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THE MERCHANT SHIPPING (LIFE-SAVING APPLIANCES) ACT, 1888, AND THE RULES FRAMED UNDER ITS PROVISIONS.

OUR readers may remember that a recent number of this Journal contained an article on the Report of the Select Committee of the House of Commons on Saving Life at Sea. The recommendations of that Committee were in due course embodied in a Bill, which passed into law in August last under the above title.

One of the recommendations made was, that a Committee, representing all parties interested, should be appointed to frame rules for carrying out the provisions of the Act. The Act provides for a thoroughly comprehensive Committee of fifteen members, namely, three shipowners selected by the Council of the Chamber of Commerce, one shipowner by the Owners' Association of Glasgow, and one selected by the Liverpool Steam Shipowners' Association and the Liverpool Shipowners' Association conjointly, two shipbuilders selected by the Council of the Institution of Naval Architects, three persons practically acquainted with the navigation of vessels, selected by the Shipmasters' Societies recognized by the President of the Board of Trade for this purpose; three persons being, or having been, able-bodied seamen, selected by Seamen's Societies similarly recognized, and two persons selected conjointly by the Committee of Lloyd's, the Committee of Lloyd's Register Society, and the Committee of the Institute of

London Underwriters. All the members of the Committee to hold office for two years and to be eligible for re-appointment. Their duties, as prescribed in the Act, were to be—1st, the arranging of British ships into classes having regard to the services in which they are employed, the nature of the voyage, and the number of persons carried; 2nd, the number and description of the boats, life-boats, rafts, life-belts and life-buoys, to be carried by each class, with their equipment, means of putting into the water, &c.; and 3rd, the quantity and quality of buoyant apparatus to be carried in addition to, or in lieu of, boats, rafts, jackets, or buoys.

The Committee was organised in November, 1888, and completed their labours in April last. Their report, submitting the rules framed, contained a highly-important postscript calling attention in the following words to the necessity for reform in the system of watertight bulkheads. "We have shown some appreciation of the importance of efficient subdivision of ships in Class I, Division (A), paragraph (g) of these rules, but we consider it our duty to further express our sense of the importance of the question, and to recommend that it should be investigated by a committee of duly qualified persons, the subject as a whole, having

been held to be outside the scope of the reference to this Committee." With this view we entirely agree, and have only to remind our readers of the frequently recurring great loss of life through the immediate sinking of iron vessels after collision. Amongst others, we may mention the *Kapunda*, with her 311 souls on board, of which 296 perished on a fine night off the coast of Brazil, whilst the colliding ship, if we mistake not, kept afloat for many hours. It is true that if the new rules respecting ships' boats had then been in force and carried out on board the colliding ship, her boats would have been in the water much sooner than they were, and doubtless would have saved many of the unfortunate passengers of the ill-fated *Kapunda*; but the collision was so sudden and so destructive that the vessel sank almost immediately, and we very much doubt, however well-prepared the *Kapunda's* boats might have been, whether time and circumstances would have admitted of their being taken advantage of as a means of rescue; but if she had had efficient watertight bulkheads so placed as to provide for her floating with any two compartments (to use the words of the Committee) "in free communication with the sea," the loss of life must have been very much smaller. Another casualty, in which the loss of life was probably greatly increased by the same cause, was the loss of the large steamer belonging to the Glen line, which during the past winter was run into and sunk, with all hands, not far from Dungeness. No one having been saved, this is to a certain extent conjecture, but reasonable conjecture, because, if she had not sunk immediately, one or more boats from a large and well-found steamer must surely have succeeded in getting away. That the dividing bulkheads, even when put in, may prove a delusion in the hour of need, unless their construction is closely watched, seems also to be pointed at by the circumstances attending the loss of H.M.S. *Sultan*, when a large quantity of water certainly found its way into compartments other than

those injured by the rocks she struck on. The composition of this Committee gives the greater force to their recommendations from the fact that they could not but be alive to the point that any action in this direction would tend to increase the expense of shipbuilding, besides possibly interfering with the facilities for loading, unloading and carrying cargo, and therefore add to the charges laid upon the British shipowner, which are already considered onerous enough, and will be increased in some cases by the rules under consideration.

The Committee commenced their labours by dividing all shipping into six classes, numbered from one to six. These classes being again divided into subdivisions lettered A and B, and in one case C also. The first class comprises vessels carrying emigrants subject to all conditions of the "Passenger Acts," subdivision A being steamers, B sailing ships. Class 2, similarly subdivided, comprises foreign going steamers and sailing ships carrying passengers. Class 3 steamers and sailing ships not certified for carrying passengers. Class 4 included A, steam-ships certified for carrying passengers anywhere in the home trade limits, *i.e.*, anywhere in the United Kingdom, or between the United Kingdom and ports in Europe between the river Elbe and Brest. B, steam-ships in the same trade not certified for passengers. C, sailing ships in the same trade not carrying passengers. Class 6, steamers carrying passengers on short excursions or pleasure trips to sea, or in estuaries or mouths of rivers during daylight, or across the Straits of Dover. Class 7 includes steamers carrying passengers on rivers or lakes, but not going to sea or into rough waters.

The Committee seem to us to have rather reversed the "usual order of things" by putting the "general rules" they had framed at the end instead of the beginning of their report. These general rules classify the different boats to be carried, the method for calculating their cubical contents, the numbers of persons

each shall be deemed fit to carry, the appliances for putting the boats under davits into the water, the equipment each boat shall be required to carry, the number of people life-rafts are to be deemed capable of carrying, also the capacity of and the rules for testing other buoyant apparatus, life-belts and life-buoys, and the stowage of life-belts and buoys.

The boats to be carried are divided into five classes, lettered from A to E. A signifies a life-boat with extra buoyancy by air-cases equal to nearly $\frac{1}{2}$ of its cubical contents and placed inside the boat. B, a life-boat with the same extra buoyancy, at least one-half of which must be attached to the outside of the boat. C is styled a life-boat, but is required to have only one-half of the additional buoyancy prescribed for A and B, and it may be inside or outside the boat, provided at least one-half is outside. D is an ordinary ship's boat without any additional buoyancy. E is a collapsible boat of an approved pattern. The number of persons each boat is to carry is to be computed by finding the boat's cubical contents by a simple rule given, and dividing that amount by 10 in the case of boats coming under section A, and by 8 in that of those coming under B, C, D and E. Then follow clear and precise rules for fitting the boat's davits and lowering gear, also the outfit or equipment for each boat. The equipment is divided into two parts, 1st, that which is compulsory in all boats, and comprises oars, thole pins or crutches, two plugs for each plug-hole, a sea anchor, a baler, rudder and tiller or yoke, a boat-hook, and a "vessel, to be kept filled with fresh water for each boat."

The 2nd or additional equipment for boats of section A and B, comprises two hatchets or tomahawks, mast or masts with at least one good sail, and proper gear for each, a lifeline in loops round the boat outside, an efficient compass, one gallon of oil in a vessel of approved pattern for distributing it in the water in rough weather, and a lantern ready trimmed to burn eight hours.

The items enumerated in these equipments appear well chosen and to include all first necessities, but there are two provisions that strike us as being at least peculiar. 1st, That such items as a mast and sail, a lantern trimmed to burn eight hours, and oil for reducing the force of the sea, should be included in the second or additional equipment, and not in the first or general ones, and that this additional equipment should be considered necessary for the life-boats only, and not for all of them, but a fixed number which in the largest ships comprises little more than half.

Nor can we see the object in supplying only the boats most able to contend with the force of a rough sea—viz. the life-boats—with the now generally accepted powerful auxiliary of oil, for reducing the power of the waves. We should have thought, that if a selection was to be made, it would have been the weakest boats for resisting this force that would have been chosen for additional help to enable them to do so, but why not all? The whole apparatus need cost but little, and would last for years without deteriorating or becoming unserviceable when wanted.

The following Table shows generally the number of boats under davits required to be carried by vessels of different sizes, and the average number of men they are computed to carry. This is only an average, because it will vary by the reason of the option being given of carrying A or B boats, the former of which being allotted one-tenth of their cubical contents, and the latter one-eighth per man.

Gross Tonnage.	Number of Boats under Davits.	Average Number of Persons to carry.
Tons.		
9,000	14	620
8,000	14	580
7,000	12	530
6,000	12	470
5,000	10	420
4,000	8	340
3,000	8	280
2,000	6	210
1,000	4	130
500	4	90
150	2	33

All steamers in the various classes carrying passengers are required to comply absolutely with the above Table, and if these boats are not enough to carry all the people on board they must carry additional wood, metal, collapsible, or other boats or life-rafts, all of approved pattern, as conveniently placed for putting into the water as the ship's arrangements admit of. If necessary to provide for all on board, these additional boats must equal in cubical capacity those under davits. They are also obliged to carry a life-buoy for each boat under davits, and a life-belt of approved pattern for each person in the ship.

Sailing ships carrying passengers must possess the same amount of boat accommodation as steamers, except, where they cannot be placed under davits they are to be carried so that they can easily be got into the water to the satisfaction of the Board of Trade officer.

