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THE SEA FISHERIES OF SCOTLAND.

THE recently published Annual Report of the Scottish Fishery Board is full of interesting and useful information on this very important part of the national industries and food supplies.

This Board, as at present constituted, dates only from 1882, but was in existence for many years before that. Its sphere of duties and usefulness is wide and comprehensive, including as it does, gathering statistics, pursuing scientific researches into the habits of fish, carrying out the acts of parliament for regulating the fisheries of the sea and river, giving character to each barrel of cured herrings by "branding" it according to its quality, arranging and superintending the construction of fishery harbours under public loans, and the loans to Crofter fishermen for buying and repairing boats and tackle as provided for under the Crofter Act of 1887.

To begin with the first subject, the Report shows that there were 49,221 men and boys employed in the fisheries during the year 1887, whose labours in catching and landing the fish gave employment during a part of the year to 50,973 persons in addition; this being principally in connection with the summer herring fishing. The number of boats and vessels engaged in the fisheries was 15,135, of an estimated value, including nets, lines and other gear, of 1,712,349*l.* The value of the total catch

of sea fish in the year was 1,915,602*l.*; of this 1,128,480*l.* was contributed by herrings alone, and 333,732*l.* by haddocks. It is depressing to read that the herring fishery, which comprises in value more than half the total, has resulted during the last few years in very great and at times ruinous losses to those engaged in it. Until 1885 it was the custom for each boat before beginning to fish, to agree with a curer to sell its whole catch for the season at so much per "cran," i.e., the customary measure, considerable advances being made by the purchaser to assist the boats in fitting out. For some years the trade had been prosperous, and this system had worked fairly well for all parties, but it must inevitably have partaken to some extent of the nature of a lottery, which the years 1884, 1885, and 1886 clearly demonstrated. The take of fish in 1884 was the largest ever known, but the fish were not of first rate quality, added to which, an increase in the foreign import duties and other causes restricted the demand, with the usual result of glutted markets and a ruinous fall in prices. The same misfortunes to the curers attended the next two years' fishing. This state of matters could not but be eventually felt by the fishermen, as shown by the lower prices they realized for their fish, and the fact that in the last year over 900 boats, or nearly one-eighth of

the whole number used in the herring fishing, did not fit out at all. The greater part of the herrings are packed in barrels, and exported to Germany, a small proportion going to Ireland, Russia, and other parts of the Continent.

The take of fish of all kinds has been steadily increasing year by year on the coast of Scotland, excepting that of shell-fish, which has as steadily decreased. The oyster fisheries in Scotland may be almost said to be extinct, and as yet the measures recently taken for their improvement have given but slight results; perhaps there has not been sufficient time yet to show them.

The mussel is the next important shell-fish to the Scotch fisherman, because it forms the staple bait for his hooks. This is fully recognized at several places on the east coast where they are successfully and profitably cultivated; but on the west coast which offers many excellent facilities for mussel beds, little or nothing has been done, and they are following (happily slowly) in the wake of the oyster beds on the road to extinction.

The scientific researches under the Board are varied, and carried out with the one object in view, of extending and increasing knowledge of the propagation, habits, migrations, resorts and food of the "food-fishes," as well as of the best means for maintaining and increasing the supply of them; also as to the best methods of curing them after being caught. To obtain this very necessary knowledge through the researches and exertions of science is generally acknowledged to be the right method of proceeding, and several other maritime countries have taken up the subject in the same way.

The United States of America stand well to the front, having established a Commission of Fish and Fisheries in 1871, putting a well-known scientific naturalist at its head. A very practical proof of their earnestness in the subject is given by the fact that between then and 1883, they spent upwards of a quarter of a million sterling on this commission, besides considerable sums spent by different

state governments. On the Continent of Europe, Germany, Holland, Norway, Italy, and Sweden are devoting special attention to the scientific study of the fisheries, either through government departments or associations more or less aided by the government.

The points studied in Scotland during the year under consideration, were the effect of trawling, including comparison between the destruction of small and immature fish by the trawl, and by the line fishermen; the result of dredging and trawling operations on various parts of the coast; the saltness and temperature of the water; the contents of the stomachs of herrings and haddocks, the various possible substitutes for mussels as bait, the appearance of certain peculiarities in home-cured fish and other cognate subjects.

The work of the staff of the Board, with their own marine station at St. Andrews, was supplemented by that of the Natural History Laboratory of the University of Edinburgh.

The Report, after giving the quantities of fish caught on the east and west coasts respectively, attributes the difference in great measure to the much better facilities offered by the railroads on the east coast, over those on the west coast, for distributing the fish through the country, and for supplying distant markets. This is no doubt one cause, but we think another is to be found in the fact that the country is much more thickly populated on the east than on the west. At the same time the chief want at present is means of transport to the great centres of population at such a rate as would admit of the tons and tons of good wholesome fish now used as manure, being sent to them, and sold at a moderate price. This would not only be an inestimable boon to the fishermen, but to the inhabitants of the towns also.

The arrangement for and construction of harbours of shelter for the fishing fleet is a very important part of the Board's duties, and one that must always enlist the sympathy of the ROYAL NATIONAL LIFE-

BOAT INSTITUTION as eminently calculated to contribute materially towards its *raison d'être*, viz., saving life from shipwreck. It is not often realized by those who may be watching a fishing fleet putting out to sea in perfectly fine and apparently settled weather, how often, even in the summer, this may change suddenly, and, with but slight warning, turn to a gale, rendering it necessary for the boats to seek shelter from its force in the nearest harbour as soon as possible. During the year 1887, 156 lives were lost from fishing-boats on the coast of Scotland; of these 112, were lost on the east coast, 23 in Shetland, and 17 only on the west coast. We do not know where to find a stronger illustration of the necessity for good accessible harbours to run to than in this return; for whilst on the east coast there is nothing but pier and bar harbours, many of them inaccessible at low water, excepting the Firths of Forth, Tay, with the dangerous outlying shoals studing its approaches, and Cromarty, whilst the west coast is studded with bays, islands and natural harbours, offering good shelter. At the same time it is true these do not account for the whole difference, because there are many more boats employed on the east coast than on the west, but not enough to account for this difference.

Unfortunately the Scotch returns of loss of life do not go into the details given in those for the coasts of the United Kingdom, therefore it is impossible to analyse them as we did the others in the last number of this journal; but it must surely be possible to reduce the loss of life in Scotch fishing-boats below very nearly one-half of the total for the United Kingdom. One fruitful source of these casualties, we are satisfied, is the complete want of protection from falling overboard from the large decked fishing-boats there. Several proposals, some of them very practical, have, we believe, been made for doing so, but none has yet been really taken up. Very great improvements have been introduced into the boats during the last thirty years, a work to which the LIFE-

BOAT INSTITUTION contributed in a very material degree by introducing in the most practical way the idea of decking the boats all over. This it did by building two, and lending them to selected men at Peterhead, and on very favourable terms, to fish with, and so prove their value, a plan which answered completely, for the gratifying reports received have been fully justified by the plan being universally adopted.

The Scotch fishermen, more particularly those on the east coast, are a remarkably fine body of men, above the average in physique, hardy, brave, intelligent, and, as a body, sober and trustworthy, and therefore constitute the best possible material from which to draw a large naval reserve; more particularly in these days when the required qualifications for efficiency in marine warfare do not include knowledge of and alacrity in handling spars and sails, what is wanted being gunners with "sea-legs." Here alone is a very forcible argument in favour of fostering and improving in every possible way the foundations of their calling, viz., the supply of fish, and the provision of boats and gear with which to work. This latter foundation has been greatly strengthened by a clause in the Crofter Act of 1886, empowering the government, through the Fishery Board, to advance money for purchasing boats and fishing gear on easy terms for repayment. If used with the discretion to be looked for from the Board, we could wish the power extended beyond the "Crofter" parishes detailed in the Act, and judging from the success that has attended the efforts of private exertions in the same direction at Baltimore, county Cork, there ought to be no fear of the result. It is true that a recent act of parliament has facilitated the creation of mortgages on fishing-boats, and it may be considered that using public money for the purpose would be competing with private interests, but it is only the extension of the present system of advancing it for making harbours and other purposes.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.



SOUTHPORT.—In accordance with the wishes of the crew a second Life-boat has been placed at this station. It is a large sailing boat, 42 feet long, and 13½ feet wide, and is constructed in conformity with the views of a special Sub-Committee nominated by the Branch to inspect the different forms of sailing Life-boats. The requisite plans were drawn up in accordance with their suggestions by the Naval Architect of the Institution, G. L. WATSON, Esq. The boat is fitted to receive water ballast, and is also provided with a centre board or drop-keel. The entire cost of the new boat and equipment was presented to the Institution by the Misses MACRAE, of Southport, and it is named after them the *Edith and Annie*. The ceremony of presenting and naming the boat took place at its station on the 28th June last, on the occasion of the "coming of age," of the Southport Corporation. A large company assembled on the pier on that occasion, the boat having been brought alongside from her moorings. After some remarks by Alderman NICHOLSON, the Chairman of the Branch, the Local Honorary Secretary, Dr. PILKINGTON, made the presentation of the boat on behalf of the donors, whose names, he reminded those present, were intimately associated with every good work carried out in the borough. The gift was acknowledged by the District Inspector of Life-boats, Lieutenant TIPPING, R.N., on

behalf of the Parent Institution, and by Alderman NICHOLSON, on the part of the Local Committee. The Rector of North Meols, the Rev. C. H. KNOWLYS, who was on board the Life-boat, then offered dedicatory prayers, at the conclusion of which, the Misses MACRAE, amid loud cheers, broke a bottle of wine on the side of the boat, at the same time naming it the *Edith and Annie*. When the cheering had subsided, the people on the pier sang with much spirit the "Hymn for those at Sea," and the boat then went for a short cruise, having forty-three ladies and gentlemen on board, in addition to the crew of twenty men.

RAMSEY, ISLE OF MAN.—The ROYAL NATIONAL LIFE-BOAT INSTITUTION has recently sent a new Life-boat to this station to take the place of one forwarded there many years since. The new boat is 37 feet long, 8 feet wide, and rows ten oars, double-banked; it possesses all the latest improvements, and, amongst other things, it is fitted with a sliding keel. The cost of the new boat, carriage and equipment, has been defrayed through the Manchester Branch of the Institution by an anonymous friend, per Mr. and Mrs. NORBURY, who by means of their entertainments have been endeavouring for some time to raise the cost of a Life-boat. In accordance with the wishes of the donor, the Ramsey new boat is named

Mary Isabella; it was publicly named and launched at its station on the 6th September, under the superintendence of Lieutenant TIPPING, R.N., the District Inspector of Life-boats.

RHYL.—This station has been provided with a new 34 by 8 feet 10-oared Life-boat, the gift of Mrs. MARTIN, of Pershore—after whom it is named the *Jane Martin*. The ceremony of naming was publicly performed on 13th October, by T. GRIFFIES DIXON, Esq., J.P., of Nant Hall, Chairman of the Local Committee for upwards of twenty years, after which the boat was launched and taken out for a trial trip. On their return to shore, the crew were entertained to dinner at the Royal Hotel.

