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{ WITH WRECK CHART.

## LOSS OF LIFE FROM SHIPWRECK ON OUR COASTS.

CIRCUMSTANCES seem to combine in an extraordinary way for spreading very erroneous impressions as to the actual loss of life from shipwreck on the coasts of the United Kingdom. We constantly see in the papers "last week's wrecks," or "there were (so many) British vessels wrecked last week." The natural conclusion the average reader will come to on perusing such a paragraph will be, that all these wrecks, or at any rate the wrecks of British vessels, all occurred on our own coasts. Then again the word "wreck" will doubtless have the tendency to place before his mind the harrowing picture of these unfortunate vessels, storm-beaten and helpless, thrown on the treacherous sandbank, or the rocky, iron-bound merciless coast, to be dashed to pieces, with the consequent loss of most if not all the lives of those on board them. If he goes to the official returns, he may again fall into error from the very common and natural failing, when consulting statistics or tables of figures for information, to go at once to the totals, without duly considering whether or no these are intended to give general or *grand* totals, irrespective of those details it is very necessary to master before a right conclusion can be come to on the one particular point under consideration. We know from the actual experience of state-

ments made, that this error has been repeatedly fallen into, as regards the loss of life from actual shipwreck on the coast of this country, by which we mean vessels stranded or wrecked on the main shore, or on outlying sands so situated that the aid of the Life-boats from the shore can be summoned by signals from the neighbouring lightships or from the vessels in distress themselves.

Of course this is only one part of the whole subject of losses "on and near our coasts," dealt with as a whole, in another article in this number of the Journal, but we think it is one that the best interests and reputation of the two great branches of the life-saving service, viz. the Life-boats and the Rocket Apparatus, require should be thoroughly understood by all interested in the saving of life from shipwreck.

The Official Returns of loss of life "on or near our Coasts" for the year included between July 1, 1887, and June 30, 1888, classify the numbers under five headings, descriptive of the causes to which the casualties are attributed, viz. Foundering, Strandings, Collisions, Other Causes, and Missing Ships.

Foundering can hardly be considered as casualties in which the aid of either Life-boat or Apparatus could be made available, for although it is quite easy to

conceive a vessel foundering slowly, so close to the shore that the lives of those on board might be rescued by a *Life-boat*, if not by a *Rocket Apparatus*, actual experience shows such cases to be most rare and exceptional, if they ever occur. The greater part of these casualties occur too far off shore for such help, and even when taking place nearer land, are so sudden as to give no time for help to reach the unfortunate people in danger. A perusal of the complete list of casualties shows that all the founderings which occurred anywhere near the shore betel pleasure and fishing boats, doubtless nearly all of them open boats, and probably ballasted with stone or iron, with no extra buoyancy provided by enclosed spaces, air cases, or cork, to keep the boats afloat until assistance could reach them.

We next come to the class which may well look for aid from the *Life-boat* and *Life Saving Apparatus*, viz. *Strandings*. During the year in question, 226 of these casualties entailing total loss occurred, and one attended by partial loss. These 227 vessels had 1675 people on board, of whom 138 only were lost out of twenty vessels, so that 207 strandings resulting in total loss of the vessel were unattended by loss of life. Out of the 20 strandings attended with loss of life, all hands were lost in five cases only; two of these were large ships, the numbers on board being 27 and 29 respectively, one of which was lost on the Seven Stones off the Lands End, and the other on the coast of Wexford, the other three being small vessels manned by 5, 4, and 2 men respectively.

Doubtless a proportion of the strandings unattended by loss of life occurred from other causes than stress of weather, and the lives of the crews were saved either by their own or other boats, but during this period the Institution, by its own *Life-boats* and rewards to shore boats and other means, contributed to the saving of 641 lives, and the *Rocket Apparatus* saved 282, making a total of 923, out of a possible 1061, saved by means of the two branches of the *Life-Saving Service*.

Collisions stand in the returns as the cause of 226 lives being lost. These again are casualties that occur under circumstances and with results that put aid from *Life-boats* or *Life Apparatus* as a rule quite out of the question.

Other Causes, again, which contribute 83 to the sad total, are also casualties beyond the aid of *Life-boat* or *Life Saving Apparatus*, including as they do, "Decks swept," "Parting of foot rope," "Tackles gave way," "Capsized," "Loss of sails," "Loss of bulwarks," "Fire," and all the other minor ills vessels, and particularly small vessels, are liable to.