Steamers (foreign going) not carrying passengers are required to carry on each side sufficient boats to accommodate all persons on board, one of which is to be a life-boat.

Sailing ships (foreign going) not carrying passengers are required to carry boats enough for all on board up to the conditions of the Table, and one additional "good serviceable boat of section D."

Steamers carrying passengers within the "Home Trade limits" are required to carry the same boat accommodation as other passenger steamers; but when it is not practicable for them to carry the additional boats or life-rafts, they may substitute buoyant deck seats or other fittings of an approved pattern.

Steamers in the home trade not carrying passengers come under the same conditions as similar vessels in the foreign trade.

Sailing vessels in the home trade must carry sufficient boats for all on board, and each boat shall be provided with one gallon of oil for distributing in the water in rough weather.

The conditions for steamers carrying passengers from one part of the United Kingdom to another, and steamers carrying passengers on short excursions to sea by daylight, or across the Straits of Dover, are similar to those for other passenger steamers.

In addition to the above boat accommodation, every vessel is required to carry a sufficient number of life-buoys and an approved life-belt "or other similar" approved article of equal buoyancy suitable for being worn on the person" for every person on board.

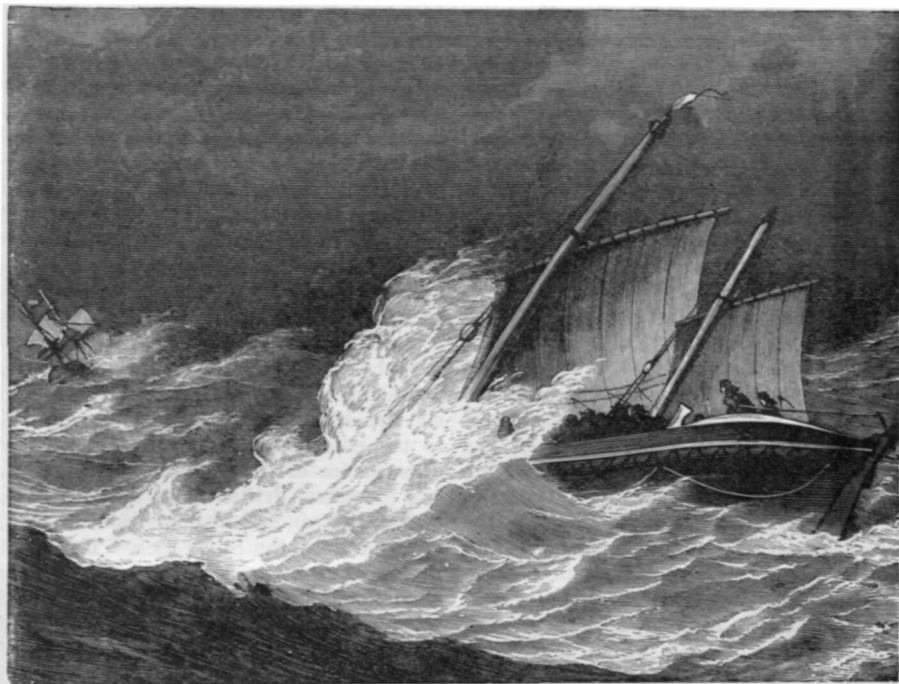
All life-buoys and life-belts shall be so placed as to be readily accessible to the persons on board, and so that their position may be known to those for whom they are intended.

This is a very short paragraph, but one of vital importance, and laying down conditions very difficult to comply with. We think compliance with them will frequently tax the ingenuity and readiness of resource of some of those responsible for carrying them out in our large passenger and emigrant ships. At any rate, we hope the position referred to in our previous article on this subject will not be considered to comply with them, viz., "sewn up in canvas bags and placed on battens between the beams of the sleeping cabins."

It appears to us that the success of this very important legislation for the prevention of loss of life at sea depends in a very great measure on its receiving the hearty assent of the shipowners and officers of the mercantile marine, as well as the energetic attention of the Board of Trade and its officers.

Unless the different appliances are always kept in thorough readiness an immediate more or less partial failure will often be the result on an emergency. This readiness can only be relied on as the result of thorough periodical working inspection, as well as constant watchfulness on the part of the officers of ships.

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



NEWBIGGIN-BY-THE-SEA, NORTHUMBERLAND.—A signal of distress was made by a vessel northward of Newbiggin point, on the morning of the 9th Jan. 1889. The wind was blowing a gale from the S.E., the sea was very rough, and the darkness intense. The coxswain of the Life-boat at once fired the signal for the crew to assemble, and at four o'clock the Life-boat *Robert and Susan* was launched and proceeded to the scene of the wreck, when it was found that the s.s. *Lady Katherine*, of Sunderland, bound for that port from Uddevalla, Sweden, with pit props, had run ashore on the Outcars Rock, half-a-mile N. of Newbiggin. Owing to the darkness it was a difficult matter to ascertain the position of the steamer, but eventually the Life-boatmen succeeded in rescuing the crew of sixteen men and two passengers, and landed them at 7 o'clock.

On the morning of the 15th February nine fishing boats proceeded to the fishing ground about eight or nine miles from the land. Shortly after having shot their

lines they were overtaken by a heavy gale from the N., and a very rough sea, and when about three miles from the shore on their way home they were seen to be in great peril. The Life-boat *Robert and Susan* was therefore launched at 11 o'clock, went to their assistance, and remained afloat until the Boats had safely landed, returning to her station at 2 P.M.

PETERHEAD.—On the morning of the 9th January, a mounted messenger gave information at the Life-boat Station that a vessel was ashore on Scotstown Head, about five or six miles N. of Peterhead. The Life-boat temporarily placed here while the boat belonging to the station was being altered and improved was launched at about 9.20, and proceeded under canvas to the stranded vessel, which proved to be the brig *Staatsrath von Brock* of Rostock, bound from Dantzic for Peterhead, with a cargo of timber. On arriving alongside, the Life-boat was struck by a heavy sea, driven on the top of a sand-bank, and filled with water, and three of

her crew were thrown into the surf, but were speedily rescued. On the boat freeing herself, which she did almost immediately, the crew of the vessel, consisting of nine men, were taken into the Life-boat by means of a rope, and she then remained near the vessel for some time, so as to be at hand to assist should there be any chance of saving the ship. There did not, however, appear to be any probability of her floating, and the Life-boat therefore made for the shore, landing the rescued persons at Fraserburgh, at about 1 P.M., a strong head breeze and heavy sea preventing her from reaching her station until the following day.

On the 15th January intelligence having been received that a vessel had stranded at Kirkton Head, the Life-boat was launched at 9.20 A.M., and sailed to the vessel which was reached about 9.45. A gale of wind was blowing from the S.S.W., and there was a heavy sea on. An attempt was first made by a steam-tug to tow off the vessel, which was the schooner *Arnold*, of Copenhagen, bound from Iceland for Santander, with a cargo of dried fish; but these efforts failed, and the crew, five in number, were then taken off by the Life-boat, which afterwards returned to her station in tow of the steam-tug.

MONTROSE.—During a moderate breeze from the E.S.E. on the 12th January, the brig *Bazar*, of Oscarshamn, laden with pit props for the Tyne, was seen off Montrose, steering northwards, trying to clear the land, but evidently becoming embayed. She was watched for a short time, and it being seen that she could not clear Milton Ness, the Montrose No. 1 Life-boat *Augusta* was launched at 10.45 A.M., to proceed to her assistance. When the boat had gone about two-thirds of the way to her, the brig was observed to wear, presumably with the intention of proceeding southward again, but she was soon afterwards seen to be running ashore. The Life-boat was then turned to the northward inside the breach of the sea as the safest and quickest way of reaching the vessel. The crew had an exceedingly heavy pull for about two miles, the boat having frequently to be brought head to sea to meet the heavy breakers she encountered. The waves continuously broke over her, and one heavy one nearly washed

the coxswain overboard. When it was noticed by those on shore that the brig had altered her course, and was standing for the land, it was thought that the *Augusta* Life-boat would experience difficulty in reaching her in time, and the No. 2 Life-boat, *Roman Governor*, of *Caerhun*, which had been taken along the beach, and was abreast of the vessel, was therefore launched, succeeded in getting alongside the vessel, and took off her crew consisting of six men, safely landing them about 12 noon.

A very heavy storm of wind and snow was experienced here on the 8th February, and the sea broke heavily amongst the rocks. The schooner *Mary*, of Montrose, coal laden from Methill for Balta Sound, brought up at anchor north of the harbour and shortly after 7 o'clock in the evening she was being towed in, but when close to the entrance, the tow-rope broke in consequence of the violence of the sea, and the vessel drifted close to the rocks of Scurdy Ness, and anchored four or five fathoms from the Stone rock. The tug proceeded up the river to obtain the services of a Life-boat. At 7.30 the signal was fired, the crew mustered promptly, and in ten minutes the Montrose No. 1 Life-boat *Augusta* was launched, and taken in tow by the tug. On nearing the Leads Buoy the Life-boat left the steamer, pulled to the endangered schooner and succeeded in rescuing her crew of five men, one at a time, as the heavy seas permitted, the Life-boat being then not much more than her own length distant from the line of rocks. When all were taken on board the boat pulled back against wind and sea to the tug, and was towed back to Montrose, arriving there at 8.30. Within an hour after the men had been landed the vessel had disappeared.