DOVER.—One of the new 37 by 8 feet 12-oared Life-boats has been sent to this station, and its public inauguration was successfully carried out on the 19th January, in the presence of a very large concourse of spectators, numbering several thousands. The Mayor of Dover presided on the occasion and opened the proceedings with a short speech, after which, BEAUMONT MORICE, Esq., on behalf of his brother, Captain LINDSAY MORICE, and himself, acting as Executors of their late mother, Mrs. JANE WOOLLACOTT MORICE, of Erith, made the presentation of the boat to the Institution, and stated that it was her wish that the Life-boat should be named after their late father. The gift was acknowledged by the District Inspector of Life-boats, Mr. CUNNINGHAME GRAHAM, who handed it over to the care of the Local Committee, and their Local Honorary Secretary, Lieutenant-General BRUCE, C.B. The well-known hymn, "Eternal Father, strong to save," was then sung by the band of the 89th Irish Fusiliers, after which prayer was offered up, and the boat was then named the *Lewis Morice*, by Mrs. LINDSAY MORICE, and successfully launched.

NEW BRIGHTON.—The ROYAL NATIONAL LIFE-BOAT INSTITUTION being determined to keep the New Brighton Life-boat Station in the highest state of efficiency, have recently had built by the Naval Construction and Armaments Company, of Barrow-in-Furness, a magnificent new steel tubular Life-boat. The boat arrived in the Mersey in August last, and was

immediately placed on the moorings at the back of the New Brighton stage, so as to be ready for any services that might be required. The old boat is retained as a spare boat in case of an accident happening to the new one. New Brighton is, with the exception of Rhyll, the only station belonging to the Institution, where a tubular boat is employed, and the crew at New Brighton will not use any other description of boat, which differs materially from the ordinary self-righting boats adopted by the Institution for most of their other stations. This tubular system of Life-boat construction was invented by the late Mr. HENRY RICHARDSON, of Bala, in 1830, and in 1851, his son, Mr. H. T. RICHARDSON, built a boat on this principle, with which he sailed round the coast of England in order to prove the superiority of his system. Eventually a similar boat was built for New Brighton, and has been replaced from time to time by others on the same plan. The new boat differs in many respects from the original plans of Mr. RICHARDSON. In his boat there were two circular tubes, tapering towards each end, and connected with iron bands at the bow and stern, and at intervals throughout the length. Experience has suggested, however, that this form of construction can be improved, and the new boat has been built from designs prepared by Mr. CHARLES H. BELOE, M. Inst. C.E., the Honorary Secretary of the Institution at Liverpool. The length over all is 42 feet 6 inches, and the beam 12 feet, exclusive of a wooden fender which runs all round the vessel. The midship sections of the tubes are not quite circular, being slightly flattened on top and bottom and at the two sides. The tubes taper towards the ends until their smallest diameters are 1 foot 9 inches forward, and 1 foot 6 inches aft; the object of this is to give a freer escape to the water passing between the tubes when the boat is in motion. At the bow and stern the tubes are curved round until they meet, forming one homogeneous structure instead of two separate tubes as in the former boats. This mode of construction will add materially to the buoyancy of the boat at the bow and stern. The boat is divided into twenty-two watertight compartments, so that in the event of one compartment being injured, the floating capacity would be very little interfered

with. Each compartment is provided with a manhole for access to enable it to be cleaned and painted. Two centre-boards are fixed to each tube, materially improving the sailing qualities of the boat, which will pull fourteen oars, seven on each side. Stanchions fitted with ridge-ropes run round the boat as an additional security to the crew. Every improvement which experience can suggest has been adopted in the new Life-boat. The boat is called the *Henry Richardson*, and was paid for by a legacy left to the Institution by that gentleman, who died some years ago, but the money was not available until after the death of his widow. To show the importance of maintaining the Life-boat Station at New Brighton in the highest possible state of efficiency, it may be mentioned that since the Institution established a boat at this place in 1863, the total number of lives saved by its instrumentality has been about three hundred.

ARBROATH, BERWICK-ON-TWEED, BROADSTAIRS, BROUGHTY FERRY and BUDDON NESS (DUNDEE), CAMPBELTOWN, HAUXLEY, HAYLING ISLAND, LITTLEHAMPTON, MEVAGISSEY, MILFORD HAVEN, PORT ERROLL, PORTHDINLLAEN, SKEGNESS, and TYNE-MOUTH (No. 1). The Life-boats on these fifteen stations have also been superseded by new boats of the improved modern type; a few of them are provided with sliding-keels, and all but one are fitted with water-ballast tanks. The Arbroath new Life-boat was provided from the legacy of the late Mrs. SOUTER, of Dundee, and, as desired by the testatrix, the boat is named the *William Souter*. A bequest to the Institution by the late Mrs. JANET BARR, of Kenley, defrayed the cost of the new Life-boat for Berwick, named the *John and Janet*. The Broadstairs Life-boat was the gift of the late GEORGE MOTLEY WAUD, Esq., of Bradford, and is named the *Christopher Waud, Bradford*. The Broughty Ferry Life-boat came from the Ancient Order of Foresters Friendly Society, and is named after their chief secretary, *Samuel Shawcross*. The boat at Buddon Ness bears the same name as its predecessor, the *May*, the gift of an

anonymous donor under the initial "D." The Life-boat for Campbeltown was presented by HEATH HARRISON, Esq., of Liverpool, and is to be known as the *Mary Adelaide Harrison*. The Hauxley boat bears the same name—*Algernon and Eleanor*—as the Life-boat which preceded it, which was given to the Institution by the Dowager Duchess of NORTHUMBERLAND. The Hayling new boat—*Charlie and Adrian*—was presented by a kind friend of the Institution, with a request that it should be entered as a gift from "X." Mrs. STOKER, of Hull, generously paid for the boat for Littlehampton, which is to be always known as the *James, Mercer and Elizabeth*. The cost of the Mevagissey new Life-boat was defrayed by a lady resident in London, who desired that her name might not be published; in accordance with her wishes the boat is named the *John Arthur*.

The Milford boat was provided from a legacy bequeathed to the Institution by the late HENRY MARTIN HARVEY, Esq., of Hexworthy, Launceston, and the boat is named the *Henry Martin Harvey*.

The Port Erroll new Life-boat was given in memory of the late Mrs. ATHERTON HOWARD, herself the donor of two Life-boats, by Miss DIXON of Cheltenham, and, as desired by the donor, it is named *Frances Camilla Howard*.

The cost of the Porthdinllaen new Life-boat, which is named the *George Moore*, as was the case with the one now superseded, has been partly defrayed from a fund raised by the employes of Messrs. COPESTAKE and Co., of Bow Churchyard, London, in memory of the late Mr. GEORGE MOORE, the well-known philanthropist, who was a member of that firm.

The Skegness new Life-boat was paid for by the late Miss ANN BALL's bequest, and is called the *Ann, John, and Mary*. The new boat for Tynemouth, like the one it replaced, is named the *Charles Dibdin*, after the Secretary of the Institution, who has been for nearly twenty years the Honorary Secretary of the Civil Service Life-boat Fund, which presented and endowed the *Civil Service* No. 2 Life-boat for the Tynemouth Station.

DINNER TO THE RAMSGATE LIFE-BOAT MEN.

(From Pullen's Kent Argus, 1st Dec., 1888.)

THE triennial dinner to Ramsgate Life-boat men, the expenses of which are defrayed by the interest of 200*l.* left by the late Admiral Sir George Back, F.R.S., took place on the 29th November, at the Royal Oak Hotel, Harbour Street. The large dining-hall was well filled, there being some seventy persons present. In addition to Coxswain FISH and "ye brave Life-boatmen," there were also present CHARLES DIBDIN, Esq., F.R.G.S., Secretary of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, who occupied the Chair; the Revs. HARRY BARTRAM and E. HARDCASTLE, J. SEBAG MONTEFIORE, Esq., his Worship the Mayor (Captain L. W. VAILE), and Captain JONES, Harbour-Master. The dinner, which was of a substantial nature, was served up in excellent style.

In proposing "The Queen," the Chairman remarked that the English people were a loyal nation, but there was no section of the community more loyal than their sailors, and therefore he was sure they would carry with acclamation the toast of Her Majesty, as the patron of the ROYAL NATIONAL LIFE-BOAT INSTITUTION. He expressed the hope that Her Majesty might long live to reign over the United Kingdom.

The National Anthem was then sung.

The Chairman next proposed "The Memory of Sir George Back," to whose generosity they were indebted for the dinner of which they had partaken. He then called on his Worship the Mayor to say a few words.

Captain VAILE, who was cordially received, remarked that with respect to their good, kind, departed friend, Admiral Sir George Back, he must say his memory was deserving of their highest respect. In this, his generous act of providing a dinner for Life-boat men, he had performed a service which would make them carry his memory to the latest generations. He took a particular interest in the Life-boat service, and it was seldom that the Life-boat went out of Ramsgate harbour but that he earnestly watched it.

Mr. SEBAG MONTEFIORE, in the unavoidable absence of the Right Hon. JAMES LOWTHER, proposed "Success to the ROYAL NATIONAL LIFE-BOAT INSTITUTION."

Addressing the Life-boat men, he said he believed it was not from any hope of reward, but from the most humane considerations, that they were ready and willing to render assistance to poor suffering creatures who were in danger at sea. He was quite sure that all those present who were not engaged in such unselfish work must have the proudest admiration for those feelings by which the Life-boat men were actuated. He was exceedingly glad that the task of proposing this toast should have fallen to his lot, because it was only a few years ago that his daughter performed the ceremony of christening a new Life-boat at Newhaven, and he himself was intimately acquainted with the late Mr. THOMAS CHAPMAN, a gentleman who was associated with this Institution (cheers).

The Chairman, responding to this toast, said: "My gallant friends, I am very grateful to you for the very kind manner in which you have received the toast which has been proposed in such agreeable terms by our good friend Mr. SEBAG MONTEFIORE. It is now three years since I last had the pleasure of meeting the Ramsgate Life-boat men on a similar festive occasion, and I can assure you that it is no small pleasure to recognise around me many faces I saw then. As for Coxswain FISH, he does not look a day older than he did then, and I trust he may be spared for many years to come to command the *Bradford* with that coolness and bravery for which he is so well known (hear, hear). Since our last dinner, three years ago, the Life-boat Institution has been showing the most remarkable activity. Science and experience have produced improvements in the construction of Life-boats as in everything else, and the Committee have determined that the brave men who man the Life-boats shall, as is their due, be put in possession of those improvements, and so be furnished with the best possible machinery for carrying out their noble work. With this view the Committee have built, since last we met, as many as 120 new Life-boats, all of which have been furnished with water-ballast and other valuable additions, materially improving the sta-

bility, seaworthiness and consequent safety of the boats. You yourselves, thanks to the liberality of the town of Bradford, have been supplied by the Institution with a new centre-board boat. Experience has already shown you how superior the new *Bradford* is to the boat she replaced, and reports are coming in from the coxswains and crews all round the coast, speaking in the highest terms of the new boats. Then, again, the Committee have been doing their very utmost to find some means, really satisfactory means, for propelling Life-boats mechanically. You know that it has been the fashion for people who know nothing experimentally of the sea, and nothing about Life-boat work—'fools rush in where angels fear to tread!'—to say in an off-hand way: 'Oh! there ought to be steam Life-boats.' Well, let them try and produce one, and they will find that they are beset by a multitude of difficulties at the very outset. Rather more than two years ago a special committee was sent by the Institution to the Liverpool Exhibition, to see whether anything could be found among the many proposals exhibited there suitable for the purpose; but no, there was nothing of any practical value to the Institution. Then experts, including the most experienced coxswains all round the coast, among them Coxswain FISH, were consulted, and still no solution of the question was obtained. On the contrary, the tendency of the evidence given was in the direction of questioning the desirability of employing steam for Life-boat work at all, even should it be possible to do so. Nothing daunted, the Committee early last year offered gold and silver medals to all the world for drawings and models of a mechanically-propelled Life-boat, and although a response came from all parts, the appointed judges found it impossible to make any award, as there was no scheme advanced which could be utilized. In the spring of this year the well-known shipbuilders, Messrs. J. and F. Green, of Blackwall, submitted to us a scheme for a steam Life-boat, and after much consultation with the professional officers of the Institution, the Committee and other qualified persons, a mechanically-propelled Life-boat, with apparently every prospect of success, is being constructed, and we sincerely trust the attempt may prove

