any sea."

As before stated, these are only a few of the Reports received from the coast, and did space permit, very many more could be given. With such a record of the opinions of those undoubtedly best able to judge, it would be superfluous to produce further evidence of the value of the self-righting boat, of which the

Institution has 270 on the coast, the whole of which are believed to enjoy the complete confidence of their crews, with one exception, and the exception taken there, is not to the self-righting principle, for the crew have adopted that again in the new boat being built to meet their views on other points.

One example will show the unreasonable nature of the complaints made against the self-righting boats, viz., that stability is sacrificed to obtain the power to self-right; because, to enable the boat to do so, it cannot be conveniently built with more than a certain proportion of beam to length; but, as a fact, the boats

can be and are built with the relative proportion of beam to length best suited to propulsion through heavy seas. It is self-evident, that of two boats with the same length and depth, the one with the greater beam will have the greater lateral stability, and were that the only quality required in a Life-boat would be the best boat; but this very quality would detract materially from the other equally if not more necessary one of speed against a sea. One of the necessary peculiarities of the self-righting boat is a heavy iron keel, which it is evident must increase and not decrease her stability.

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

PEEL, ISLE OF MAN.—On the morning of the 13th Dec., 1887, a gale, which had been blowing strongly from the S.E., suddenly shifted to the S.W., and two schooners, the *Clyde* and the *Harbinger*, of Belfast, coal laden, which were riding at anchor in the roadstead, hoisted signals of distress. The Life-boat *John Monk* put off to their assistance at about 9 o'clock, and remained by them for some time, as they were in danger of being driven on the rocks, and several of their sails had been carried away during the previous night.

LITTLEHAVEN.—The *Friend* Life-boat proceeded to the assistance of two schooners, the *John Davies*, of Carnarvon, bound from Portmadoc for Bridgewater with a cargo of slates, and the *Maggie Brocklebank*, of Barrow, bound from Liverpool for Swansea with coal-tar pitch, which showed signals of distress as they were riding heavily at their anchors in St. Bride's Bay during a N.W. wind, stormy weather, and a rough sea, on the evening of the 16th December. The crews, consisting altogether of eight men, were taken into the Life-boat and brought safely ashore.

FRASERBURGH.—During a terrific gale from the N.W. and a heavy sea on the

17th December, the ketch *Favourite*, of Sunderland, was observed at about 10 o'clock in the morning running towards Fraserburgh from the Moray Firth with sails spent. The *Cosmo* and *Charles* Life-boat was promptly launched, and the Life-boat warp was taken to the end of the breakwater ready to be run out. While this was being done the schooner *Enterprise*, of Leven, bound from Sunderland for Buckie with a cargo of coal, was seen approaching, and as she neared the breakwater the Life-boat ran out the warp to her and the vessel dropped her anchors. The Life-boat then proceeded to the ketch, took off her crew, consisting of two men, and safely landed them in the harbour, being towed back by the steam tug *Granite City*. The Life-boat, in tow of the steamer, then went again to the assistance of the schooner, and, taking a warp from the tug, dropped down on the vessel and rescued her crew, numbering five men.

RHOSCOLYN, ANGLESEY.—The barque *Hjemlos*, of and for Grimstadt, from Belfast in ballast, was observed about three miles S.W. of Rhoscolyn, apparently unmanageable, during a moderate gale from the N.W. and a heavy sea, on the 18th December. The crew of the Life-boat *Ramon Cabrera* were at once summoned,

the boat was launched at 1.15 P.M., and, on arriving alongside, two of her crew went on board the vessel and assisted the ship's crew, who were much exhausted, to trim the sails. The vessel, however, being very light, would not work to windward, and the anchor was therefore let go, but would not hold, and at 2.30 P.M. the ship drove ashore on the sand on the N. side of Cymmeran Bay, her crew, numbering eight men, being landed by the Life-boat through a very heavy surf.

BRIDLINGTON.—At about 11.30 A.M. on the 24th December the s.s. *Allerwash*, of Newcastle-on-Tyne, landed four men from the s.s. *Union*, of Flensburg, and reported that the latter vessel was on fire, and had lost her propeller, seven miles from Flamborough Head; also that seven men had been left on board, the *Allerwash* having been unable to rescue them, because the boats of both vessels had been damaged. The Life-boat *William John and Frances* was promptly launched, proceeded in tow of the *Allerwash* to the *Union*, and having passed a tow-rope between the two steamers, the *Union* was brought to Bridlington with the seven men on board.

PENMON.—The ketch *Eva Lena*, of Liverpool, laden with limestone, was seen to run aground on the Dutchman's bank during a moderate breeze from the E.N.E. on the 28th December. She showed no signal of distress, but hearing that she had no boat with her, the coxswain of the *Christopher Brown* Life-boat assembled his crew, launched the boat, proceeded to her assistance, and remained by her until she floated and was safely anchored in the cross roads. For about forty minutes the sea was making a clean breach over the ketch.

TENBY.—During a strong gale from the S.E. and a heavy sea on the morning of the 1st January, 1888, signals of distress were shown by the ketch *Louisa*, of Cardiff, bound for Tenby with a cargo of coal, which was lying at anchor in Caldys Roads. The Life-boat *Anne Collins* was launched at 11.30, and on reaching the vessel the master asked for assistance, as he feared the chains would part and the ketch would be driven on the rocks and become a total wreck. Some of the Life-

boat men therefore went on board, got the vessel under weigh, and brought her and her crew of three men safely into Tenby harbour.

DOUGLAS, ISLE OF MAN.—A signal of distress having been observed during a S.S.W. gale and a very heavy sea on the 4th January, the Douglas No. 2 Life-boat *John Turner Turner* was launched at 5 A.M., and found the schooner *Daisy*, of Chester, bound from Garston for Belfast, coal laden, stranded on the S.W. side of the Conister Rock. With much difficulty the Life-boat succeeded in getting alongside the vessel, and rescued the crew of four men and a boy, who were safely landed in the harbour at 6 o'clock. The gale afterwards slightly abated, and the vessel was hauled off the rock, but she sunk in deep water at about 1 P.M.

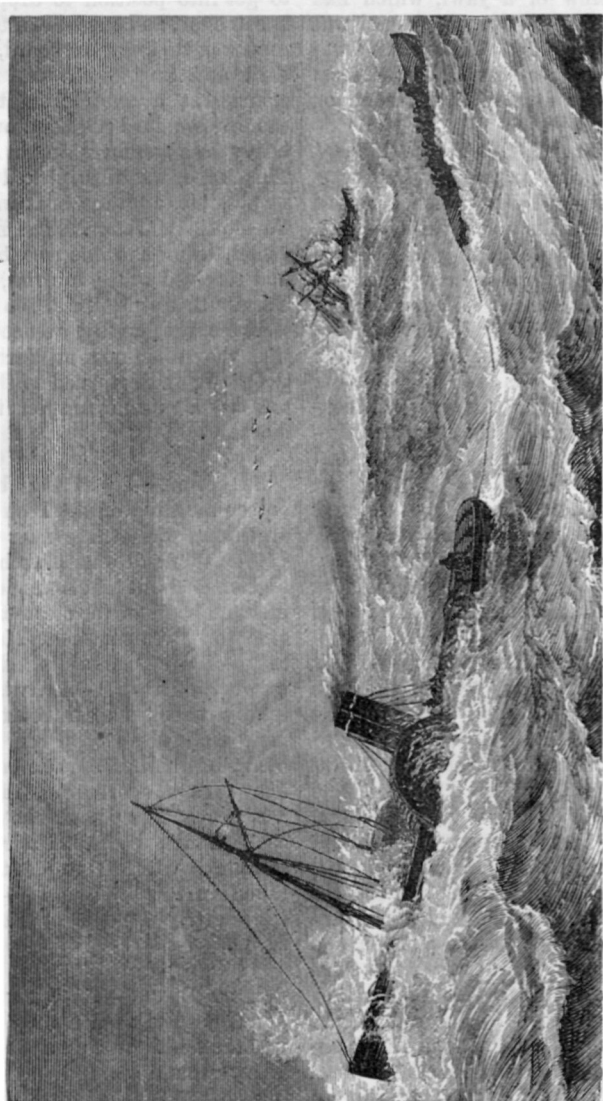
Signals were fired from the Customs Watch House at 11.30 A.M. on the 28th March, indicating that the services of the Life-boat were required. The crew of the Life-boat *John Turner Turner* at once assembled, the boat was launched, and in about five minutes from the time of the signals being fired, was on her way to the schooner *G. W. Pearn's*, of Plymouth, bound from Antwerp for Douglas with about 20 tons of dynamite on board, which was at anchor in a very dangerous position in the bay. A strong gale was blowing at the time from the E.S.E., and the sea was very heavy. As the Life-boat men had but a short distance to row, the vessel was soon reached, and her crew of five men were with very great difficulty taken into the Life-boat and brought ashore.

PORT ERIN.—The schooner *Lyra*, of Port St. Mary, Isle of Man, bound from Liverpool for Dublin with a cargo of salt, missed stays, and was driven ashore on the Carrick Rock in Port St. Mary Bay during a terrific gale from the S.W. and a high sea on the 4th January. Almost immediately after the vessel stranded the master was washed overboard and drowned. The *Ann and Mary* Life-boat was launched at 8.45 A.M., and rescued the crew, consisting of three men, just before the vessel sunk.

HOLYHEAD.—During a dense fog on the 8th January, signals were heard in the direction of the breakwater. The *Thomas*

*Fielden* Life-boat was launched at 5.30 A.M. and found the s.s. *Earl Spencer*, of Dublin, bound from Greenore for Holyhead, with passengers, a general cargo, and live stock, stranded on the rocks about 300 yards from Soldiers Point. Most of the

Point during a whole gale from the N.W. and a very heavy sea on the morning of the 26th January, and the vessel appearing to be riding heavily, the Life-boat *Thomas Fielden* put off at 4 o'clock and went to her assistance; she was then burning



passengers had been taken ashore by the life-saving apparatus, and the seven who remained were taken into the Life-boat and brought safely to land.

A vessel's light having been observed in a dangerous position near the breakers in the S.E. part of the bay near Penrhyn

flares as signals of distress. The crew of five men were taken into the Life-boat and landed at Holyhead at 6 o'clock.

CAISTER.—Signal guns having been fired by the lightships, the Caister No. 1 Life-boat *Covent Garden* was launched at

3 P.M. on the 10th January during a W. wind and a very thick fog, and sailed to the south part of the Middle Cross Sand, where she found the s.s. *Lady Anne*, of and for Sunderland, from Bilbao, with a cargo of iron ore, stranded. With the help of the crew of a yawl, which had also put off from Caister, the vessel was got afloat on the 12th January, and was taken into Yarmouth Roads, the Life-boat returning to her station at 12 noon on that day.

The Caister No. 2 Life-boat, the *Godsend*, put off at 4.35 A.M. on the 4th February, signals of distress having been observed by the watchmen during a strong breeze from the N.W. On reaching the Middle Cross Sand, on which a heavy sea was breaking, the schooner *Shearwater*, of London, bound from Hull for Dunkirk with a cargo of oilcake, was found in shallow water, the seas breaking over her and her crew shouting for aid. In consequence of the tide being low, the Life-boat grounded, and great difficulty and risk were experienced in getting the five men into her. This, however, was eventually accomplished, and they were safely landed at 11 o'clock. The boat was considerably damaged in rendering the service, and the vessel became a total wreck.