On the morning of the 11th February the Ferryden fleet of fishing boats, about fifty in number, left Montrose for the fishing grounds, the wind blowing then a moderate breeze from the N. About 11 o'clock the wind increased, and a heavy sea was soon breaking across the bar. The assistant coxswains of the Life-boats, who had been out fishing, returned ashore and represented the danger some of the boats would be in, and it was therefore decided to launch the No. 1 Life-boat *Augusta* as the sea was becoming heavier. The boat put off at 2.10 P.M., and remained

afloat until 5.45, by which time all the boats which intended to return to Montrose had got safely in. Several of the smaller boats ran south and took shelter at Usan, Arbroath, and other places.

Again, on the 10th May, the fishing boats were overtaken by a heavy sea, which sprang up very suddenly and which was felt all along the east coast of Scotland. The boats made with all speed for the harbour. One of them, the yawl *Wanderer*, in crossing the bar, was struck by a heavy sea, which knocked the helmsman from his post, and caused the boat to roll so heavily that she shipped water at both sides; however, she fortunately got in safely. The *Nautilus*, also, rolled over until her sails touched the water, and had a narrow escape. As she passed the Life-boat house her skipper hailed for the Life-boat to be launched as there were other boats in danger. Accordingly, the *Augusta* was at once taken afloat, pulled down to the Bar, and convoyed the boats in. It is believed they would not have attempted the passage had not the Life-boat been there. Just as she was turning to accompany them, she was struck on her port bow by a heavy sea, hove on her beam ends and half filled with water. However, she righted and freed herself of water immediately, and the crew were much pleased with the way in which she recovered herself.

Three days afterwards the same Life-boat was called out to the aid of the terring boat *British Sovereign*, which had driven on the Annat Bank. When the Life-boat reached her she was taking the sea heavily on the starboard quarter and would soon have got broadside on when she would have filled with water and sunk. The Life-boat got near her, and took out her anchor in a S.Easterly direction which kept her stern on to the sea. Eventually steam-tug came out, and the Life-boat passing a line to her, she was towed off and taken into harbour. But for the immediate assistance of the Life-boat, the six fishermen would undoubtedly have been drowned, as no ordinary boat could have approached them with safety.

ALNMOUTH, NORTHUMBERLAND.—The brig *Fortuna*, of Riga, stranded on Birling Bar Rocks, on the morning of the 8th annary. On the following morning three of her crew left in the ship's boat, and

reached the shore, five others were rescued by the rocket apparatus, but the master of the vessel refused to leave her, and afterwards either was unwilling or unable to avail himself of the proffered assistance, although two lines were fired right across the ship. On the 11th at about 7 P.M. the Life-boat *Allen Scott* was launched, and attempted to reach the vessel, but owing to the heavy seas was unable to get near her and was compelled to return. On the following day the boat was taken along the coast opposite to where the vessel was lying, launched at about 5.30 P.M., and succeeded in rescuing the man. The mate of the vessel went out in the Life-boat so as to be able to speak to the captain in his own tongue and induce him to leave his perilous position, and come ashore in the boat.

HOLYHEAD.—On the morning of the 16th January, a rocket, apparently fired about seven miles N.W. of Holyhead, was seen by the coastguard. The crew of the Life-boat *Thomas Fielden* were called, and the boat was launched at 4.10 being taken in tow by the steam-tug *Merry Andrew*. After steaming in a N.W. direction for about an hour without seeing any vessel in distress, rockets were observed further to the N.W., and ultimately the *s.s. Lee*, of Cork, was discovered in a sinking condition. She had broken her propeller which penetrated her timbers, causing her afterhold to fill with water. Thirteen passengers, who were in two of the steamer's boats, were taken into the Life-boat, and the boats were cut adrift in a sinking state, having been exposed to a heavy sea, with a strong S.S.W. wind. The steam-tug took the vessel in tow to Holyhead, the Life-boat remaining astern ready to take off the crew should it become necessary to do so.

The coastguard on duty having observed a schooner part her cable, and drift towards the heavy breakers in the S.E. part of the bay on the 9th February, during a N. by W. wind, a very rough sea, and heavy storms of snow and hail, the crew of the Life-boat *Thomas Fielden* were summoned, and at 2.30 A.M. the boat was launched, got alongside the vessel, and rescued her crew, consisting of four men, landing them at 4 A.M. The vessel was the schooner *Enterprise*, of Dublin.

RAMSGATE.—At 12.45 A.M. on the 27th

January, during a fresh N. breeze, the Life-boat *Bradford*, in tow of the steam-tug *Vulcan*, left the harbour in response to signal guns which had been fired by the light-vessels. On nearing the North Sand Head, a vessel burning flares was sighted stranded there. When within a moderate distance the Life-boat was slipped from the tug, and sailed to the vessel, which proved to be the schooner *Jannett and Jane*, of Carnarvon, bound from Rochester for Belfast, with a cargo of cement, and carrying a crew of three men. Endeavours were made to save the vessel, and when the tide flowed the steam-tug backed in towards her, taking the sand in doing so, and remaining aground about half-an-hour. A tow-rope was passed to the schooner, and when the water rose, the steamer commenced the attempt to tow her off. After towing about an hour the rope broke, but it was again attached, and at 7 A.M. she was got afloat, and was taken to Ramsgate harbour, arriving there at 8.30.

Guns having been fired by the Gull light-vessel, the Life-boat *Bradford*, and steam-tug *Vulcan*, proceeded out at 11.30 P.M. on the 8th February, in a high sea, with a strong W.N.W. wind. They proceeded to the N.W. spit of the Goodwin Sands, on nearing which the Life-boat was slipped from the tug, and went alongside the stranded vessel, which was found to be the schooner *Ethel*, of Faversham, bound from Newhaven in ballast. The sea was making a clean breach over her, and as she had four feet of water in her the crew of six men were taken into the Life-boat. While this was being done the assistant coxswain of the boat was knocked overboard, but was fortunately rescued. Sail was then made for the tug, and the Life-boat was towed back to her station, reaching the harbour at 3.30 A.M.

The Life-boat *Bradford*, and steam-tug *Vulcan*, were called out by guns from the Gull Light-vessel, and a flare on the Goodwin Sands at 8 P.M. on the 21st February, during a fresh breeze from the N. On nearing the sands the Life-boat left the tug and sailed alongside the vessel, which was the fishing lugger *Verbena*, of Lowestoft, made fast to her, and advised the master to stow the sails. A heavy sea was breaking on board her, and, as the tide flowed, she drove over the sand, her crew of eight men and their effects

being taken into the Life-boat. On the vessel driving into deeper water it was found that she leaked so badly and was settling down so quickly that she was abandoned, there being no possible chance of saving her. The Life-boat then sailed to the tug, and was towed back to the harbour, arriving at 4 o'clock on the following morning.

NEWBURGH, ABERDEENSHIRE.—Signals of distress having been seen from a vessel stranded on the North Sands during a moderate S.W. wind and a choppy sea, on the 27th January, the crew of the Life-boat *Alexander Charles and William Aird* were summoned, and promptly responded; willing hands soon had the boat launched into the river, and at midnight she was on her way to the sands. On reaching them, the steam trawler *Gannet*, of Granton, was found stranded on the North bank of the river Ytham. With some difficulty her crew, consisting of eight men, were taken into the Life-boat, and safely landed at 2 A.M.

PENZANCE.—The trawler *Blue Bell*, of Plymouth, returning to Penzance from the fishing grounds, went ashore on the Eastern Green about half-a-mile from Penzance, her cable having parted during a S.W. wind, squally weather, and a rough sea, on the 29th January. The Life-boat *Dora* was launched at 4.15 A.M., proceeded to the vessel, and brought ashore her crew, consisting of four hands.

LLANAELHAIARN, NORTH WALES.—On the 29th January, the coxswain of the Life-boat observed a schooner which proved to be the *Renown*, of Swansea, coal laden from Cardiff for Amlwch, in distress, apparently making for Llanaelhaiarn, and knowing the dangerous nature of the bay leading to the port, he feared she would strike against the rocks running across part of the bay on which the water is very shallow at low tide and which are some distance from the shore. The Life-boat temporarily placed here while the station's boat was being altered and improved was therefore launched, and proceeded to the help of the vessel, which fortunately passed safely through the danger, and the coxswain then gave information to the master as to the best direction in which to take her. The Life-boat returned to the shore

at about 11.30 A.M. Half an hour afterwards another vessel, the schooner *Ceres*, of and for Carnarvon, from Cardiff, with a cargo of coal, being seen in a dangerous position, the Life-boat again put off, and guided her into safety. This vessel had lost her main boom, sails, &c., and the *Renown* also bore traces of having been exposed to a great storm.