really successful; but time will show. Should this venture be successful, such a boat will necessarily be able to be used at a very limited number of stations only. At the risk of tiring you, I have given you all these details to show you how anxious the rulers of the Life-boat Institution are to promote the efficiency of the service (hear, hear). But now I must give you a few results in the way of figures, which will, I think, demonstrate to you clearly the very great importance of the Life-boat Institution, and the necessity for its existence, a fact, I think, pretty generally recognised in this country of ours, not to mention the rest of the world. The ROYAL NATIONAL LIFE-BOAT INSTITUTION was established in 1824, only two generations ago, and yet in that comparatively short time it has granted rewards for the saving on our coasts of nearly 34,000 lives, almost twice the population of Ramsgate, and this year alone it has bestowed rewards for the rescuing of nearly 700 lives from a watery grave. Surely, gentlemen, an institution which can point to such a record of good work done merits the confidence and support of the public; aye, it has it too (hear, hear). I cannot impress upon you too strongly the fact, often lost sight of, that the Life-boat service is one of great danger; and notwithstanding all the improvements and scientific inventions which may be introduced, it will always continue to be so. Considering that undoubted truth, it is really marvellous that the Life-boat crews meet with so few accidents. Since the introduction of the self-righting Life-boat, in 1852, as many as 70,000 Life-boat men have gone out in those Life-boats *on service*, not for exercise, mark you, and of these only 79 have nobly perished in their gallant attempts to rescue others, giving a loss of *one man in every 880*. This proportion will certainly compare favourably with any other service attended with danger. In conclusion, allow me to thank you once again most cordially for the kindness with which you have been good enough to express your entire approval of and confidence in the ROYAL NATIONAL LIFE-BOAT INSTITUTION. May it ever deserve your commendation and sympathy" (cheers).

The Chairman then proposed the health of the *Bradford's* crew, coupling with the

toast the names of Captain JONES and Coxswain FISH.

Captain JONES, in response, said he was exceedingly proud and gratified in having the honour of responding to so popular a toast as the health and prosperity of the *Bradford* Life-boat crew. There was no greater public spirit shown in England than that which was expressed towards an institution of such benefit and mercy, which their country so admirably kept up. They had heard already of the lives saved by the Life-boat crew, but they must also take into account the number of families that have been restored to the arms of their husbands and fathers (hear, hear). In conclusion, the Captain wished every success and prosperity to the Life-boat *Bradford* and her crew.

Coxswain FISH said he had great pleasure in rising to say that although he was coxswain of the *Ramsgate* Life-boat he only regarded himself as one of the crew. He was proud to inform them that he had a willing crew to do the service placed before them (hear, hear). In their work they trusted a great deal to the tug, and he was sure that that vessel had a commander and crew ready and willing to do all that lay in their power to assist the Life-boat. Of course, when the Life-boat left the tug at sea, the work of rescue was left to the Life-boat. He thought that they had always done the best that man could do to accomplish their work in a proper manner, and they had endeavoured to give satisfaction. He knew that everybody was endeared to the Life-boat, and he hoped that the new

boat would prove as useful as its predecessors. He believed that they were all satisfied that the Institution did its utmost to provide them with the best possible boat. Personally, he was quite satisfied with the new *Bradford*, and was willing to trust himself in her at any time; but if, after she had had a fair trial, the men were dissatisfied with her, which he was sure would not be the case, he had no doubt the Institution would readily send them another one. He then called on the men to give three cheers for the Institution, which they did, making the dining-hall ring again and again with their cheers.

The last toast on the list was that of "The Friends of the Life-boat Cause." This was proposed by Mr. DIBDIN, who coupled with it the name of the Rev. H. BARTRAM.

The Rev. H. BARTRAM, in responding, said he was pleased the Chairman had coupled his name with the toast, because he was indeed a friend of the Life-boat cause. He considered it was well that a landsman should give his view of the matter. He had listened with respect to all that had been said that evening, and he was greatly interested by it. He then spoke of the motives which actuated friends of the cause to render assistance, commenting in high terms of the good work that had been performed by the *Ramsgate* Life-boat crew.

Several songs were subsequently sung by the men, including one entitled "Coxswain Fish and the *Bradford* Life-boat Crew."

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

WINTERTON.—The No. 2 Life-boat *Husband* was launched at 11 o'clock on the night of the 4th October, in response to signals of distress shown by the brig *Catherine*, of Whitby, bound from Portsmouth for Sunderland, which was water-logged and sinking about half a mile E.N.E. of Winterton. The wind was blowing a whole gale from the N.N.W., the weather was thick with rain, and there was a very heavy sea. The brig's crew consisting of seven men were taken

into the Life-boat, and safely landed. After the crew had been taken off, the vessel came up to the wind and collided with the Life-boat, the ship's martingale falling into her, striking one of the rescued men, seriously injuring the Life-boat coxswain, and damaging the boat.

On the 13th October, the No. 1 Life-boat *Edward Birkbeck* put off at 6 A.M., during a moderate to strong gale from the N., and a heavy sea, a vessel having been observed ashore about two miles N.

of Winterton. On reaching the vessel she was found to be a dandy rigged fishing boat, named the *Star of Hope*, belonging to Lowestoft. The Life-boat rescued three of the crew, and brought them safely ashore. The vessel became a total wreck.

LLANDDWYN.—At daylight on the 5th October, the schooner *George*, of Liverpool, bound from Dublin for Port Dinoric in ballast, was observed to show a signal of distress whilst riding heavily at anchor in the bay during a fresh N.W. gale, and squally weather. The Life-boat *Richard and Henry Gould* proceeded to her assistance, and put four men on board. One of the vessel's anchors, which had lost the stock, was hove up, the second anchor was slipped, after buoying the chain, and the ship was got under weigh and taken to Carnarvon.

LLANDDULAS.—The s.s. *Tolfaen*, of Liverpool, bound from Liverpool for Newry with wheat, was seen at anchor in Rhos Bay, with a heavy list to port and flying a signal of distress during a strong gale from the N.N.W., and a very heavy sea on the morning of the 5th October. The Life-boat *Mary Jane Gould* was at once taken out of her house, horses were procured, and the boat was conveyed by road to Llandrillo, yu Rhos, distant between five and six miles, the wind and sea being unfavourable for launching at Llanddulas. The journey was quickly accomplished, and the boat was launched, and reached the vessel, when it was found that five of the crew of seven men had been lost in the storm in the early morning, when about ten miles N.E. of the Great Orme's Head; they had taken to their boat, or were preparing to enter it, thinking the steamer would sink, the heavy sea striking her, having caused the cargo to shift, when the boat and men were washed away. The master and fireman only were left on board, and managed to bring the steamer into Rhos Bay, where they anchored her. Some of the Life-boat men boarded the vessel, and she was taken to Garth, in the Menai Straits, arriving there in the afternoon.

On the 6th November, the *Mary Jane Gould* Life-boat put off to the assistance of the steam flat *Widnes*, of Liverpool, which showed a signal of distress during a strong breeze from the S.E., and a rough

sea, while at anchor off Llanddulas. On reaching the vessel it was found that she was leaking badly, and at the request of the master, some of the crew of the Life-boat went on board to assist at the pumps, and take the steamer to the Menai Straits.

GORLESTON.—On the 9th October, at about 2 P.M., the No. 2 Life-boat, *Leicester*, was launched and proceeded to the assistance of the dandy *Morning Star*, of Great Yarmouth, on a fishing voyage with a crew of six men, which had stranded on the South Scroby Sand. When the Life-boat arrived alongside, the vessel was found to be in charge of a salvage boat's crew, and a steam-tug, but all efforts to get her afloat had failed. By the advice of the Life-boat coxswain, the anchor was got ahead, attached to the trawl rope, and by this means the vessel was got off and taken into harbour.

On the 7th November, the No. 1 Life-boat *Mark Lane* was launched at about 5.15 A.M., signals of distress having been seen during a moderate gale, increasing at intervals to a strong gale, from the E.S.E., and a very heavy sea. After a long search the barque *Alabama*, of Tonsberg, laden with deals, was sighted in the Pikle, a channel running between the Scroby and the Cross Sands. With some difficulty the Life-boat managed to reach the vessel which had sprung a leak, and was full of water, the master having been compelled to have the main mast cut away to prevent the ship from turning over. Her crew, consisting of eight men, were rescued by the Life-boat. In crossing the Scroby Sands the Life-boat encountered extremely heavy seas, which at times almost turned the boat end over end.

Early in the morning of the 10th November, the crew of a fishing lugger arrived at Gorleston, and reported that they had seen flares and rockets about the lower part of Winterton Ridge. A gale from the S.E. by E. was blowing at the time, and the sea was very heavy. The No. 1 Life-boat *Mark Lane* was launched and found a large screw-steamer, the *Akaba*, of Liverpool, bound from Bombay for Dundee, with a cargo of jute, near Winterton Ridge, she having been aground and lost her rudder. A boat's crew and some steam-tugs were in attend-

ance on the vessel, and assistance was given by the Life-boat men with the view of taking her to a safe anchorage. The weather, however, became more stormy, and eventually 35 of the men on board the steamer got into the Life-boat, and in two trips were transferred to the steam-tug *Yare*. The Life-boat returned to her station at 8.30 P.M.

CAISTER.—At 9 P.M. on the 13th October, the No. 2 Life-boat *Godsend* was launched during a strong gale from the N. and a very heavy sea, signals of distress having been shown by the schooner *Emperor*, of Banff, and the three-masted schooner *Girl of Devon*, of Plymouth, which had been in collision in the north part of Yarmouth roads. The Life-boat went first to the *Emperor*, the master of which stated that he required assistance, but as his vessel was not sinking, he requested the Life-boat men to go to the other vessel, which they did, and at the master's request, assisted to clear away the wreckage, remaining by her all through the night. At midnight a tug arrived from Yarmouth, and was hailed by the coxswain of the Life-boat, and sent to the assistance of the *Emperor*, which she towed into harbour. In the morning the weather moderated, and the Life-boat took the master of the *Girl of Devon* ashore to telegraph to the owner of the vessel for instructions.

On the 1st November the *Godsend* Life-boat was launched at about 3 P.M., having been signalled for by the crew of a yawl, which had gone out in the morning to the assistance of the s.s. *Ferndale*, of Sunderland, stranded on the North Scroby Sand. The weather at the time was thick, the sea was rising, and the wind was rapidly increasing from the E. The Life-boat proceeded in tow to the steamer, which after repeated efforts was got afloat, and was taken to Yarmouth Roads, the boat remaining by her during the night.