During a strong breeze from the S.S.E., a thick fog, and a heavy sea, on the 15th March, signal guns were heard in the direction of the Middle Cross Sand Light-ship. The Caister No. 1 Life-boat *Covent Garden* was launched at 8.30 A.M., and found the full-rigged ship *Andromeda*, of Geestemünde, bound from Bremen for New York, in ballast, stranded on the sand, lying in the full breach of the sea with her mainmast gone and two boats hanging on to a rope at the jibboon end with thirteen men in them. With some difficulty a rope was got to them; they were towed by the Life-boat out of the surf to a buoy, and some of the Life-boatmen were put on board to take care of them. Efforts were then made time after time to rescue three men who were on board the ship, the Life-boat's anchor being shifted again and again but without success, and at high water the sea was so heavy that the boat was compelled to lay off and suspend her endeavours for a time, the seas continually breaking over the ship and boat. A steam tug having arrived

during these operations, the two boats were taken to Yarmouth, and the steamer afterwards returned to the ship. Just as night was coming on another effort to save the three men was made, and with the aid of the tug the Life-boat managed to get into position to drop down, let go her anchor, and bare down to the ship. A rope was then got on board, and by great skill and care, each man watching his chance, at a word from the Coxswain, came down into the boat, over which the heavy seas were washing in all directions. The anchor was then picked up as quickly as possible, and the boat was towed into Yarmouth Harbour. The master of the vessel, who had his face badly cut and had received other injuries, was taken to Yarmouth Hospital, and the Life-boat men were so thoroughly drenched and tired that they remained at Yarmouth during the night, and returned to their station in tow of a steam tug on the following morning.

SALCOMBE.—It having been reported on the morning of the 13th January that a steamer was ashore near the Start, the Life-boat *Lesty* was launched at 9 A.M., and when about half a mile off the Prawle, met the boats of the steamer *Nordstern*, of and for Bremen, from Malaga, with a cargo of wine, containing the crew, 12 in number, of that vessel, which had been totally wrecked near Start Point. The men declined to be taken into the Life-boat; but on nearing the bar, on which a heavy sea was breaking, they asked that a Life-boat man should be put on board each of the boats. Their request was complied with. One of the boats was taken in tow by the Life-boat, and all were safely landed at Salcombe about 11.30.

PORT EYNON.—At 7 P.M. on the 13th January the *Daughter's Offering* Life-boat was launched during a dense fog and a heavy ground sea, and succeeded in rescuing eleven of the crew of the steamer *Milan*, of Hull, bound from Alexandria for Bristol with a cargo of cotton seed, which had gone ashore at Slades Foot, Overton Cliffs. The remainder of the vessel's crew were saved by the rocket apparatus.

WORTHING.—Signals of distress having

been shown on the morning of the 26th January by the brig *Albert H. Locke*, of Sunderland, bound from Seaham for Portsmouth, coal laden, which stranded about half a mile from Worthing, the Life-boat *Henry Harris* was launched at 6.45, and brought ashore the vessel's crew of six men and four other persons who were on board. A strong W. gale was blowing at the time, accompanied by a heavy sea, and it was feared that the vessel would break up.

ST. ANNE'S.—Signals having been shown, and a three-masted vessel having been observed on the Horse Bank, during a strong gale of wind from the N.W. and a very heavy sea, the *Nora Royds* Life-boat was launched at 10.20 A.M. on the 26th January, and rescued ten of the crew of the barque *Albert William*, of Liverpool, bound from Talcahuano for Fleetwood, with a cargo of grain. Great difficulty was experienced by the Life-boat men in effecting the rescue, as the boat was repeatedly filled by the heavy seas, both on her outward and homeward journeys. The progress of the boat was watched by a large concourse of people, who enthusiastically greeted the Life-boat men on their return to the shore.

NEWBIGGIN.—The fishing-boats proceeded to the fishing-grounds as usual, on the 27th January, and on their return were overtaken by a severe gale which suddenly sprung up from the N., accompanied by heavy showers of snow and a very rough sea. The Life-boat *Robert and Susan* put off at 2 P.M. to the aid of the boats, several of which were in imminent danger of being swamped by the high seas. Fortunately all reached the shore after an arduous struggle, the storm being the most severe that had been experienced there for many years.

A strong gale from the N.E. sprung up on the afternoon of the 14th February, accompanied by snow-showers and a very high sea. Most of the fishing-boats had returned home, but one of them, the *Reliance*, was overtaken by the storm and was unable to haul in her lines. When about two miles from the shore she was observed to be in a very critical position, unable to make any headway, and the *Robert and Susan* Life-boat therefore proceeded to her assistance, and brought her

safely into the bay. She would in all probability have been swamped, and her crew of four men lost, had not this timely help been rendered to her.

The fishing-boats also went to their fishing-grounds at 2 A.M. on the 28th March. At 5.30 the wind commenced to blow strongly, and at 7 o'clock it had increased to a gale from the E.S.E., and the sea was very rough. Nine of the boats returned to the shore at 10.30, and at 11 o'clock the Life-boat *Robert and Susan* was launched; proceeded about two miles to the assistance of the remaining twenty-three boats, and attended them safely to the shore. The Life-boat was out five and a half hours rendering these services. Most of the boats were more or less damaged, having their masts and oars broken, or rudders carried away, and nearly all the fishing-lines had to be abandoned.

#### NORTH SUNDERLAND AND HOLY ISLAND.

—On the morning of the 27th January, five fishermen put off in a coble from North Sunderland, for the purpose of shooting wild ducks on the Farn Islands. Two of the men landed on the North Wawm Rock, and the three others pulled to the Brownsman Rock, and remained there with the boat. At midday a strong breeze from the N.N.E. sprung up suddenly, and prevented the latter from reaching their companions or returning home, hence they were all compelled to remain on the islands during the whole of the night, the two men on the North Wawm being without the slightest shelter. On the following morning the gale continued without any sign of abatement, and, in response to signals from the islands, the North Sunderland Life-boat *Thomas Bewick* was launched at 9.30, and after great exertions against a strong headwind, succeeded in rescuing the three men on the Brownsman Rock, and also saved their boat. The friends of the men, doubting the possibility of the Life-boat reaching them, telegraphed for the Holy Island Life-boat, and on receipt of the message, the No. 1 Life-boat *Grace Darling* proceeded to the North Wawm Rock, and took off the two men, who were in a very exhausted condition. The two Life-boats then sailed together for North Sunderland, where all were safely landed.

The North Sunderland Life-boat also

proceeded to the fishing-boat *Ayton Castle*, of Eyemouth, which had made an unsuccessful attempt to reach Berwick, and was lying under the shelter of the Farne House and showing signals of distress. The boat, with her crew of seven men, who were without food, were brought safely into North Sunderland harbour.

**CROMER.**—A vessel was observed on the morning of the 28th January, some distance to the northward of Cromer, labouring very heavily and apparently very deep in the water, with a signal of distress flying. The *Benjamin Bond Cabbell* Life-boat was launched at 11.15, and found that the signals were shown from the brigantine *Jane and Maria*, of London, bound from Hartlepool for Greenwich with a cargo of coal. She was in a sinking condition, having sprung a leak; her decks had been swept, and her boat and bulwarks had been carried away by a heavy sea during a tremendous gale on the previous night. She had a crew of seven men, who were brought safely ashore by the Life-boat.

**SKEGNESS.**—The *Herbert Ingram* Life-boat was launched at 11.30 A.M., on the 28th January, during a strong breeze from the N., snow-squalls, and a rough sea, in response to signals of distress, and found the brig *Starbeam*, of and for Boston, from Brevig, with a cargo of ice, stranded on the Doghead Sand-bank. She had run ashore in a snow-squall, and was leaking badly. With the help of the Life-boat men she was got afloat at 3 P.M., and was taken to Boston, the Life-boat accompanying her, where she arrived at 7.30 on the following morning. She carried a crew of eight men.

**THURSO.**—During a very strong gale from the N.E. and a high sea, on the 31st January, signals of distress were shown by the schooner *Debonair*, of Wick, bound from Castlehill for Newcastle with stone, which was riding in a somewhat dangerous position in Scrabster Roads. The Life-boat *Charley Lloyd* was promptly launched at 12 noon; proceeded to the vessel, and brought ashore her crew, consisting of five men, safely landing them at 12.55.

**NORTH DEAL.**—Signals having been

fired by the South Sand Head Light-vessel, the crew of the *Mary Somerville* Life-boat were summoned on the morning of the 3rd February, and the boat was launched at about 7.10. The weather was thick at the time; the wind was blowing from the W., and there was a strong sea. On reaching the Sand, the Life-boat men found the barque *Loch Ken*, of Liverpool, coal-laden from Middlesbrough for Valparaiso, stranded, and with the help of other boatmen and a steam-tug, the vessel, with fourteen persons on board, was got afloat and was taken into the Downs, the Life-boat returning to her station at about 2.30 P.M.

**CULLERCOATS.**—The *Co-operator* No. 1 Life-boat put off at 9 o'clock, on the morning of the 14th February, to the assistance of several fishing-boats which had been overtaken by a high sea. The Life-boat remained near the bar until 2 o'clock, when all the boats had safely crossed it, some of them having narrow escapes, and many shipping a great deal of water.

**CLACTON.**—Signals from the Swin Middle Light-vessel were observed on the morning of the 17th February, during a N.E. wind and a rough sea. The *Albert Edward* Life-boat was launched at 3.30; proceeded to the Light-vessel, and found the crew, consisting of nine men, of the brig *Ispilen*, of Kragero, had taken refuge there, having taken to their boat on their vessel stranding on the Whitaker Spit. These men were with difficulty taken into the Life-boat, which then proceeded to the stranded vessel; but it was found that she had eight feet of water and sand in her, and would become a total wreck. She was bound from Christiania for Lowestoft, with a cargo of ice. The Life-boat then returned to her station, being kindly towed by the s.s. *Erasmus Wilson*, of London, as far as the N.E. Gunfleet buoy, and reached Clacton at mid-day.

At 4.30 A.M. on the 21st February the *Albert Edward* Life-boat was launched, signals having been fired by the Swin Middle, Light-vessel. The morning was bitterly cold; a very strong wind was blowing from the N.E., and the sea was very rough. Flares were afterwards seen, apparently shown by a vessel ashore on the Whitaker or Buxey Sands, and the



Life-boat burned blue-lights in response, but no further signals being shown, she proceeded to the Light-ship, where the crew were informed that a vessel was in distress bearing S.W. by W. After going some distance and seeing nothing of the vessel, the course was altered for the Maplin Light, where the same information was given. Proceeding again in the direction indicated, the Life-boat men eventually found the schooner *Dorothea*, of Riga, bound from Memel for London with oak-staves, and having a crew of four men, just below the West Maplin Buoy; she was full of water, and had lost her rudder. The Life-boat men weighed the anchor, set some of the sails, and the Life-boat was made fast astern, so as to steer the vessel, but owing to the heavy sea and the ship being waterlogged, the services of a steam-tug had also to be secured. After some time, the hawsers repeatedly breaking, the vessel was got off the sand and was taken to Gravesend, which was reached at about 5 o'clock in the afternoon. The Life-boat crew went ashore for food, having had but little since leaving home in the morning, after obtaining which they returned to the ship. The Coxswain and two men remained on board to assist in taking the vessel to London. About 1.30 on the following afternoon the Life-boat, with eleven men, under the charge of the assistant Coxswain, started to return to her station, but owing to adverse winds, and being unable to obtain a tow from any vessel proceeding towards the Swin, the crew took refuge on board the tug *Victoria* until daylight, when they left the tug and were kindly taken in tow by the s.s. *Columbia*, of London, as far as the N.E. Gunfleet Buoy, the boat reaching Clacton pier at 7.45 P.M., the crew being worn out by exposure and cold.