THURSO.—Flare lights were burnt by the schooner *Bonnie Lass*, of Wick, bound for Castle Hill, in ballast, which was riding in *Scrabster Roadstead*, during a violent gale from the N.W., and a terrible sea on the 2nd February. The Life-boat *Charley Lloyd* was launched at 7.30 A.M., was let down towards the vessel by means of lines, rescued the crew consisting of four men, and safely landed them at 9 o'clock.

BRIDLINGTON.—On the 3rd February a signal of distress was observed from the lugger *Garibaldi* of Gravelines, which was riding in the roadstead about a mile and a half south of the harbour. The Life-boat *William John and Frances* was launched at 7.30 P.M., proceeded under sail to the vessel, and found that she had been in collision, and partly disabled, and as a heavy sea was running, and the wind was blowing a gale from the N.E., the crew of five men were taken into the Life-boat and brought ashore.

GRIMSBY.—Signals of distress were shown by the barque *Mitford*, of and for Newcastle, from Goole in ballast, during a strong N.E. gale and a heavy sea on the 3rd February. The Life-boat *Manchester Unity* was launched at 10.30 P.M., but the vessel stranded about a mile and a half above Grimsby, before the boat reached her. The Life-boat grounded near the barque, remained there during the night, and brought the master and his son ashore on the following morning, the remainder of the crew staying on board the vessel.

BROADSTAIRS.—Signals having been shown by the barque *Jane Kilmour*, of Dundee, during a strong gale from the N.E., snow squalls and a very heavy sea, on the 4th February, the Life-boat

Christopher Waud, Bradford, was launched at 1.30 P.M., and proceeded to the assistance of the vessel, which was found to have lost both her anchors. The Life-boat men boarded her and took her safely into Ramsgate harbour. She was bound from Alloa, Scotland, for Barbadoes, with a cargo of coal, and had a crew of eight men.

FLAMBOROUGH.—The wind rose suddenly at about 9 A.M. on the 8th February, and continued to increase in force until, at about 10.30, it was blowing a fierce gale from the N.W., and there was a heavy sea. As some of the fishing cobsles were in considerable danger the No. 1 Life-boat *Mary Frederick*, put off to their assistance, taking two extra men on board, who were transferred to two of the boats requiring help. The Life-boat kept in company with the cobsles, remaining in their rear until they were considered out of danger. It being impossible for the boat to return to her station then, on account of the wind and tide, her anchor was let down, and she rode until the wind somewhat abated, when the anchor was taken up and the boat made for the south station.

RAMSEY, ISLE OF MAN.—At 4 P.M. on the 8th February, a signal of distress was hoisted by the cutter *Patrick*, of Peel, coal laden from Whitehaven for Killough, which was riding heavily with three anchors down, and dragging them about a mile and a half east of the Victoria Pier. The Life-boat *Mary Isabella* was promptly launched, proceeded to the assistance of the vessel, and safely landed her crew, consisting of four men.

A flag was observed on a schooner at anchor about two miles off the harbour during a moderate breeze from the W.S.W. on the 13th February. The trawl boat *Nerbudda* was seen to speak her and the flag was hauled down. On the arrival of the *Nerbudda* she reported that the vessel was the *Brilliant*, of Peel, coal laden, with her upper sails blown away, her top-gallant mast broken, leaking badly and requiring assistance to pump and bring her into the harbour. The Life-boat *Mary Isabella* at once went to her, put some men on board, and brought the vessel and her crew of four men safely into port.

THE WRECK REGISTER AND CHART FOR THE YEAR ENDED
THE 30TH JUNE, 1887.

THE admirably arranged and deeply interesting Tables compiled from the wreck register which the BOARD OF TRADE publishes each year, bring vividly before the mind the terrible loss of life and property which annually takes place on our coasts, and should have the effect of stirring us up to adopt and encourage all possible means to mitigate and minimize so great an evil. We have recently had put before us the statistics for the year ended the 30th June, 1887, and it is sad to be compelled to confess, that notwithstanding all that has been done for us by science, and all that has been achieved by education and philanthropy, we are yet far enough off from a "golden age" in shipping affairs. It would certainly seem that the machinery afforded by the ROYAL NATIONAL LIFE-BOAT INSTITUTION for rescuing the poor shipwrecked mariner from a watery grave, is as necessary now as it was half a century ago.

The figures for the year we are treating afford little satisfaction, for not only did the number of vessels which met with accidents of all sorts on and near the coasts of the United Kingdom increase from 3596—the number given in the preceding year—to 4224, but, which is far more serious, the total number of lives lost as a result of those accidents showed an excess over the previous year of more than one-third, it having risen from 396 to 645, an increase for which there is apparently no explanation.

As we have already stated, the accidents which befell the 4224 vessels were miscellaneous; but speaking generally, they may be arranged under the following heads:—total loss, serious casualties, and minor casualties. Under each of these heads we find a considerable increase; those of total loss and serious casualty together, giving a total of 1582, or 292 more than in the year 1885-86, while the minor casualties increased from 2306

to 2642. Life was lost in 159 of the total losses, or in 43 more cases than in the previous year.

It appears that a third of the increase in the number of vessels meeting with casualties—628—is accounted for by the increase in the number of cases of vessels involved in collisions, of which there were no less than 1423, as against 1232 in the year 1885-6, and that, exclusive of collisions, the number of total losses rose from 310 to 388, the serious accidents from 651 to 818, and the minor casualties from 1403 to 1645. Of the 4224 casualties, 3851 fell to the share of British and Colonial ships and steamers, Foreign vessels meeting with accidents in 373 instances.

It is interesting to note the localities of the casualties other than cases of collision, as they furnish a sort of general idea as to the portions of our coast which experienced the worst weather during the year under consideration. The localities were as follows:—east coast of England, 732; south coast, 626; west coast of England and Scotland and east coast of Ireland, 1006; north coast of Scotland, 95; east coast of Scotland, 133, and other parts 209. Total, 2801.

The lives lost as a result of the 4224 casualties were—east coast of England, 58, or 35 less than in the preceding year; south coast of England, 63, or 1 more than in the year 1885-6; west coasts of England and Scotland and east coast of Ireland, 307, an increase of 217 over the previous year; north coast of Scotland, 33 or 20 more than in the previous twelve months; east coast of Scotland, 28 or 4 more than in the year 1885-6; other parts, 156. Total, 645.

In the accompanying chart will be found little black dots denoting all the spots where the more serious casualties happened on the coasts of our "tight little island" during the year ended the

30th June, 1887. We have only given the localities of the cases of total losses from all causes, and serious casualties arising from causes other than collision. We have also shown the position of all the Life-boat stations of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, which it will be seen have been established where they are most needed, forming a rescuing chain all round our coast.

As many as 4,358 British, Colonial and Foreign vessels were wrecked on the coasts of the United Kingdom between 1861 and the 30th of June, 1887, in each of which cases lives were lost, the total number being 19,992.

Last year we had the satisfaction of stating that there had been a decrease in the number of lives lost in the year 1885-6, as compared with the previous year; but we cannot, unfortunately, make a similar gratifying report as regards the year 1886-7, the total number of lives lost, as has been already stated, having increased from 396 in the preceding year to 645—of which 524 were from British and Colonial vessels, and 121 from Foreign vessels; 96 were lost in foundered vessels; 88 in collisions, 218 in stranded vessels (as against 112 in the previous year), 104 in missing vessels, and the remaining 139 in various ways—explosions, washed overboard, etc.

The following Table is interesting as showing how curiously the number of vessels meeting with casualties fluctuates from year to year. To give a fair idea of these fluctuations, we give the figures for each year since June 1854—1854 (last six months), 458; 1855, 1,141; 1856, 1,153; 1857, 1,143; 1858, 1,170; 1859, 1,416; 1860, 1,379; 1861, 1,494; 1862, 1,827; 1863, 2,001; 1864, 1,741; 1865, 2,012; 1866, 2,289; 1867, 2,513; 1868,

2,131; 1869, 2,594; 1870, 1,865; 1871, 1,927; 1872, 2,381; 1873 (first six months), 1,206; 1873-4, 2,191; 1874-5, 4,259; 1875-6, 4,554; 1876-7, 5,017; 1877-8, 4,436; 1878-9, 3,716; 1879-80, 3,138; 1880-81, 4,297; 1881-2, 4,367; 1882-3, 4,363; 1883-4, 4,405; 1884-5, 3,764; 1885-6, 3,596; 1886-7, 4,224. Total, 90,168.

Terrible as it is to consider that in these years 23,831 souls perished from shipwreck on our shores, it is a matter for deep thankfulness to know that that number would have been more than doubled had it not been for the Life-boats of the ROYAL NATIONAL LIFE-BOAT INSTITUTION and other means of rescue, for the prompt use of which the Society granted rewards, which were together instrumental in saving 23,939 lives. Since 1824, when this Institution was established, up to the 31st December last, the Life-boats and those other means to which reference has been made, rescued 34,043 persons from a watery grave.