On the 4th November, at 4 A.M., the No. 1 Life-boat *Covent Garden* put off, signals of distress having been shown from the North Scroby Sand, and the light ships continually firing guns and rockets, during a strong gale from the E.S.E., and a very heavy sea, which swept over the boat from stem to stern. Sail was set, and the Life-boat proceeded in the direction of the flares, but grave

doubts were entertained as to the practicability of crossing the Barber Sand in such a sea; the signals, however, were so urgent, that it was decided by the crew to make straight for them, and the boat sailed right over the sand, shipping heavy seas all the time, and drenching the crew to the skin. The vessel was reached at about 5 o'clock, and proved to be the barque *Vauban*, of Havre, timber laden; she was then driving over the sand. The Life-boat went alongside her, took off her crew of fifteen men with considerable difficulty, and remained by the vessel until daylight, when it was found that she had lost her rudder, her anchors were gone, and she was full of water. Steam-tugs afterwards came up, and the ship was towed to Yarmouth beach, her crew being taken into the harbour as the heavy sea prevented a landing at Caister.

The No. 2 Life-boat *Godsend* proceeded to the assistance of the fishing dandy *Cyprus*, of Great Yarmouth, which had shown flares, having stranded on the Inner South Barber Sand, during a moderate W. breeze the 9th December. The Life-boat remained by the vessel until she drove over the sand, and on to the beach where she would be dry when the tide fell.

CULLERCOATS.—Several cobsles were out fishing on the morning of the 13th October, when a gale sprung up from the N.E., and the sea became very heavy. Some of the boats returned to the shore before the sea had risen very much, but two of them still remained out, and as it was then extremely dangerous for them to make for the port, the Life-boat *Co-Operator* No. 1 was launched at half past eight o'clock, and escorted them in.

On the morning of the 27th November, the fishing-boats were again overtaken by stormy weather, but they all, with the exception of the *Indefatigable*, reached the land. The *Co-Operator* No. 1 Life-boat put off at 11.45, and remained in attendance on that boat while she crossed the bar.

NORTH DEAL.—It having been reported that a screw steamer was stranded on the Goodwin Sands, and signal guns having been heard during foggy weather, and a fresh S.W. wind on the 25th October, the Life-boat *Mary Somerville* put off at about 10.15 A.M., and found the s.s.

Herongate, of London, stranded on the North Sand Head. The Life-boat remained by her about two hours, when she floated and proceeded on her voyage to Hull.

On the 9th November, while this Life-boat was on her way to London, another boat having been placed on the station in her stead, she was signalled by the Tongue light vessel, and was informed that they had on board the crew of the wrecked barque *Albatross*, of Hernosand. The men, thirteen in number, were taken into the Life-boat and landed at Gravesend at about 1 P.M.

FRASERBURGH.—The fishing boats having been overtaken by a strong gale from the E.N.E., and a heavy sea on the 1st November, it was considered advisable to launch the Life-boat *Cosmo and Charles* at 12.15 P.M., so as to encourage the crews and to be in readiness to render them assistance should any casualty occur. All the boats reached the harbour in safety, although two or three of them had narrow escapes of being swamped.

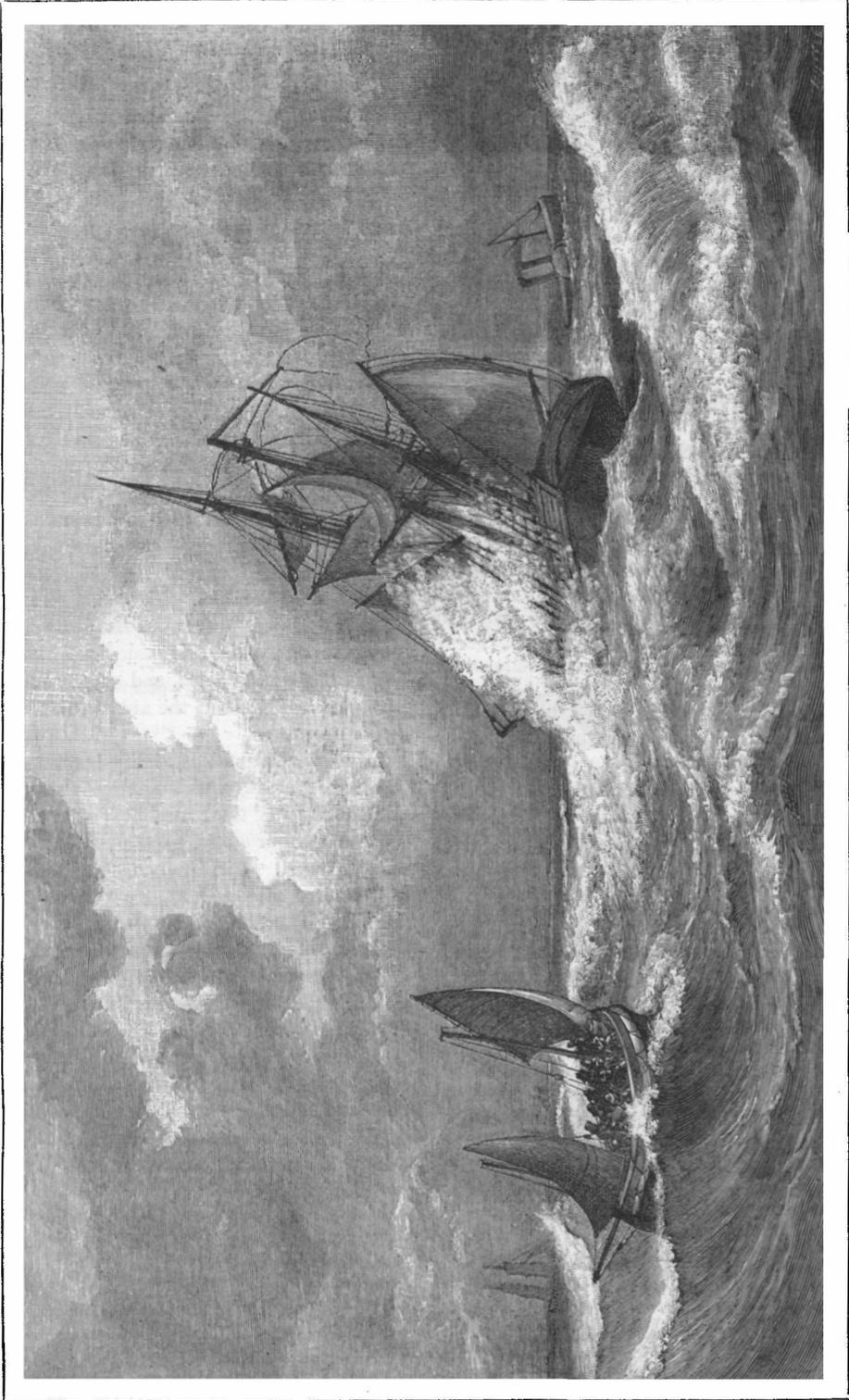
PORTHDINLLAEN.—The schooner *Emperor*, of Beaumaris, bound from Cork for Port Dinorwic, in ballast, showed a signal of distress while lying at anchor in the bay during a strong N.E. wind, and a heavy sea, on the 2nd November. The Life-boat, *George Moore*, was launched at 3.45 P.M., and on reaching the vessel, found that she had parted one of her chains, and her crew, consisting of three men, were afraid to remain on board as the weather was very threatening. They were therefore taken into the Life-boat and brought safely ashore.

PORTRUSH.—The fishing-smack *Foison*, of Portrush, was dismasted in a heavy squall off Port Stewart Point, on the evening of the 2nd November. Two other smacks were in company with her, but were unable to render her any assistance, on account of the heavy sea, and they therefore made for Portrush and gave information of the casualty. The Life-boat *John Whitaker* was promptly launched, and proceeded to the assistance of the smack, whose crew had cut away the rigging from the fallen mast and dropped their anchor. The five men were taken into the Life-boat and brought ashore, their vessel being towed by a steam-tug into Portrush on the following day.

SOUTH NORFOLK AND SUFFOLK LIFE-BOAT MEN.

THE Life-boat crews of this district, extending from Palling to Southwold, both inclusive, are formed on a different system from any other of the stations of the ROYAL NATIONAL LIFE-BOAT INSTITUTION. The men who man the Life-boats are called Beachmen, are formed into companies for salvage purposes, and are trained up to the handling and launching of beach boats from boyhood. These boats are called yawls and gigs, celebrated for their great speed. Each man, on attaining the age of eighteen, and having purchased his full share of the company's property, he is at once entitled to take his place as one of the Life-boat crew. Any of the beachmen on the spot are always eager to obtain a belt; every man of the companies takes an interest in the work, all combining for the occasion, where there is more than one company, when the Life-boat is used, but at other times working in opposition, except at Gorleston, where they are worked by one company only. The two coxswains are the only permanent members of the crew. The method of sharing the money is by an old-established rule, namely, that all money received for service is put into one fund, and divided according to the number of men, five per cent. from the gross amount being divided among the crew of the boat, in addition to their dole. Sometimes 120 men have been engaged in this work. The share for those who risk their lives is very small, but nothing can exceed the eagerness and enthusiasm of these brave fellows; no storm, however violent, no hour of the night, or season of the year, ever deterred them from launching to the help of ships in distress, and on no part of the coast have more gallant deeds been performed than at the East Coast stations of the ROYAL NATIONAL LIFE-BOAT INSTITUTION. Such men are an honour to the nation, and we may well feel proud of them. Constant practice in going to the assistance of ships on the sands, or requiring the assistance of pilots in the offing, has brought out their best qualities as boatmen.

The launching of our boats is carried out in the following way. When the alarm is given the coxswain opens the doors of



THE LOWEST OF LIFE-BOAT "SAMUEL PLIMSOLL" TO THE RESCUE.

the boathouse, the roller skids are laid in line, to catch her as she moves down the beach; some haul on the "bow rope," others running with the skids, or exerting themselves to the utmost to get the boat to the water; the crew, in the meantime, scramble on board, and often cause disputes as to who shall go.

When at the water's edge, the sails are prepared and she is launched with a rush into the foaming breakers, and is pushed clear by a long pole, called a *sett*. The skids are long boxes, with an iron roller at each end.

The coxswain superintends the launching of the boat, and takes full command when afloat.

The South Norfolk and Suffolk boats are of different type to the self-righting boats, being water-ballasted, and the airtanks extending the whole length of the boat, along the sides and across the ends, giving free access fore and aft, and having a space along amidships for the reception of the water-ballast, which is let in by means of plugs in the bottom. These, being left open, also serve to relieve her when heavy seas are shipped. Her stability is further increased by a belt of cork outside, just below the gunwale.

The larger class have two large lugsails; the smaller class are for rowing. They seem to be suitable for the requirements of this coast, having won the confidence of the men by 80 years' hard service.

I have lived amongst them for many years, and have learned to admire the fellows, ever ready to risk their lives in the cause of duty.

In conclusion, I would urge upon all to subscribe to the funds of the most noble of all Institutions—the ROYAL NATIONAL LIFE-BOAT. No other nation can boast of such a fleet of boats supported by voluntary contributions and manned by volunteers. We as Britons may well feel proud of them.

F. J. TANSLEY.

UNITED STATES LIFE-SAVING SERVICE.

WE learn from the Annual Report of the United States Life-saving Service lately issued that on the 30th of June, 1887, there were 218 stations, 166 being on the Atlantic, 44 on the Lakes, seven on the Pacific, and one at the Falls of the Ohio, Louisville, Kentucky. During the previous twelve months there had been 332 disasters to vessels within the field of station operations, and there were 6,327 persons on board these vessels, only 55 of whom were lost. The number of vessels totally lost was 72. In addition, there had been 135 disasters to smaller craft, such as sail-boats, row-boats, &c., on which were 274 persons, all of whom were saved, except three; total number of shipwrecked persons succoured at stations, 737; total number of days' succour afforded, 1,894.