On the 27th February, at 1.15 P.M., the *Albert Edward* Life-boat put off to the assistance of the steamer *Blonde*, of Whitehaven, bound from Goole for London with a cargo of coal and oil, and carrying a crew of ten men, which had stranded on the Gunfleet Sands, during a N.E. wind and a moderate sea. The Life-boat men, with the help of the crews of two smacks, lightened the vessel by throwing some of the cargo overboard, and when the tide rose, the ship was towed off by the steam-tug *Harwich*, which took her to London, the Life-boat returning to her station,

which she reached at 2 P.M., after an absence of twenty-four hours.

In response to signals, the *Albert Edward* Life-boat was launched at midnight on the 25th April, during a strong N.E. wind and a rough sea, and proceeded under double-reefed sails to the Swin Middle Light-vessel, where the crew were informed that there was a vessel on the Barrow Sands. The boat at once went in that direction, and found the barque *Flekkefjord*, of Flekkefjord, Norway, bound from Christiansand for London with a cargo of timber, and having a crew of twelve men, stranded about a third of a mile S.S.W. of the Middle Barrow Buoy; she was full of water, and her rudder was unshipped. Preparations were made for getting the vessel afloat, and when the tide rose, the steam-tug *Storm Cock* attached her hawser, and eventually the barque was got afloat and taken to London, the Life-boat remaining astern so as to steer her as far as the Chapman Light. The Life-boat was taken in tow by the s.s. *America* on her return, and arrived back at her station at about 7.30 A.M. on the 27th April. The Coxswain and five of the Life-boat men remained on board the barque, to assist to take her to London.

**LOWESTOFT.**—The brig *Messenger*, of Yarmouth, bound from Sunderland for Lowestoft, with coal, showed signals of distress during a strong gale from the N.E. and a heavy sea on the 21st February. The Life-boat *Two Sisters Mary and Hannah* proceeded to her assistance at 8.30 P.M., and finding that the vessel, which had been lying in the roads all through the gale, had parted her anchor, some of the Life-boat men boarded her and assisted at the pumps. The brig drew too much water to risk an attempt to enter the harbour, the Life-boat and a steam-tug therefore remained by her during the night, and afterwards anchored her in Yarmouth Roads. She had a crew of seven men.

The *Two Sisters Mary and Hannah* Life-boat was launched at 12.15 P.M. on the 14th March during a very strong wind from E. by S., and proceeded to the assistance of the smack *Olive Branch*, of Lowestoft, which had damaged her stern by striking the pier, and was drifting towards the south beach, showing signals of

distress. On reaching the vessel it was found that she was leaking. Nine of the crew of the Life-boat boarded her, and, with the help of a smack which went to her assistance, she was taken to Yarmouth. She was manned by a crew of five men.

**BRIGHTSTONE GRANGE AND BROOKE, ISLE OF WIGHT.**—On the afternoon of the 9th March, the ship *Sirenica*, of Glasgow, bound from San Francisco for Dunkirk with a cargo of wheat, stranded on Atherfield Ledge during a thick fog. The Life-boat *Worcester Cadet*, stationed at Brighstone Grange, put off to her assistance at 4.15 and brought ashore the master's wife, three children, a female servant, and an apprentice, landing them at Atherfield at 6.30. It had been arranged with the master that the Life-boat should return to the vessel at low water, and the boat was therefore again launched at one o'clock on the following morning in a very heavy sea, reached the ship, and took in 13 men. The Life-boat men then watched their opportunity, and at an apparently favourable moment cast off; but before they had time to turn and get out the drogue, a huge breaker drove the boat rapidly astern, turned her broadside on, and capsized her. She righted, but, unfortunately, **MOSES MUNT**, the Coxswain, **THOMAS COTTON**, Assistant Coxswain, and two of the passengers, were drowned. The boat reached the shore at Atherfield at 2.30, and the survivors landed. At 12 noon the Life-boat again went off to the vessel, three of the men who had been in the boat the first time, and also on the occasion of the capsizing, again going out in her, and rescued the remainder of the ship's crew, 13 in number.

The Brooke Life-boat *William Slaney Lewis* also put off at 11 o'clock, on the night of the 9th March, to the assistance of the vessel on a summons being received from Atherfield, but when close to the ship, the boat was struck by a very heavy breaker, which washed **REUBEN COOPER**, Assistant Coxswain, and two of the crew, overboard, and **COOPER** was unhappily lost. In attempting to save him the boat lost her opportunity of reaching the wrecked vessel. Persistent attempts to get near her were afterwards made until a number of oars were broken by the heavy seas, and the crew had

become so exhausted that they were compelled to return to the shore.

[*Vide* pages 624-5 for the Reports of the Chief Inspector and District Inspector on their enquiry into the circumstances attending these casualties, and for the details of the honorary and pecuniary grants to relatives of the men drowned, to the crew of the Life-boats, and to others who rendered service on the occasion.]

**ARBRATH.**—On the 25th February the *People's Journal No. 2* Life-boat put off and remained by the fishing yawl *Jane Smith*, of Arbroath, until that vessel had crossed the bar and got safely into port during an E.N.E. wind and a heavy sea.

At about 1 P.M. on the afternoon of the 19th March, the fleet of fishing boats, seventeen in number, which had gone out during the morning, were seen making for the harbour, the tide then being one hour's flood and the sea breaking very heavily on the bar, with a strong breeze from the E. Seeing it would be dangerous to attempt to cross the bar, the Life-boat *People's Journal No. 2* was launched and went over it, in order to prevent the boats from attempting to cross until the tide rose sufficiently. The Life-boat was pulled inside the broken water, and remained in attendance until all the boats got safely in at about 5 o'clock. A telegram having been received from Montrose that a boat was running for Arbroath for shelter, the Life-boat again went out and stood by the boat until she got into the harbour at 5.15.

**BOULMER.**—A boat, containing four men, being observed off Boulmer during a strong W.N.W. wind and a high sea on the 4th March, the Life-boat *Robin Hood of Nottingham* put off to her assistance at 7 A.M., and brought ashore the boat and the occupants, who were in an exhausted condition and benumbed by wet and cold. They were the crew of the schooner *Marshall*, of Wick, bound from Thurso for the Tyne with flagstones, which was wrecked on the Longstone Rock, Farne Islands.

**LIZARD.**—The Life-boat *Edmund and Fanny*, stationed at Polpear, was launched at midnight on the 10th of March, during a moderate gale from the S.S.E. and a heavy ground swell, and rescued the crew

of seventeen men from the barque *Lady Dufferin*, of Plymouth, bound from Newport for Monte Video with railway iron, which stranded on the Beach Head, near Polpear, and became a total wreck. Several of the shipwrecked men had been injured by being thrown down by the heavy seas which constantly broke over the vessel, and the men were up to their knees in water on the main deck at the time they were taken into the Life-boat, the ship having apparently broken its back. The Life-boat received some damage by being dashed against the wreck.

SCARBOROUGH.—The dandy *Vivid*, of Scarborough, bound from West Hartlepool for Woodbridge with coal, being caught by a gale from the E.S.E. and a very heavy sea off Flamborough Head, on the 11th March, returned to Scarborough and attempted to take the harbour before there was sufficient water, the master being afraid to put her round to wait in consequence of the very heavy sea. She caught the ground outside, and was driven on to the beach about 250 yards from the entrance of the harbour. The Life-boat *Queensbury* was launched at 11 A.M., and brought safely ashore the crew of three men. She afterwards conveyed the pier hawser to the vessel to save her, but this was found to be of no avail.

MONTROSE.—A heavy storm was experienced on the 11th March, the wind blowing a whole gale from the E.S.E., accompanied by a very heavy sea, snow, and sleet. At 11.35 A.M., the No 1 Life-boat *Augusta* was launched, and was towed by the steam-tug *Rapid* nearly as far as the bar, where she remained in readiness to render assistance if required to three vessels, the smacks *Triumph*, *Aquilon*, and *Honour*, of Jersey, which were running for the harbour. The Life-boat men signalled to the vessels the direction in which they should steer, and they all got safely into port. The Life-boat afterwards anchored inside the Breach to await the arrival of a schooner and a steamer. These vessels, however, did not make for Montrose, but proceeded south.

The Montrose No. 1 Life-boat *Augusta*

was launched at 2 P.M. on the 19th March, during an E. wind and a sea which was breaking heavily on the bar, so as to be in readiness to render assistance to two small fishing boats, of Ferryden, which had gone out in the morning. One of the boats, the *Squirrel*, with four men on board, returned, and her crew were taken into the Life-boat and their vessel brought into safety; but the crew of the other boat would not risk entering Montrose, and therefore proceeded to Arbroath.

PLYMOUTH.—A report having been received, on the 11th March, that a vessel was dragging her anchors in Batten Bay and required assistance, the Life-boat *Escape* put off at 8.15 A.M., during a gale from the W. and a high sea, and found the Norwegian barque *Souvenir*, laden with maize, from Buenos Ayres, very near the shore and occasionally striking. Her main mast was soon afterwards cut away, and, in falling, carried the mizen mast with it, and as the vessel seemed to be in great danger, the Life-boat remained by her until 9.30, when, at the request of the master, the mate was brought ashore to obtain the services of steam-tugs to tow the ship off. The Life-boat was taken back to her station by the steam-tug *Deerhound*, arriving at 10.30 A.M.

BEMBRIDGE.—On the evening of the 11th March, notice was given that a disabled brig was rounding Culver Cliff with a signal of distress flying. The crew of the *Queen Victoria* Life-boat were called together, and the vessel was soon seen driving towards the Nab Light-vessel under half a fore top sail, her main and fore masts, headgear, and sails having been blown away. Guns and rockets were fired by the Lightship, and at 7 o'clock the Life-boat was launched, and proceeded to the brig, which had brought up two miles from the Nab. She was a Norwegian vessel, named *Olivia*, coal laden, from Hull to Brazil, and had been disabled off Portland. At the master's request, the Life-boat remained by the brig until 3 A.M., when the Government tug *Camel* arrived and towed the vessel into Portsmouth Harbour.

THE WRECK REGISTER AND CHART FOR THE YEAR ENDED  
THE 30TH JUNE, 1886.

YEAR after year the Board of Trade draws public attention to the shipping catastrophes occurring on our rock-bound shores, as though to remind us that a large proportion of the luxuries and comforts we daily enjoy are obtained at the cost of a terrible sacrifice of human life, and to impress upon us the duty of doing everything in our power to diminish such sad mortality. The statistics for the year ended the 30th June, 1886, have been recently published, and from the carefully tabulated statements abstracted from the Register we gather a vast amount of important and interesting information, which may be said to be closely connected with the work of the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

We find that in the year in question there were no less than 3,596 vessels which met with accidents, of one sort or another, on the coasts of the United Kingdom; but although we cannot but feel that this number is far larger than it ought to have been, it is satisfactory to know that it fell below that of the preceding year by 168 cases, and, what is far more important, that the lives lost, as a result of the casualties, were less by 82, the total having fallen from 478 to 396.