This article would be incomplete were we to conclude it without drawing special attention to the excellent life-saving work which is done year after year by the rocket-apparatus of the BOARD OF TRADE. The 295 stations supplied with the apparatus saved 143 lives in the year ended the 30th June, 1887.

In view of the figures which we have given, it ought to be superfluous for us to make a direct appeal for help to carry on and maintain efficiently the important work of the Institution, but recognizing the fact that things are not always as they should be, we earnestly call on all those who take any interest in the rescue of "those in peril on the sea" to lend a helping hand.



SUMMARY

During the year ended the 30th June 1887 the Number of Vessels lost or damaged on the coasts and in the seas of the United Kingdom including cases of minor damage was 4,224 and the loss of life as far as can be ascertained was 645

	Life Boats	Rocket Stations	
There are	225	199	in England & Wales.
	48	45	Scotland.
	37	51	Ireland.
	6	4	Isle of Man.
	3	1	Channel Islands.

WRECK CHART OF THE BRITISH ISLES

FOR THE YEAR

1886-87.

Compiled from the Board of Trade Register.

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

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

Scale of Nautic Miles
10 0 50 100



Standidge & Co Lith. Old Jewry, London.

THE REMOVAL OF WRECKS ACT, 1877, AMENDMENT ACT, 1889.

NOT the least important work done by the Legislature during this year's session has been the passing of an Act to amend the "Removal of Wrecks Act, 1877." Prior to this Act becoming law no provision existed for the removal of dangerous wrecks situated in non-navigable waters around our shores, it having apparently been considered quite sufficient formerly to legislate for the destruction of dangerous wreck obstructions in navigable waters only. The Committee of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, appreciating, however, the great danger frequently incurred by the Life-boat crews when on their mission of mercy, arising from wrecks on or near rocks, shoals, or banks, determined if possible to obtain the rectification of what they deemed to be a flaw in the law, and they accordingly introduced a Bill, which was skilfully and successfully steered through the shoals and breakers of Parliamentary debate by SIR EDWARD BIRKBECK (Chairman of the Institution) in the House of Commons, and the EARL OF MILLTOWN in the House of Lords, assisted by other good friends to the Life-boat cause, supplying the deficiencies of the old Act. The Act as amended will be welcomed by all the Life-boat crews, to whom its provisions are of great importance. It was the first Government or Private Members' Bill carried through Parliament this year, and

the first to which Her Gracious Majesty, the Patron of the Institution, affixed her signature.

AN ACT TO AMEND THE REMOVAL OF WRECKS ACT, 1877.

(52 Vict. ch. 5.)

WHEREAS it is expedient to amend the Removal of Wrecks Act, 1877:

Be it therefore enacted by the Queen's Most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:—

1. This Act may be cited as "The Removal of Wrecks Act, 1877, Amendment Act, 1889."
2. In this Act the term "the principal Act" shall mean the Removal of Wrecks Act, 1877.
3. In this Act—

The term "lifeboat service" means the saving or attempted saving of vessels or of life or property on board vessels wrecked or aground or sunk, or in danger of being wrecked or getting aground or sinking.

4. The fourth and fifth sections of the principal Act shall be read as if the words "or to lifeboats engaged in lifeboat service" were inserted after the word "navigation" in each of the said sections respectively. Provided that in case of obstruction or danger to lifeboats no expenditure shall be incurred by a general lighthouse authority except with the previous sanction of the Board of Trade.
5. The fifth section of the principal Act shall be read as if the words "or on or near any rock, shoal, or bank" were inserted after the word "seashore" in the said section.
6. The principal Act and this Act shall be read and construed together as one Act, and may be cited together for all purposes as "The Removal of Wrecks Acts, 1877 and 1889."

ADDITIONAL STATIONS AND NEW LIFE-BOATS.

GORLESTON, SUFFOLK AND WELLS, NORFOLK.—The large sailing Life-boat on the Gorleston station, which was transferred there from Great Yarmouth in 1883, having become unfit for further service, has recently been replaced by a new boat of the same type, specially built for the Institution by Messrs. Beeching Brothers, of Yarmouth, and containing all the modifications and improvements desired

by the crew. The new boat is 44 feet long and 12½ feet wide, and, like its predecessor, the cost of which was defrayed by members of the Corn Exchange and London Corn Exchange, and received through H. KAINS-JACKSON, Esq., is named the *Mark Lane*. For twenty years Mr. KAINS-JACKSON has collected a handsome sum each Christmas on the Corn Exchanges in aid of the support of the *Mark*

Lane boat, which was supplemented this year by a special collection from the members of "The Baltic," which he also kindly undertook, and which was most successful, resulting in the raising of upwards of 700*l.* in aid of the funds of the Institution. This amount has been appropriated towards defraying the cost of the Gorleston new Life-boat as well as the entire expense of a new boat and equip-

chain of office; the Rev. A. R. ABBOTT, vicar of Gorleston; Captain ALDRICH, R.N., Mr. J. S. DAWSON, Local Honorary Secretary, and Messrs. E. H. H. COMBE, G. H. TREVOR, J. TAYLOR, Major JAMES, and Mr. and Mrs. KAINS-JACKSON, of London. Mrs. COMBE, Mrs. TREVOR, and several other ladies were also present. There was a Drum and Fife Band present, which played a selection of music during the



ment for Wells. The last named boat—the "Baltic"—is one of the latest self-righting class, 37 feet long, 8 feet wide, rowing 12 oars, double banked, and fitted with four water ballast tanks. The Gorleston new Life-boat was launched for the first time on the 2nd April last, in the presence of a large concourse of spectators. Among those who took a prominent part in the proceedings were the Mayor of Yarmouth (F. D. PALMER, Esq.), who wore his

proceedings. Everything being ready for the launch, the crew, among whom was the well-known form of the coxswain, EDGAR WOODS, donned their cork belts, and a number of the spectators also got on board the boat. A minute or two was then devoted to taking a photograph of the Life-boat. The Rev. A. R. ABBOTT having read a prayer suitable to the occasion, Mrs. KAINS-JACKSON gracefully performed the ceremony of naming the

boat, and then the signal was given, and the *Mark Lane* glided gracefully into the river, amidst the cheers of those on board and the crowd who looked on. The launch was a most successful one, and as soon as the boat was properly afloat sail was hoisted, and she sailed down the harbour and went out into the Roads for a sail under a smart northerly wind. After the launch, at the kind invitation of Major E. H. H. COMBE, the Committee, including the Mayor and others, met the representative of the donors both of the old and new boat, at his house, Ferryside, Southtown, where, after partaking of an excellent lunch, the Chairman (Captain W. ALDRICH, R.N.), thanked Mr. KAINS-JACKSON, for the generous and noble gift of the donors, which he very warmly acknowledged, and informed the company that it was his intention to have the old *Mark Lane* taken up to London and painted by some well-known artist, so as to preserve a tangible record of a boat which had done her work so nobly and well, she having been instrumental altogether in saving 240 lives, besides helping to rescue 17 vessels from destruction. After several other speeches of a complimentary character, the meeting terminated.

ST. PETER'S PORT, GUERNSEY, ST. HELIER'S, JERSEY, AND ACKERGILL, CAITHNESS-SHIRE.—These three stations have been provided with new 34 feet, 10 oared Life-boats, in the place of the boats sent there some years since. The cost has been defrayed from a legacy bequeathed to the Institution by the late Colonel E. A. D. BROOSHOF, of Kirk Ella, Yorkshire. The Guernsey Life-boat is named the *Vincent Wilkinson*, *Kirk Ella*, the Jersey boat is called the *Sarah Brooshoft*, *Kirk Ella*, and the Ackergill boat the *Jonatham Marshall*, *Sheffield*, in accordance with the testator's wishes.

DONNA NOOK, LINCOLNSHIRE; BAMBURGH CASTLE, NORTHUMBERLAND; and BALBRIGGAN, CO. DUBLIN.—New water ballast Life-boats, each 34 feet long, 7½ feet wide, and rowing 10 oars double-banked, have been placed on these stations. The first-named boat bears the same name—the *Richard*—as its predecessor, which was given to the Institution and permanently endowed by Miss DIXON, of Holton

Park, Lincolnshire. The other two Life-boats are also named in the same way as the ones they superseded, the Bamburg Castle Life-boat being known as the *John and Betty Cuttell*, in accordance with the wishes of the Donor, the late Mr. JOHN CUTTELL, of Manchester, while the Balbriggan Life-boat, which was the gift of a Manchester lady, Mrs. LANGWORTHY, is called the *Maid of Annan*.

SUMMARY OF THE MEETINGS OF THE COMMITTEE.

THURSDAY, 10th January, 1889.

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—Huna, Ackergill, Newburgh, Port Erroll, Peterhead, Whitelink Bay, Fraserburgh, Banff, Buckie, Lossiemouth, Moray Firth and Portnoch.

Eastern District—Caister (two boats), Yarmouth, Pakefield, Lowestoft (two boats), Kessingland (three boats), Southwold (two boats), Dunwich, Harwich and North Deal.

Western District—Aberystwith, Aberdovey, Barmouth and Portmadoc.