In addition to those saved from vessels, there were 23 persons rescued who had fallen from wharves, &c., and who would have perished without the aid of the life-saving crews.

In every case of loss of life investigations were made, which showed that in no instance was there any lack of courageous endeavour on the part of the station force engaged. Unhappily, their gallant efforts were attended by the "sorrowful sacrifice," at scenes of shipwreck during the year, of eight men belonging to the life-saving crews, the details of which, as given in the Report, show the habitual devotion which the men bring to efforts at rescue. On one occasion a Life-boat crew went by railway, with their surf-boat and life-saving apparatus, a distance of 110 miles to a rescue, and brought ashore 24 persons, the crews of two wrecked vessels.

SUMMARY OF THE MEETINGS OF THE COMMITTEE.

THURSDAY, 11th October, 1888.

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

Read and confirmed the Minutes of the previous meeting.

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

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

Northern District—Sunderland (three boats), Seaham, Whitburn, Tynemouth (two boats), Cullercoats, Blyth (two boats), Cresswell and Newbiggin.

Eastern District—Southend (two boats), Walmer, Kingsdowne, and Kingsgate.

Irish District—Wicklow, Arklow, New Brighton, Courtown, Cahore, Carnsore, Wexford (two boats), Dunmore, Kilmore, Fethard, Dungarvan, Ardmore, Youghal, Tramore, Ballycotton and Queenstown.

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

	£	s.	d.
Mrs. E. A. SYMES, Bangor, additional	100	-	-
E. A. B. (additional)	20	-	-
Collected at HARVEST FESTIVAL at Aldringham, Suffolk, per the Rev. J. C. STEWART MATHIAS	4	13	-

To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late Miss CHARLOTTE GOTOBED, of Milford, Surrey	3533	6	1
The late H. T. LIDDELL, Esq., of Winchester	1000	-	-
The late H. M. HARVEY, Esq., of Hexworthy, Cornwall	1000	-	-
The late ADOLPH SAMUELSON, Esq., M.D., per Manchester Branch	100	-	-
The late Miss J. M. HAMLEY, of Sydenham	90	-	-

Deep regret was expressed at the decease of JOHN GRIFFITH, Esq., who had been a member of the Committee of Management of the Institution for the long period of 26 years.

Also at the death of the Rev. P. VYVYAN ROBINSON, who had occupied the office of Honorary Secretary of the Lizard Branch of the Institution for 28 years.

Voted the thanks of the Committee to Captain G. DOUGLAS, R.M., in recognition of his kind services as Chairman of the Goodwin Sands and Downs Branch of the Institution during the past twelve years.

The Committee also specially recognised the good services of Mr. EDWARD GRINNELL, who had been Coxswain of the Chapel Life-boat for seventeen years.

Reported the transmission to their Stations of the new Life-boats for Milford Haven, Mevagissey and Porthdinllaen.

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

Appointed Mr. KEPPEL H. FOOTE, late Lieutenant Royal Navy, a District Inspector of Life-boats to the Institution, vice Commander CLEMENT LA PRIMAUDAYÉ, R.N., resigned, he having accepted a Government appointment.

Paid 5778l. 3s. 9d. for sundry charges on various Life-boat Establishments.

Voted 26l. 18s. to pay the expenses of the Peterhead and Winterton No. 2, Life-boats, in rendering the following services:—

Fishing boat <i>Aurora</i> , of Pittullie. Rendered assistance.	Lives saved.
Brig <i>Catherine</i> , of Whitby	7

The Llanddwyn and Llanddulas Life-boats also rendered the following services:—Schooner *George*, of Liverpool, and ss. *Tolfaen*, of Liverpool, rendered assistance.

(Accounts of most of these services will be found on pages 9-10.)

Voted also 50l. 3s. to pay the expenses of the Polpear, Runswick, Whitby No. 1, Upgang, and Caister No. 1 Life-boats, in either assembling their crews or putting off in reply to signals of distress shown by vessels which did not ultimately require the services of the boats.

Also 14l. 5s., gratuity and medical expenses, to WILLIAM HODDS, Coxswain of the Winterton No. 2 Life-boat, who was injured while on service in the boat on the 4th October.

THURSDAY, 8th November.

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

Read and confirmed the Minutes of the previous Meeting.

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

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

Northern District—Port Patrick, Balcary, Kirkeudbright, Whithorn, North Berwick, Dunbar, Berwick-on-Tweed, Eyemouth, Holy Island (two boats), Bamburg Castle, and North Sunderland.

Eastern District—Scarborough, Whitby (two boats), Staithes, Runswick, Upgang, Robin Hoods Bay, Filey, Flamborough (two boats), Barnston, Bridlington Quay, Withernsea, and Hornsea.

Irish District—Courtmacsherry, Valentia, Tralee, Aranmore, Greencastle, Portrush, Groomsport, Ballywalter, and Cloughy Bay.

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

	£	s.	d.
Proceeds of sale of a newspaper on board the R.M.S. <i>Coptic</i> , per Mr. W. J. RAE	4	17	9

	£	s.	d.
Offertory after HARVEST FESTIVAL at WEST LONDON SCHOOL, ASHFORD, per the Rev. HUGH J. FLYNN, D.D.	2	10	6
Proceeds of a concert given by the boys and girls of the NATIONAL SCHOOL, LEIGH, REIGATE, per Mr. J. R. GOODCHILD, Head Master	-	15	-
—To be severally thanked.			

Also the receipt of the following legacies:—

	£	s.	d.
The late Mrs. E. H. TUDOR, of Cheltenham	1000	-	-
The late Mrs. BARBARA CAPE, of Cadogan Square	500	-	-
The late Miss EMMA LAING, of Holland Road, Kensington	180	-	-
The late Miss CHARLOTTE GOTOBED, of Milford, Surrey (additional payment):	29	5	-

Great regret was expressed at the decease of Mr. JOHN O'DRISCOLL, who had been Honorary Secretary of the Valentia Branch of the Institution for thirteen years, and it was decided to send a letter of condolence to his family.

The Silver Medal of the Institution, and a copy of the vote, inscribed on vellum, were granted to Mr. J. O. WILLIAMS, Chief Officer of H.M. Coastguard, at Holyhead, and Honorary Secretary of the Holyhead Branch of the Institution, in acknowledgment of his valuable services for many years in the New Brighton, Milford, and Fishguard Life-boats, in addition to assisting in other ways to save life from shipwreck.

Voted the thanks of the Committee to KEPPEL H. FOOTE, Esq., and ANDREW KER, Esq., in recognition of their valuable services during the period they respectively occupied the office of Honorary Secretary of the Newport (Monmouthshire) and Eyemouth Branches of the Institution.

The Committee also specially recognised the valuable co-operation of J. A. SMALL, Esq., who has occupied the office of Treasurer of the Glasgow Branch of the Institution for the past ten years.

Also the kind services of Captain FRANCIS JOHN RENOUR, of the steamer *Cygnus*, of Weymouth, and Captain JOHN LE FEUVRE, of the steamer *Aquila*, of Weymouth, in collecting contributions for the Institution on board those vessels during the past two years.

Also the good services rendered by Mr. THOMAS MCGURRIE, during the twenty years he held the post of coxswain of the Isle of Whitehorn Life-boat.

Reported the transmission to its station of the North Deal new Life-boat.

Also that the Clovelly and Swansea Life-boats had been altered and improved, and returned to their Stations.

Paid 4687l. 18s. 5d. for sundry charges on various Life-boat establishments.

Voted 163l. 2s. 6d. to pay the expenses of the Winterton No. 1, Cullercoats, North Deal,

Fraserburgh, Porthdinlaen, Portrush, Dunwich, Caister No. 1, Aldborough, and Hartlepool Nos. 2 and 3 Life-boats in rendering the following services:—

Dandy <i>Star of Hope</i> , of Lowestoft	Lives saved. 3
Two fishing cobles of Cullercoats. Rendered assistance.	
S.S. <i>Herongate</i> , of London. Remained by vessel.	
Several fishing-boats of Fraserburgh. Remained afloat.	
Schooner <i>Emperor</i> , of Beaumaris	3
Fishing-smack <i>Foison</i> , of Portrush	5
Barque <i>Flora</i> , of Oland	14
Barque <i>Vauban</i> , of Havre	15
Steamer <i>Sirius</i> , of Ghent	15
Brig <i>Franz von Mathies</i> . Rendered assistance.	

The Gorleston No. 2 and Caister No. 2 Life-boats had also rendered the following services:—Dandy *Morning Star*, of Great Yarmouth, assisted to save vessel and crew, 6; schooner *Girl of Devon*, of Plymouth, rendered assistance; and s.s. *Ferndale*, of Sunderland, remained by vessel.

(Details of most of these services are given on pages 9–12.)

Voted also 109l. 7s. to pay the expenses of the Winterton No. 2, Donna Nook, Lydd, New Romney, Whitby No. 1, Gorleston No. 2, Holyhead, Newhaven, and Aldborough Life-boats, in assembling their crews or proceeding to the assistance of vessels not eventually requiring help.

Also 7l. to seven men for putting off in a boat and saving the crew of three men from the fishing-boat *Stephen*, of Porthleven, which had stranded on the Western Rocks at the entrance to Porthleven Harbour, Cornwall, during squally weather on the 3rd of October.

Also 2l. 10s. to five men for putting off in a yawl and rescuing one of three men from a boat belonging to the brig *Acorn*, of Guernsey, which had been cut down to the water's edge by collision with a French lugger off Gorleston, during a N.W. by W. wind, and a ground-swell, on the 6th of October. One of the crew of the boat got on board the lugger when the collision occurred, but another man was unhappily drowned before help could reach him.

Also 1l. 10s. to three men for saving two of three persons from a small sailing-boat which had been capsized and sunk off Falmouth during a strong S.W. wind, a rough sea, and squally weather on the 28th of August.

Also 1l. to two men for rescuing two men from the fishing-punt *Kyser*, of Lowestoft, who were in an exhausted condition during a strong gale from the E.N.E., and a heavy sea, on the 24th September.

Also 10s. to a man who rescued two men from a boat which had been submerged off Aberdaron, Carnarvonshire, during fine weather, on the 9th October.

THURSDAY, 13th December.

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

Read and confirmed the Minutes of the previous Meeting.

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

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

Also the report of the Deputy Chief Inspector of Life-boats on his visits to Seaton Carew, Middlesbrough, Aldborough, and Thorpe.

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

Northern District—Boulmer, Hauxley, Alnmouth, Thurso, Longhope, and Stromness.

Eastern District—Winterton (two boats), Clacton-on-Sea, Walton-on-the-Naze, Aldborough, Thorpeness, Wells, Blakeney, Mundesley, Hasborough, Cromer, Sheringham, Grimsby, Donna Nook, Mablethorpe, Sutton, Chapel, Brancaster, and Hunstanton.

Western District—Sidmouth, Brixham, Teignmouth, Penarth, Torquay, Porthcawl, Swansea, Port Eynon, and Burry Port.

Irish District—Black Rock, Giles Quay, Drogheda (two boats), Skerries, Silloth, Maryport, Workington, Whitehaven, Seascale, Piel, New Brighton (two boats), Southport (two boats), Blackpool, and Lytham.