We cannot be far out, we imagine, in attributing this decrease partly to the efforts of the Life-boat service and other life-saving appliances, and partly to the improved construction of vessels and the development of education and of temperance principles among the crews.

The casualties which befel the 3,596 vessels were, as we have stated, very various, but may roughly speaking be classified under the following headings—total loss, serious casualties, and minor casualties. Of the total losses and more serious casualties there were 1,290—a somewhat alarming increase of 84 as compared with the previous year, but the minor casualties fell from 2,558 to 2,306. Loss of life resulted in 116 of the total

losses, or in two less cases than in the year 1884–85.

Notwithstanding that in the year of which we are treating accidents happened to 168 less vessels than in the preceding year, the proportion of vessels involved in collision—1,232—was unusually large, while there was a considerable increase in the number of total losses and serious casualties, the former having increased from 291 to 310, and the latter from 528 to 651, the minor casualties having fallen from 1,571 to 1,403. Of the total 3,596 casualties, 3,284 befel British and Colonial ships and steamers, and 312 Foreign vessels.

The localities of the casualties, excluding collision cases, were:—east coast of England, 618; south coast, 498; west coasts of England and Scotland, and east coast of Ireland, 854; north coast of Scotland, 102; east coast of Scotland, 99; and other parts 193. Total 2,364.

The number of lives lost in the total casualties (3,596) was as follows:—east coast of England 93, or 9 more than the year before; south coast of England 62, or 23 less than in the previous year; west coasts of England and Scotland, and east coast of Ireland, 90, being an increase of 21 as compared with the year 1884–5; north coast of Scotland 13, or 11—nearly one half—less than in the year preceding; east coast of Scotland 24, or 8 more than in the previous twelve months; other parts, 114. Total 396.

The accompanying chart gives at a glance a good idea of the principal shipping casualties which happened on our shores during the year ended the 30th June, 1886, showing the total losses from all causes and serious casualties from causes other than collisions; the collisions not resulting in the loss of one or both of the vessels concerned, and other minor casualties, not being shown. The places where the serious casualties occurred are marked with a black dot, and no thought-

ful observer of these dots can fail to appreciate the enormous importance of the coast being environed with a chain of Life-boats.

Between 1861 and the 30th June, 1886, there were 4,199 British, Colonial, and Foreign vessels wrecked on the coasts of the United Kingdom, resulting in each case in the loss of life, the total number of lives so perishing being 19,347.

It is with no little satisfaction that we have been able to record a further decrease in the number of lives lost in the year under consideration, as compared with the preceding years. In our wreck-article last year we pointed out that the total lives lost during the years 1883-4 and 1884-5 were respectively 661 and 478, whereas for the year 1885-6 the total was only 396 from 116 vessels. Of these 396 lives lost, 340 were from British and Colonial vessels, and 56 from Foreign ships; 45 perished in foundered vessels, 91 in collisions, 112 in stranded vessels, and 88 in missing vessels. The remaining 60 perished in various ways, such as explosions, being washed overboard, &c.

It is curious to note how the number of vessels meeting with casualties on our coast fluctuates from year to year. Our readers will see that this is the case by looking through the following interesting table, in which we give the totals for the thirty years between June, 1856, and July, 1886:—

1856 (last six months), 591; 1857, 1,143; 1858, 1,170; 1859, 1,416; 1860, 1,379; 1861, 1,494; 1862, 1,827; 1863, 2,001; 1864, 1,741; 1865, 2,019; 1866, 2,289; 1867, 2,513; 1868, 2,131; 1869, 2,594; 1870, 1,865; 1871, 1,927; 1872, 2,381; 1873 (first six months), 1,206; 1873-4, 2,191; 1874-5, 4,259; 1875-6, 4,554; 1876-7, 5,017; 1877-8, 4,436; 1878-9, 3,716; 1879-80, 3,138; 1880-81, 4,297; 1881-2, 4,367; 1882-3, 4,363; 1883-4, 4,405; 1884-5, 3,764; and 1885-6, 3,596. Total 83,783.

The total number of lives lost on our shores from shipwrecks in these thirty years was 22,191; but, appalling as this total is, it cannot but be a matter for the liveliest satisfaction that in the same period as many as 22,500 were saved through the instrumentality of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, so that the number of lives saved by this means alone was in excess of those lost. Up to

the 31st December last the Institution had been instrumental in rescuing, since its establishment in 1824, 33,243 persons—a splendid record.

Capital service was rendered in the year 1885-6 by the rocket apparatus of the BOARD OF TRADE, 171 lives having been saved by this means at the 298 stations furnished with the apparatus.

The facts and figures which we have given emphasize the necessity, not only for the existence of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, but also for the maintenance of its service in the highest possible state of efficiency; but it must be remembered that this cannot be effected unless the Institution is properly and liberally supported.

#### APPEAL FOR THE LIFE-BOAT INSTITUTION.

To help support this noble cause  
May we not plead in vain;  
God help the hearts that risk their lives  
For others on the main.

\* \* \* \* \*

Far on the angry billows deep,  
Mid lightning's vivid gleam,  
Where heav'n's artillery thunders forth,  
A helpless ship is seen;  
Labouring under a heavy sea  
Her timbers groan and creak,  
She's buried upon a sunken reef  
And soon becomes a wreck.

"Great God, have mercy, spare our lives,"  
Is the cry from every one,  
And high upon the raging storm  
Booms forth the minute gun.  
Will that dread sound then be unheard  
Upon the foaming shore?  
No, God be thanked, a light is seen,  
And the gun booms forth once more.

A small craft battled through the wave,  
And near the wreck it drew;  
The gallant hearts which manned the craft  
Were those of the life-boat crew;  
They reached the wreck 'midst burst of cheers  
From every man on board,  
And on their knees in earnest prayer  
They gave thanks to the Lord.

\* \* \* \* \*

And thanks be to the life-boat crew  
Whose stout hearts, strong and brave,  
Oft rescue shipwrecked mariners  
From an unmarked watery grave.

HARRY E. ANSELL.

18, Kensington Street,  
Brighton.



SHETLAND ISLANDS  
 Unst I.  
 Fetlar  
 Whalsey I.  
 Foula I.  
 Sumburgh Hd.  
 Fair I.

ORKNEY ISLANDS  
 Ronaldsha  
 Sanda I.  
 Stronsa  
 Stromness  
 Hoy I.  
 Longhope  
 Pentland  
 Donnet Hd.  
 FIRTH  
 Ronaldsha  
 Duncansby Hd.

WESTERN HEBRIDES OR LONC  
 Barra Hd.  
 N. Uist  
 S. Uist  
 Cauna I.  
 Rum I.  
 Eigg I.  
 Ardnazurchan Pt.  
 Coll I.  
 Tiree I.  
 Mull I.  
 Skerryvore L.H.  
 Colonsay

**SUMMARY**  
 During the year ended the 30<sup>th</sup> June 1886 the Number of Vessels lost or damaged on the coasts, and in the seas of the United Kingdom including cases of minor damage was 3596 and the loss of Life as far as can be ascertained was 396.

	Life Boats	Rocket Stations	
There are	227	194	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

1885-86.

Compiled from the Board of Trade Register.

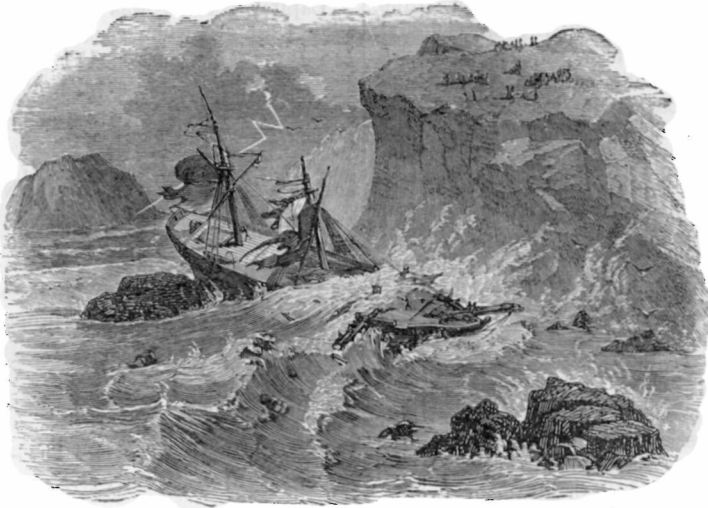
SHOWING ALSO THE PRESENT  
LIFE BOAT STATIONS.

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

Scale of Nautic Miles  
10 0 50 100



## ADDITIONAL STATIONS AND NEW LIFE-BOATS.



**ABERYSTWITH.**—A new 34-feet, 10-oared Life-boat has been forwarded to this well-known Welsh watering-place, its cost having been defrayed from a handsome legacy bequeathed to the Institution, through its Manchester Branch, by the late Mr. THOMAS EDWARD JONES, of Manchester, the boat, as desired by him, being named the *Elizabeth Lloyd*, after his sister and niece. The testator was brought up at Newtown, Montgomeryshire, and was interred there. The adjacent station of Aberystwith was therefore considered a very appropriate locality for the boat provided by his bequest. Mr. JONES was well known in Manchester, having been formerly connected with Messrs. HEYWOOD'S Bank, and afterwards for many years with the Manchester Stock Exchange. He added to his business reputation that of a keen sportsman, and was often to be seen in the hunting field. The new Life-boat was very much admired when it arrived at its station, and was, indeed, considered by good judges quite a model. It was taken out for exercise by the District Inspector of Life-boats on the 17th December last, in a fresh breeze and heavy sea, when everything went well, and the crew were much pleased with the boat, which was got afloat in a quarter of an hour from the time of leaving the boat-house.

**ANSTRUTHER, FIFESHIRE.**—A similar boat has been placed at this Life-boat station, the former one having become obsolete. The cost of the new boat, carriage and equipment has been defrayed by Mrs. ATHERTON HOWARD, of Cheltenham, in memory of her late husband Colonel ATHERTON HOWARD, and in accordance with her wishes the Life-boat is named the *Royal Stuart*.

There were great public rejoicings at Anstruther on the 28th April last, when the inauguration ceremony of presenting and launching the new Life-boat took place. The numerous spectators were addressed by Provost DARSIE, after which the Rev. G. SMITH, senior Minister in the Burghs, offered the dedicatory prayer, and a large choir, under the leadership of Mr. J. HEPBURN, sang with much taste and expression the "Hymn for those at Sea." The District Inspector of Life-boats, Commander BEDDOES, R.N., then handed the boat over to the care of the Local Committee, the gift being acknowledged by Provost MARTIN, who, while thanking the Institution for sending such a magnificent boat to that district, remarked that it would be well cared for, and that the benevolent donor would have the satisfaction of knowing that when the time came for her gift to go out to the rescue of perishing men, there would be



no want of strong arms and brave hearts to face the danger at the call of duty. Miss DOUGLAS IRVINE, of Grangemuir, gracefully performed the naming ceremony, and immediately afterwards the boat was launched from its carriage into the water, amid loud cheering, and exercised in the Forth to the entire satisfaction of the crew, after which it was taken into the harbour and put through the usual tests.