Irish District—Fleetwood (two boats), St. Anne's (two boats), Rhyl (two boats), Llandulas, Llandudno, Penmon, Moelfre, Bull Bay, Cemaes, Cemlyn, Holyhead, Rhosneigr, Llanddwyn and Rhoscolyn.

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

	£	s.	d.
Anonymous	500	-	-
A FRIEND, per Mr. and Mrs. NORBURY, through the Manchester Branch, for the Ramsey new Life-boat House	300	-	-
"THE CYCLIST" LIFE-BOAT FUND, per HENRY STURMEY, Esq., one year's maintenance of Hartlepool No. 3 Lifeboat	70	-	-
Messrs. WILLIAM ECKROYD AND SONS, Burnley	31	10	-
Collection at Walton-le-Dale, per the Vicar and Churchwardens, through J. C. KERSHAW, Esq.	12	12	7
Collection in ELVETHAM PARISH CHURCH, per the Rev. W. GILL	8	1	3
Proceeds of Entertainment at Lisbellaw, Co. Fermanagh, per J. EADIE, Esq.	3	10	-

—To be severally thanked.

Also the receipt of 600*l.* from the Civil Service Life-boat Fund, per CHARLES DIBDIN, Esq., F.R.G.S., Hon. Secretary, for the Douglas No. 2 new Lifeboat, to be named the *Civil Service No. 6*, and 79*l.* 4*s.* 6*d.* to cover certain expenses incurred by the Institution during the past year on the Civil Service Life-boats. The total sum thus contributed to the Institution by gentlemen in Her Majesty's Civil Service has been 11,251*l.*

Decided that the sincere thanks of the Committee be conveyed to the contributors for their continued and much-appreciated gifts.

Reported also the receipt of the following legacies:—

	£	s.	d.
The late WILLIAM SMITH, Esq., of Brixton	3939	13	9
The late W. D. ROUGH, Esq., of the East India United Service Club	1923	13	7
The late GEORGE TURNER, Esq., of Horton	250	-	-

The Committee specially recognised the valuable co-operation of the Rev. OWEN LLOYD WILLIAMS, who had occupied the office of Honorary Secretary of different branches of the Institution for about thirty years, having previously helped his late father in Life-boat work in Anglesey for many years.

Also the good services rendered by Mr. JARVIST ARNOLD, Mr. WILLIAM ORR and Mr. PHILIP JEFFERSON, during the long periods in which they respectively served as Coxswains of the Kingsdowne, Groomsport and Newbiggin Life-boats.

Reported the transmission to their stations of the Skegness and Tynemouth No. 1 new Life-boats.

Paid 7,281*l.* 5*s.* 10*d.* for sundry charges on various Life-boat establishments.

Voted 106*l.* 7*s.* 6*d.* to pay the expenses of the Holy Island No. 1, Caister No. 2, Arbroath, Bude, Dunmore, Scarborough and Dunbar Life-boats in rendering the following services;—

	Lives saved.
A fishing boat. Rendered assistance.	
Dandy <i>Cyprus</i> , of Great Yarmouth. Remained by vessel.	
Schooner <i>Hay</i> and <i>Catherine</i> , of Arbroath	5
Two fishing boats. Remained in attendance.	
Ketch <i>Joseph</i> and <i>Thomas</i> , of Bude	3
Barque <i>Ella</i> , of Belfast, boat of the	5
Steam yacht <i>Scalpa</i>	2
Schooner <i>Heroine</i> , of Exeter	5

The Ramsgate Life-boat assisted to save the barge *Lord Hartington*, of London, and her crew of four men, and on a subsequent occasion went out in reply to signals of distress, but her services were not eventually needed.

(Accounts of these services are furnished on pages 69-72 of the Annual Report.)

Voted also 264*l.* 7*s.* to pay the expenses of the Kildonan, Poolbeg, Caister No. 1, Winterton No. 2, Palling No. 2, Mevagissey, Fowey, Bridlington, Montrose No. 1, St. Ives, Hayle, Penmon, North Deal, Newbiggin, Wexford No. 1 and Kingsdowne Life-boats in assembling

their crews or putting off to the assistance of vessels not ultimately requiring their help.

Voted also 2*l.* 5*s.* to three men for saving five persons from the boat of the schooner *Emma*, of Liverpool, which had been in collision with another vessel during a strong S. breeze and a very heavy sea, off Hastings, on the 26th October.

Also 15*s.* to three men for rescuing two of the crew of the cable *Economy*, of Sunderland, which had been capsized off that port during a strong W. breeze and squally weather on the 31st October.

THURSDAY, 14th February.

Sir EDWARD BIREBECK, 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 special visit to Ilfracombe.

Also the reports of the Deputy Chief Inspector of Life-boats on his special visits to the Port Patrick and Ramsey Life-boat stations.

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

Northern District—Middlesbrough, Redcar, West Hartlepool (two boats), Seaton Carew, Saltburn, Hartlepool (three boats), Sunderland (three boats), Seaham, Whitburn, Tynemouth (two boats), Cullercoats, Blyth (two boats), Newbiggin, Cresswell, Boulmer, Alnmouth, Bamburgh Castle, North Sunderland, Holy Island (two boats), Hauxley, Berwick-on-Tweed, Eyemouth and Dunbar.

Eastern District—Margate, Kingsgate, Aldborough, Thorpe, Dover, Hythe, New Romney, and Lydd (Dungeness).

Western District—Exmouth, Teignmouth, Lyme Regis, Porthdinllaen, Abersoch, Llanael-haiarn, Ferryside (Carmarthen Bay), Tenby and Milford Haven.

Irish District—Dunmore, Kingstown, Howth, Poolbeg, Balbriggan, Southport, Douglas (two boats), Peel, Ramsey, Castletown and Port Erin.

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

	£	s.	d.
Miss DIXON, of Cheltenham, for the <i>Frances Camilla Howard</i> , new Life-boat for Port Erroll	700	-	-
Trustees of the late Wm. THORNGATE, Esq. (annual subscription).	80	-	-
A LADY, further towards endowment of Whitburn Life-boat	50	-	-
ST. MICHAEL'S, PADDINGTON, Life-boat Fund, per Rev. G. F. PRESCOTT, M.A., towards maintenance of Kessingland No. 2 Life-boat (additional)	25	16	9
Proceeds of Entertainment by School-boys at Looe, per R. THOMAS, Esq.	7	-	-

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late ALEXANDER LOVE, Esq., of Dublin (additional)	161	17	-
The late Mrs. CLAGETT, of St. John's Wood (additional)	20	12	7

Reported that the Flamborough No. 1, Robin Hood's Bay and Rye Life-boats had been altered and improved, and returned to their stations.

Voted the thanks of the Committee to Messrs. J. GROVES COOPER, W. NICOL, A. PARKER and E. C. KERR, in recognition of their valuable services as Honorary Secretaries respectively of the Bideford and Appledore, Carlisle and Silloth and Ramsey branches of the Institution.

Accepted Estimates, amounting to 804*l.*, for carrying out various works at the Milford Haven, St. David's, Cromer and Huna Life-boat Stations.

Paid 3,184*l.* 7*s.* 11*d.* for sundry charges on various Life-boat establishments.

Voted 313*l.* 1*s.* to pay the expenses of the Newbiggin, Peterhead, Alnmouth, Montrose Nos. 1 and 2, Ramsey, Flamborough No. 1, Holyhead, Newburgh, Penzance, Llanaelhaiarn, Thurso, Grimsby, Bridlington, Cardigan and New Romney Life-boats in rendering the following services:—

	Lives saved.
S.S. <i>Lady Katherine</i> , of Sunderland	18
Brig <i>Staatsrath von Brock</i> , of Rostock	9
Schooner <i>Arnold</i> , of Copenhagen	5
Brig <i>Fortuna</i> , of Riga	1
Schooner <i>Mary</i> , of Montrose	5
Brig <i>Bazar</i> , of Oscarshamn	6
Smack <i>Patrick</i> , of Peel	4
Fishing cobs. Rendered assistance.	
Schooner <i>Enterprise</i> , of Dublin	4
S.S. <i>Gannet</i> , of Granton	8
Trawler <i>Blue Bell</i> , of Plymouth	4
Schooner <i>Renown</i> , of Swansea. Rendered assistance.	
Schooner <i>Ceres</i> , of Carnarvon. Rendered assistance.	
Schooner <i>Bonnie Lass</i> , of Wick	4
Barque <i>Mitford</i> , of Newcastle. Landed two men.	
Lugger <i>Garibaldi</i> , of Gravelines	5
Schooner <i>Harvest Home</i> , of Preston	4
Brigantine <i>Carl Rosinius</i> , of Haugesund	10

The Castletown, Holyhead, Ramsgate and Broadstairs Life-boats also rendered the following services:—Schooner *Madryn*, of Carnarvon, saved vessel and 3; two boats of the s.s. *Lee*, of Cork, 13, and remained by vessel; schooner *Jannett and Jane*, of Carnarvon, assisted to save vessel and 3; schooner *Ethel*, of Faversham, saved crew, 6; and barque *Jane Kilgour*, of Dundee, saved vessel and crew, 8.

