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THE ENGLISH SEA FISHERIES.

THE sea fisheries of this country cannot but be a subject of interest to every one, whether living on the sea-coast or inland, but more particularly must they be so to the friends of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, because of the Association's intimate connection with the fishermen round our coasts, who form the majority of the Life-boat crews, and have ever shown themselves ready to face all dangers in carrying out their self-imposed work of rendering help to those in danger from shipwreck. It is true that many of these services are performed to comrades and relations making for the shore when caught at sea in their boats by one of those sudden changes of weather for which our climate is proverbial, but they are always made with equal readiness to strangers or foreigners.

The reports of the Inspector of Sea Fisheries, under the new Fisheries Department of the Board of Trade, will well repay perusal, especially this year's, which deals in a great measure with the dangers incidental to deep-sea fishing and the measures taken to guard against them.

The Report commences with reference to several clauses of the Merchant Shipping (Fishing Boats) Act, 1887, which, we think, might be more clearly described as the Fishing Boats Act Amendment Act. With the object of bringing a considerable number of steam trawlers within

the clauses requiring that the skippers and second hands of trawlers of a certain tonnage should hold certificates, the Act provides that the gross, and not the nett tonnage, shall be taken as the registered tonnage. It then makes it compulsory on the owners to render to all hands, paid by shares of the catches, detailed accounts of the fish sold, as well as of all deductions made in respect of expenses and provisions. After referring to further clauses of minor interest, the Report comes to a clause it very rightly styles "a most important one." It is the one that deals with the question of "boarding," or the system in vogue for conveying the fish when caught from the fishing vessel proper to the steam carrier, or "cutter," that is to take it to market. This carrier is an innovation sprung up of late years, consequent on the use of the steam-engine. Instead of every vessel now bringing her own fish in to market, as in the "good old days," the greater number of the fishing vessels remain out for weeks, sending their fish home by steamers employed for the purpose. The fishing vessels keep together and form "fleets," under an acknowledged head called the Admiral, who has certain defined duties and responsibilities, and whose authority is generally well recognized within the limits of those duties; hence the term "fleeting," as this system

is called. It will be readily understood that the "boarding," carried out in the middle of the North Sea at all seasons of the year, must be a work of considerable danger, and one requiring the most careful arrangement and supervision that circumstances admit of. A number of lives are lost every year in this service; during 1887 the number was 24. Lamentable as this is, considering all things, it is almost less than might have been anticipated, and appears to us to fully confirm the verdict of the ROYAL NATIONAL LIFE-BOAT INSTITUTION after special inquiry in 1881, and the now general opinion, that the fishing-smacks' boats are, to use the words of the Report, "well adapted for the purposes for which they are intended, and could scarcely be improved upon."

The section of the Act above referred to as "important" is the one that provides that the Board of Trade, "on the application of the owners or responsible managers of fleets," shall make regulations respecting the conveyance of fish from trawlers to vessels engaged in collecting and carrying fish to ports, as may appear to the Board to be expedient for the purpose of preventing loss of life, or danger to life or limb, such regulations to be laid before Parliament for thirty days, and then to become law unless any contrary resolution be passed.

Two fleets have already availed themselves of the Act, and the regulations published, if properly carried out, should go far to ensure order and lessen risk to life.

The regulations provide that there shall be one signal for "boarding" to be undertaken, and that it shall be displayed by the carrier, but not in such weather as to render it dangerous for boats to do the work. The Admiral, when present, shall determine whether the weather is fit for the work or not; if he thinks it so, he will cause the carrier to make the signal. In the Admiral's absence this duty devolves on the master of the carrier. Whilst the boarding signal is flying, the master of the carrier must be on deck, and is given

full authority over the crews of all boats alongside his vessel. In the event of a change of weather whilst the work is going on, he is to haul down the signal, and, having cleared the boats that may be alongside, to steam to windward of the fleet. No skipper is to send his boat to the carrier with fish unless the signal is actually flying; at the same time, the fact of its flying does not render it compulsory on any skipper to send away his boat. He is to use his independent judgment in the matter. The owner of every smack is required to provide two life-buoys, and the skipper is required to keep them and "*any other life-saving appliances which may be supplied by the owners,*" at all times fit and ready for use. No skipper is to permit his boat to go to the carrier without having a suitable life-buoy attached by a line to the stern-ring of the boat.

We cannot but earnestly wish that the regulations, so complete in every other way, even to a jackstay along the keel for men to lay hold of if the boat is capsized, made further mention of life-belts than that indirectly implied in the paragraph given in italics. If there is a time in which life-belts are useful in case of a capsiz, it is eminently so when the accident occurs in the neighbourhood of other boats or vessels who can render assistance, such as would certainly be the situation in the circumstances we are considering.

Even if it were considered inadvisable to give skippers power to require their men to put life-belts on, the men should at least have the opportunity of doing so, by its being required that one for each man should always be carried in the boats. It is true that possibly this point may have been purposely omitted, as coming within the functions of the Consultative Committee of the Board of Trade, established under the Merchant Shipping Act of this year, whose duty it will be to frame regulations as to the life-saving appliances to be in future carried in British vessels, and we hope *this may be so. To ensure the boat*

being properly managed, the regulations require that either the skipper or second hand (*i.e.*, mate) shall always go in charge of her, and they finish with a note to the effect that any one to whom they apply, not complying with them, incurs a penalty not exceeding 10*l*.

In framing these regulations, the Board of Trade had the advantage of the very able report made by Mr. Twiss, stipendiary magistrate of Hull, and Captains Castle and Anderson, of their exhaustive investigation of the subject in all its bearings held in connection with the inquiry into the loss of two lives, by the capsizing of the boat of the smack *Abo* of Hull, when "boarding" the carrier *Northward*, in August 1887.

An immense benefit must accrue to the crews of the North Sea fishing vessels by the convention referred to in the report, and recently entered into by the six powers bordering that sea—*viz.*, England, France, Belgium, Holland, Germany, and Denmark—for the suppression of those pests of the sea called "Coopers," or vessels whose nefarious business it was to supply the fishing vessels at sea with spirits. Tradition says they were not particular as to the quality of the goods, nor as to whether they were paid in money, the owners' fish, or the vessels' stores. All this is now prohibited; and all vessels plying in the North Sea for the purpose of supplying provisions and other articles to fishermen must be licensed by their own Government under strict regulations as to not carrying spirits for sale.

The report calls attention to a question well worthy of consideration—especially in these days when the competition in all callings is so keen that success is hopeless to any but masters of their craft. In the inquiry at Hull before alluded to, there was but one opinion expressed by the witnesses as to the efficiency of the younger hands as fishermen; this was to the effect that they had, on this point, deteriorated decidedly during the last six or seven years. This deterioration was not in seamanship or in bodily physique,

but in the knowledge and performance of their duties as fishermen, and was attributed to the break-down in the system of apprentices, owing to the entirely altered position between master and apprentice brought about by the Merchant Seamen (Payment of Wages and Rating) Bill that became law in 1880. We often used to hear of the hardness of these boys' lives, the hardships they went through, and the cruel treatment they were subjected to; but we should hope that with the very much closer Government supervision now established and the very general amelioration of manners that is undoubtedly spreading through all classes, such things could not occur now, or at any rate, not nearly to the same extent. Seeing that it must be to the interest of all concerned, more particularly to the owners and masters of fishing vessels, to contribute towards promoting efficiency in the work of the young hands growing up in their calling, we cannot but hope to see greater efforts made to increase the number of apprentices; for it can hardly be supposed that there are not plenty of boys to be found, especially when it is so hard to find employment for them at home and in the colonies.

One very important Table attached to the Appendix of this Report, is that which gives the number of fishermen lost at sea from fishing vessels belonging to the United Kingdom in each of the last four years. The Table is divided into two parts. The first contains the losses by "wrecks or casualties," and is subdivided again into foundering, strandings, collisions, other casualties, missing vessels. The totals for the four years, from 1884 to 1887 inclusive, are:—foundering, 110; strandings, 29; collisions, 72; other casualties, 195; and missing vessels, 197. For the year 1887, the figures are:—foundering, 36; strandings, 9; collisions, 27; other casualties, 78; and missing vessels, 51; thus, in every case but strandings (a small item), the losses in 1887 were considerably above the average.

The second Table is divided into—fell

overboard, fell overboard when drawing water, washed overboard, knocked or pulled overboard, or otherwise killed by sails, tackle, etc., drowned from small boat, drowned when fish-carrying, natural causes, suicide. The numbers for the four years—fell overboard, including drawing water, 164; washed overboard, 90; knocked or pulled overboard, etc., by sails, etc., 57; drowned from small boat 27; drowned when ferrying fish, 52; natural causes, 32.

The figures in this Table for 1887, are respectively, 48, 28, 18, 7, 24, 8, 0, also above the average for the four years. The totals of the two Tables separately are 603 and 427, making a grand total, after deducting the deaths from natural causes and suicides, only seven short of *one thousand lives lost* in four years. It would be Utopian to suppose this loss could be completely prevented, but we

cannot but think the figures under the first four heads in the second Table, viz., fell, washed, and knocked overboard, amounting in the aggregate to 94 lives last year, might be appreciably reduced. That a rider in this direction should be made seems also to have been the opinion of Mr. Twiss and his coadjutors at Hull, for they point to these items in the return, and recommend for the East Coast smacks the introduction of a ridge rope and stanchions which could easily be let go when in the way of working their trawls, etc. If we had the details of this return of losses, we think they would probably show that a large proportion of these lives were lost on the coast of Scotland, where the want of protection in the decked fishing-boats is much greater than in the English East Coast smacks to which of course these gentlemen's recommendations more particularly refer.

THE LIFE-BOATS OF THE UNITED KINGDOM.

LXX. HUNSTANTON.—*Licensed Victualler*, 34 feet by 7½ feet, 10 oars.

A distinction should be made between old and new Hunstanton; the latter, commonly known by the name of Hunstanton St. Edmunds, is situate about a mile south of old Hunstanton, and we shall only notice it in this brief description as a watering-place of the usual type of seaside resorts, which owes its existence to the opening of the Lynn and Hunstanton Railway. The provision for visitors was at first very small, but it has risen gradually in importance from a hamlet to a town possessing all the *advantages of a civilized community*. It enjoys a mineral spring in the neighbourhood of Ringstead Downs having chemical properties equal to those of some of the best-known spas in England. The town, too, is the only one on the Eastern coast open to the sea with a western aspect. An iron pier, without which no watering-place is complete, was constructed in 1870. It is more than 800 feet long, and, owing to the flatness of the beach, visitors can at low water walk on the sands round the head of the pier; but at high water the sea flows right up to the

cliffs. Near the entrance to the pier is the open space called the Green, or Recreation Grounds, sloping towards the sea, and consequently exposed to the invigorating sea breezes. These grounds are a great acquisition to the town, and are rendered more attractive by the lawn-tennis courts, archery and quoits, with which they are provided. It is here, when watching the fine autumnal sunsets, that one is reminded of the fact that this portion of the East coast looks due West.