There is something very sad in the last division "Missing Vessels." Happily the list for those "on and near our coasts" is not a long one compared with some of the others. It comprises 29 lives in eight vessels, to which, of course, no help could be given, nor is it exactly known where the catastrophes happened.

The Official Returns to which we have been referring are certainly very complete, and everything is given in the fullest detail. They distinguish between steamers and sailing ships, show the trade in which the different vessels to which casualties occurred were employed, as well as the different parts of the coast on which they occurred, and are doubtless well calculated to effect the object for which they are compiled; but they cannot with justice be quoted as criterions of the efficiency of the life-saving services on the coast. Of course, an arbitrary limit must be laid down clearly defining what "on and near our coasts" means. A reference to the Wreck Chart accompanying the Returns, shows that this is done by laying down points at distances from the prominent headlands commencing from the Shetland Islands, coming round the East and South Coast of Great Britain, then across the mouth of the Irish Sea and Bristol Channel, from Scilly to Bantry Bay, and up the West Coast of Ireland and Scotland to the Shetlands again. The points, which vary in distance from the land between ten and twenty-five miles,

are then connected by lines, forming the boundary for these Returns. The distances between the boundary line and the shore vary with the indentations of the coast, and in some places exceed fifty and even seventy miles, distances which, it will be at once obvious, are far beyond the touch of the life-saving services. If these facts were as widely demonstrated and realized as their importance deserves, they could not but go far towards combating successfully the wild and untenable assertions we meet with, viz., that *thousands of lives are lost yearly on the coast*. These Returns themselves go far to refute these statements, because they show that the total number of lives lost *on and near our coasts*, i.e. within the boundary lines above described, is 571, by all the five classes or causes

into which the casualties are divided as before noticed, and that of these only 139 could possibly have been saved had Life-boats or Rocket Apparatus been at hand. Even if all the lives lost "on the coasts of British possessions abroad" are added to the above number (571), both together will not make up a total of a thousand, and to do so it is necessary to add "coasts of foreign countries." In conclusion, we would earnestly impress upon our readers the injustice to the gallant men belonging to the life-saving services implied by such mistaken and inaccurate statements as those we have mentioned, because, were they true, they would show a state of affairs that of course would not be tolerated for a single day.

## WRECKS AND DERELICTS.

(From *The Times*, 18th October, 1889.)

AMONG the many risks to which vessels navigating the sea channels near our coasts and the fairways leading to our ports are exposed, that of sunken or floating wrecks has of late years become very prominent. The enormous and ever-extending traffic in the navigable waters around us, while yielding substantial benefits to the nation, is, unfortunately, attended by an increased number of collisions, at times causing vessels to sink or to be abandoned and drift helplessly about, often directly in the track of other ships, thus creating an additional liability to disaster. In the year 1877 the Legislature, being impressed with the increasing risk to navigation from this cause, passed the Removal of Wrecks Act, whereby provision was made for the marking and removal of sunken or floating wrecks obstructive to navigation in the waters adjacent to our coasts. The responsibility of so marking

or removing was placed upon all harbour and other local authorities in respect of instructions in waters within the limits of their jurisdiction, or in any approach thereto, and upon the general lighthouse authorities in respect of wrecks in waters over which no local authority had jurisdiction, the general lighthouse authorities being, for the English and Welsh coasts, the Trinity House Corporation; for the Scotch coasts, the Commissioners of Northern Lights; and for the Irish coasts the Commissioners of Irish Lights.

It may be stated, without fear of contradiction, that since the passing of the Act of 1877 all wrecks dangerous to navigation near our coasts have been promptly dealt with under its provisions, and a serious risk to shipping thus considerably reduced. The usual course on discovering a sunken vessel in the way of navigation is, first, to moor a wreck-marking vessel close by, showing marks

by day and lights by night, indicating on which side vessels should pass, and to advertise the danger freely among the shipping community. As soon as possible after this, operations are commenced for dispersing the wreck by submarine blasting; but if there should be a reasonable prospect of recovering the vessel or any part of her cargo, the explosive operations are deferred while salving work is going on, the obstruction being meanwhile effectively marked. Whatever is recovered has to be sold, and the proceeds devoted to paying the expenses of removing the obstruction. If a surplus should remain after paying all expenses, it is handed over to the representatives of the ship or underwriters, or whoever may be entitled to it. But the cost of dispersing a wreck is necessarily high, and very soon swallows up any proceeds which may be realized from the sale of goods recovered from her; therefore the results are seldom satisfactory to owners or underwriters. A recent case is worth referring to, as showing the urgent need for prompt and effective action on the part of the authorities. Intelligence was sent to the Trinity House from numerous sources that a large wreck, bottom up, was floating about in the Channel between Dungeness and the Isle of Wight, directly in the track of shipping. Promptly a Trinity steamer from Ramsgate was despatched with orders to find the wreck, to destroy it if possible; if not, to ride by it and mark it with a light at night and report its position, so that the information might be at once communicated to all concerned. Here was a danger threatening every ship of the constant streams of ships passing the locality. The consequences of a steamer, full of passengers, running at high speed and striking on this wreck are terrible to contemplate. After a harassing search, the obstruction was found off Beachy Head, and efforts were made at once to take her in tow, notwithstanding that a heavy sea was running. Not much success at first attended these efforts, it being discovered that she