ALMOUTH, NORTHUMBERLAND; BURNHAM, SOMERSET; CEMAES, ANGLESEY; FLAMBOROUGH (No. 1) and HORNSEA, YORKSHIRE; FOWEY, HAYLE, and PORT ISAAC, CORNWALL; HASBOROUGH, NORFOLK; SALCOMBE, HOPE COVE and YEALM RIVER, DEVON; PORTCRAWL, SOUTH WALES; SEAHAM and SEATON CAREW, DURHAM; WATCHET, SOMERSET; DOUGLAS, ISLE OF MAN; BANFF, EYEMOUTH, GIRVAN, IRVINE, and SOUTHEND (CANTYRE), SCOTLAND; and SKERRIES, DUBLIN. The Life-boats on these several stations have been replaced by new water-ballast Life-boats of the modern type. The cost of the Almouth new boat, carriage and equipment, was defrayed from a handsome legacy bequeathed to the Institution by the late Mr. T. W. ALLEN, of Whitway House, near Newbury, and, in accordance with the wishes of the testator, the Life-boat is named the *Allen Scott*.

The Burnham boat was provided from the legacy of the late Mr. JOHN GODFREY MORRIS, of Birkenhead, the boat being named after him. The Cemaes Life-boat is named *George Evans*, after the late Admiral EVANS, who was formerly Conservator of the River Mersey, its cost having been defrayed from a legacy left to the Institution by his widow.

The expense of the new Life-boat for Flamborough was met from a munificent bequest to the Institution by the late Mrs. M. A. PRESTON, of Lytham, and the boat, in accordance with her desire, is named the *Mary Frederick*. The Hornsea boat, like its predecessor, is named the *Ellen and Margaret of Settle*, after the mother and sister of the late Mr. Christopher Brown, of Settle, who was for many years the zealous Honorary Secretary of the Settle Branch, and was instrumental in raising sufficient funds to defray the cost and permanent endowment of the Life-boat at Hornsea, as well as the one

at Penmon, Anglesey. The Fowey and Port Isaac boats, like those which they replaced, are named respectively the *Arthur Hill* and the *Richard and Sarah*, the cost of the former having been met from the Testimonial Fund raised among the old pupils of the late Mr. ARTHUR HILL, Head-Master of Bruce Castle School, Tottenham, a brother of the late Sir ROWLAND HILL, while the Port Isaac Life-boat Station is one which was presented to the Institution and endowed by the late Mr. RICHARD THORNTON WEST and Mrs. WEST, of Streatham Hall, Exeter. The Hayle boat is the gift of the Officers and Staff of the New Oriental Bank Corporation, Limited, in memory of Mr. EDWARD FRANCIS HARRISON, C.S.I., and is styled the *New Oriental Bank*. The Hasborough new Life-boat is named the *Huddersfield*, and is maintained by the Huddersfield Branch of the Institution. The Salcombe Life-boat is named the *Lesty*, its cost having been defrayed from a bequest received by the Institution from the late Mr. WILLIAM LESTY, of Stockwell. The Hope Cove boat, like the former boat on that station, is named the *Alexandra*, after H.R.H. The Princess of Wales, this being one of the two Memorial Life-boats given to the Institution and endowed by the Freemasons of England on the occasion of the safe return of their Grand Master, H.R.H. The PRINCE OF WALES from his tour through India.

The legacy of the late Mrs. THOMAS, of Nunney, Somerset, provided the new Life-boat, *Darling*, for Yealm River; while another lady, who did not wish her name to be published, gave the *Speedwell* Life-boat for the Porthcawl Station.

The Seaham Life-boat is known as the *Caroline Clagett*, after a lady of that name whose bequest defrayed the cost of the new boat. The Seaton Carew boat has been named the *John Lawson*, after the much-respected Vicar of that Parish, who has held the living for about fifty-three years, and has filled the office of Hon. Secretary of the Local Branch of the Institution for upwards of thirty years. The cost of the Watchet new boat was met from the "Union Jack" Life-boat Fund, promoted by G. A. HENTY, Esq., and raised in memory of the late Mr. W. H. G. KINGSTON, the popular Author, whose name the boat bears. The Douglas new Life-boat is the one which was exhibited

at the International Exhibition at Manchester, and was much admired. It is named the *Thomas Rose*, its cost having been defrayed from a legacy received by the Institution, through its Manchester Branch, from the late Mr. ROSE, of that city.

The cost of the Banff new boat has been defrayed from a legacy bequeathed to the Institution by the late Mrs. ELIZABETH BLAIN, of Blairlogie, and in accordance with her wishes, the boat is named *Help for the Helpless*.

The Eyemouth, Girvan, and Southend (Cantyre) Life-boats, bear the same names as the boats they superseded, viz., *James and Rachel Grindlay*, *Sir Home Popham*, and *John R. Ker*. The respective donors were the late Mr. THOMAS GRINDLAY, of Edinburgh, Mrs. POPHAM, of Ardochattan, and Mr. ROBERT KER, of Dougalston. The Irvine Life-boat was provided from the Legacy bequeathed by the late Mr. H. R. C. WALLACE, of Busbie and Cloncaird, of Scotland, and is known as the *Busbie*. The cost of the Skerries boat, *Sir Edward Blakeney*, was met from a residuary fund bequeathed to the Institution by the late Dr. MONTAGU MARTIN MAHONY, of Chelsea, late Army Medical Inspector, and called the "Sir Edward Blakeney Fund," which had been applied during the last eight years in establishing and maintaining Life-boats on the Coast of Ireland.

#### CIVIL SERVICE LIFE-BOAT FUND.

At the last annual meeting of the Committee of the Civil Service Life-boat Fund, presided over by Mr. W. H. HAINES, chief clerk of the House of Lords, the honorary secretary, Mr. CHARLES DIBDIN, F.R.G.S., reported that during the past year the fund had been able to endow the Life-boat *Civil Service No. 5*, stationed at Maryport, in Cumberland, and presented by it to the ROYAL NATIONAL LIFE-BOAT INSTITUTION in 1886, and also to pay for the slipway which had been erected at that station for the use of the Life-boat. It was decided to issue an earnest appeal to the Civil Service for funds to present a sixth Life-boat to the Institution, which at the present time is greatly in need of pecuniary aid for the building of new boats possessing the latest improvements.

#### SUMMARY OF THE MEETINGS OF THE COMMITTEE.

THURSDAY, 5th January, 1888.

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.

Received and considered the report of Sir FREDERICK BRAMWELL, F.R.S., Sir DIGBY MURRAY, Bart., and Mr. JOHN I. THORNYCROFT, the three judges, appointed by the Committee to examine the models and drawings received in competition for the Gold and Silver Medals offered by the Institution in April last for models and drawings of a mechanically propelled Life-boat, best adapted to meet the conditions under which Life-boats are called upon to perform their work, and for a propelling power suitable for the existing self-righting Boats of the Institution. The competitors were instructed to forward their designs to the Institution by the 1st October last, in order that they might be examined by the judges appointed for the purpose. These judges, who are not in any way connected with the Institution, reported that they had carefully considered all the models and drawings submitted to them, and that they were of opinion that not one of them was suited to the requirements of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and that they were therefore unable to award medals.

Resolved that the Judges be thanked for their valuable services, that the competitors be thanked and informed of the result of the competition, and that their models and drawings be returned to them; also that the decision of the judges be communicated to the public press.

Read also the report of the 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—Irvine, Kildonan, Campbelltown, Southend, Troon, Whithorn, Port Logan, Balceary, Kirkeudbright, Stornoway, and Hartlepool.

Eastern District—Lowestoft (two boats), Kessingland (three boats), Pakefield, Aldborough, Yarmouth, Gorleston (two boats), Caister (two boats), Winterton (two boats), Palling (two boats), Hasborough, Blakeney, Wells, Brancaster, Hunstanton, Dover, Broadstairs, and Kingsgate.

Western District—Weymouth, St. Davids, Fishguard, Newport (Pembrokeshire), Cardigan, Newquay (Cardiganshire), Aberystwith, Aberdovey, Barmouth, Portmadoc, Llanael-haiarn, Abersoch, and Porthdinllaen.

Irish District—Douglas (two boats), Rainsey, Castletown, Port Erin, Peel, New Brighton, Rhyl (two boats), Llanddulas, Llandudno, Penmon, Moelfre, Bull Bay, Cemlyn, Cemaes, Holyhead, Llanddwyn, Rhosneigr, and Rhoscolyn.

Reported the receipt of 1,000*l.* from the Civil Service Life-boat Fund, per CHARLES DIBDIN, Esq., F.R.G.S., Hon. Secretary, for the endowment of the Maryport Life-boat, which is the sixth Life-boat presented to the Institution by gentlemen in Her Majesty's Civil Service, and is named the *Civil Service No. 5*. The total amount derived by the Institution from this source has been 10,444*l. 6s.*

Decided that the best thanks of the Committee be given to the contributors for their additional valued and highly-appreciated gift.

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

	£	s.	d.
E. HOMAN, Esq., for the permanent maintenance of his Life-boat, the <i>Friern Watch</i> , stationed at Weymouth . . . . .	2,000	—	—
T. K. HARDIE, Esq., for the endowment of his Life-boat, the <i>Janet Hoyle</i> , at Ayr . . . . .	2,000	—	—
Anonymous, for the St. Anne's new Life-boat, the <i>Brothers</i> . . . . .	800	—	—
Officers and Staff of the NEW ORIENTAL BANK CORPORATION (LIMITED), for the Hayle new Life-boat, the <i>New Oriental Bank</i> , in memory of EDWARD FRANCIS HARRISON, C.S.I. . . . .	700	—	—
ANCIENT ORDER OF FORESTERS, for their third Life-boat, to be named the <i>Samuel Shavcross</i> . . . . .	700	—	—
BRADFORD BRANCH, on account of the cost of the Ramgate new Life-boat . . . . .	750	—	—
LICENSED VICTUALLERS LIFE-BOAT FUND, on account of cost of Hunstanton new Life-boat, the <i>Licensed Victualler</i> . . . . .	500	—	—
Mrs. CAMERON, further on account of her gift for the Tyrella new Life-boat . . . . .	270	1	3
"In memory of the late MARY CRABTREE" . . . . .	250	—	—
WORSHIPFUL COMPANY OF MERCHANTS Ditto FISHMONGERS . . . . .	105	—	—
	52	10	—
CYCLIST JUBILEE LIFE-BOAT FUND, one year's maintenance of Hartlepool Life-boat, the <i>Cyclist</i> . . . . .	70	—	—
A LADY, further on behalf of the endowment of the Whitburn Life-boat . . . . .	50	—	—
INDEPENDENT ORDER OF ODD FELLOWS (Manchester Unity), annual subscription in aid of the support of their Life-boat at Grimsby . . . . .	50	—	—
H. S. (additional) . . . . .	50	—	—
JOHN GEARE, Esq., Exeter . . . . .	50	—	—
Captain J. H. SMITH and friends of the Cadets of H.M. training-ship <i>Worcester</i> . . . . .	37	15	—

	£	s.	d.
The Very Rev. the DEAN of CANTERBURY . . . . .	21	—	—
Collected on board the s.s. <i>Ormuz</i> , per Captain W. F. HEWISON . . . . .	10	—	—

Decided that the sincere thanks of the Committee be conveyed to the donors for their liberal and highly-esteemed contributions.