Leaving Hunstanton St. Edmunds, a walk of about a mile, either along the now dangerous footpath on the summit of the cliff, or by the beach, should it be low water, will bring us to the old village of Hunstanton, standing on a slight eminence, with a declivity to the East. It is situated at the extreme N.W. corner of the county, which possesses over 90 miles of seaboard, and on the eastern side of the great bay called the Wash, which here unites with the German Ocean. In common with the rest of the county, great ravages have been made here by the sea, which at high water dashes against the cliffs with great force and washes away large masses of earth.

The soil thus lost forms the dangerous shoals and banks abounding in the vicinity of Hunstanton. The sea is said to encroach on the land at the rate of a foot every year, and as there is no natural formation along the coast strong enough to resist the even sweep of the waters, the easy curve of the shore is nowhere broken. The splendid stretch of fine, firm and level sands, and the beautiful scenery in the neighbourhood, made Hunstanton for many years a favourite watering-place; but it has been, to a great extent, spoiled by the railway, which brings to it crowds of excursionists from the several large centres of industry. The bathing, with such sands, is excellent, and there is also very good sea-fishing. The cliff which divides the two Hunstantons is about 60 feet in height at the highest part, and is composed principally of red carrstone, of which the houses are, as a rule, built. It is about a mile in length, and gradually descends after passing the Lighthouse, until it disappears altogether as a sea barrier, and is succeeded by an extensive range of sand-hills. The beach becomes more shingly as it approaches the extreme point of land at Holme, called St. Edmunds Ness, where the shore turns eastward to the German Ocean. Should we select the footpath on top of the cliff in preference to the beach for our walk to old Hunstanton, about midway we come to the ruins of St. Edmund's Chapel, where St. Edmund is said to have landed and in pursuance of a vow shut himself up till he had learnt all the Psalms by heart. The time he took for accomplishing this self-imposed task is not on record, but, having done so, he is said to have been at once crowned King of Anglia. A little further on we arrive at the Lighthouse, now standing unpleasantly near to the edge of the cliff. It was erected by the Elder Brethren of the Trinity House in 1840. The light, a splendid one, is 110 feet above the level of the sea, and can be seen a distance of twenty miles. A few years ago it was altered to an occulting light, which produces two eclipses, in quick succession, every half minute. A strip of red glass, the height of the lantern, and 12 inches wide, is placed on its west side, to throw a ruddy and a warning glare upon a dangerous shoal, known as the "Roaring Nuddle,"

situated midway between the Norfolk and Lincolnshire coasts. On a clear day, the Lincolnshire coast and the fine old tower of Boston Church can be distinctly seen from the Lighthouse. At night time, miles out to sea, may be seen the regularly returning flash, or revolving light, of the Lynn Well Lightship. The channels between the perfect labyrinth of sands are carefully buoyed and beacons, and altogether the great bay of the Wash is one of the most carefully tended portions of the navigable waters on the eastern coast.

The great bulk of the land in Norfolk is in the hands of some ten thousand holders, and, as might be expected, the seats of many such large proprietors are very fine, and that belonging to Mr. Le Strange, Hunstanton Hall, situated in a beautiful and extensive park, is one of the most interesting. The Lordship of Hunstanton has been in the family of the Le Strange's ever since the Conquest. The greater part of the Hall was built by Sir Roger Le Strange, who was Esquire to Henry VII., and there is a fine brass to his memory in the church. Here lived, too, Sir Roger Le Strange, the great pamphleteer, who took such an active part in the civil war of Charles I. After the Restoration he became a great political writer, and was appointed Licenser of the Press.

Unfortunately, there was a serious fire in 1853, and the old dining-hall and eighteen other rooms were burnt. At a recent trial in connection with the rights of the Lord of the Manor a charter dating as far back as the reign of John was, we believe, produced granting to him the foreshore seaward as far out as the cast of a javelin reached, from a horseman who had first ridden out at low water (it does not say whether spring or neap tides) as far as the depth of the sea would permit. As, therefore, the tide recedes here to a great distance, Mr. Le Strange can lay claim to a considerable extent of beach. The church is a fine structure, built about 1350; the whole fabric was entirely restored, in 1860, by the late Mr. Le Strange, the work being carried out under his supervision and from his own designs. The building contains several tombs and fine brasses of the Le Strange family well worthy of notice. This article would be incomplete without

a reference to one of the most curious phenomena of Hunstanton—the submarine forest, of which Mr. Mundford gives the following account:—"A very striking instance of the destruction of land on the borders of the ocean, by the mighty agency of tides and currents, or by some other natural causes, may be seen off the coast of Hunstanton at low neaps, for there commences at Brancaster Bay, stretching by Holme and Hunstanton across the Wash, and extending all along the coast of Lincolnshire, from Skegness to Grimsby, a submarine forest, which, in ages far remote, abounded in trees and plants indigenous to the district. This now submerged tract was once inhabited by herds of deer and oxen, as is evident from the remains of their horns and bones, which have been occasionally found here. The foot of man has also trodden these wastes, for works of art have been met with, buried with the forest beneath the waves." Mr. Mundford also tells us that although it is difficult to reach the overwhelmed forest without the assistance of a boat, he managed to do so one autumn at an extremely low tide. About two miles north of the cliff, and one and a half miles from high-water mark, lies the prostrate forest, consisting of numberless large timber trees, trunks and branches, many of them so decomposed and so soft that they might easily be penetrated by a spade. These vegetable remains now lie in a black mass, covering a space of some 500 or 600 acres. Many of the trees are quite sound and still fit for use, and are sometimes cut up for posts and rails. Before the establishment of a Life-boat station at Hunstanton, the only protection against shipwreck and casualty, at a spot characterised by seamen as being one of the most dangerous parts of the coast between Dungeness and the Orkneys, was the Coastguard boat. It is not surprising, therefore, to find that in the year 1867 the inhabitants expressed a wish to have a Life-boat. The Board of Trade also, about the same time, forwarded to the National Institution a copy of a return made to the Board by the Inspecting Officer of Coastguards, in which attention was called to the want of a Life-boat at this place. The Committee of Management, acting upon these representations, promptly ordered the Station

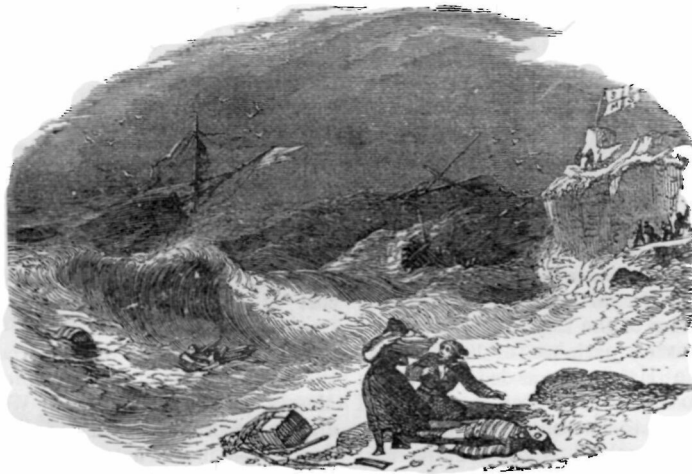
to be proceeded with. The whole cost was defrayed by the Licensed Victuallers of London, through the indefatigable zeal of Messrs. W. Smalley, T. Winterbottam, J. Wylde, and other gentlemen. The Institution was also much indebted to Mr. Hamon Le Strange and Mr. W. C. Beedy, of Hunstanton, who, with other gentlemen, assisted in the formation of the Life-boat Station. A grand demonstration and public launch took place on the arrival of the Boat, which was drawn on its carriage along the principal roads, accompanied by a large procession. After being formally presented to the Institution and named the *Licensed Victualler* she was launched and exercised under oars and sails. The Boat had not to wait long to prove that notwithstanding her name, she could take kindly to water though the retort might be made by one of the trade that she did so with spirit too, for within a few months of her inauguration, her life-saving powers were put to a rude test. The Swedish barque, *Thetis*, had been driven, during bad weather, on the Wool Pack, a treacherous bank six miles from Hunstanton, and stretching almost entirely across the bay. The Life-boat was launched, reached the vessel just as her distressed crew had taken to their own boats and were drifting out to sea, and brought them safely to shore. Two or three weeks later she brought off the crew, fifteen in number, of the steamship *Harmonia*, of Hamburg, which had been driven on Brancaster Staith during a heavy gale from the N.E. At the end of the year 1884 an Endowment Fund was started in the ranks of the trade by Mr. A. L. ANNETT, Secretary of the Licensed Victuallers' Asylum, to commemorate the service performed by the *Licensed Victualler* on the night of the 24th November of that year, when she saved twelve lives from the barque *Alabama*. This Life-boat, after twenty years of service, during which she had been instrumental in saving eighty-six lives, was replaced last year by a more modern one, bearing the same name, and a fund was at once started by the Licensed Victuallers, under the presidency of Mr. ALEXANDER L. BRUCE, a prominent member of the wholesale trade, to defray the cost of the new Boat.

The Life-boat Establishment is entrusted to the care of a committee of

management composed of local gentlemen, Mr. LE STRANGE, who has been actively associated with the Branch since the formation of the Station in 1867, is Chairman, and the Vicar of Holme, the Rev. C. E. BROWNE, fills the post of Hon. Secretary. The Vicar of Hunstanton, the Rev. A. WALLER, occupied the latter office from 1870 until 1882, when he was obliged to resign in consequence of bad health. He was succeeded by Cap-

tain NOEL, R.N., who held office until 1885, and the Institution is under great obligation to him, as well as to Mr. LE STRANGE, for their exertions in maintaining the efficiency of the Branch during that period, financially as well as practically. Mr. LE STRANGE still fills the Chair, and Mr. BROWNE, the present Hon. Secretary, has proved himself a worthy successor to those who preceded him in that office.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.



NORTH BERWICK.—One of the newest type of Life-boats has been placed on this station. It is 34 feet long, 7½ feet wide, rows ten oars, double banked, and is provided with a transporting carriage. The cost was defrayed from a bequest given to the Institution by Mrs. FERGUSON, of Bolton, the boat being named the *Fergus Ferguson* after her late husband. There was a large gathering of spectators on the occasion of the public naming and launch of the new Life-boat on the 20th August, 1887, it being estimated that from 5,000 to 6,000 persons witnessed the interesting ceremony, which was carried through in the usual way. The Local Committee and their Honorary Secretary, D. McCULLOCH, Esq., spared no effort to render the inauguration successful in every way, and happily their kind efforts were attended by complete success. Prior to the launch, Mr. McCULLOCH called special attention to the services of the Life-boat

men, observing that in fair weather or foul he never had the slightest difficulty in getting a crew when necessary. By day or night when the word went forth to man the Life-boat, the order was promptly obeyed. All honour to those brave fellows who went with their lives in their hands to rescue their fellow-men. He called for three cheers for the Life-boat crew, which were heartily accorded. The naming ceremony was performed by Miss NISBET HAMILTON, of Archerfield and Biel, President of the Branch. After a short trial at sea, the boat was taken into the harbour and overturned by means of a crane, when her self-righting properties were tested to the entire satisfaction of the crew.