(Particulars of most of these services will be found on pages 185-189.)

Voted 411*l.* 19*s.* 9*d.* to pay the expenses of the Eyemouth, Southwold No. 1, Montrose No. 1, Gorleston No. 1, Cahore, Winterton No. 2, Caister Nos. 1 and 2, Cemlyn, Ramsey, North Deal, Plymouth, Porthdinllaen, Newquay

(Cardiganshire), Clacton-on-Sea, Mablethorpe, Donna Nook, Whitelink Bay, Scarborough, Aldborough and Grimsby Life-boats in assembling their crews or putting off to the assistance of vessels which did not ultimately need their services.

Voted the Silver Medal of the Institution, accompanied by a copy of the vote, inscribed on vellum, to Sergeant THOMAS SUTCLIFFE, R.I.C., for descending a cliff at great risk and rescuing twelve of the crew and the master's wife from the barque *Etta*, of Belfast, which had stranded in Credan Bay (co. Waterford), on the 21st December last.

Also 2*l.* to another man who descended the cliff and assisted the officer to effect the rescue.

Also 100*l.*, with an expression of sympathy, to the widow and orphans of GEORGE HAMLIN, who lost his life by being washed out of a coastguard galley while assisting in an attempt to rescue the crew of the schooner *Elizabeth Alice*, of Cardiff, which had stranded at Dungeess during a moderate S. gale and a very heavy sea on the 10th February.

Also 2*l.* to four men for putting off in a coble and saving the crew of five men from the boat of the steamer *Brothock*, of Newcastle-on-Tyne, which had sunk after striking Newton Rocks, off the coast of Northumberland, during a strong breeze and a rough sea on the 9th January.

Also 15*s.* to three men for putting off in a boat and saving a boy who had fallen overboard from a boat off Wexford, Ireland, on the 6th January.

THURSDAY, 14th March.

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

Read and confirmed the Minutes of the previous Meeting.

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

Read the report of the Deputy Chief Inspector on his special visit to the Bull Bay Life-boat Station.

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

Northern District—Berwick-on-Tweed, Eyemouth, Dunbar, Crail, St. Andrew's, Dornoch, Thurso and Huna.

Eastern District—Ramsgate, North Deal, Kingsdowne, Walmer, Winchelsea, Rye, Hastings, Selsey, Littlehampton, Worthing, Hayling Island, Swavage, Kimeridge, Poole, Southsea, Totland Bay, Brooke, Brightstone, Grange and Bembridge.

Western District—Milford Haven and St Mary's, Scilly Islands.

Irish District—Penmon, Moelfre, Bull Bay, Holyhead, Greystones, Wicklow and Courtown.

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

	£	s.	d.
R. A. B. PRESTON, Esq. (annual subscription in aid of Cornish Life-boats)	50	-	-
F. and A. D.	100	-	-
Mrs. M. E. DE SCHWARTZ, Canea, Isle of Crete, in aid of widows and orphans of boatmen killed on duty	25	-	-
Professor TYNDALL, F.R.S., "as a feeble expression of my admiration for the brave men who man the Life-boats"	20	-	-
Members of the DIDSBURY AMATEUR ROWING CLUB	20	-	-
Trustees of BERMAN'S CHARITY (additional)	10	10	-

-To be severally thanked.

Also the receipt of the following legacies:—

The late Colonel E. A. D. BROO-SHOFT, of Kirk Ella, Yorkshire	3000	-	-
The late J. H. CARY, Esq., of Norwich	300	-	-
The late EBENEZER BROWN, Esq., of Glasgow (balance)	146	5	-
The late Mrs. ELIZA FAULKNER, of Tunbridge Wells	18	-	-

Reported that the Abersoch, Llanaelhaiarn and Port Eynon Life-boats had been altered and improved, and afterwards sent back to their respective stations.

The Committee specially recognised the valuable services of the following gentlemen as Honorary Secretaries of various Branches of the Institution for many years past:—Mr. R. G. JOVE, Torquay; Capt. the Hon. F. G. CROFTON, R.N., Kingstown; Mr. H. H. FOSTER, Skerries; Mr. JOHN GARDNER, Kirkliston; Mr. T. H. HARRISON, Derby; Mr. DAVID McCULLOCH, North Berwick; Rev. E. G. H. MURRELL, Jaister; Mr. S. E. PIM, Wicklow; Mr. E. T. SIMMONS, Newark; Mr. J. S. SINNOTT, Cahore; and Mr. JOHN STEPHENSON, Scarborough.

Paid 2,083l. 18s. 9d. for sundry charges on various Life-boat establishments.

Voted 54l. 1s. to pay the expenses of the Montrose No. 1, Ramsey, Newbiggin, Kilmore, Boulmer and Swanage Life-boats in rendering the following services:—

	Lives saved.
Fishing boats. Remained in attendance.	
Schooner <i>Brilliant</i> , of Peel. Saved vessel and	4
Norwegian barque <i>Ellizer</i> . Remained by vessel.	
Three fishing cobsles. Rendered assistance.	
Schooner <i>William Maskill</i> , of Goole	4

The Ramsgate and Winterton No. 2 Life-boats rendered the following services:—fishing bgger *Verbena*, of Lowestoft, 8 lives saved; *Is. Birling*, of London, rendered assistance.

(The details of some of these services are given on pages 185-189.)

Voted also 188l. 5s. 6d. to pay the expenses of the Saltburn, Whitby, Buckie, Ilfracombe, Dunwich, Broadstairs, Bembridge, Hayling Island, North Deal and Gorleston No. 1 Life-boats in assembling their crews or putting off

to vessels which did not ultimately require the services of the boats.

Voted the Second Service Clasp of the Institution to Mr. EDWARD JONES, coxswain of the Holyhead Life-boat, and the Silver Medal, with a copy of the vote inscribed on vellum, to Mr. ROBERT JONES, assistant-coxswain of the boat, in recognition of their gallant services in the Life-boat, extending over many years, especially on the occasion of the boat proceeding to the assistance of the barque *Glen Grant*, on the 9th February.

Also the Silver Medal of the Institution, accompanied by a copy of the vote inscribed on vellum, to Mr. JOHN DINNEEN, chief officer of the s.s. *Albatross*, of London, and 1l. 10s. each to four of the crew, for putting off in a boat from the vessel in a heavy sea and rescuing four of the crew from the rigging of the schooner *Isabella Hall*, of Barrow, which had stranded on the Tongue Sand on the 5th November last.

Also a binocular glass to Captain J. B. RANDALL, master of the *Albatross*, in recognition of his valuable co-operation on the occasion.

Also the thanks of the Institution inscribed on vellum to Mr. W. COWIE and Mr. SIDNEY SMYTH, and 10s. each to six fishermen, for putting off in two boats and saving five of the crew of the fishing boat *Alexander and Helen*, of Portknockie, which had sunk off Cluny Harbour, Banffshire, during a N.N.E. gale and a very heavy sea, on the 8th February. 1l. each was also awarded to two fishermen who jumped from the pier with ropes round their waists and rescued another of the crew of the fishing boat.

Also 2l. 2s. to the coxswain of the Thorpeness Life-boat, whose hand was hurt on the occasion of the launch of the Life-boat on service on the 10th February.

Also 10l. to five men for putting off in a coastguard galley with the view of rescuing the crew of the *Elizabeth Alice*, of Barrow-in-Furness, which had stranded off Dungeness during a moderate S.S.E. gale and a heavy sea, on the 10th February. The boat, however, having been struck by two heavy seas, was filled, and rendered unmanageable, and drifted ashore without being able to render any assistance to the vessel's crew.

Also 5l. to five men for putting off twice in a boat and rescuing the crew of five men of the s.s. *Wallace*, of Glasgow, which had stranded in Port Ellen Bay, Islay, Argyllshire, during a strong gale from the N.N.W. and a very heavy sea, on the 8th February.

Also 3l. 15s. to five men for rescuing the crew of fourteen men from a boat of the wrecked barque *Leonidas*, of South Shields, near the Goodwin Sands, during a moderate gale and a rough sea, on the 11th February.

Also 3l. 15s. to five men for putting off in a boat and rescuing two soldiers who were drifting out to sea in a boat, having broken one of the tholes and lost an oar, off Walton-on-the-Naze, during a strong N.E. breeze and a heavy sea, on the 23rd February. The men were much exhausted when rescued, having been out in the boat during the whole of the preceding night.

Also 3l. to six men for rescuing four men

from the fishing-boat *Mary*, of Kilkeel, co. Down, which capsized about three miles E.S.E. of Leestone, during a moderate gale from the E.S.E. and a heavy sea, on the 11th January. 10s. was also granted to the master and owner of the capsized boat, who, after regaining her, saw one of his crew some distance away and unable to reach the boat, being much exhausted. He immediately swam to the man, took him to the boat, and held him on until both were rescued.

Also 3l. 10s. to seven men for putting off in a boat and saving one of the crew of the *gig Playmate*, of Ilfracombe, which had been capsized off Beacon Point, Ilfracombe, during a strong gale from the W.N.W., on the 9th January.