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

	£	s.	d.
The late JOHN GODFREY MORRIS, Esq., of Birkenhead, for a Life-boat to be named the <i>John Godfrey Morris</i> , and stationed on the West Coast of England . . . . .	2,000	—	—
The late Mrs. MARTHA MAINGAY, of Worthing (duty free) . . . . .	1,000	—	—
The late H. T. LIDDELL, Esq., of Winchester (duty free) . . . . .	1,000	—	—
The late T. W. ALLEN, Esq., of Newbury . . . . .	1,000	—	—
The late Mrs. COSMO GORDON, of Fyvie, for benefit of Fraserburgh Life-boat . . . . .	250	—	—
Ditto for Banff Branch . . . . .	50	—	—
The late DONALD MACINNES, Esq., of Ardencollege, Islay . . . . .	100	—	—
The late Mrs. ELIZA FARNSWORTH, of Nottingham . . . . .	50	—	—

Voted the thanks of the Committee to EDMUND LAYCOCK, Esq., in acknowledgment of his valuable co-operation during the twelve years he occupied the office of Honorary Secretary of the Keighley Branch of the Institution.

Reported the transmission to their Stations of the new Life-boats for the following Stations: Burnham, Cemaes, Hartlepool No. 2, Hasborough, Hornsea, Irvine, Kirkcudbright, Seaham, Seaton Carew, and Watchet.

Also that the Eastbourne, Hastings, Mevagissey, Poole, Porthleven, and Sennen Cove Life-boats had been altered and improved, and returned to their Stations.

The Great Eastern Railway Company conveyed the Hasborough boat and carriage to North Walsham, and brought the old carriage back to London, free of charge.

The London, Brighton, and South Coast Railway Company conveyed the Eastbourne boat to its Station, and brought back a temporary boat from Newhaven, free of charge.

—To be thanked.

Paid 11,302*l. 16s. 7d.* for sundry charges on various Life-boat Establishments.

Voted 146*l. 16s. 6d.* to pay the expenses of the Walton-on-the-Naze, Kildonan, Holyhead, Peel (Isle of Man), Fishguard No. 2, Littlehaven, Southend No. 2, Fraserburgh, Rhoscolyn, and Penmon Life-boats in rendering the following services:—

	Lives saved.
S.S. <i>Capri</i> , of Liverpool . . . . .	22
Barque <i>Falco</i> , of Stockholm . . . . .	7
Brigantine <i>Emerald</i> , of Liverpool. Rendered assistance.	
Schooners <i>Clyde</i> and <i>Harbinger</i> , of Belfast. Remained by vessels.	

	Lives saved.
Schooner <i>Resolute</i> , of Aberystwyth . . .	4
Schooner <i>John Davies</i> , of Carnarvon . . .	4
Schooner <i>Maggie Brocklebank</i> , of Barrow	4
Barge <i>Sultān</i> , of Rochester. Remained by vessel.	
Ketch <i>Favourite</i> , of Sunderland . . .	2
Schooner <i>Enterprise</i> , of Leven . . .	5
Barque <i>Hjemlos</i> , of Grimstadt . . .	8
Ketch <i>Eva Lena</i> , of Liverpool. Remained by vessel.	

The Palling No. 2, Winterton No. 2, Holyhead, Bridlington, and Tenby Life-boats also rendered the following services:—S.S. *Falcon*, of Sunderland, rendered assistance; schooner *Ann*, of Liverpool, saved vessel and crew, 4; steamer *Union*, of Flensburg, assisted to save vessel and 7 men; ketch *Louisa*, of Cardiff, assisted to save vessel and 3.

(Detailed accounts of the majority of these services are furnished on pages 607, 608)

Voted 12*l.* 16*s.* 2*d.* to pay the expenses of the Hayling Island, Kildonan, Sidmouth, Dunwich, Portrush, Rhosneigr, Withernsea, Filey, Flamborough No. 2, Caister No. 1, Palling No. 2, Winterton No. 2, and Skegness Life-boats in assembling their crews or putting off in reply to signals of distress shown by vessels not ultimately needing the services of the boats.

Voted 2*l.* 10*s.* to five men for rescuing, by means of lines from the shore, the crew of four men from the schooner *Ann Knox*, of Glasgow, which had dragged her anchors and stranded on the beach at Douglas, Isle of Man, during a gale from the S.S.E. on the 1st November.

Also 3*l.* to six men, for putting off in a seine boat and landing four of the crew of the brig *Albany*, of Greenock, which stranded on Branscombe Ebb, four miles E. of Sidmouth, Devonshire, during a strong breeze from the N.N.W. on the 9th December.

THURSDAY, 2nd February.

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

Read and confirmed the Minutes of the previous Meeting.

Also read those of the 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 Winchelsea Station.

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

Northern District—Balcaary, Kirkcudbright, Port Logan, Port Patrick, and Irvine.

Eastern District—Hayling Island, Selsey, and Littlehampton.

Irish District—Tralee, Valentia, Tramore, Dunmore, Fethard, Dungarvan, Courtmacsherry, and Queenstown.

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

	£	s.	d.
Mrs. ALEXANDER BLACK, of Hyde Park Gardens, for the Stonehaven new Life-boat, to be named the <i>Alexander Black</i> , in memory of her late husband . . . . .	700	-	-
A Friend, per Mr. and Mrs. NORBURY, through the Manchester Branch, for a Life-boat to be named the <i>Mary Isabella</i> . . . . .	700	-	-
LICENSED VICTUALLERS LIFE-BOAT FUND, balance of cost of <i>Licensed Victualler</i> Life-boat at Hunstanton . . . . .	200	-	-
"M. W.," in memoriam, per "J. H. G." . . . . .	50	-	-
"M. W.," in memoriam per "E. G." . . . . .	50	-	-
ARTHUR W. YOUNG, Esq., Hyde Park Terrace . . . . .	50	-	-
"MAJOR" . . . . .	35	14	-
E. A. HANKEY, Esq., Elmhurst (additional) . . . . .	25	-	-
T. W. J. DENT, Esq. . . . .	25	-	-
ST. MICHAEL'S PADDINGTON LIFE-BOAT FUND, per the Rev. G. F. PRESCOTT and Mr. W. VINCENT (additional) . . . . .	22	11	6

—To be severally thanked.

Also that the late Miss M. A. BARWELL, of Moseley, Birmingham, had bequeathed a legacy of 50*l.*, free of duty, to the Institution.

Deep regret was expressed at the decease of Mr. WILLIAM VAUGHAN, who had been Honorary Secretary of the Fishguard Branch of the Institution for thirty-one years, and it was decided to send a letter of sympathy to his family.

Voted the thanks of the Committee to the Rev. W. G. GILLMOB, Captain GEORGE BILTON, Mr. WILLIAM WENN, jun., and Mr. H. C. GUPPY, in recognition of their past valuable services as Honorary Secretaries of the Dunmore, Stromness, Hasborough, and Barnstaple and Braunton Branches of the Institution.

Reported the transmission to their stations of the new Life-boats for Ackergill, Brooke, Cemlyn, and Eyemouth.

Also that the Runswick and Sunderland No. 3 Life-boats had been altered and improved and returned to their Stations.

Paid 4,103*l.* 9*s.* 9*d.* for sundry charges on various Life-boat Establishments.

Voted 17*l.* 10*s.* to pay the expenses of the Port Erin, Douglas No. 2, Holyhead, Port Eynon, Salcombe, Worthing, St. Anne's, Newbiggin, Cromer, Holy Island No. 1, North Sunderland, and Thurso Life-boats, in rendering the following services:—

	Lives saved.
Schooner <i>Lyra</i> , of Port St. Mary . . . . .	3
Schooner <i>Daisy</i> , of Chester . . . . .	5
Steamer <i>Earl Spencer</i> , of Dublin . . . . .	7
Steamer <i>Milan</i> , of Hull . . . . .	11
Schooner <i>Nordstern</i> , of Bremen. Assisted boats containing 12 persons.	
Brig <i>Albert H. Locke</i> , of Sunderland . . . . .	10
Schooner <i>Riviere</i> , of Hayle . . . . .	5

Lives saved.	
10	Barque <i>Albert William</i> , of Liverpool . . . . .
	Newbiggin fishing-boats. Rendered assistance.
7	Brigantine <i>Jane and Maria</i> , of London.
2	Two men stormstayed on Farne Islands.
	Three men stormstayed on Brownsman Rock. Saved boat and . . . . .
3	Fishing-boat <i>Ayton Castle</i> , of Eyemouth.
	Saved vessel and . . . . .
7	Schooner <i>Debonair</i> , of Wick . . . . .
5	

The Caister No. 1 and Skegness Life-boats also rendered the following services:—S.S. *Lady Ann*, of Sunderland, assisted to save vessel; and brig *Starbeam*, of Boston, saved vessel and crew, 8.

(Particulars of these services will be found on pages 608-612.)

Voted also 432l. 12s. 6d. to pay the expenses of the Walmer, Kingsdowne, Castletown, Penarth, Peterhead, Milford, Morthoe, Porthcawl, Appledore No. 1, Braunton, Lizard No. 1, Swansea, Clacton-on-Sea, Douglas No. 2, Harwich, Cemlyn, Salcombe, Hope Cove, Carmarthen Bay, Burryport, Tenby, Port Eynon, Thorpe, Southport, Lytham, Holyhead, Orme's Head, Porthdinllaen, Groomsport, Dunmore, and Scarborough Life-boats, in assembling their crews or putting off to the assistance of vessels which did not ultimately need the services of the boats.

Voted the thanks of the Institution, inscribed on vellum, to Mr. G. R. Wood, for gallantly taking command of the Dunmore, Co. Waterford, Life-boat, when she proceeded to the assistance of the brig *Alfred D. Snow*, of San Francisco, which was totally wrecked off Broomhill Strand on the 4th January. Also 5l. to Mr. WILLIAM JONES, assistant coxswain of the Life-boat, in recognition of his services on that occasion.

Also 50l. to the widow of BENJAMIN ADDIS, one of the crew of the Clacton-on-Sea Life-boat, who died from the effects of exposure when out in the boat on the 14th January, he being in bad health at the time.

Also 9l. to nine men, for rescuing the crew of four men of the schooner *William*, of Rye, which stranded on Saltscar Rocks during a strong gale from the S.S.W. on the 5th January.

Also 2l. 2s. to JAMES WILLIAMSON, for saving, at great risk, two of the crew of a fishing-boat which had been capsized on the rocks at Whalsay Island, Shetland, during a fierce N. gale on the night of the 9th December.

Also 1l. 17s. 6d. to five men, for saving the crew of three men from a fishing-boat which had sunk at the north end of Ensay Island, during a strong S.W. gale on the 16th November.

THURSDAY, 1st March, 1888.

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

Northern District—Troon, West Hartlepool (two boats), Seaton Carew, Saltburn, Middlesbrough, Hartlepool (three boats), and Seaham.  
 Eastern District—Worthing, Southsea, Guernsey, Jersey, Brooke, Brightstone Grange, Totland Bay, Bembridge, Hastings, Winchelsea, Rye, Eastbourne, Lydd, New Romney, Shoreham, Brighton, and Newhaven.

Western District—Morte, Ilfracombe, Lynmouth, Watchet, Burnham and Weston-super-Mare.

Irish District—Dunmore, Youghal, Ardmore, Ballycotton, Greystones, Wicklow, Arklow, and Courtown.