DARTMOUTH.—No part of the South Devon Coast is more dangerous than that which forms the entrance to Dartmouth Harbour. Even in fine weather the navi-

gation is very difficult for ships entering the port, and when a gale prevails from the S.E. the risk is very great, owing to the somewhat narrow channel being flanked by several rocks. That very few casualties occur is due to the precautions taken by the harbour commissioners, and the existence of a pilot service which is always available. In addition to this the NATIONAL LIFE-BOAT INSTITUTION has had a boat stationed here for the past nine years to render assistance to any disabled vessel. It became necessary, however, to replace it by one of the modern class, possessing all the recent improvements; and Mrs. SHAW, of Exeter, having signified her intention of defraying the cost of a new boat in memory of her late husband, the Committee of the Institution decided to send it to Dartmouth. The new Life-boat is 34 feet long, 8 feet wide, and rows 12 oars, double banked. During the winter it will be moored in Marfleet Creek, and in the summer months will be located in the house built for its reception at Sandquay.

The launch of the new boat took place on the 20th September, 1887, under most favourable circumstances. Mrs. SHAW and a number of the Local Committee and friends, having partaken of luncheon at the Castle Hotel, proceeded by steam launch to where the boat was manned and all ready to be sent into the water. A crowd assembled on the ships and adjoining points of vantage, whilst a number of boats took up position on the river. The band of H.M.S. *Britannia*, under Signor RINCEI, was stationed in the vicinity, and in addition to playing a few pieces prior to the commencement of the ceremony, led the singing with much efficiency.

Admiral WHITE, on behalf of Mrs. SHAW, formally handed the boat over to the Institution, and expressed the hope that it would be the means of saving the lives of any sailor who might unfortunately be wrecked on that coast.

Commander LA PRIMAUDAYE, R.N., District Inspector of Life-boats, on behalf of the Institution, and Major HOCKIN as Honorary Secretary of the Local Committee, heartily thanked Mrs. SHAW and the Institution for their handsome gift.

After a hymn had been sung, and the Rev. L. S. BROWN had offered a short prayer, Mrs. SHAW stepped forward, and breaking a bottle of champagne over the

bows of the boat, named it the *Henry and Amanda Shaw*. The dogshores were then cut adrift, and the boat, with the flag of the Institution at the bow and the red ensign at the stern, glided into the river amidst loud cheers from the spectators, whilst the band played "Rule Britannia." The launch was a most successful one, and after the boat had made one or two trial trips, the proceedings were concluded with the National Anthem. In the evening the crew were entertained at dinner.

LLANDUDNO AND BRIGHTON.—New Life-boats, possessing all the latest improvements; have been sent to Llandudno and Brighton by the ROYAL NATIONAL LIFE-BOAT INSTITUTION, to take the place of boats stationed there many years since. The Llandudno Life-boat is 37 feet long, 8 feet wide, and pulls 12 oars, whereas the Brighton one is 34 feet long, 7½ feet wide, and rows 10 oars double banked. Both are fitted to carry water ballast, and have all the other characteristics of the boats of the Institution in the way of self-righting, self-ejecting water, &c. The cost of the new Life-boats with their transporting and launching carriages and equipments, has been defrayed from the "Sunlight Competition," promoted by Messrs. LEVER BROTHERS, of Warrington, and, in accordance with the wishes of the donors, the boats are respectively named *Sunlight, No. 1*, and *Sunlight No. 2*.

The first launch of the Llandudno new Life-boat at its station took place on the 3rd December last. The day was one of general rejoicing, and the proceedings were witnessed by a gay and brilliant gathering. The naming ceremony was performed by Mrs. CRAWLEY, and the crew were much pleased with the boat's behaviour after they had tested it at sea. The inauguration of the new Life-boat at Brighton on the 14th February last was also very successfully carried out. After the boat had been taken through the town on its transporting carriage, drawn by six fine horses, with an escort of Coastguardmen and Royal Naval Volunteers, headed by the band of the Brighton Volunteer Artillery, it was brought down to the beach opposite the Arch, recently fitted up for its reception, where an immense crowd had assembled. Several short speeches were then made by the Mayor of Brighton, Mr. W. J. ROBINSON, Messrs.

LEVER BROTHERS' representative, Alderman Cox, Chairman of the Local Committee, and Mr. C. CUNNINGHAME GRAHAM, late R.N., District Inspector of Life-boats. A short religious service, conducted by the Rev. Prebendary HANNAH, Vicar of Brighton, followed, after which the naming of the boat, by breaking a bottle of wine against its bow, was performed by the Mayoress, and it was launched and tried by its crew, who were greatly pleased with their new craft.

HARTLEPOOL AND WEST HARTLEPOOL.—In addition to the new No. 1 Life-boat for West Hartlepool, referred to in the *Life-Boat Journal* for November 1887, p. 422, three other new water-ballast boats have recently been sent to these stations. Each of these boats is 34 feet long, 8 feet wide, and pulls 10 oars double banked. The Hartlepool and West Hartlepool No. 2 boats, like their predecessors, are named the *Charles Ingleby* and the *Foresters' Pride*, the original boats having been respectively presented to the Institution by the late Rev. Charles Ingleby and the Ancient Order of Foresters. The remaining boat, *Hartlepool No. 3*, was provided from the Cyclists' Jubilee Fund, contributed through the founder, HENRY STURMEY, Esq., editor of the *Cyclist* newspaper, about 6,000 wheelmen having subscribed to make the gift to the Institution. There was an extraordinary gathering at Hartlepool on the occasion of the first launch of this boat on the 17th December last, the display being without parallel in local annals. The Mayors and Corporations of the two towns, the County and Borough Magistrates, and other local bodies officially took part in the proceedings, which were witnessed by many thousands of spectators, including a large number of subscribing cyclists; some of them having come from London, Liverpool, Edinburgh, Glasgow, and other distant places. Mr. STURMEY, in making the presentation of the boat, said that it was given in honour of the Jubilee of Her Majesty the QUEEN, and he believed that the cyclists throughout the country could not have adopted a more practical method of celebrating Her Majesty's long and auspicious reign. The ceremony of naming was performed by the Mayoress.

BROOKE, ISLE OF WIGHT.—A new 34-foot ten-oared Life-boat was publicly

inaugurated at this Life-boat Station on the 1st February last. The cost of the boat and equipment was defrayed from a Legacy bequeathed to the Institution by the late Mr. W. S. LEWIS, of Mossey Green, Shropshire, and in accordance with the wishes of the testator, the boat is named the *William Slaney Lewis*.

A numerous and influential company assembled at the Life-boat house on the day of the launch, amongst whom were the Executors of the donor of the Life-boat, Messrs. J. H. SLANEY, ST. JOHN TIPTON, and R. MILLINGTON, and the Solicitor to the Estate, Mr. J. BIDLAKE, of Wellington, Shropshire. The boat on its arrival was met by the Rev. J. PELLEW GAZE, Rector of Brooke, who is also Chairman of the Local Life-boat Committee. The Rector wore his ecclesiastical robes, and was accompanied by the Church Choir, also attired in surplices. In a short address he explained the necessity which had led to the construction of a new road for the use of the Life-boat, the land for which was given by the late Mr. SEELY; and he announced, amid cheers, that he had that morning received a cheque for 50*l.* from Colonel SEELY towards defraying the expenses of construction, together with an expression of his regret at not being able to be present. The Rector then called on Sir BARINGTON SIMMONS, who said: "I declare this road open for Life-boat purposes only." The barrier having been withdrawn, Sir BARINGTON made some eloquent remarks on the Life-boat work in the Isle of Wight. Mr. J. H. SLANEY then formally handed the boat over on behalf of the donor, hoping that it would abundantly fulfil the noble intention of the giver. Mr. C. CUNNINGHAME GRAHAM, late R.N., the District Inspector, said it was his pleasing duty, as the representative of the Institution, to receive that noble example of generosity at the hands of the Executors of Mr. SLANEY LEWIS. After explaining the merits of the boat, the Inspector said, in handing her over to the Local Committee, he felt sure she would be in safe hands, and that her merits would be appreciated. He referred to the twenty-eight years service of the Coxswain, who wore the medal of the Life-boat Institution—a noble decoration, and in his opinion equal to the Victoria Cross; but they had also a brave crew, ever ready to follow their

leader, and he (the speaker) knew that, whenever a call might come, they would respond without hesitation. The Rev. J. P. GAZE in accepting the boat on behalf of the Brooke Sub-committee, Coxswain, Crew, and himself as Chairman, said he did so with much pleasure. The crew had done their duty nobly and unflinchingly in the past, and undoubtedly they would do so in the future in their new boat. The choir then sang the appropriate hymn, "Eternal Father, strong to save," which was followed by a short form of service, impressively conducted by the rector; after which Mrs. RENWICK (on behalf of Mrs. SEELY) performed the pleasing task of naming the new boat in the usual manner, by breaking a bottle of wine on the bows. The launch was a complete success, the boat gliding easily and gracefully into the water. A short trial-trip was made, the crew being accompanied by the Inspector, who explained the working of the boat, afterwards expressing himself as thoroughly satisfied with her in every respect. After the trial, the boat was placed on her transporting-carriage, and safely housed in the boat-house by the crew and helpers.

At the conclusion of the proceedings, the whole of which passed off without a hitch of any kind, the visitors were entertained at luncheon at the Rectory.