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

	£	s.	d.
HEATH HARRISON, Esq., Liverpool and Easton (Cheshire), for the Campbelltown new Life-boat <i>Mary Adelaide Harrison</i>	500	—	—
GEORGE HILDER, Esq., Rye	100	—	—
INDEPENDENT ORDER OF ODD FELLOWS (M.U.), on behalf of the support of their Life-boat at Grimsby (including an annual subscription of 50 <i>l.</i>)	71	13	7
G. BUCKSTON BROWNE, Esq., Preston (additional)	52	10	—
MESSRS. KNOWLES and FOSTER, Moor-gate Street (additional)	21	—	—
JOHN J. MOWBRAY, Esq., Naemoor (additional)	21	—	—
J. ANDERTON GREENWOOD, Esq., Leeds (additional)	20	—	—
Collections in HADNALL CHURCH, SALOP, on Sunday, 4th November, per the Rev. BROOKE C. MORTIMER	13	6	—
Captain CHILD, officers and crew of s.s. <i>Bayley</i>	6	—	—
Collected after lecture at HORWICH, LANCASHIRE, by Mr. ROBERT WRIGHT, coxswain of the Fleetwood Life-boat, per the Rev. W. J. HOULGATE, Horwich	2	—	—

	£	s.	d.
Collected at children's service at CAWTHORNE, per the Rev. C. PRATT	1	18	6

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late Mrs. JANET BARR, of Kenley	1000	—	—
The late Mrs. J. W. MORICE, of Erith	700	—	—
The late Miss E. H. VICKARY, of Warminster	600	—	—
The late ALEXANDER LOVE, Esq., of Dublin (further payment)	89	16	3
The late Lieutenant-Colonel H. O. GOULD	50	—	—
The late Mrs. BARKER HARRISON, of Eaton Terrace	19	19	—
The late THOMAS BOYS, Esq., of Brighton (additional payment).	3	5	4

Deep regret was expressed at the death of ROBERT TAYLOR HEAPE, Esq., who had been the indefatigable Honorary Secretary of the Rochdale Branch of the Institution for twenty years, and it was decided to send a letter of sympathy to his family.

Voted the thanks of the Committee to the Rev. A. W. WHITELEY, ANDREW SYME, Esq., and H. N. HARVEY, Esq., in recognition of their valuable services during the period they respectively occupied the office of Honorary Secretary of the Cloughy, St. Andrews, and Hayle Branches of the Institution.

The Committee also specially recognised the good services rendered by Mr. WILLIAM TRIVASKIS during the long period of twenty-two years during which he had held the post of second coxswain of the Hayle Life-boat, and who had been compelled to resign owing to old age and ill health.

Read letter from Sir HENRY BURFORD HANCOCK, of the 12th December, expressing the best thanks of the Gibraltar Life-boat Committee to the Institution for the assistance rendered them in the selection and supervision of the building of their new Life-boat.

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

Also that the Hayling Island, St. Andrews, and Morthoe Life-boats had been altered and improved, and returned to their Stations.

Paid 263*l.* 5*s.* 10*d.* for sundry charges on various Life-boat Establishments.

Voted 532*l.* 15*s.* 8*d.* to pay the expenses of the Staithes, Gorleston No. 1, Kingstown, Penzance, Balcary, Hornsea, Clacton, Brixham, Aldborough, Harwich, North Deal, Broughty Ferry, St. Andrews, Withernsea, Montrose No. 1, Penmon, Holyhead, Tenby, Eastbourne, Aranmore, Maryport, Weymouth, Filey, Moelfre, Cullercoats, Boulmer, Berwick-on-Tweed, Groomsport, and Dunbar Life-boats, in rendering the following services:—

	Lives saved.
Fishing boats of Staithes. Rendered assistance.	
Fishing coble of Staithes	3
S.S. <i>Akaba</i> , of Liverpool	35
Barque <i>Alabama</i> , of Tonsberg	8
Ship <i>Charles Bal</i> , of Belfast.	19
Schooner <i>Livingstone</i> , of Fleetwood	5
Schooner <i>Glendalough</i> , of Dublin. Assisted to save vessel and	5
S.S. <i>Lymington</i> , of Lymington	5
Barque <i>Minnet</i> , of Helsingborg	15
Schooner <i>Gwen Jones</i> , of Carnarvon	4
Barque <i>Prudentia</i> , of Christiania	10
Brig <i>Carl Gustaf</i> , of Christianstad	9
Swedish barque <i>Albatross</i> . Landed 13 men from the Tongue light vessel.	
Norwegian schooner <i>Viking</i> . Put a pilot on board.	
Barque <i>Sofia Maria</i> , of Frederikshald	9
Schooner <i>Betsy James</i> , of Hayle	3
Dandy <i>True Love</i> , of Grimsby	5
Fishing boats of Montrose. Remained afloat.	
Fishing yawl <i>Isabella and Ann</i> , of Montrose	3
Schooner <i>Enterprise</i> , of Dublin. Rendered assistance.	
German barque <i>Pei Ho</i>	1
Fishing smack <i>Faithful</i> , of Tenby	3
A boat in distress off Eastbourne. Rendered assistance.	
Men stormstayed on Ronanish Island	9
Barque <i>Estrella de Chile</i> , of Glasgow	14
Schooner <i>Mary Davies</i> , of Aberystwyth	3
Fishing boats of Filey. Rendered assistance.	
Schooner <i>Miss Evans</i> , of Amlwch	4
Fishing coble <i>Indefatigable</i> . Rendered assistance.	
Boulmer fishing boats. Rendered assistance.	
Fishing boats of Spittal. Rendered assistance.	
S.S. <i>Victoria</i> , of Glasgow. Remained by vessel.	
Ketch <i>Nile</i> , of Lossiemouth	3

The Llanddulas, Saltburn, Tyrella, Skegness, and Ramsgate Life-boats also rendered the following services:—Steam flat *Widnes*, of Liverpool, rendered assistance; steamer *Harley*, of Liverpool, assisted to save vessel and crew of 16; s.s. *Wild Rose*, of Hull, saved vessel and 5; sloop *New Superior*, of Boston, rendered assistance; and dandy *Florence*, of Ramsgate, assisted to save vessel and 5.

Voted 250*l.* in aid of the local subscription for the relief of the widow and dependents of JOHN CROOKS, one of the crew of the Staithes Life-boat, who lost his life on the occasion of an accident to the boat while out on service, on the night of the 27th November.

Also 3*l.* each to the crew of the boat.

Also the thanks of the Institution, inscribed on vellum and framed, and a binocular glass, to Captain HENRY WHITTINGTON, of the s.s. *Ethel*, of Stockton, in recognition of his humane services in returning to Middlesbrough with the Life-boat, and of the kind treatment accorded by him and his crew to the Life-boatmen in providing them with food and dry clothes.

Also the thanks of the Institution to R. H. APPLETON, Esq., managing owner of the steamer *Ethel*, for the service rendered by that vessel.

Also an aneroid barometer, with a suitable inscription, to Dr. J. V. LAVERICK, Honorary Secretary of the Staithes Branch of the Institution, in recognition of his valuable co-operation on the occasion.

Also the thanks of the Institution to Mr. JOSEPH VERRELL, for collecting a crew of volunteers and taking out the Staithes Life-boat to the assistance of distressed fishing-boats, on the afternoon of the 27th November, both the coxswains being at sea at the time.

Also 400*l.* in aid of the local fund raised for the relief of the relatives of four men who were drowned by the capsizing of the private Life-boat *Refuge*, of Gorleston, whilst returning to port after rendering service to the disabled s.s. *Akaba*, of Liverpool, on the 10th November.

Also 2*l.* 10*s.* to two coastguard men and a fisherman, for assisting to rescue the survivors of the crew of the *Refuge*.

Also 7*l.* to HENRY TODD, assistant-coxswain of the Gorleston No. 2, who was injured while assisting to launch the Life-boat on service, on the 5th November.

Also 10*l.* to WILLIAM HANCOCK, in consideration of illness brought on by his going out on service in the Burry Port Life-boat, as one of the crew, on the 21st January last, on which occasion the boat was out twenty hours, during extremely foggy and wet weather.

Also the thanks of the Institution, inscribed on vellum and framed, to Mr. G. H. GRILLS, Chief Officer of H.M. Coastguard at Portrush, co. Antrim, in recognition of his services in going out in the Life-boat there, on the occasion of the rescue of five lives from the fishing-smack *Foison*, on the 3rd November, and of his general co-operation in the management of the Life-boat.

Also 634*l.* 9*s.* 6*d.* to pay the expenses of the Withernsea, Gorleston Nos. 1 and 2, Walton-on-the-Naze, Montrose No. 1, Thorpness, Bridlington, Lowestoft No. 1, Southwold No. 1, Poolbeg, Mundesley, Harwich, Berwick-on-Tweed, Pakefield, Holy Island No. 1, Scarborough, Ilfracombe, Seaton Carew, Middlesbrough, Caister No. 2, Carmarthen Bay, Maryport, Workington, Balcary, Wexford No. 2, Cresswell, Looe, Kingsdowne, Walmer, Whitby No. 2, Uppang, and Totland Bay Life-boats, in assembling their crews or putting off to vessels not eventually requiring their help.

Also 8*l.* 5*s.* to a boat's crew, for rescuing 13 men from the *Abraham Skalli*, of Lillesand,

and the *Forsøget*, of Tonsberg, which stranded on Pettycur Sands, Fife, during a storm on the 16th November.

Also 8*l.* 5*s.* to two boats' crews, for saving the crews, consisting of 16 men, from the Danish barque *Ceres* and Norwegian vessel *Algar*, which stranded at Burntisland on the 16th November.

Also 6*l.* to six men, for putting off in a boat and saving two men from the smack *St. Helena*, of Belfast, which had been driven ashore off Campbeltown, Scotland, during a gale from the S.E. and a very heavy sea, on the 9th November. Ten shillings was also granted for an oar which was broken in rendering the service, and 1*l.* 8*s.* was awarded to eight men who launched the salvor's boat.

Also 4*l.* 10*s.* to nine men, for saving, by means of ropes, from the pier at Lowestoft, the crew of 11 men of the fishing lugger *William Bales*, of that port, which had struck the pier and gone to pieces during a strong S.W. wind and a very heavy sea, on the 16th November.

Also 3*l.* 15*s.* to five men, for rescuing the crew, consisting of five men, of the fishing-boat *St. Clair*, which had stranded near the Island of Papa Stour, Shetland, during a strong W. gale and a high sea, on the 17th October.

Also 3*l.* to three men, for saving the crew of six men of the fishing vessel *Mizpah*, of Great Yarmouth, which had stranded on the North Sand, at Yarmouth, during a moderate gale from the E.S.E. and a heavy sea, on the 5th November.

Also 2*l.* 10*s.* to five soldiers for saving, by means of lines from the shore, the crew of six men of the German schooner *Paul*, which stranded at Inchkeith, Fifeshire, during a storm on the 16th November.

Also 1*l.* 10*s.* to three men, for bringing ashore, on the 5th November, two men from Puffin Island, off the coast of Anglesey. They had lost their boat four days previously, and were in want of provisions. A moderate gale from the S.E. was blowing at the time, accompanied by a rough sea.

Also 1*l.* 10*s.* to three men, for saving three men from the fishing coble *Beulah*, of Staithes, which had broached-to and was full of water off that port, during a strong S.E. gale and a rough sea, on the 27th November.