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

	£	s.	d.
ANONYMOUS . . . . .	500	-	-
"SUNLIGHT COMPETITION," balance of cost of Brighton Life-boat, the "Sunlight No. 2" . . . . .	500	-	-
"GEORGE MOORE" MEMORIAL FUND, for the <i>George Moore</i> new Life-boat for Porthdinllaen . . . . .	371	16	5
Mrs. M. E. DE SCHWARTZ, Canea, Isle of Crete . . . . .	50	-	-
Ditto, in aid of Widows and Orphans of Boatmen killed on duty . . . . .	50	-	-
Trustees of the late W. THORNGATE, Esq., annual subscription . . . . .	80	-	-
R. A. B. PRESTON, Esq., annual subscription in aid of Cornish Life-boats . . . . .	50	-	-
CHARLES SEELY, Esq., in aid of cost of Brooke Life-boat roadway . . . . .	50	-	-
Mrs. GRAHAM ROBERTSON, additional "Temperance in the East" Lodge, No. 898, of Freemasons, per J. R. WALLER, Esq. . . . .	21	-	-

—To be severally thanked.

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

	£	s.	d.
The late W. H. SKYNNER, Esq., of Cavendish Place, for a Life-boat, to be named the <i>Skyunner</i> , and placed upon the English coast (duty free) . . . . .	1,000	-	-
The late ROBERT SUTHERLAND, Esq., of Egham (duty free). . . . .	500	-	-
The late Miss MARY STYLES, of Liverpool Road, N. . . . .	100	-	-
The late Miss MARY FOSTER, of Twickenham, towards the cost of a Life-boat for the South Coast of Devon or Cornwall . . . . .	40	-	-
Ditto, to Plymouth and St. Ives Branches . . . . .	5	each.	

Voted the thanks of the Committee to WALTER DIVER, Esq., and W. L. COPP, Esq., in recognition of their good services during the period they occupied the office, respectively, of Honorary Secretary of the Yarmouth and Watchet Branches of the Institution.

The Committee also specially recognised the valuable services of the following gentlemen as Treasurers or Honorary Secretaries of various branches of the Institution for many years past:—W. P. ADSEAD, Esq., Belper; J. BRIERLY, Esq., Blackburn; J. BROAD, Esq., Melrose; The Rev. JOHN BROWN, Gourdon; The Rev. A. BUTLER, LL.D., Acock's Green; J. CONNELL, Esq., M.D., Peebles; T. H. DIXON, Esq., Chester; WILLIAM DYSON, Esq., Hull; Captain J. BALL FARRAN, Mevagissey; D. FERGUSON, Esq., Stirling; THOMAS FULLER, Esq., M.D., Shoreham; Captain R. D'OLIER GEORGE, Cahore; Major PERCY HOCKIN, Dartmouth; J. JENKINS, Esq., Stirling; The Rev. WILLIAM JONES, Porthcawl; WILLIAM MORGAN, Esq., Stechford; A. MUIRHEAD, Esq., Kelso; P. MURRAY, Esq., Newburgh; J. B. PIKE, Esq., Dawlish; J. RAMSAY, Esq., Musselburgh; J. R. ROWLANDS, Esq., Tenby; WILLIAM SELBY, Esq., Brooke; R. STEEDMAN, Esq., Dunfermline; Captain H. TOWNSHEND, Courtmacsherry; GEORGE WILKS, Esq., Hythe; E. L. WILSON, Esq., Bannockburn.

Reported the transmission to their Stations of the new Life-boats for Anstruther and Brighton.

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

The London, Brighton, and South Coast Railway Company conveyed the Brighton boat from Portsmouth to its station, the boat's carriage from London to Brighton, and the old carriage from Brighton to London free of charge.—*To be thanked.*

Paid 3,976l. 15s. 11d. for sundry charges on various Life-boat Establishments.

Voted 60l. 14s. to pay the expenses of the Caister No. 2, Cullercoats, Newbiggin, and Clacton-on-Sea Life-boats, in rendering the following services:—

	Lives saved.
Schooner <i>Shearwater</i> of London. . . . .	5
Cullercoats fishing-cobles. Remained in attendance.	
Coble <i>Reliance</i> , of Newbiggin. Saved vessel and . . . . .	4
Brig <i>Ispilen</i> , of Krageroe. Brought ashore 9 men from Swin Middle Light Vessel.	
The North Deal, Clacton-on-Sea, and Lowestoft No. 2 Life-boats also rendered the following services:—	
Barque <i>Loch Ken</i> , of Liverpool, assisted to save vessel and . . . . .	14
Steamer <i>Blonde</i> , of Whitehaven, assisted to save vessel and . . . . .	10
Schooner <i>Dorothea</i> , of Riga, assisted to save vessel and . . . . .	4
Brig <i>Messenger</i> , of Yarmouth, assisted to save vessel and . . . . .	7

(See pages 610-612 for the details of these Life-boat Services.)

Voted also 226l. 2s. to pay the expenses of the Eyemouth, Clacton-on-Sea, Margate, Kingsdowne, Walmer, Gorleston No. 1, Appledore No. 1, Braunton, Padstow, Donna Nook, Ilfracombe, Southend No. 2, Saltburn, Mablethorpe Harwich, Arbroath, Hayle, and St. Ives Life-

boats in assembling their crews, or putting off to the aid of vessels which did not eventually require their services.

Voted the Silver Medal of the Institution, accompanied by a copy of the vote inscribed on vellum, to Mr. THOMAS RIMMER, coxswain of the St. Anne's Life-boat, in recognition of his long and gallant services in saving life from shipwreck, particularly on the occasion of the rescue of the crew of the brig *Albert William*, of Liverpool, on the 26th of January. Also 2l. to EDWARD PARRINSON, Bowman of the Life-boat, who has held office many years, and 1l. to THOMAS B. HARRISON, Assistant Coxswain of the Life-boat, in recognition of their good services on the last-named occasion.

Also the Second Service Clasp of the Institution to Mr. JOHN BROWN, Coxswain of the Newbiggin Life-boat, who has completed 35 years' service, and has rendered many gallant services in the boats.

Also 2l. to four fishermen for saving the crew of four men of the fishing-coble *Promise*, of Newbiggin, which capsized 4 miles E. of Newbiggin Point, during a moderate gale from the N.E. on the 17th of December.

SPECIAL COMMITTEE MEETING.

19th March.

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

Read the following Report of the Chief Inspector and District Inspector of Life-boats on their inquiries into the circumstances attending the accidents to the Brighthorne Grange and Brooke Life-boats, on the occasion of the wreck of the ship *Sirenia*, of Glasgow. (For full particulars of the case, see page 614.)

"After due consideration of the evidence taken at the public inquiry into the circumstances connected with the capsizing of the Brighthorne Life-boat on the 10th inst., by which Moses Munt, coxswain, and Thomas Cotton, second coxswain, as well as two of the shipwrecked men then in the boat, lost their lives, also as to the accident by which Reuben Cooper, second coxswain of the Brooke Life-boat, lost his life.

We are of opinion that—

1. The late Moses Munt, coxswain of the Brighthorne Life-boat, did quite right in bringing on shore the women and children only the first time.

2. That coolness, judgment, and good seamanship were displayed by him and those under him in the management of the boat in going to the ship the second time, taking half the shipwrecked crew on board, and in endeavouring to select a favourable opportunity for leaving again for the shore. That a very heavy breaker should strike the boat before she had time to turn round, drive her rapidly astern, and capsize her, was a contingency attached to the situation that human foresight could not provide against.

3. That the fact of twenty-two out of the twenty-six men (eleven of whom had no lifebelts on) did regain the boat after she righted,

clearly shows she must have done so at once, notwithstanding those in her were naturally unable to fix the number of minutes it took the boat to do so.

4. Although the wind and sea had then very considerably decreased, plenty of volunteers being forthcoming to man the boat a third time, after their leaders had unfortunately been lost, we consider pointedly illustrates the courage and grand spirit of these men in Life-boat work: more particularly on the part of William Cotton, who acted as coxswain, David Cotton, and Frank Saller, who all formed part of the crew on each previous occasion.

5. We are of opinion that the call for the assistance of the Brooke boat was cheerfully and readily responded to, that the greatest possible despatch was used in conveying her to the wreck, also that the coxswain had no reason to anticipate having to encounter the very heavy breaker that washed away Reuben Cooper, the 2nd coxswain, and that all possible efforts were made to recover him. In making these the boat lost its opportunity of reaching the wreck and taking off the remainder of the crew. Persistent attempts to do so were afterwards made, until a number of oars were broken by the heavy seas, and the boat's crew had become so exhausted as to render their immediate return to their station the only course open to the coxswain, who was fully justified in adopting it.

6. We are of opinion that the courage and perseverance shown by all the men employed, both in the boats and on shore were conspicuous, and deserving of admiration. Acknowledgment is equally due to the officers and men of the Coast-guard at the Atherfield and Brighstone stations, for their strenuous and zealous co-operation in the work on hand.

7. It is with gratification we find that these disasters have in no way shaken the confidence of the crews in their boats, but we believe they look upon them, and with reason, as contingencies inseparable from carrying out what cannot but be a service of danger.

Dated March 13th, 1888.

HENRY W. CHETWYND,  
Captain R.N., and Chief Inspector of Life-boats.

CHARLES CUNNINGHAME GRAHAM,  
District Inspector of Life-boats."

An Inquest was held on the bodies of two of the men, at which a verdict of "Accidentally Drowned" was returned.

The Inspectors attended the inquest, and also represented the Institution at the funeral. The Committee expressed their admiration at the gallantry of the crews of the Life-boats, and their deep sympathy with the relatives of the men who unfortunately perished, and voted 300*l.* in aid of the local fund for the relief of the bereaved relatives.

Also the Silver Medal of the Institution, accompanied by a copy of the vote inscribed on vellum, to WILLIAM COTTON, FRANK SALTER, and DAVID COTTON, who went out in the Brighstone Grange Life-boats on the three occasions.

Also the Second Service Clasp to Mr. JOHN HAYTER, Coxswain of the Brooke Life-boat. The Silver Medal was awarded to him in

February, 1886, in recognition of his valuable services during the twenty-six years he had held the office of Coxswain.

Also the thanks of the Institution inscribed on vellum to Mr. GEORGE SWEETINGHAM, Chief Officer, and to Mr. WILLIAM BRETT, Chief Boatman in charge of H.M. Coast-guard at Atherfield, in recognition of their valuable services on the occasion.

Also 99*l.* 17*s.* to pay the expenses of the three launches of the Brighstone Grange Life-boat, including a reward of 2*l.* 10*s.* each to the crew who manned the boat on the occasion of her capsizing.

Also 51*l.* 7*s.* to pay the expenses of the Brooke Life-boat launch, including a reward of 2*l.* 10*s.* to each of the crew.

And 2*l.* 5*s.* to two Brooke men who were injured while rendering assistance, and were thereby prevented from going in that boat.

#### SATURDAY, 24th March.

The Annual General Meeting of the friends and supporters of the ROYAL NATIONAL LIFE-BOAT INSTITUTION took place this day at Willis's Rooms, St. James's. His Grace the DUKE of NORTHUMBERLAND, K.G., President of the Institution, in the Chair.

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

The Meeting was also addressed by Sir EDWARD BIRKBECK, Bart., M.P., V.P., Chairman of the Institution: R. U. PENROSE FITZGERALD, Esq., M.P.; Admiral Sir AUGUSTUS PHILLIMORE, K.C.B.; Admiral Sir ERASMUS OMMANEY, C.B.; The Right Hon. LORD COTESLOE, P.C.; Colonel SAUNDERSON, M.P.; The Most Hon. The MARQUIS OF AILSA; and the Right Hon. The EARL WALDEGRAVE.