WEYMOUTH.—This well-known watering-place has also been provided with one of the new thirty-four feet, ten-oared water-ballast Life-boats, the gift of E. HOMAN, Esq., of Finchley, who has, in addition, generously presented to the Institution a further contribution of 2,000*l.* on the understanding that it maintains in perpetuity a Life-boat named, like this boat, the *Friern Watch*, the name of Mr. HOMAN'S residence at Finchley, derived from the site of the house having, in olden times, been used for a watch gate attached to a Friary. The new Life-boat was publicly launched on the 6th December last, and had a most enthusiastic reception, no less than ten thousand persons assembling to witness the interesting proceedings. Shortly after noon a procession was formed, under the direction of Mr. H. FOOKS (honorary secretary of the Weymouth Branch of the Life-boat Institution) at the Guildhall, headed by the brass band of H.M.S. *Bos-*

cawen. Next followed a detachment of blue-jackets under the command of Lieutenant ERSKINE, of H.M.S. *Hercules*. Behind these came a contingent of Marine Artillerymen and Royal Naval Reserve Volunteers, who preceded the Life-boat crew, numbering thirteen, fully equipped for manning the boat. Then followed two open carriages, in the first of which were Mrs. HOMAN (the wife of the donor), and the Misses HOMAN (3), and in the other carriage were the Mayoress (Mrs. GROVES), Mrs. PELLY HOOPER, and the Misses GROVES. Next came the masters of steam-ships (friends of the Life-boat Institution), among whom were Captain COSENS, Captain PAINTER, Captain RENOUF, and Captain LEFEVRE. After these came the members of the Local Committee, including Captain PRETOR, Captain NEAL, Captain BENNETT, Captain H. SPEKE, Captain CHIMMO, and Captain GRESBY, R.N. (Inspecting Commander of H.M. Coastguard). Next came a contingent of police, and the Sergeants-at-Mace, who preceded the Corporation. Among those present were the Mayor (Alderman GROVES), who was accompanied by Mr. E. HOMAN and Mr. DAMERS (Mayor of Bridport), Colonel HAMBRO, M.P., and Commander C. LA PRIMAUDAYE, R.N. (District Inspector of Life-boats). Then came the Town Clerk (Mr. PELLY HOOPER) and the Chaplain (Rev. J. H. SCOTT). The following members of the Corporation also took part: Alderman ELIOT (Chairman of the Local branch of the Life-boat Institution), Alderman THOMAS, Alderman AYLESBURY, Councillors S. MILLEDGE, A. DENNIS, F. BROWN, A. GRAHAM, J. E. ROBENS, HOUNSELL, A. A. SYLVESTER, CURTIS, R. R. TALBOT, R. AYLES, G. MUMFORD, and J. GREGORY. Following the Corporation were the Borough Magistrates, including Mr. J. G. ROWE, Mr. B. HOPKINS, Dr. NATHAN, Mr. C. J. FREEMAN, and Mr. B. MORRIS, and Mr. C. F. ARDEN (Clerk to the Magistrates), and other friends of the Institution. The procession passed over the bridge by way of Trinity Road and Hope Square to the boat-house yard, the entrance to which was decorated with festoons of evergreens and laurel, surmounted by Union Jacks—the work of the coastguardmen. The ships in the harbour were gaily decked with flags, and salutes were fired from the steam-ship *Aquila*, during the progress of the

launch. The Mayor having delivered an address, Mr. HOMAN made the public presentation of the Life-boat. The gift was acknowledged by the District Inspector on behalf of the Institution, and the Mayor on the part of the locality. The Rev. J. H. SCOTT then offered up prayer, after which Mrs. HOMAN named the boat in the customary manner, saying, "I name the boat the *Friern Watch*, and may the Almighty power and loving mercy of our God fill the hearts of the brave crew who go forth to save those in need." The Life-boat was afterwards launched and put through the usual harbour trials, to the great satisfaction of the crew and spectators.

HUNSTANTON, NORFOLK.—A new thirty-four feet Life-boat has been placed here in lieu of one which had been instrumental, during the past twenty years, in saving eighty-six lives from different ship-wrecks. This boat is maintained by the Licensed Victuallers of England, and the new one, like its predecessor, is named the *Licensed Victualler*. It took part in the Lord Mayor's Show in London on the 9th November last, manned by the crew of the Worthing Life-boat, and was much admired and cheered. The first launch at the station took place on the 12th December. The spectacle, at once impressive and picturesque, was witnessed by an immense crowd of spectators, the great majority of whom had repaired to the spot from adjacent parts of the country. A large party, numbering upwards of two hundred, and consisting of ladies and gentlemen belonging to the Licensed Victuallers' trade and its connections, by whom the first *Licensed Victualler* was placed on its station, proceeded there by special train from Liverpool Street at 10 A.M. On the arrival of the train a procession was formed, and the boat was escorted to old Hunstanton. When it reached the beach, the President of the branch, Mr. HAMON LE STRANGE addressed the assembled company, and referred to the good services rendered by the old boat and its gallant crew. On behalf of the people of Hunstanton, he expressed a hope that the new boat might be as successful in every respect. He then called on Mr. ALEXANDER L. BRUCE, President of the Licensed Victualler Life-boat Fund, to make the presentation of

the boat, which he proceeded to do. In the course of his remarks, he said:

"The ROYAL NATIONAL LIFE-BOAT INSTITUTION, realizing what the teaching of the Founder of Christianity was, has established 293 Life-boats around this sea-girt isle of ours, so that 'those who go down to the sea in ships and do business on great waters' may feel as they approach this sea-girt coast that there are warm hearts and ready hands to man the Life-boats, and to go forth amid the storm and gloom and darkness of night to lend a helping hand, and to rescue all those who may stand in need of it. This is a great mission of mercy in which to be engaged, and whether it be on the part of the subscribers, or on the part of the willing hands who man the boat, it is ennobling, purifying, and elevating to all to take part in such a work."

The gift of the boat was acknowledged by the District Inspector of Life-boats, Mr. CHARLES CUNNINGHAME GRAHAM, and the Local Honorary Secretary, the Rev. C. E. BROWNE. After the singing of the hymn for those at sea, prayer was offered up by the Rev. W. G. MARTIN, Chaplain of the Licensed Victuallers' Asylum. Mrs. BRUCE (a daughter of the celebrated African explorer, Dr. LIVINGSTONE), having been presented with a magnificent bouquet, then named the Life-boat, which afterwards was successfully launched.

STONEHAVEN.—A similar boat to the one just referred to has been placed on this station, its cost having been defrayed by Mrs. ALEXANDER BLACK, of London, in memory of her late husband, after whom the boat is named. It was publicly launched at its station on the 7th March last. After an address by Provost Wood, a short religious service was conducted by the Rev. GEORGE GRUB, of St. James's Episcopal Church. The ceremony of naming, prior to the launch, was performed by Miss BAIRD, of Urie.

KIMERIDGE, DORSET.—Another of these boats has been stationed here, and a pleasing ceremony took place on the 9th May last on the occasion of its public inauguration. A large number of persons, including most of the neighbouring gentry, assembled, when the boat was drawn out of the house in front of an extemporized platform, on which stood the ladies and gentlemen most intimately associated with the proceedings. This is the third boat that has been placed upon this station, the other two having been the means of saving eighteen lives. The

firing of a rocket was the signal for the commencement of the proceedings, and Lieut.-Col. MANSEL (chairman), amidst enthusiasm, referred to the great bravery and courage exhibited by Life-boat crews in rescuing their brethren from a watery grave. He was a soldier himself, but had a great admiration for the blue-jackets, and was proud to have a crew on his property. There were Christian people and philanthropists coming forward from time to time and presenting Life-boats to the Institution, and that day, he was pleased to say, Mr. ARKWRIGHT was amongst them and represented that class. He was confident that when he and his relatives read that the boat had been the means of saving life, they would feel amply repaid for coming there that day to present that boat.—Mr. F. C. ARKWRIGHT, of Willersley, Derbyshire, agreed with what had been said with regard to the bravery and courage of the British seaman, and said that he and his family would be amply repaid for what they had done in subscribing together to provide a Life-boat if their efforts proved serviceable and useful in saving life. He then referred to the late Captain AUGUSTUS PETER ARKWRIGHT, whose memory the Life-boat was to commemorate, (*Augustus Arkwright* being the name of the boat), and who died six months since, and remarked that the deceased and the family were on most affectionate terms, and at his death he left them the whole of his wealth, and they thought they could not do better than present the Life-boat. Captain ARKWRIGHT lived at Dartmouth, and for a time represented North Derbyshire in Parliament. In conclusion, the speaker wished every success to the work, and formally handed the boat over to the Institution.—Lieutenant TIPPING, R.N., (one of the District Inspectors of the Institution), accepted the gift, and in turn handed it over to Mr. G. H. BOND, M.P. (the hon. sec. of the Local Branch), and the members of the Committee.—The Rev. E. S. BANKES, on behalf of the Local Branch, acknowledged the gift, and in the course of his remarks recommended a flag to be made by the ladies on which to place a record of the good deeds accomplished with the boat, which, when filled up, should be placed in a neighbouring church, as an incentive to future generations.—The Grange, Kimeridge, and

Tyneham choirs then sang an appropriate hymn, and the Rev. W. C. BROWNE invoked a blessing on the work.—Mrs. ARKWRIGHT then named the boat, after which the crew proceeded with the launching; and that having been accomplished, Lieutenant TIPPING exercised them in the working of the boat, and examined the Swanage Life-boat, which was in the bay. The Life-boat men were afterwards entertained in the boat-house, and the children composing the choir also partook of refreshments.

CHAPEL and SUTTON, LINCOLNSHIRE.—New Life-boats have also been sent to these stations to take the place of other boats. Each is thirty-one feet long, seven and a quarter feet wide, and rows ten oars double-banked. The cost of the new Life-boats and their equipment has been defrayed from a handsome legacy bequeathed to the Institution by the late Miss CAROLINE BERREY, of Hampstead, whose grandparents were Lincolnshire people. In accordance with her wishes the Chapel boat is named the *John Alexander Berrey*, and the Sutton boat the *Elizabeth Berrey*. These new Life-boats were publicly named and launched at their stations on Whit-Monday last.

TYRELLA, Co. DOWN.—A new thirty-four feet boat has been placed on this station, its cost having been defrayed from a handsome contribution received by the Institution from Mrs. CAMERON, of Ripon, wife of Captain CAMERON, R.N., who was formerly Inspecting Commander of H.M. Coastguard at Newcastle (Co. Down), the amount having been realised by the sale, during the past ten or eleven years, of her own work, assisted by friends. In accordance with her wishes the boat is named *Louisa Burnaby*; it was publicly named and launched at Dundrum on the 13th June last, under the superintendence of the District Inspector of Life-boats, Lieutenant TIPPING, R.N. The event excited much interest in the town and neighbourhood. Captain and Mrs. CAMERON were present, and three cheers were given with great enthusiasm in honour of that lady, who performed the ceremony of naming the boat.