was held by her dragging anchors and chains, which had run out when she turned over, which were entangled with her spars and rigging. Attempts were made to sink her in the deep water, but, as she was laden with barrels of petroleum of light specific gravity, such efforts proved fruitless, and also involved serious risk of setting fire to the whole cargo by the explosive agents employed. The Trinity House officers succeeded, however, in reducing the strain of the hanging mooring gear by blowing away some part of the fore end of the vessel, and after watching her all night, showing a light on the wreck from a lantern lashed on to a boat-hook, which, with great difficulty, they managed to fix upon the hull, they made fast a hawser to her, and at last got her in tow, making way at the rate of about a mile an hour. All these operations were conducted under very trying conditions of weather, and at great personal risk. Ultimately the wreck was towed inside the Isle of Wight and deposited on a mud bank, a terrible danger being thus removed from the most frequented marine highway in the world. The wreck proved to be the *Astracana*, bound from Portland, U.S., to Havre, and had been in collision with a steamer unknown (which sank in deep water), whereby her bows were stove in, causing her to be abandoned by the master and crew. It turned out afterwards that the cargo was crude petroleum with a very low flashing-point, and therefore extremely dangerous to handle, and that it was practically unsaleable in this country, the vessel having been bound from America to a foreign port, and the cargo consigned to a firm on the Continent able to make use of the oil. The Trinity House authorities, after collecting a great number of drift casks from various parts of the coast, thus had upon their hands about 5,000 or 6,000 barrels of crude petroleum, which, it is believed, they eventually sold for shipment to a Continental port; they had also to disperse the wreck, so that in the position then

occupied by her she should not be an obstruction to yachts and other local small craft. Whether the sale of the petroleum ever realized the amount expended is, perhaps, doubtful; but the main point is that the navigation was promptly and effectively cleared. It would be possible to narrate many other similar instances of useful work accomplished under the Removal of Wrecks Act, 1877, and the fact that no complaints have ever been made public respecting such obstructions is a sure indication that the authorities have carried out their obligations with fidelity and zeal.

So well, indeed, have the duties as defined been carried out, that the responsibilities of the authorities have been extended by the Legislature. Last Session a Bill, promoted by Sir EDWARD BIRKBECK, Bart., M.P., and others in the interests of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, passed through both Houses of Parliament, and is now law, providing that, in addition to vessels sunk so as to be dangerous to navigation, the authorities may be called upon to light or remove wrecks sunk in positions where they are or are likely to become dangerous to Life-boats engaged in Life-boat service. Life-boats, drawing but little water, are at certain times of the tide enabled to go over sands which it would be impossible for even a tug to venture to cross—and it unfortunately happens that vessels are sometimes wrecked on such sands and remain there, of no danger whatever to passing navigation, but occasionally in the possible track of a Life-boat. Again, a vessel may be stranded on the coast entirely out of the way of general navigation, but possibly in such a position as to be a danger to the Life-boat going out or coming in. By the new Act the authorities may be called upon to remove such wrecks, and charge the cost of doing so upon the Mercantile Marine Fund. \* \* \*

Another phase of this question is that of wrecks or derelicts in the Atlantic. Floating derelicts in mid-ocean are fully