Also 5s. to a man for putting off in a boat which was towing astern of his vessel, and rescuing a man from a boat which had been capsized off Lepe, in the Solent, during a fresh N.N.W. breeze, on the 12th February.

SATURDAY, 23rd March.

The Annual General Meeting of the friends and supporters of the ROYAL NATIONAL LIFE-BOAT INSTITUTION took place this day at Willis's Rooms, St. James's. The Right Hon. JOSEPH CHAMBERLAIN, P.C., M.P., in the Chair.

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

The Meeting was also addressed by the Earl of MOUNT EDGUMBE, Lord BALFOUR OF BURLEIGH, Captain Lord CHARLES BERESFORD, R.N., C.B., M.P., Sir EDWARD BIRKBECK, Bart., M.P., V.P., Chairman of the Institution, Sir JOSEPH PEASE, Bart., M.P., A. B. FORWOOD, Esq., Secretary to the Admiralty, Colonel FITZROY CLAYTON, V.P., Deputy Chairman of the Institution, and ROBERT BAYLY, Esq.

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

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

THURSDAY, 11th April.

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

Read and confirmed the Minutes of the previous Meeting.

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

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

Read the reports of the Chief Inspector of Life-boats on his recent visits to the Walton-on-Naze and Harwich Life-boat Stations.

Also the reports of the District Inspectors of Life-boats on their visits to the following Life-boat Stations.

Northern District—Ackergill, Moray Firth, Lossiemouth, Arbroath, Stonehaven, Fraserburgh, Whitelink Bay, Peterhead, Newburgh, Port Erroll, Broughty Ferry, Montrose (three boats), Gourdon and Banff.

Eastern District—Margate, Eastbourne, Newhaven, Brighton, Shoreham, Clacton-on-Sea, Walton-on-Naze, Harwich, Hornsea, Withernsea, Bridlington, Barnston, Flamborough (two boats) and Filey.

Western District—Penzance, Sennen Cove, St. Ives, Hayle, Morthoe and Ilfracombe.

Irish District—Arklow, Cahore, Wexford (two boats), Carnsore, Kilmore, Fethard, Tramore, Dungarvan, Ardmore, Youghal, Ballycotton, Queenstown, Courtmacherry, Valentia and Tralee.

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

	£	s.	d.
HER MOST GRACIOUS MAJESTY THE QUEEN (annual subscription)	50	-	-
The "BALTIC" LIFE-BOAT FUND, for the Wells and Gorleston Life-boats, per H. KAINS JACKSON, Esq. (on account)	500	-	-
R. S. WRIGHTSON, Esq., Great Cumberland Place	100	-	-
"S. D. R. S."	95	-	-
The Hon. ALGERNON TOLLEMACHE	50	-	-
The Right Hon. JOSEPH CHAMBERLAIN, P.C., M.P.	50	-	-
"DELTA"	26	5	-
The Right Hon. the Earl of MOUNT EDGUMBE	25	-	-
Offertory from the ROSSALL SCHOOL CHAPEL, per Rev. C. C. TANCOCK	5	12	11
C. D.	1	-	-

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late Miss M. E. BALDWIN, of Lancaster	200	-	-
The late JAMES GOSS, Esq., of Stratford Green (on account)	157	1	3
The late Miss FRANCES STRICKLAND, of Apperley Court	100	-	-
The late P. T. FISH, Esq., of Highbury	50	-	-
The late Miss SARAH GOOD, of Newark	18	-	-

Resolved, that, with the view of diminishing the terrible loss of life from fishing vessels which takes place each year on the coasts of the United Kingdom, the Institution should co-operate with the National Sea Fisheries Protection Association in carrying out a series of exhaustive experiments with oil, such experiments in the first instance to be tried in the North Sea during the operation of "boarding" fish from the smacks to the carriers, this probably being the best means of testing the value of the experiments.

Voted the thanks of the Institution to Dr. S. EVANS, of Harwich, in recognition of his past valuable services while holding the office of Honorary Secretary of the Harwich Branch. Also to Mrs. EVANS for her valuable co-operation in assisting her husband to carry out the duties of that office.

Also to the Rev. T. LLOYD KYFFIN, on retiring from the Honorary Secretaryship of the Cemaes Life-boat Station, which he had efficiently held for the last seventeen years.

Also to the Rev. WARREN TREVOR, late Vicar of Llanfaes and Penmon, Mr. MICHAEL O'HALLORAN, of Glasgow, and Mr. R. H. BELL, of Dundee, in acknowledgment of their valuable co-operation on behalf of the Institution for many years past.

The Committee also specially recognised the good services rendered by Mr. PAUL CURNOW, who had just resigned the post of coxswain of the St. Ives Life-boat, which he had held for twenty years, having previously been second coxswain for six and a half years. In that time the boat had saved fifty-two lives from different wrecks.

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

Paid 2711l. 5s. 5d. for sundry charges on various Life-boat Establishments.

Voted 48l. 16s. to pay the expenses of the Berwick-on-Tweed, Scarborough, St. Ives and Winterton No. 1 Life-boats in rendering the following services:—

	Lives saved.
Schooner <i>Dekar</i> , of Hull	4
Fishing smack <i>Contrast</i> , of Scarborough	5
Ketch <i>Wave</i> , of Gloucester. Rendered assistance.	
Fishing lugger <i>Bee</i> , of Winterton	3

Voted 193l. 16s. 6d. to pay the expenses of the Eye, Winchelsea, Caister No. 1, Palling Nos. 1 and 2, Montrose No. 1, Dover, Buckie, Dunbar, Winterton No. 1, North Berwick, Harwich, Clacton-on-Sea and Walton-on-the-Naze Life-boats in assembling their crews or putting off to the assistance of vessels which did not eventually require their aid.

Also 3l. to six fishermen of Ferryden. for saving, by means of life-lines, life-belts, etc., supplied by the Institution, the crew of three men of the ketch *Anna Maria*, of Peterhead, which had been driven ashore at Scurdyness in a strong E.N.E. gale and a very heavy sea, on the 20th March.

Also 5l. to ten men for putting off in a boat from Ballyconnell, co. Sligo, and saving a fishing boat with a crew of six men on board, which

was in danger during a heavy gale from the S., on the 11th January.

Also 7l. 10s. to the master and six of the crew of the steam-tug *Red Rose* for rescuing nine persons on the occasion of the collision of the s.s. *Nereid* with the barque *Killochan* off Dungeness, during a strong N.W. breeze and a rough sea, on the 3rd February.

Also 11. 10s. to the master and crew of the ketch *Agnes Louisa*, of Padstow, for saving sixteen men from two boats belonging to the steamer *Cæsarea*, of Cardiff, which was lost off Hartland Point, Devonshire, in a dense fog, on the 7th May, 1888.

Also 11. 10s. to three persons for saving, by means of a boat worked across the harbour by lines from the piers, the crew of three men of the sloop *Chester*, of Conway, which sunk at Morecambe, Lancashire, during a strong gale from the N.E. and a very heavy sea, on the 21st March.

THE LIFE-BOAT.

The night was dark and stormy,
The waves were rough and high;
A gallant ship was tossing,—
Her crew were like to die.

But see! they've launched the life-boat;
'Tis manned by Britons brave,
Who risk their life for duty
Upon the ocean wave.

They know their wives and sweethearts
Are praying there on shore;
They hear their comrades shouting
Above the ocean's roar.

They brave the furious gale;
At times are lost to view;
They reach the sinking vessel,
And save th' endangered crew.

Ah! listen to the cheering,
The life-boat's come ashore;
It makes one's very heart leap
To know they're safe once more.

Eastbourne,
February, 1889.

BEATRICE TUDOR.

NOTICE.

The next number of the *Life-boat Journal* will be published on the 1st November next.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patron—Her Most Gracious Majesty the Queen.

Vice-Patrons—
 { HIS ROYAL HIGHNESS THE PRINCE OF WALES, K.G.
 HER ROYAL HIGHNESS THE PRINCESS OF WALES.
 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				
26 Vessels saved by them	626			...
Number of Lives saved by Shore-boats, &c.	174			...
Amount of Rewards granted during the Year	6,166	-	-
Honorary Rewards:—Silver Medals or Silver Clasps	15
Binocular Glasses	23
Votes of Thanks on Vellum	29
Total	66	800	£6,166	- -

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 34,356: for which services 97 Gold Medals, 1016 Silver Medals and Silver Clasps, 171 Binocular Glasses, 15 Telescopes, and £105,428 have been given as Rewards.

Annual Subscriptions and Donations are earnestly solicited, and will be thankfully received by the Secretary, CHARLES DIBDIN, Esq., at the Institution, 14 JOHN STREET, ADELPHI, London; by the Bankers of the Institution, Messrs. COUTTS and Co., 59 Strand; Messrs. HERRIES, FARQUHAR, and Co., 16 St. James's Street; Messrs. HOARE, 37 Fleet Street, London; and by all the other Bankers in the United Kingdom.—August 1st, 1889.