ST. ANNE'S, LANCASHIRE.—The Royal National Life-boat Institution has placed

a second Life-boat at St. Anne's-on-the-Sea, the men having expressed an earnest desire to be furnished with a large sailing Life-boat in addition to the smaller boat already stationed there. The new boat, which will be kept moored afloat at the end of the pier, is thirty-nine feet long and nine feet wide, and, as demonstrated at the harbour trial in London, will self-right if capsized with all the crew and gear on board and with masts up and sails set. It possesses all the latest improvements; amongst other things it is fitted with a sliding keel. The cost of the new Life-boat and equipment has been defrayed by an anonymous donor, and, in accordance with his wish, the boat is named *The Brothers*. On the 23rd May last St. Anne's-on-the-Sea was *en fête* in consequence of the unveiling of the monument to the memory of the Life-boat men who lost their lives in attempting to rescue the crew of the *Mexico*, and the naming and launching of the new Life-boat. The procession left St. Anne's Hotel at about a quarter to twelve, and consisted of mounted police, the St. Anne's brass band, the fire brigade, Southport Life-boat men, Lytham Life-boat men, St. Anne's Life-boat men, invited guests, residents and others, the directors of the Land Company, the members of St. Anne's Local Board, the Life-boat Committee, the Life-boat Disaster Fund Committee, and the band of the Rifle Volunteers. The procession formed square round the monument, and the hymn "Rock of Ages" was sung. Prayer was offered, and, after some remarks by Mr. R. HARGREAVES, the Chairman, Mr. JOHN TALBOT CLIFTON, lord of the manor, unveiled the monument, and, in the course of his speech, referred in eulogistic terms to the gallantry and heroism displayed by the crew of the St. Anne's Life-boat on the memorable night of December the 9th, 1886. The monument stands about twenty feet in height, and is of Woodburn freestone throughout. It has been erected from public subscriptions at a cost of 200*l.*, and is from the design of Mr. W. B. RHIND, of Edinburgh. It is situated in the centre of the promenade, looking west, and takes the appropriate form of a Life-boat man with life-belt on, looking anxiously out to sea. His left hand rests on a life-buoy. The figure is intended as a likeness of WILLIAM JOHNSON, the late

coxswain of the Life-boat. It is the figure of a tall, weather-beaten, courageous-looking man. Later in the day, the procession, in the same order, started for the shore, and after some opening remarks by the President of the St. Anne's Branch of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, Mrs. C. W. MACARA presented the silver medal and testimonial of the society to coxswain RIMMER. Lieutenant TIPPING, R.N., District Life-boat Inspector, on behalf of the Life-boat Institution, then formally presented the boat to the town. The boat having been accepted, the hymns "Eternal Father, strong to save," and the "Life-boat," were sung; the boat was named by Mrs. MACARA and launched, after which the bands played "God save the Queen" and "Rule Britannia," and the crowd then dispersed.

THE LIFE-BOAT: AN APPEAL.

WHEN the wrath of the tempest bursts over the deep,
And the woe-laden winds from their fastnesses sweep,
And revel and shriek in their terrible glee,
As they whirl o'er the breast of the pitiless sea:
When the foam-crested billows surge cruel and vast,
And grim Death rides along on the wings of the blast;
When the ill-fated ship strives in vain 'gainst her doom,
And the rockets flash out, and the minute-guns boom,
And the haggard-faced crowd on the storm-driven bark
Shriek wildly for help as they peer through the dark;
When nearer and nearer the white breakers roar,
And Death laughs aloud.—Hark! there comes from the shore
A true British cheer, and the life-boat is manned
With noble-souled heroes, the pride of our land.
A kiss to their loved ones, a hasty "Good-bye,"
And then, "Hip-hurrah! we will save them or die!"
And they go—while we watch them with quivering breath—
To succour the helpless, to snatch them from death!

May God speed the Institute—noble indeed—
That gave us the life-boat! And, now, in its need,
Give freely, ye rich ones, and give, O ye poor,
Though it be but a mite from your hard-earned store;
For surely our sympathy, help and applause
Were never bestowed on a worthier cause.

F. R. COULSON.

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



HARTLEPOOL.—On the night of the 13th March, 1888, during a S.E. wind, sleet showers, and a very high sea, the s.s. *Andalusia*, of Scarborough, ran ashore on Middleton beach. A steam-tug went to her assistance, but, owing to the heavy sea, was unable to get hold of the vessel, and therefore returned to Hartlepool to procure the services of a Life-boat. The No. 3 Life-boat, the *Cyclist*, was launched at midnight, and succeeded in taking a line from the tug to the vessel, which enabled the latter's tow-line to be attached to the steamer. Another tug then ar-

rived, but the gale and sea had become so severe that the Life-boat was unable, although six attempts were made, to take a line from her to the stranded ship, and it became necessary to cease these endeavours in consequence of the danger of smashing the Life-boat against the vessel's stern. The first tug's rope shortly afterwards broke, and the steamers then left. The Life-boat remained by the vessel until daybreak, and as the tide went down she was left dry. The boat was out about six hours, the heavy seas breaking over her all the time, and the cold being intense.

HARWICH.—On the morning of the 14th March, signals having been fired by the Cork Light-vessel, the Life-boat *Springwell* was launched at 1.15 during a strong E.S.E. gale and a heavy sea. On leaving the harbour, the brig *William and Anthony*, of Folkestone, was seen burning a large torch, and the Life-boat therefore went to her, and found that she had been in collision with a steamer and was leaking. Her anchor was slipped, and she was brought by the Life-boat safely into the harbour. She had a crew of eight men.

ALDBOROUGH.—Information having been received that a vessel was in distress at the N. end of Sizewell Bank, the *George Hounsfield* Life-boat was launched at about 11.40. A.M. on the 14th March, during a strong S.E. gale and a very heavy sea, and found the Norwegian barque *Hoppet*, laden with deals for London, with eleven men and two women on board, riding at anchor. She had driven over Sizewell Bank, had lost her rudder, and was full of water. Signals were made for steam-tugs, two of which arrived from Lowestoft, and with their help and that of the Life-boat men the vessel was taken to Gravesend, which was reached on the 17th. The Life-boat then proceeded to return to her station, but was compelled by stress of weather to put into Harwich for shelter, where she remained for some time, a telegram having been received from Aldborough stating that the boat would not be able to approach the beach there on account of the heavy surf. Some of her crew returned home by train, and the Life-boat safely reached her station at 7.30 on the morning of the 21st March.

BROUGHTY FERRY.—A telegram having been received stating that two vessels appeared to be embayed at the mouth of the Tay and were in danger of being driven on the banks, on which a terrific sea was breaking, during a very strong gale from the E.S.E., on the 14th March, the Life-boat *English Mechanic* was despatched down the river at 1 P.M. The steam-tug *Fairweather*, which had meanwhile been sent from Dundee, took the Life-boat in tow, and after getting beyond the Horse Shoe Buoy, the two vessels were observed bearing towards the Aber-tay Lightship at the entrance to the river.

The tug and Life-boat thereupon put about and returned up the river, guiding the vessels along the channel until they reached Tayport Roadstead. They were both three-masted schooners, one being the *Queen of Mistley*, of Harwich, the other a Dutch vessel named the *Willim*. The former had been drifting about in the North Sea for several days at the mercy of the gale, which had driven her far out of her course, and while crossing the bar several seas broke over her, carrying away the after wheelhouse, stoving one of her boats, and causing considerable damage to the deck fittings.

WEXFORD.—During a gale from the N.E., with sleet showers and a rough sea, on the 16th March, signals of distress were shown by the barque *Saltee*, of and for Wexford, laden with wooden goods, which had stranded on the south side of the Bar while being towed into port. The No. 1 Life-boat *Ethel Eveleen* was launched at 9 A.M., proceeded against a heavy head and beam sea to the vessel, and took off the crew of nine men, one passenger, two Customs officers, and a pilot, safely landing them at 1.30 P.M.

GORLESTON.—Two runaway apprentices, belonging to Ramsgate vessels, put to sea in the shrimp trawler *Young Robert*, of Yarmouth, intending to proceed to Grimsby, early on the morning of the 16th March. The weather was thick, with rain, the wind was blowing from the N.E. by N., and there was a considerable sea on. In going out of Yarmouth harbour the bowsprit was carried away by collision with the pier, and through this accident and the lads' incompetency the vessel grounded on the North Sand and almost immediately filled. Their shrieks for help being heard from the pier, the Life-boat *Mark Lane* put off to the rescue, but in consequence of the low state of the tide, the boat had to round the N. end of the sand and come up between that and the main so as to get near the wreck. On reaching her the boys were found clinging to the rigging, and were in such an exhausted condition that one of the Life-boatmen had to get on board the trawler with a rope, by which means they were hauled into the Life-boat. On arriving ashore, medical attendance was procured, but some time

elapsed before the younger boy recovered. He was much bruised, as he had been clinging to the weather rigging and was repeatedly dashed against the mast.

KILMORE.—The *John Robert* Life-boat was launched at 2.30 P.M. on the 22nd March, during a S. wind and a thick fog, and remained during the night by the barque *Pass of Lenny*, of Glasgow, bound from Java for Liverpool with a cargo of sugar, which had stranded in Ballyteigue Bay. The Life-boatmen rendered assistance in stowing sails and in doing other things which were required, and eventually the vessel was got afloat by steam-tugs, the Life-boat returning to her station at four o'clock on the following morning.

MOELFRE, ANGLESEY.—A signal of distress having been shown by the schooner *Fairlie and Jane*, of *Beaumaris*, bound from Port Dinorwic for Ramsey, Isle of Man, with a cargo of slate, which was at anchor in Moelfre roadstead, on the 28th March, during a very heavy gale from the S.E., heavy showers of snow, and a very high sea, the Life-boat *Star of Hope* was launched at 7 A.M., and brought ashore the vessel's crew of three men, who were in danger of being washed overboard by the heavy seas which were breaking over the ship. The Life-boat was obliged to land at Traeth Bychan, where she was left during the night, returning to her station on the following morning, when the storm had moderated.

NORTH BERWICK.—The schooner *Ober-seew*, from Dychling for Burntisland, laden with esparto grass, stranded on the rocks at Seacliff Point during a strong E.N.E. breeze, a very rough sea and a thick fog on the 29th March. A message was received stating that the services of the Life-boat were not required; but the vessel proved to be too far distant for the rocket apparatus to reach her, and the Life-boat had afterwards to be sent for. At 4 P.M., the *Fergus Ferguson* Life-boat was launched, and rescued the vessel's crew, consisting of eight men. On returning to shore the tide was low, and the sea was so heavy as to prevent the Life-boat from landing, and she was therefore compelled to lay off the West side of Craigteith Island during a very stormy night of rain and snow. The shipwrecked

men and the crew of the boat, which had been towed back from the wreck by a steam fishing-boat, were very kindly treated by the master of that vessel, who afforded them shelter, and at 5.30 the next morning they were able to reach the land safely.

PENZANCE.—The brigantine *Jeune Hortense*, of Nantes, bound from Brest for Fowey, in ballast, dragged her anchors during a heavy ground sea on the 17th May, and drove ashore on the Eastern Green just under the Long Rock. The *Dora* Life-boat was launched about 5 P.M., and after a hard pull of about a quarter of an hour through heavy broken water, succeeded in getting alongside the vessel, took off three men and a boy, and brought them safely to land.