Also 1*l.* 5*s.* to five men, for putting off in a coastguard boat from Yantlett Creek, Kent, and rescuing four persons from a boat which had been capsized during a strong E. breeze, on the 10th November.

CIVIL SERVICE LIFE-BOAT FUND.

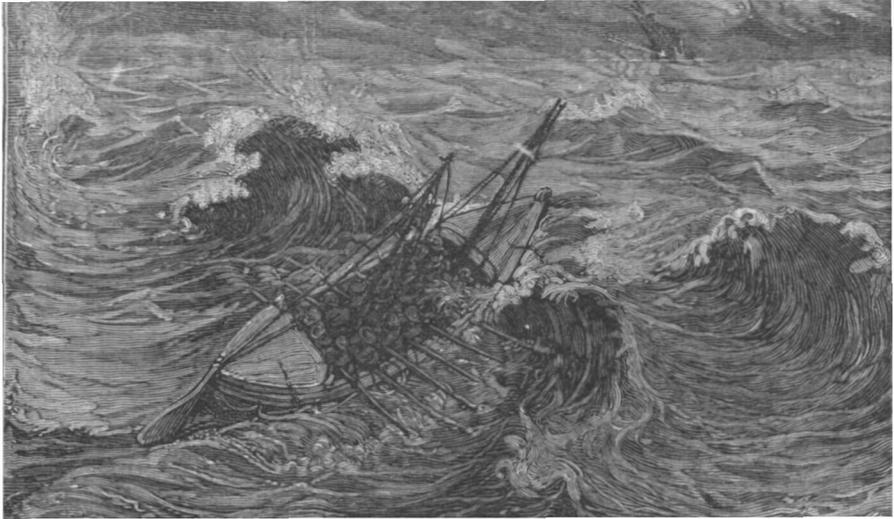
At the annual meeting of the Committee of this Fund, held on the 17th of January, and presided over by Mr. W. H. HAINES, Chief Clerk of the House of Lords, Mr. CHARLES DIBDIN, the Honorary Secretary, reported that the number of subscribers to the fund had been well sustained during the past year, and that the necessary sum for the building and equipping of a new Life-boat, to be named the *Civil Service* No. 6, and to be stationed at Douglas, in the Isle of Man, had recently been paid over to the ROYAL NATIONAL LIFE-BOAT INSTITUTION. The Committee unanimously decided to issue an appeal to the Civil Service for the amount required to endow the new boat. It was further reported that the other five Life-boats presented by the fund to the parent society had been instrumental in saving 203 lives and several vessels.

"WITHHOLD NOT THINE HAND."

Rugged and rough the rocks of Albion's coast
Stretch forth into the billows reef on reef,
And many gallant vessels, tempest tost,
There yearly come to grief.
Still, week by week the weary winter through,
Braving the breakers with undaunted hearts,
We hear how many a gallant Life-boat's crew
Do manfully their parts.
Though loud the blast blows and the waves
rise high,
And darkness clothes the deep with inky pall,
And wives and mothers stand with streaming
eye,
They heed their coxswain's call.
And, resolutely strong to do and dare,
They launch their boat upon the seething
foam,
And, after many a struggle, safely bear
A precious burden home.
And ye, to whom the blessing is denied
Of aiding with your strength that noble band,
And facing danger with them side by side,
May lend a helping hand.
Give of your plenty with a willing heart,
So may ye help some precious lives to save,
And in that noble warfare take your part
'Gainst rock and wind and wave.

W. M. BURN.

Services of the Life-boats of the Institution during 1888.



1888.		Lives saved.
Jan.	1. 11.30 a.m. Ketch <i>Louisa</i> , of Cardiff. Tenby Life-boat assisted to save vessel and	3
"	4. 5 a.m. Schooner <i>Daisy</i> , of Chester. Douglas No 2 Life-boat rescued . . .	5
"	4. 8.45 a.m. Schooner <i>Lyra</i> , of Port St. Mary. Port Erin Life-boat saved . . .	3
"	8. 5.30 a.m. Steamer <i>Earl Spencer</i> , of Dublin. Holyhead Life-boat landed . . .	7
"	10-12. S.S. <i>Lady Anne</i> , of Sunderland. Caister No. 1 Life-boat assisted to save vessel.	
"	13. 9 a.m. Steamer <i>Nordstern</i> , of Bremen. Salcombe Life-boat assisted boats containing 12 persons.	
"	13. 7 p.m. Steamer <i>Milan</i> , of Hull. Port Eynon Life-boat saved	11
"	26. 4 a.m. Schooner <i>Riviere</i> , of Hayle. Holyhead Life-boat saved	5
"	26. 6.45 a.m. Brig <i>Albert H. Locke</i> , of Sunderland. Worthing Life-boat saved . .	10
"	26. 10.20 a.m. Barque <i>Albert William</i> , of Liverpool. St Anne's Life-boat rescued .	10
"	27. 2 p.m. Fishing cobles of Newbiggin. Newbiggin Life-boat rendered assistance.	
"	28. 9.30 a.m. Boat stormstayed on Brownsman Rock. North Sunderland Life-boat saved boat and	3
"	28. " " Fishing-boat <i>Ayton Castle</i> , of Eyemouth. North Sunderland Life-boat saved boat and	7
"	28. 11.15 a.m. Brigantine <i>Jane and Maria</i> , of London. Cromer Life-boat saved . .	7
"	28. 11.30 a.m. Brig <i>Starbeam</i> , of Boston. Skegness Life-boat saved vessel and . .	8
"	28. 1.30 p.m. Two men stormstayed on Farne Islands. Holy Island No. 1 Life-boat rescued	2
"	31. 12 noon. Schooner <i>Debonair</i> , of Wick. Thurso Life-boat saved	5
Feb.	3. 7.10 a.m. Barque <i>Loch Ken</i> , of Liverpool. North Deal Life-boat assisted to save vessel and	14
"	4. 4.35 a.m. Schooner <i>Shearwater</i> , of London. Caister No. 2 Life-boat saved . .	5
"	14. 9 a.m. Fishing cobles. Cullercoats Life-boat remained afloat.	
"	14. 3.30 p.m. Coble <i>Reliance</i> , of Newbiggin. Newbiggin Life-boat saved vessel and	4
"	17. 3.30 a.m. Brig <i>Ispilen</i> , of Krageroe. Clacton Life-boat brought ashore crew (9) from Swin Middle Light-vessel.	

1888.		Lives saved.
Feb. 21-22.	Brig <i>Messenger</i> , of Great Yarmouth. Lowestoft No. 2 Lifeboat assisted to save vessel and	7
" "	Schooner <i>Dorothea</i> , of Riga. Clacton Life-boat assisted to save vessel and	4
" 25. 9.30 a.m.	A fishing boat. Arbroath Life-boat remained by vessel.	
" 27-28.	Steamer <i>Blonde</i> , of Whitehaven. Clacton Life-boat assisted to save vessel and.	10
Mar. 4. 7 a.m.	Boat of the schooner <i>Marshall</i> , of Wick. Boulmer Life-boat saved	4
" 9-10.	Ship <i>Sirenia</i> , of Glasgow. Brighstone Grange Life-boat saved	30
" 10. midnight.	Barque <i>Lady Dufferin</i> , of Plymouth. Lizard No. 2 Life-boat rescued	17
" 11. 8.15 a.m.	Norwegian barque <i>Souvenir</i> . Plymouth Life-boat rendered assistance.	
" 11. 11 a.m.	Dandy <i>Vivid</i> , of Scarborough. Scarborough Life-boat saved	3
" 11. 11.35 a.m.	Three smacks and other vessels. Montrose No. 1 Life-boat remained afloat.	
" 11. 7 p.m.	Norwegian brig <i>Olivia</i> . Bembridge Life-boat remained by vessel.	
" 13. midnight.	S.S. <i>Andalusia</i> , of Scarborough. Hartlepool No. 3 Life-boat rendered assistance.	
" 14. 1.15 a.m.	Brig <i>William and Anthony</i> , of Folkestone. Harwich Life-boat saved vessel and.	8
" 14. 12.15 p.m.	Smack <i>Olive Branch</i> , of Lowestoft. Lowestoft No. 2 Life-boat assisted to save vessel and	5
" 14. 1 p.m.	Three-masted schooner <i>Willem</i> , of Harlingen. Broughty Ferry Life-boat rendered assistance.	
" 14. "	Three-masted schooner <i>Queen of Mistle</i> , of Harwich. Broughty Ferry Life-boat rendered assistance.	
" 14-17.	Norwegian barque <i>Hoppet</i> . Aldborough Life-boat assisted to save vessel and	13
" 15. 8.30 a.m.	Ship <i>Andromeda</i> , of Geestemünde. Caister No. 1 Life-boat saved	16
" 16. 4.10 a.m.	Cutter <i>Young Robert</i> , of Yarmouth. Gorleston No. 1 Life-boat saved	2
" 16. 9 a.m.	Barque <i>Saltee</i> , of Wexford. Wexford No. 1 Life-boat rescued	13
" 19. 1 p.m.	Fishing-boats and a pilot boat. Arbroath Life-boat remained afloat.	
" 19. 2 p.m.	Fishing-boat <i>Squirrel</i> , of Ferryden. Montrose No. 1 Life-boat saved vessel and	4
" 22. 2.30 p.m.	Barque <i>Pass of Levy</i> , of Glasgow. Kilmore Life-boat rendered assistance.	
" 28. 7 a.m.	Schooner <i>Fairlie and Jane</i> , of Beaumaris. Moelfre Life-boat saved	3
" 28. 11 a.m.	Twenty-three fishing boats. Newbiggin Life-boat rendered assistance.	
" 28. 11.30 a.m.	Schooner <i>G. W. Pearn</i> , of Plymouth. Douglas No. 2 Life-boat saved	5
" 29. 4 p.m.	Schooner <i>Oberscew</i> , of Dychling. North Berwick Life-boat saved	8
Apr. 25-27.	Barque <i>Flekkefjord</i> , of Flekkefjord. Clacton Life-boat assisted to save vessel and	12
May 17. 5 p.m.	Brigantine <i>Jeune Hortense</i> , of Nantes. Penzance Life-boat saved	4
" 18. 10 a.m.	Fishing-boats. Porthleven Life-boat rendered assistance.	
" 29. 4 p.m.	Coble <i>George and Margaret</i> , of Newbiggin. Newbiggin Life-boat saved boat.	
" 30. 1 a.m.	Fishing-boat <i>Pilgrim</i> , of Eyemouth. Eyemouth Life-boat saved vessel and	7
" 30. 2.45 a.m.	Fishing-boats of Arbroath. Arbroath Life-boat remained afloat.	
June 7. 1.45 p.m.	Dandy <i>Ocean Star</i> , of Great Yarmouth. Caister No. 2 Life-boat saved vessel and.	6
" 23. 6.35 p.m.	Ship <i>Tay</i> , of Glasgow. Caister No. 2 Life-boat saved	27
July 10. 6 a.m.	Seven fishing cobbles, of Staithes. Runswick Life-boat rendered assistance.	
" 11. 3 p.m.	Brigantine <i>Sunshine</i> , of St. John, N.B. Portrush Life-boat rendered assistance.	
" 24. 11.55 a.m.	Schooner <i>Leeds</i> , of Goole. Dunwich Life-boat assisted to save vessel and	6
" 27. 6.30 p.m.	Yacht <i>Petrel</i> , of Barmouth. Barmouth Life-boat saved vessel and	2
Aug. 7. 10.30 p.m.	Boat of the steamer <i>City of Hamburg</i> , of Dublin. Salcombe Life-boat rendered assistance.	