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

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

#### THURSDAY, 12th April.

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

Read and confirmed the Minutes of the previous Meeting.

Also read those of the Finance and Correspondence, Building, and Wreck and Reward Sub-Committees, and ordered their recommendations to be carried into effect.

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

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

Also the reports of the District Inspectors

of Life-boats on their visits to the following Stations:—

Northern District—Sunderland (three boats), Whitburn, Tynemouth (two boats), Cresswell, Newbiggin, Blyth (two boats), Boulmer, Alnmouth, Bamburgh Castle, Redcar, North Sunderland, Holy Island (two boats), Berwick-on-Tweed, Eyemouth, Hauxley, Cullercoats, Stonehaven, Gourdon, Montrose (three boats), Arbroath, and Port Logan.

Eastern District—Whitby (two boats), Uppang, Staithes, Runswick, Robin Hood's Bay, Scarborough, Filey, Flamborough (two boats), Bridlington Quay, Barmston, Withernsea, Hornsea, Grimsby, Donna Nook, Sutton, Mablethorpe, Chapel, Skegness, Brooke, Brightstone Grange, Margate, Kingsdowne, North Deal, Walmer, and Hythe.

Western District—Poole, Swanage, Kimeridge, Weymouth, Lyme Regis, Sidmouth, Exmouth, Teignmouth, Torquay, Brixham, Dartmouth, Salcombe, Hope Cove, Yealm River, Plymouth, Looe, Mevagissey, Fowey, Falmouth, Porthleven, Lizard (two boats), Cadgwith, Porthoustock, and Mullion.

Irish District—Cahore, Carnsore, Wexford (two boats), Kilmore, Kingstown, Poolbeg, Howth, Skerries, Greystones, Balbriggan, Drogheda (two boats), Giles' Quay, Blackrock, Newcastle, Tyrella, Cloughey, Ballywalter, Groomsport, Portrush, and Greencastle.

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

	£	s.	d.
HER MOST GRACIOUS MAJESTY THE QUEEN, annual subscription . . . . .	50	—	—
Mrs. ATHERTON HOWARD, Cheltenham, for the Anstruther new Life-boat, the <i>Royal Stuart</i> . . . . .	700	—	—
Trustees of the late Mrs. E. DOUGLAS, of Barnes . . . . .	600	—	—
Executor of the late HENRY QUINN, Esq., of Queen Victoria Street . . . . .	450	—	—
WORSHIPFUL COMPANY OF GROCERS (additional) . . . . .	200	—	—
CIVIL SERVICE LIFE-BOAT FUND, per CHARLES DIBDIN, Esq., F.R.G.S., Hon. Secretary, to recoup the Institution the amount expended by it during the year 1887, in rewarding the crews of the Civil Service Life-boats for services. . . . .	128	2	6
Mr. and Mrs. LEOPOLD SALOMONS, passengers on the s.s. <i>Albert Victor</i> , March 11th, 1888, "A Thank-offering" . . . . .	105	—	—
THE HON. ALGERNON TOLLEMACHE SOCIETY FOR THE DISCHARGE AND RELIEF OF PERSONS IMPRISONED FOR SMALL DEBTS (additional) . . . . .	60	—	—
A LADY . . . . .	50	—	—
A FRIEND, St. Bees . . . . .	35	—	—
SYDNEY LAWRENCE, Esq., Clapham TRUSTEES OF BERMAN'S CHARITY (additional) . . . . .	10	10	—
Offertory, &c., at ROSSALL SCHOOL, Fleetwood, per the Rev. C. C. TANCOCK . . . . .	9	6	10

	£	s.	d.
Collected on board the s.s. <i>Oroya</i> , per Captain J. B. PARK . . . . .	9	—	—
HENRY WILES, Esq., "a thank-offering for safe landing after a perilous crossing the Channel on the 11th March" . . . . .	5	—	—
—To be severally thanked.			

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

	£	s.	d.
The late DANIEL WILLIAMS, Esq., of Ormskirk, to Liverpool Branch (duty free) . . . . .	200	—	—
The late LORD NORTHWICK . . . . .	100	—	—
The late Miss J. M. HAMLEY, of Sydenham . . . . .	100	—	—
The late ADOLPH LAMELSON, Esq., M.D., to Manchester Branch (duty free) . . . . .	100	—	—
The late Miss S. B. EVINS, of Newton Abbot . . . . .	10	—	—

Deep regret was expressed at the death of Mr. CHARLES HENRY COOKE, F.R.I.B.A., who had been the Architect to the Institution for thirty years.

Also at the decease of Mr. ALFRED BOWER, who had been Chairman of the Liverpool and New Brighton Branch of the Institution for eighteen years.

Also at the death of Captain PHILIP GOING, R.N., and Mr. J. W. BROADBENT, who had respectively held the office of Honorary Secretary of the Cambridge and Ashton-under-Lyne Branches of the Institution.

Voted the thanks of the Committee to the Rev. F. J. HEARNE, in recognition of his valuable co-operation during the seven years he occupied the office of Honorary Secretary of the Groomsport Branch of the Society.

Voted the Silver Medal of the Institution, accompanied by a copy of the vote inscribed on vellum, to Mr. EDWIN MATTHEWS, in recognition of his long and gallant services as coxswain of the Lizard Life-boats.

The Committee also specially recognised the good services rendered by Mr. WILLIAM ALFORD and Mr. J. TOMS, during the period of twenty-two years in which they occupied the office, respectively, of coxswain and second coxswain of the Looe Life-boat.

Reported the transmission to their Stations of the Campbelltown, Skerries, and Stonehaven new Life-boats.

Also that the Newquay (Cornwall) Life-boat had been altered and improved, and returned to its Station.

Paid 6,551l. 3s. 2d. for sundry charges on various Life-boat Establishments.

Voted 217l. 1s. 6d. to pay the expenses of the Boulmer, Lizard No. 2, Scarborough, Plymouth, Montrose No. 1, Bembridge, Hartlepool No. 3, Broughty Ferry, Caister No. 1, Wexford No. 1, Gorleston No. 1, Arbroath, Moelfre, Douglas No. 2, North Berwick, and Newbiggin Life-boats in rendering the following services:—



	Lives saved.
Boat of the schooner <i>Marshall</i> , of Wick . . .	4
Barque <i>Lady Dufferin</i> , of Plymouth . . .	17
Dandy <i>Vivid</i> , of Scarborough . . .	3
Norwegian barque <i>Souvenir</i> . Rendered assistance.	
Three fishing smacks. Remained afloat.	
Norwegian brig <i>Olivia</i> . Remained by vessel.	
S.S. <i>Andalusia</i> , of Scarborough. Rendered assistance.	
Dutch schooner <i>Willem</i> . Rendered assistance.	
Schooner <i>Queen of the Minstrels</i> , of Harwich. Rendered assistance.	
Ship <i>Andromeda</i> , of Geestemünde . . .	16
Barque <i>Saltee</i> , of Wexford . . .	13
Cutter <i>Young Robert</i> , of Great Yarmouth	2
Seventeen fishing-boats and a pilot-boat. Remained afloat.	
Schooner <i>Fairlie and Jane</i> , of Beaumaris	3
Schooner <i>G. W. Pearn</i> s, of Plymouth . . .	5
Schooner <i>Oberscew</i> , of Dychling . . .	8
Twenty-three fishing-cobles. Rendered assistance.	

The Montrose No. 1, Aldborough, Lowestoft No. 2, Harwich, and Kilmore Life-boats also rendered the following services:—Fishing-boat *Squirrel*, of Ferryden, saved boat and 4; Norwegian barque *Hoppet*, assisted to save vessel and 13 men; smack *Olive Branch*, of Lowestoft, assisted to save vessel and 5 men; brig *William and Anthony*, of Folkestone, saved vessel and 8 men; barque *Pass of Leny*, of Glasgow, rendered assistance.

(Details of most of these services are given on pages 608-615.)

Voted 363l. 5s. to pay the expenses of the Bridlington, Sunderland No. 1, Mablethorpe, Gorleston No. 1, Walton-on-the-Naze, Caister No. 2, Bamborough Castle, North Sunderland, Cadgwith, Southsea, Hayling Island, Whitby No. 1, St. Mary's (Scilly), Saltburn, Mundesley, Douglas No. 2, Cullercoats, Grimsby, Thorpe, North Deal, Kessingland No. 3, Port Logan, Montrose Nos. 1 and 2, Lowestoft No. 2, Bude, Palling No. 2, and Newbiggin Life-boats, in assembling their crews, or putting off in reply

to signals of distress shown by vessels not ultimately needing the help of the boats.

Voted the Silver Medal of the Institution to Mr. WILLIAM WALLACE, assistant lightkeeper at Point of Ayre Lighthouse, Isle of Man; to his wife; to Miss ELLEN BLYTHE, daughter of the head keeper of the lighthouse, and to Mr. T. A. CHRISTIAN, temporary assistant keeper, for saving, by means of lines, at great risk, the crew of four men of the schooner *Burns and Bessie*, of Barrow, which had stranded under the Point of Ayre Lighthouse during a strong E. gale and a very heavy sea, on the 11th March.

Also 7l. 10s. to six fishermen, for putting off in a small boat and saving two of five men from the fishing-boat *Jane Smith*, of Arbroath, which had been capsized on the bar of Arbroath Harbour, during a strong breeze from the N.N.E. and a heavy sea, on the 25th February.

Also 5l. to five men, for putting off in a small boat and rescuing three of the crew of a fishing-boat which had been capsized while attempting to land at Bray, co. Wicklow, during a strong N.E. wind and a very heavy sea, on the 14th February.

Also 2l. 10s. to five men, for putting off in a boat and rescuing three men whose boat had been capsized off Balbriggan, co. Dublin, during a strong E. breeze and a heavy sea, on the 15th March.

Also 1l. 10s. to the crew of the fishing-boat *Howe of Buchan*, of Peterhead, for rescuing one of the crew of the schooner *Fantasy*, of Tain, who had fallen overboard from the rigging of the vessel, when about 2½ miles from Peterhead, during a moderate breeze from the S.S.W. on the 4th February.

Also 1l. 10s. to a man who was injured while firing a signal-rocket on the occasion of the launch of the North Berwick Life-boat on the 29th March.

Also 1l. to four men for wading into the surf, with ropes round their waists, and rescuing three of the crew of the barque *Albion*, of and from Brevig, Norway, for West Hartlepool, which was totally wrecked on Ross Links, off Holy Island, during a violent storm from the E.S.E. on the 15th March.

## NOTICE.

*The next number of the LIFE-BOAT JOURNAL will be published on the 1st November 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 NORTHUMBRELAND, 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	...		...
Total . . . . .	77	572	£3,345	2 6

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 293 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 33,640: for which services 97 Gold Medals, 1009 Silver Medals or Silver Clasps, 139 Binocular Glasses, 15 Telescopes, and £99,660 have been given as Rewards.

Annual Subscriptions and Donations are earnestly solicited, and will be thankfully received by the Secretary, CHARLES DIBDIN, Esq., at the Institution, 14 JOHN STREET, ADELPHI, London; by the Bankers of the Institution, Messrs. COUTTS and Co., 59 Strand; Messrs. HERRIES, FARQUHAR, and Co., 16 St. James's Street; Messrs. HOARE, 37 Fleet Street, London; and by all the other Bankers in the United Kingdom.—August, 1888.