PORTHLEVEN.—Several fishing boats were making for the harbour during a S. wind, on the morning of the 18th May, and as a very heavy sea was breaking across the entrance, it was evident that the boats would encounter some amount of danger. The Life-boat *Charles Henry Wright* was therefore launched at 10 o'clock, remained in attendance until all the boats had got into the harbour, and towed two or three of them into the Inner Basin.

NEWBIGGIN.—During a gale of wind from the S.E., and a heavy sea, on the 29th May, the coble *George and Margaret*, of Newbiggin, while making for the shore was struck by a high sea, and at once foundered, about half a mile E. of Church Point. The *Robert and Susan* Life-boat was promptly launched, and proceeded to the scene of the disaster; but before she arrived, the crew of the coble were picked up by another boat, which was returning ashore. The Life-boat men, after two hours' hard work, succeeded in towing the sunken coble to land.

EYEMOUTH.—The *James and Rachel Grindlay* Life-boat was launched at 1 A.M. on the 30th May to the assistance of the fishing-boat *Pilgrim*, of Eyemouth, which was in a dangerous position in the roadstead during a heavy gale from the S.E., and a rough sea. With the help of the Life-boat men the vessel and her crew of seven men were brought safely into the harbour.

ARBROATH.—Several fishing-boats having been overtaken by a strong gale from the S.S.E., and a very heavy sea, on the 30th May, the *People's Journal* No. 2 Life-boat was launched at 2.45 A.M., pulled out to the bar, and remained there in readiness to assist any of the boats should her services be required. They all, however, succeeded in getting safely into the harbour.

CAISTER.—The No. 2 Life-boat, the *Godsend*, was launched at 1.45 P.M. on the 7th June, during a thick fog, a fresh S. breeze and a heavy sea, to the assistance of the fishing dandy *Ocean Star*, of Great Yarmouth, which had stranded on the North Scroby Sand. With the help of the Life-boat men the vessel was got afloat and taken into Yarmouth harbour in a very leaky condition. She carried a crew of six men.

At 6.30 P.M., on the 23rd June, during a N.E. wind, and a heavy sea, the s.s. *Holmside*, of London, was seen standing for the Cackle Gat, with a flag in her rigging. The No. 2 Life-boat, the *Godsend*, was at once launched, and sailed to the vessel. On reaching her, the master reported that a large, full-rigged ship was ashore on the Hasborough Sands. The Life-boat obtained the services of a steam-tug, which towed her to the sand, the boat was then cast off, and sailing towards the vessel over the sands through heavy seas, let go her anchor, but was unable to veer down to the ship; her anchor was therefore weighed, sails were again set, another attempt was made, and having succeeded in getting a rope from the vessel, the boat was enabled to get alongside and rescue the crew, consisting of twenty-seven men, considerable difficulty being experienced in getting them into the boat on account of the heavy sea. Great care and skill had then to be shown by the Life-boat men in getting up their anchor and sailing clear of the broken water, having to cross the sand again to the west side; this, however, was safely accomplished, and the rescued crew were put on board the tug and taken to Yarmouth, the master of the vessel remaining in the Life-boat and being safely landed at Caister. Previous to the arrival of the Life-boat an attempt had been made to get away in one of the ship's boats; but it was dashed to pieces at once. The

stranded vessel was the *Tay*, of Glasgow, bound from Middlesbrough for Melbourne with a cargo of iron. She became a total wreck.

PORTRUSH.—The brigantine *Sunshine*, of and from St. John, N.B., laden with timber, arrived off Coleraine Bar on the 4th July and anchored, waiting for a sufficient depth of water to enable her to cross the bar. On the 10th a gale from the N.E. commenced, with a heavy sea, and the vessel, which was riding very heavily and shipping seas fore and aft, parted her starboard anchor at about 1.30 the following morning, after drifting some distance. As she appeared to be in danger of stranding, the Life-boat, *John Whitaker*, put off to her aid at about 3 P.M., and rendered assistance in getting up the remaining anchor. The vessel was ultimately towed into Portrush by a steam-tug which had arrived from Londonderry.

RUNSWICK.—Seven fishing cobles belonging to Staithes were observed outside the bar at Runswick on the morning of the 10th July, being afraid to cross the bar on account of the tremendous sea, the wind blowing a gale from the N.N.E. The Life-boat *Margaret and Edward* was launched at 6 o'clock and piloted the boats safely ashore. They had been out all night fishing, incurring great danger, but were compelled to wait until daylight, and then, finding they were unable to land at their own port, made for Runswick.

DUNWICH.—The *Ann Ferguson* Life-boat put off at 11.55 A.M. on the 24th July, during a fresh S.W. wind and a rough sea, and proceeded to the assistance of the schooner *Leeds*, of and from Goole for London, laden with a cargo of fire-bricks and patent fuel. The vessel had been damaged by collision with the schooner *Mary Watkins*, of Barrow. Five of the Life-boat men having been put on board, the Life-boat made for the *Mary Watkins*, and took off the wife of the master of the *Leeds* and a boy belonging to that vessel. She then ran for Lowestoft, where these two persons were landed, and having obtained the services of a steam-tug, returned to the *Leeds*, which, with the four men on board, was

towed to Lowestoft, reaching there at 10.30 P.M.

BARMOUTH.—A small pleasure yacht, the *Petrel*, left Barmouth on the morning of the 27th July, with five gentlemen, a lady, and two boatmen on board, for Aberystwyth, which was reached about 3.30 P.M., after a rough passage, however, part of the way, the wind having risen about 2 o'clock to a strong breeze from the S.S.E. The passengers landed, and were persuaded by the boatmen to return to Barmouth by train. At about 4.20 the weather moderated a little, and the yacht, with the two boatmen on board, started on the return journey. Between 5 and 6 o'clock, however, the wind increased to a gale, and great anxiety was felt at Barmouth for the safety of the boat. Ultimately, she hove in sight, and with the aid of a glass it was seen that her crew had great difficulty in managing her; shortly afterwards, her sails were lowered, and as it was then feared that something was the matter, the Life-boat *Jones Gibb* was launched, and sailed to the yacht, which was reached in about an hour about 5 miles from the bar. The second coxswain of the Life-boat was put on board, and the vessel was taken in tow, and brought safely into port. The men were glad of the assistance afforded by the Life-boat, for the vessel would not answer her helm, would not carry any sail, some of her gear had been lost, and her crew were expecting every minute to see the mast carried away.

SALCOMBE.—At 10 P.M. on the 7th August, a boat, containing the master of the steamer *City of Hamburg*, of Dublin, whose hands and arms were severely injured, and five other persons, arrived at Salcombe, and her occupants reported their vessel to be ashore on the rocks three miles W. of Bolt Head. A dense fog prevailed at the time. The Life-boat *Lesty* was launched, found one of the steamers' boats containing eight men, and brought the boat and those on board her safely into port at 3 A.M. The remainder of the vessel's crew, ten men, had put off in another boat, and the Life-boat therefore again went out in search of them, but did not succeed in finding them; the boat was eventually picked up by the coastguards at Mothecombe.

HUNA.—On the 8th August the Norwegian barque *Minerva*, in trying to pass through the Sound between the Pentland Skerries and South Ronaldshay during a fresh breeze from the S.W., was carried by the strong current to the north side of the Larger Skerry, where she struck on the rocks and sank. Her crew, who had fortunately time to collect their effects, took to their boats and landed on the Larger Skerry, where they were hospitably treated by the light-keepers. The Huna Life-boat, *W. M. C.*, put off to the assistance of the vessel as soon as it was seen that she was in danger, proceeded to the island, and brought the ship-wrecked crew, consisting of nine men, safely to Huna.

WINTERTON.—The No. 2 Life-boat, the *Husband*, was launched at 7.30 A.M. on the 13th August to the assistance of the four-masted ship *Brownrigg*, of Liverpool, bound from Hull for Cardiff in ballast, which, having been damaged by collision with another vessel, had been towed by a steam-tug towards the shore, and had been beached about three and a half miles from Winterton. On taking the ground she capsized. Considerable difficulty was experienced by the Life-boat in getting alongside the vessel, owing to the yards and spars lying in the water; but ultimately, eight men were taken into the boat from the weather rigging, the remainder of the crew having taken refuge on board the steam-tug.

PETERHEAD.—It was reported at 9 o'clock on the morning of the 24th September that a vessel was on the rocks at Scotstown Head, about six miles to the N. of Peterhead. A thick mist prevailed at the time, and as a strong breeze was blowing from the E.N.E. and the sea was rising, it was feared that the lives of those on board the vessel would be in danger; the Life-boat, *People's Journal* No. 1, was therefore launched, and proceeded to their assistance. On reaching the vessel, it was found that she was the fishing-boat, *Aurora*, of Pittullie; two small fishing-boats were with her, and with their help and that of the Life-boat men, the vessel was got off the rocks and taken into the South Harbour, without much apparent damage.

SUMMARY OF THE
MEETINGS OF THE COMMITTEE.

THURSDAY, 10th May, 1888.

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

Read and confirmed the Minutes of the previous meeting.

Also 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 Special Sub-Committee appointed to carry out experiments, and decided that they be thanked, and that their several recommendations be carried into effect; also that Messrs. D. and W. HENDERSON and Co. of Glasgow be thanked for their co-operation.

Read also the report of the Chief Inspector of Life-boats on his recent visit to Kildonan (Arran), Ayr, Girvan, Dundee, and Holyhead.

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

Northern District—North Berwick, Dunbar, St. Andrew's, Crail, Kildonan, Girvan, Ayr and Anstruther.

Western District—Sennen Cove, Penzance, St. Ives, Hayle, St. Mary's (Scilly), Newquay, Clovelly, Braunton and Appledore (two boats).

Irish District—Holyhead.

Deep regret was expressed at the decease of Admiral of the Fleet, Sir ALFRED P. RYDER, K.C.B., who had been a member of the Committee of Management of the Institution for the long period of thirty years, and it was decided to send a letter of sympathy to his family.

Also at the death of Mr. JAMES WATT, who had been the Honorary Secretary of the Banff Branch of the Institution for twenty years, and it was decided to send a letter of condolence to his widow.

Reported the receipt of a contribution of 700*l.* from a Lady, to meet the expense of the Mevagissey new Life-boat, which is to be named the *John Arthur*.

—To be thanked.

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

	£	s.	d.
The late Miss C. C. HALLETT, of Macclesfield (to Tenby Branch).	100	—	—
The late J. B. JOHNSTON, Esq., of Redhill, Devon	15	—	—

Appointed Mr. WILLIAM T. DOUGLASS, M.I.C.E., Engineer and Architect to the Institution, in succession to the late Mr. CHARLES H. COOKE.

The Committee specially recognised the good services of Mr. WILLIAM WATKINS, who had been coxswain of the Milford Life-boat for twenty years, and had been compelled to resign on account of old age and ill-health.