1888.		Lives saved.
Aug. 8.	9.30 a.m. Norwegian barque <i>Minerva</i> . Huna Life-boat landed crew (9) from Skerry Island.	
„ 13.	7.30 a.m. Ship <i>Brownrigg</i> , of Liverpool. Winterton No. 2 Life-boat rescued . . .	8
Sept. 24.	9 a.m. Fishing-boat <i>Aurora</i> , of Pittullie. Peterhead Life-boat rendered assistance.	
Oct. 4.	11 p.m. Brig <i>Catherine</i> , of Whitby. Winterton No. 2 Life-boat saved . . .	7
„ 5.	8.30 a.m. Schooner <i>George</i> , of Liverpool. Llanddwyn Life-boat rendered assistance.	
„ 5.	8.45 a.m. S.S. <i>Tolfaen</i> , of Liverpool. Llanddulas Life-boat rendered assistance.	
„ 9.	2 p.m. Dandy <i>Morning Star</i> , of Great Yarmouth. Gorleston No. 2 Life-boat assisted to save vessel and	6
„ 13.	6 a.m. Smack <i>Star of Hope</i> , of Lowestoft. Winterton No. 1 Life-boat saved .	3
„ 13-14.	Schooner <i>Girl of Devon</i> , of Plymouth. Caister No. 2 Life-boat rendered assistance.	
„ 13.	8.30 a.m. Two fishing cobles. Cullercoats Life-boat rendered assistance.	
„ 25.	10.15 a.m. S.S. <i>Herongate</i> , of London. North Deal Life-boat remained by vessel.	
Nov. 1.	12.15 p.m. Fishing boats. Fraserburgh Life-boat remained afloat.	
„ 1.	3 p.m. S.S. <i>Ferdale</i> , of Sunderland. Caister No. 2 Life-boat remained by vessel.	
„ 2.	3.45 p.m. Schooner <i>Emperor</i> , of Beaumaris. Porthdinllaen Life-boat brought ashore	3
„ 2.	7 p.m. Fishing smack <i>Poison</i> , of Portrush. Portrush Life-boat saved	5
„ 3.	7.20 a.m. Barque <i>Flora</i> , of Oland. Dunwich Life-boat saved	14
„ 3.	11.15 a.m. S.S. <i>Lymington</i> , of Lymington. Hornsea Life-boat saved	5
„ 4.	4 a.m. Barque <i>Vauban</i> , of Havre. Caister No. 1 Life-boat saved	15
„ 5.	5.30 a.m. Steamer <i>Sirius</i> , of Ghent. Aldborough Life-boat rescued	15
„ 5.	5.30 a.m. Brig <i>Franz von Mathies</i> . Hartlepool Nos. 2 and 3 Life-boats rendered assistance.	
„ 5.	9.30 p.m. Schooner <i>Gwen Jones</i> , of Carnarvon. Brixham Life-boat rescued . . .	4
„ 5-7.	Barque <i>Minnel</i> , of Helsingborg. Clacton Life-boat saved	15
„ 6.	7.45 a.m. Steam flat <i>Widnes</i> , of Liverpool. Llanddulas Life-boat rendered assistance.	
„ 7.	5.15 a.m. Barque <i>Alabama</i> , of Tonsberg. Gorleston No. 1 Life-boat saved . . .	8
„ 7.	8.20 a.m. S.S. <i>Harley</i> , of Liverpool. Saltburn Life-boat assisted to save vessel and	16
„ 8.	1.20 p.m. Ship <i>Charles Bal</i> , of Belfast. Kingstown Life-boat saved	19
„ 8.	5.20 p.m. Schooner <i>Livingstone</i> , of Fleetwood. Penzance Life-boat saved.	5
„ 8.	8.15 p.m. Barque <i>Prudentia</i> , of Christiania. Aldborough Life-boat rescued . . .	10
„ 9.	9.30 a.m. Brig <i>Carl Gustaf</i> , of Christianstad. Harwich Life-boat saved	9
„ 9.	Barque <i>Albatross</i> , of Hernessand. North Deal Life-boat landed crew from Tongue Light-vessel.	
„ 10.	2.20 a.m. S.S. <i>Akaba</i> , of Liverpool. Gorleston No. 1 Life-boat saved	35
„ 10.	10 a.m. Norwegian schooner <i>Viking</i> . Broughty Ferry Life-boat put a pilot on board.	
„ 10.	12 noon. Barque <i>Sofia Maria</i> , of Frederikshald. St. Andrew's Life-boat saved .	9
„ 11.	6.45 a.m. Dandy <i>True Love</i> , of Grimsby. Withernsea Life-boat rescued	5
„ 13.	1 a.m. S.S. <i>Wild Rose</i> , of Hull. Tyrella Life-boat saved vessel and	5
„ 15.	10.15 a.m. Fishing-boats of Montrose. Montrose No. 1 Life-boat remained afloat.	
„ 16.	7.40 a.m. German barque <i>Pei Ho</i> . Holyhead Life-boat saved	1
„ 16.	3.30 p.m. Schooner <i>Enterprise</i> , of Dublin. Penmon Life-boat rendered assistance.	
„ 16-18.	Schooner <i>Glendalough</i> , of Dublin. Balcary Life-boat assisted to save vessel and	5
„ 20.	2.30 p.m. A boat. Eastbourne Life-boat rendered assistance.	
„ 20.	7 p.m. Fishing smack <i>Faithful</i> , of Tenby. Tenby Life-boat saved	3
„ 21.	8.45 a.m. Sloop <i>New Superior</i> , of Boston. Skegness Life-boat rendered assistance.	
„ 25.	2.20 p.m. Barque <i>Estrella de Chile</i> , of Glasgow. Maryport Life-boat rescued . . .	14
„ 25.	9.30 p.m. Schooner <i>Mary Davies</i> , of Aberystwyth. Weymouth Life-boat saved .	3
„ 27.	4 a.m. Men stormstayed on Ronanish Island. Aranmore Life-boat rescued . . .	9
„ 27.	9.3 a.m. Schooner <i>Miss Evans</i> , of Amlwch. Moelfre Life-boat saved	4

		Lives saved.
1888.		
Nov.	27. 9.30 a.m. 54 fishing boats. Montrose No. 1 Life-boat remained afloat.	
"	27. 9.30 a.m. Fishing boats. Boulmer Life-boat rendered assistance.	
"	27. 11.30 a.m. Two fishing-boats of Spittal. Berwick-on-Tweed Life-boat rendered assistance.	
"	27. 11.45 a.m. Fishing coble <i>Indefatigable</i> . Cullercoats Life-boat rendered assistance.	
"	27. 12 noon. A fishing coble. Holy Island No. 1 Life-boat rendered assistance.	
"	27. 12.30 p.m. Fishing boats. Filey Life-boat rendered assistance.	
"	27. 1.40 p.m. Fishing-boat <i>Isabella and Ann</i> , of Montrose. Montrose No. 1 Life-boat saved	3
"	27. 2.30 p.m. Fishing-boats. Staithes Life-boat rendered assistance.	
"	27. 5.30 p.m. A fishing coble. Staithes Life-boat saved	3
"	28. 10.30 p.m. S.S. <i>Victoria</i> , of Glasgow. Groomsport Life-boat remained by vessel.	
"	30. 6 a.m. Schooner <i>Betsy James</i> , of Hayle. St. Andrew's Life-boat rescued	3
Dec.	1. 11.30 a.m. Ketch <i>Nile</i> , of Lossiemouth. Dunbar Life-boat brought ashore	3
"	7. 8.15 a.m. Dandy <i>Florence</i> , of Ramsgate. Ramsgate Life-boat assisted to save vessel and	5
"	9. 8.30 p.m. Dandy <i>Cyprus</i> , of Yarmouth. Caister No. 2 Life-boat remained by vessel.	
"	20. 2 a.m. Schooner <i>Hay and Catherine</i> , of Arbroath. Arbroath Life-boat saved	5
"	21. 7.30 a.m. Ketch <i>Joseph and Thomas</i> , of Bude. Bude Life-boat saved	3
"	21. 10 p.m. Barque <i>Eita</i> , of Belfast. Dunmore Life-boat saved	5
"	27. 3.20 p.m. Two fishing-boats. Arbroath Life-boat remained afloat.	
"	29. 11.15 p.m. Steam yacht <i>Scalpa</i> . Scarborough Life-boat saved	2
"	29. midnight. Schooner <i>Heroine</i> , of Exeter. Dunbar Life-boat saved	5
"	30. 7 p.m. Barge <i>Lord Hartington</i> , of London. Ramsgate Life-boat assisted to save vessel and	4
Total lives saved by the Life-boats in 1888, in addition to 26 vessels		626
Rewards were also granted by the Institution in the same period for saving by means of Fishing and other Boats		174
Total for 1888		800

NOTICE.

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

Vol. XIII., price 15s., of THE LIFE-BOAT JOURNAL will shortly be ready and procurable at the Institution, or by order of any bookseller. The Title-page and Index of that Volume will also be obtainable separately.



ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patroness—Her Most Gracious Majesty the Queen.

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

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

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

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

Secretary—CHARLES DIBDIN, ESQ., F.R.G.S.



APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that during the past year (1888) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £53,270 on various Life-boat Establishments on the Coasts of England, Scotland and Ireland. During the same period it granted rewards for saving 800 persons from various Shipwrecks on our Coasts. Every winter that comes and goes has its black record of wrecks, and its terrible list of lost lives, the average loss of lives from Shipwreck annually, on the shores of the United Kingdom, being 700.

GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING 1888.

		£.	s.	d.
Number of Lives rescued by Life-boats, in addition to				
25 Vessels saved by them	626			...
Number of Lives saved by Shore-boats, &c.	174			...
Amount of Rewards granted during the Year	...	6,166	9	-
Honorary Rewards:—Silver Medals or Silver Clasps	15
Binocular Glasses	22
Votes of Thanks on Vellum	29
Total	66	800	£6,166	9 -

The Committee desire to acknowledge with gratitude the liberal support which they have received from the British Public during past years,—a support which has enabled them to establish their present great Life-saving Fleet of 293 boats on the shores of the United Kingdom. Deeply sensible, however, of the great responsibility that rests on them to maintain the Life-boats in a thoroughly efficient state, and their crews practised in the management of their boats, which can only be effected by a large and permanent Annual Income, they earnestly appeal to all classes of their countrymen to continue to aid them in upholding and perpetuating so great and truly national a Work.

The number of Lives saved either by the Life-boats of the Society, or by special exertions, for which it has granted rewards since its formation, is 34,043: for which services 97 Gold Medals, 1011 Silver Medals or Silver Clasps, 161 Binocular Glasses, 15 Telescopes, and £102,926 have been given as Rewards.

Annual Subscriptions and Donations are earnestly solicited, and will be thankfully received by the Secretary, CHARLES DIBDIN, Esq., at the Institution, 14 JOHN STREET, ADELPHI, London; by the Bankers of the Institution, MESSRS. COUTTS and Co., 59 Strand; MESSRS. HERRIES, FARQUHAR, and Co., 16 St. James's Street; MESSRS. HOARE, 37 Fleet Street, London; and by all the other Bankers in the United Kingdom.—February, 1889.