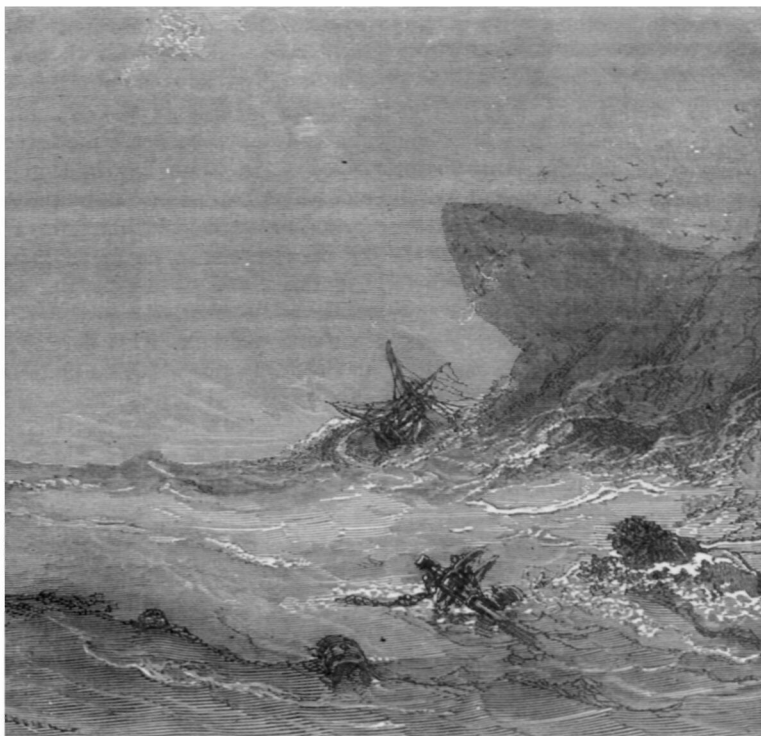
as dangerous as icebergs, in many cases more so, by reason of the comparatively small surface exposed to view. The officers of the United States Hydrographic Department are following up this subject with commendable vigour. They issue a monthly pilot chart of the Atlantic, on which a variety of useful information is given for the benefit of navigation between the North American continent and Europe, and a leading feature in this chart is the plotting of the positions of all wrecks known to have occurred near the American coast, and the mapping of the courses of all derelict vessels concerning which they have been able to obtain definite information. The most noteworthy of such derelicts is that of the *W. L. White*, timber-laden schooner, which was abandoned off Delaware Bay in March 1888, and which cruised about in the Atlantic for ten months and ten days, was reported by passing vessels no fewer than forty-five times, and ultimately was stranded on one of the small islands of the Hebrides in January 1889. This derelict drifted to and fro in the mid-Atlantic for at least six months, and during that period was a constant peril to Transatlantic navigation. Her course was mapped by means of the reports made from time to time by masters of vessels who had fallen in with her, and it is not impossible that one or more of the "missing" ships may have struck her, doing themselves fatal injury, while her unsinkable timber cargo would prevent her from foundering, no matter what hard knocks she might receive. We learn that the American Government have sent out vessels in search of some of these derelicts, and have in one or two cases succeeded in dispersing them, but such work is not easy to accomplish at any distance from the coast.

Obviously this matter of attending to or giving ample information concerning such marine obstructions is of international importance. The responsible officers of the United States Bureau are of opinion that the various commercial nations should unite in the effort to keep

the seas clear of such obstructions, and that the subject is one that may well be discussed at the International Maritime Conference at Washington. In this view it is easy quite to agree, but the task of keeping the seas clear, except near the coasts of the various countries, is probably surrounded with too many difficulties at present to make the project practicable.

Nevertheless, in the interests of navigation at large, the matter is well worth discussion, and if it is raised at the Washington Conference it may be hoped that some practical suggestions will emanate from the assembly of experienced men who will have the question under their consideration.

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



BLYTH, NORTHUMBERLAND AND NEWBURGH, ABERDEENSHIRE.—THE ROYAL NATIONAL LIFE-BOAT INSTITUTION has forwarded new Life-boats to Blyth and Newburgh to take the place of Life-boats sent there some years since. Each boat is 31 feet long,  $7\frac{1}{4}$  feet wide, rows 10 oars, double-banked and possesses all the latest improvements, with all the other characteristics of the boats of the Institution in the way of self-righting, self-ejecting water, &c. The cost of the Blyth new

boat has been presented to the Institution by Mrs. STOKER, of Beverley, and the boat is named the *Oswald, Sarah and Jane*, in compliance with her request. The Newburgh Life-boat and equipment are the gift of Mr. JOHN BENTLEY, of London, and in accordance with the donor's wish the boat is named the *Ellen Newman and John Bentley*.