Reported the transmission to their Stations of the new Life-boats for Alnmouth and Seaton Carew.

Paid 3,169*l.* 5*s.* 10*d.* for sundry charges on various Life-boat Establishments.

Reported that the Clacton-on-Sea Life-boat assisted to save the barque *Flekkefjord*, of Flekkefjord, and her crew of twelve men, which stranded on the Barrow Sands during a strong N.E. wind and a rough sea on the 25th April.

Voted 87*l.* 1*s.* 10*d.* to pay the expenses of the Eyemouth, North Sunderland, Flamborough No. 1, Margate, Portmadoc, and Ramsey Life-boats, in assembling their crews or putting off to the aid of vessels which did not eventually require the services of the boats.

The Ramsgate Life-boat had also been called out, but her help was not ultimately needed.

Voted 4*l.* 10*s.* to nine men, for putting off in a boat and rescuing the crew, consisting of six men, of the fishing yawl *Anne*, of Ballyconnell, which was waterlogged off Ballyconnell Point, co. Sligo, during a moderate southerly gale and a rough sea, on the 27th March.

Also 1*l.* 17*s.* 6*d.* to the master and four of the crew of the s.s. *Lintern*, for putting off in their punt and rescuing three of the crew of the fishing-boat *Madeap*, of Duncannon, co. Wexford, which had sunk off that port, during squally weather and a rough sea, on the 30th April.

Also 1*l.* 10*s.* to the crew of a fishing yawl, for rescuing another of the boat's crew.

Also 1*l.* 2*s.* 6*d.* to three men, for rescuing the crew of two men from a small fishing-boat which had capsized in Wicklow Bay during a W. wind and moderate weather, on the 24th March.

Also 10*s.* to two men, for putting off in a boat and rescuing two men from a boat laden with seaweed, which had been capsized on Carlingford Bank, during a strong W.S.W. breeze and squally weather, on the 10th April.

THURSDAY, 14th June.

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

Read and confirmed the Minutes of the previous Meeting.

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

Read the report of the Deputy Chief Inspector of Life-boats on his visits to Cambridge and Hayling Island.

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

Northern District—Stonehaven, Peterhead, Fraserburgh, Whitelink Bay, Port Erroll, Newburgh, Sution, and Chapel.

Eastern District—Ramsgate, Dover, Kingsgate, and Southend (two boats).

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

Irish District—Southport, St. Anne's, Lytham, Fleetwood (two boats), Blackpool, Silloth, Maryport, Workington, Whitehaven, Seascale,

Piel, New Brighton, Rhyl (two boats), Llandulas, Orme's Head, Penmon, Moelfre, and Kimeridge.

Reported the receipt of 1,000*l.* from a lady, to provide a new Life-boat to be named the *James and Eliza Woodall*, in memory of her parents.

Decided that the best thanks of the Committee be conveyed to the Donor, and that her highly valued gift be appropriated to the new Life-boat for Torquay.

Also the receipt of 675*l.* from F. C. ARKWRIGHT, Esq., J.P., of Willersley, Derbyshire, and his friends to defray the cost of the Kimeridge new Life-boat, to be named the *Augustus Arkwright*. (Vide page 639.)

Decided that the Donors be thanked for their liberal contribution, and that the Life-boat be named accordingly.

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

	£	s.	d.
COVENT GARDEN LIFE-BOAT FUND— annual contribution towards main- tenance of Caister No. 1 Life-boat	70	-	-
COLLECTION at CHURCH PARADE of 2nd VOLUNTEER BATTALION of WEST RIDING REGIMENT at St. Anne's on the 20th May	7	18	3
Offerory at HASLAR HOSPITAL, per the Rev. J. PAYTON	2	12	4
—To be severally thanked.			

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

	£	s.	d.
The late H. M. HARVEY, Esq., of Hexworthy, Cornwall (duty free)	1,000	-	-
The late Mrs. BARBARA CAPE, of Cadogan Square (duty free)	500	-	-
The late Colonel H. O. GOULD, of South Street, Park Lane (duty free)	50	-	-
The late J. B. DASENT, Esq., of Warwick Road, Paddington	30	-	-

Deep regret was expressed at the death of Major J. H. HILL, who had been Honorary Secretary of the Salcombe and Hope Cove Branch of the Institution for about six years, and it was decided to send a letter of sympathy to his family.

Voted the thanks of the Committee to the Rev. W. EVANS JONES in recognition of his valuable services as Honorary Treasurer of the Holyhead Branch of the Institution for the last two years.

Reported the transmission to their Stations of the new Life-boats for Banff, Broadstairs, Chapel, Littlehampton, Port Erroll, Rhyl, St. Anne's, Southend (Cantyre), Sutton, and Tyrella.

Also that the Lyme Regis and Newhaven Life-boats had been altered and improved, and returned to their Stations.

Read the Report of the special Sub-Committee appointed to consider the drawings and model of a steam Life-boat submitted to the Institution by Messrs. R. and H. GREEN, the well-known shipbuilders at Blackwall, which had passed through various modifications as

the result of consultation with the Committee and their professional officers.

Decided that Messrs. GREEN be instructed to build, as an experiment, a steam Life-boat on the proposed principle. The new boat to be 50 feet long with 12 feet beam, and to be propelled by a turbine wheel, worked by an engine developing 170 horse-power.

Paid 7,435*l.* 16*s.* 4*d.* for sundry charges on various Life-boat Establishments.

Voted 58*l.* 14*s.* to pay the expenses of the Penzance, Porthleven, Newbiggin, Eyemouth, and Arbroath Life-boats in rendering the following services:—

Brigantine <i>Jeune Hortense</i> , of Nantes	Lives saved.	4
Fishing-boats of Porthleven. Rendered assistance.		
Coble <i>George and Margaret</i> . Saved boat.		
Fishing-boat <i>Pilgrim</i> , of Eyemouth.		
Saved vessel and		7
Fishing-boats of Arbroath. Remained afloat.		

The Caister No. 2 Life-boat saved the stranded fishing-smack *Ocean Star*, of Great Yarmouth, and her crew of six men.

(Details of these Life-boat services are furnished on pages 644-645.)

Voted 5*l.* to one of the crew of the Newbiggin Life-boat who met with an accident while helping to launch the boat on service on the 29th May.

Also 85*l.* 8*s.* to pay the expenses of the Mort-hoe, North Deal, Newhaven, Winterton No. 2, Harwich, Montrose No. 1, and Clacton Life-boats, in assembling their crews or putting off to the assistance of vessels which did not ultimately require their help.

Voted also the Silver Medal of the Institution and a copy of the vote inscribed on vellum to GEORGE EDWARD KELLY, in recognition of his gallant and skilful services in rescuing four men from the sailing-boat *Alice*, of Castletown, which capsized off that port during a strong E. breeze and a moderate sea on the 23rd April. The thanks of the Institution, inscribed on vellum, were also presented to WILLIAM HENRY CORLETT and HUGH GALLAGHER, who assisted to effect the rescue in question.

Also 10*l.* to ten men for putting off in a coble from Holy Island and rescuing the crew of four men of the *Swift*, of Montrose, which stranded on the Megstone Rock during a strong W. breeze and a moderate sea on the 13th May.

Also 2*l.* to two men for rescuing one man from the fishing-boat *Lovie*, of Teignmouth, which capsized and sank about seven miles off Rame Head, Plymouth, during a strong S.E. gale, on the 5th June. 5*l.* was also granted to the salvors to repair the damage done to the mainsail and gear of their boat in rendering this service.

Also 6*l.* to Mr. E. J. GUMBRILL, Chief Officer H.M. Coastguard at Castletownsend, Ireland, and five coastguard men for putting off in their boat on the 3rd May and saving two men whose boat had been disabled and dashed to pieces on the outlying rocks at Low Island, Co. Cork, during a gale on the previous night.

Also 3*l.* 15*s.* to the master and crew of the s.s. *Mersey* for putting off in their boat and saving a boat containing two men, which had been swamped off Greencastle Point, Co. Down, in a rough sea, on the 9th April.

Also 1*l.* to two men for wading into the surf and bringing ashore a rope thrown to them from the steam-trawler *Jane*, of Falmouth, which stranded in Port Eynon Bay during a moderate gale from the S.W. and a heavy ground sea, on the 1st May. By means of the rope the vessel's crew of two men were enabled to reach the land.

Also 1*l.* to two men for rescuing two other men whose boat had been capsized off St. Aldhelm's Head, Dorset, in a sudden squall on the 2nd June.

THURSDAY, 12th July.

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

Read and confirmed the Minutes of the previous Meeting.

Also 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 on their recent visits to the following Stations:—

Northern District—Banff, Buckie, Lossiemouth, Moray Firth, Dornoch, Huna, Thurso, Ackergill, Stornoway, Ardrossan, Southend (Cantyre), and Campbeltown.

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

Western District—Port Eynon, Swansea, Littlehaven, St. David's, Fishguard, Newport (Pembrokeshire), Cardigan, Newquay (Cardiganshire), Aberystwith, and Aberdovey.

Irish District—Cemaes, Bull Bay, Cemlyn, Rhoscolyn, Holyhead, Rhosneigr, Llanddwyyn, Newcastle, Tyrella, and Southport.

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

	£	s.	d.
A Lady, further on behalf of the endowment of the Whitburn Life-boat	50	-	-
The Rev. FRANCIS JACOB, additional	31	10	-
A. HUTCHINSON, Esq., and the Misses FANNY and CHARLOTTE HUTCHINSON, additional	26	-	-
A friend	20	-	-
—To be severally thanked.			

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

	£	s.	d.
The late Mrs. ANNE KIRKUP, of St. Leonards	500	-	-
The late Mrs. ANNE BROWNE, of Dover (to Deal Branch)	10	10	-

The Silver Medal of the Institution, and a copy of the vote inscribed on vellum, were awarded to Mr. WILLIAM NILES in recognition of his long and faithful services as Coxswain of the Cardigan Life-boat.

He had assisted in the Life-boat to save 53 lives from various wrecks.

Reported the transmission to their stations of the new Life-boats for Hauxley, Southport, Broughty Ferry, Arbroath, and Buddon Ness.

Also that the Braunton and Shoreham Life-boats had been altered and improved and returned to their Stations.

Paid 3,115*l.* for sundry charges on various Life-boat Establishments.

Voted 37*l.* 5*s.* to pay the expenses of the Runswick and Caister No. 2 Life-boats, in rendering the following services:—

	Lives saved.
Seven fishing-cobles of Staithes. Rendered assistance.	
Ship <i>Tay</i> , of Glasgow	27

(Particulars of these services will be found on page 645.)

Voted also 207*l.* 3*s.* to pay the expenses of the Sheringham, Hasborough, Winterton No. 2, Cromer, Palling No. 2, Caister No. 2, Walton-on-the-Naze, and Tynemouth No. 1 Life-boats, in putting off to the assistance of vessels not ultimately needing the services of the boats.

Also 5*l.* to a man who was injured while assisting to launch the Sheringham Life-boat on service on the 23rd June.

Also 7*l.* 10*s.* to 30 fishermen for saving, by means of a rope and lifebuoy, the crew of eight men of the *St. Bede*, which stranded at Pakefield, Suffolk, during a strong gale from the E. and a very heavy sea on the 19th March.

Also 3*l.* 7*s.* to four persons for saving the life of one of two men from a coastguard boat which had been capsized in Lough Swilly during a moderate breeze from the W. and a moderate sea, on the 7th May.

THURSDAY, 2nd August.

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

Read and confirmed the Minutes of the previous Meeting.

Also 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—Ballantrae, Troon, Ardrossan, and Irvine.

Eastern District—Skegness, Littlehampton, and Broadstairs.

Western District—Barmouth, Llanaelhaiarn, Portmadoc, Abersoch, and Porthdinllaen.

Irish District—Peel, Port Erin, and Ramsey.

Reported the receipt of 1,000*l.* from Mrs. STOKER, of Hull, towards the cost of the new Life-boats for Littlehampton and Blyth. The

boats to be named respectively the *James, Mercer* and *Elizabeth* and the *Oswald, Sarah* and *Jane*.

Decided, that the sincere thanks of the Committee be conveyed to Mrs. STOKER for her highly-valued gift, and that the boats be named in accordance with her wishes.

Also the receipt of 700*l.* from the HUDDERSFIELD BRANCH of the Institution to meet the expense of the Hasborough new Life-boat, which, like its predecessor, is named the *Huddersfield*.

Decided that the best thanks of the Committee be given to the Contributors for their much esteemed gift.

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

	£	s.	d.
E. F. WHITE, Esq., and Miss WHITE			
—annual subscription	75	—	—
Proceeds of Concert, per NEWBIGGIN BRANCH	13	—	—

—To be severally thanked.

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

	£	s.	d.
The late Miss FRANCIS STRICKLAND, of Apperley Court, near Tewkesbury (duty free)	100	—	—
The late Miss H. S. HERING, of Reigate, in the name of her late brother, WILLIAM HERING (duty free)	100	—	—

Voted the thanks of the Committee to the Reverend C. H. G. VIVIAN and Mr. GEORGE MILNER in recognition of their past valuable services as Honorary Secretaries, respectively, of the Cadgwith and Hornsea Branches of the Institution.

Reported that the Dunbar Life-boat had been altered and renovated, and returned to its station.

Paid 2,290*l.* 11*s.* 10*d.* for sundry charges on various Life-boat establishments.

Voted 11*l.* 10*s.* to pay the expenses of the Barmouth Life-boat in saving the yacht *Petrel*, of Barmouth, and her crew of 2 men.

The Portrush Life-boat rendered assistance to the brigantine *Sunshine*, of St. John, N.B., and the Dunwich Life-boat assisted to save the schooner *Leeds*, of Goole, her crew of four men and a boy, and the master's wife.

(Accounts of these services are given on pages 645-646.)

Voted 132*l.* 4*s.* 6*d.* to pay the expenses of the Carmarthen Bay, Braunton, Appledore No. 1, Broadstairs, Margate, Douglas No. 2, Selsey, and Hayling Island Life-boats in assembling their crews or putting off in reply to signals of distress shown by vessels which did not eventually require their assistance.

Also 1*l.* to two men for saving two men and a child from a boat which had been capsized on Strangford Lough during a moderate breeze from the S. on the 21st May.

THURSDAY, 13th September.

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

Read and confirmed the Minutes of the previous Meeting.

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

Reported that on the occasion of the QUEEN'S recent visit to the Glasgow Exhibition the attention of Her Majesty was called to the Institution's Life-boat, when she expressed herself highly pleased with it.

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

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

Northern District—Arbroath, Montrose (three boats), Gourdon, Hartlepool (three boats), West Hartlepool (two boats), Seaton Carew, Middlesbrough, Saltburn, and Redcar.

Eastern District—Gorleston (two boats), Poole, Swanage, Kimeridge, Broadstairs, Margate, Worthing, Brighton, Shoreham, Southsea, Hayling Island, Littlehampton, Selsey, Hythe, New Romney, Lydd, Winchelsea, Rye, Hastings, Eastbourne, Newhaven, Bembridge, Brighton Grange, Brooke, Totland Bay, Ramsgate and Dover.

Western District—Penzance, St. Ives, and Sennen Cove.

Irish District—Douglas (two boats) Castle-town, and Greystones.

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

	£	s.	d.
Trustees of the late EDWARD BOUSTEAD, Esq., of Clapham Park	2,000	—	—
Residuary Legatees of the late Sir JOSEPH WHITWORTH, further contribution towards providing and permanently maintaining a Life-boat to be named the <i>Joseph Whitworth</i>	1,700	—	—
Mrs. MARTIN, Pershore, for the Rhyl new Life-boat, to be named the <i>Jane Martin</i>	700	—	—
The Misses Macrae, further on behalf of Southport new Life-boat	300	—	—
Mrs. JOSEPH ROBERTS, Mina Road, additional	100	—	—
ANCIENT ORDER OF FORESTERS' annual subscription in aid of the support of their two Life-boats	100	—	—
WORSHIPFUL COMPANY OF DRAPEERS' annual subscription	52	10	—
FRANCIS EDMOND, Esq., LL.D., per Aberdeen Branch	50	—	—
Collection on s.s. <i>Britannia</i> , per Captain J. S. MURRAY	7	—	—

—To be severally thanked.

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

	£	s.	d.
The late Mrs. JANET BARR, of Kenley, Surrey	1,000	-	-
The late Mrs. E. H. TUDOR, of Cheltenham	1,000	-	-
The late Miss E. H. VICARY, of Warminster	600	-	-
The late Mr. ROBERT AFFLECK, of Stretford, Lancashire	50	-	-

Read letter from Commander CLEMENT LA PRIMAUDAYE, R.N., Inspector of Life-boats for the Western District, tendering his resignation on account of his having received an appointment at Malta under the Colonial Office.

Resolved, that, in accepting the resignation, the Committee, while congratulating Captain LA PRIMAUDAYE on his new appointment, desire to place on record their high appreciation of his zealous and efficient services during the past nine years, and unanimously vote him the Silver Medal of the Institution in acknowledgment of the risk of life he has often encountered in the Life-boat service.

Voted the thanks of the Committee to Dr. W. J. H. SINCLAIR in recognition of his kind services during the period he occupied the office of Honorary Secretary of the Huna Branch of the Institution.

Reported the transmission to their stations of the new Life-boats for Ramsey, Wells, Dover, Jersey, Guernsey, Berwick-on-Tweed, and New Brighton.

Also that the Saltburn, Tynemouth No. 2 and Brightstone Grange Life-boats had been altered and renovated and returned to their stations.

Paid 4,139l. 13s. 7d. for sundry charges on various Life-boat Establishments.

Voted 50l. 2s. to pay the expenses of the Salcombe, Huna, and Winterton No 2 Life-boats in rendering the following services:—

	Lives saved.
Boat of the s.s. <i>City of Hamburg</i> , rendered assistance	
Norwegian barque <i>Minerva</i> , landed crew from Skerry Island.	
Ship <i>Brownrigg</i> , of Liverpool.	8

(Accounts of these services will be found on page 646.)

Voted also 157l. 18s. to pay the expenses of the Chapel, Caister No. 1, Polpear, Cadgwith, Swanage, Llanddwyn, New Brighton No. 1, Porthcawl, Walton-on-the-Naze, and Lowestoft No. 1 Life-boats, in assembling their crews or putting off in reply to signals of distress shown by vessels not ultimately requiring assistance.

Voted an additional sum of 5l. to a man who was injured while assisting to launch the Sheringham Life-boat on service on the 23rd June, and was thereby incapacitated for work for a longer period than was at first anticipated.

Also 5l. to five pilots, of Burryport, Carmarthenshire, for rescuing 3 of 4 men whose boat was capsized near that place during a moderate gale from the N. by E. and a rough sea on the 5th August.

Also 2l. 10s. to five men, of Mablethorpe, Lincolnshire, for putting off in a coble and saving four men whose boat was in danger, being nearly full of water, during a moderate gale from the W.N.W. and a rough sea on the 13th August.

Also 1l. to four men for putting off in a whale-boat and saving one man whose boat had capsized in Wexford Harbour during a strong S. by W. wind, squally weather, and a rough sea, on the 22nd July.

Also 1l. to two men for rescuing the crew of three men and a boy from the steam-tug *Best*, of North Shields, which was in a sinking state, her boiler having burst about two miles from Whitburn, during a strong breeze from the S.W. and a moderate sea, on the 25th August.

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A GRACEFUL RECOGNITION OF SERVICES.

On the 20th October, an interesting ceremony took place at the Sailors' Home, Holyhead, when the presentation of a Silver Medal and a reward in money, which had been voted by the Norwegian Government, was made to the coxswain and crew of the Life-boat *Ramon Cabrera*, stationed at Rhoscolyn on the coast of Anglesey, in recognition of services rendered in taking off in safety the master and crew of the Norwegian barque *Hjemlos*, which was wrecked a few miles South of Rhoscolyn, on the 18th December last, during a strong onshore gale from south-west. The chair was taken by Admiral MACKENZIE, who opened the proceedings with a few short and stirring remarks on the service rendered. Captain PARRY, the Vice-Consul for Sweden and Norway, then read a letter he had received from the Norwegian Consul General, enclosing the medal and a cheque, which he handed to Lady EDITH ADEANE, the wife of Admiral ADEANE, who affixed the medal and ribbon to the breast of the coxswain, HUGH HUGHES, and presented each man of the crew in succession with the money reward, £1. The coxswain returned thanks for himself and the crew, in a few appropriate words in Welsh, which were translated to the meeting by the Rev. JOHN HOPKINS, Rector of Rhoscolyn. The Hon. Sec. of the Rhoscolyn Branch of the Institution, Colonel MARSHALL, added a few words of thanks to the Norwegian Government, which he requested Captain PARRY to convey through their Consul General to the Government, and with one or two short speeches from Captain PARRY, Dr. HUGHES, and a hearty vote of thanks to Admiral MACKENZIE for presiding, and to Lady EDITH ADEANE for presenting the rewards, the proceedings terminated. There were also present on the occasion, Admiral Sir EDWARD SOTHEBY K.C.B., and Lady SOTHEBY, Mrs. and the Misses MACKENZIE, Miss ADEANE, Admiral DENT, Captain CAY, R.N., Mrs. PARRY, T. LLOYD GRIFFITH, Esq., Mr. JONES, R.N., Mr. ROBERTS, &c. &c.

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