On the 14th October a very large crowd assembled at Newburgh to witness the first launch of the new Life-boat. Amongst

those present were the Earl and Countess of MAR, Mr. and Mrs. JOHN H. UDNY, of Udney; General and Mrs. MACKENZIE, of Foveran; and Mr. and Mrs. W. H. LUMSDEN, of Balmedie. Mr. UDNY, who is President of the Newburgh Branch, in taking over the new Boat from the Institution, proposed a hearty vote of thanks to Mr. BENTLEY, which was warmly responded to, after which prayer for the success of the Boat was offered by the Rev. J. S. LOUITT and the ceremony of naming was performed by Mrs. UDNY. The Life-boat was afterwards launched, and cap-sized to test the powers of self-righting and discharging the water shipped in that operation. To the great satisfaction of the crew, she was found to be perfect in those points. The day being exceptionally fine, they were not able fully to ascertain her sea-going qualities, but arrangements were made to give her a further trial on the first stormy day. Through the kindness of the President, the crew were afterwards entertained at supper.

GRESSWELL, NORTHUMBERLAND; WHITE-LINK BAY, ABERDEENSHIRE AND COUR-TOWN, Co. WEXFORD.—The Institution has also been enabled to replace the boats on these stations by Life-boats of the newest type, thanks to the munificence of a benevolent gentleman who called on the Secretary in July last, and handed him the necessary funds to meet the expense of their construction and equipment. He declined to divulge his name, but desired that the boats might be respectively called the *Ellen and Eliza*, the *Three Brothers*, and the *Three Sisters*.

FISHGUARD, SOUTH WALES; BUCKIE, HUNA AND KIRKCUDBRIGHT, SCOTLAND; AND PORTRUSH, IRELAND.—These five stations have also been furnished with new Life-boats, the cost having been defrayed from legacies bequeathed to the Institution by the late Mrs. E. H. TUDOR, of Cheltenham; Mr. JAMES SHARPE of Curtain Road, Shoreditch; Mr. THOMAS HACKWOOD of Sydenham; Miss S. A. FERGUSSON of Bath; and Mrs. AGNES BLAIR of Blairmore, Argyllshire. In accordance with the wishes of the testators, the boats will be severally known as the *Elizabeth Mary*, the *James Sharpe*, the

*Caroline and Thomas*, the *Hugh and Ann*, and the *Robert and Agnes Blair*.

BULL BAY, ANGLESEY; KINGSGATE, KENT; WESTON-SUPER-MARE AND WICKLOW.—The Committee have also had the satisfaction to send new Life-boats to these places, the boats bearing the same names as those which they superseded, viz. the *Curling*, the *Thomas Chapman*, the *William James Holt*, and the *Robert Theophilus Garden*.

MONTROSE, SCOTLAND.—The No. 2 Life-boat placed here more than fifteen years since has been removed, and a new 31 feet boat, rowing 10 oars, double-banked, sent to the station in its stead, the cost of which has been defrayed by GEORGE WEBSTER, Esq., of London. On the 28th September last, the new Life-boat was launched at Montrose for the first time, with considerable ceremony, in the presence of the donor and thousands of spectators.

It was arranged that the boat should be taken through the principal streets of the town prior to being launched. A large crowd assembled at the railway station at the appointed hour, and a procession was formed in the following order:—

Four Constables in Uniform.

The Members of the Life Brigade, with Cart and Rocket Apparatus.

The Forfar and Kincardineshire Artillery Band, under Bandmaster NOLAND.

THE LIFE-BOAT,

Drawn by six horses, with Crew on Board, wearing their jerseys and red caps.

A number of Fishermen on Foot.

Carriage, in which were seated Mr. G. WEBSTER, Provost SCOTT, Lieutenant BARNARD, R.N., and the Members of the Local Committee of the Life-boat Institution.

A large body of Foresters, wearing their Regalia.

Members of the General Public on foot.

The streets through which the procession passed were crowded with interested spectators. The launching ceremony was witnessed by a crowd of two or three thousand people. The Bents near the Life-boat House rise in a series of terraces, all of which were crowded by well-dressed people, the sight from the beach being an exceedingly pleasant one. The boat resting on its carriage, was pulled up beside a temporary platform, on which Mr.

WEBSTER and other gentlemen took their places. Before launching her

Mr. WEBSTER (addressing Mr. WARRACK, the veteran Hon. Secretary to the Local Committee) said—I present this Life-boat, with very great pleasure, to my friend's the crew, and to you as the representative of the ROYAL NATIONAL LIFE-BOAT INSTITUTION—an institution which is national in every sense of the word. (Cheers.) I offer you the boat with an earnest wish that she may be useful in saving life. (Loud cheers.)

Mr. WARRACK—I gratefully accept the present of this boat from you on behalf of the Institution. I can only say that if she prove as useful as her predecessors she will do well. (Cheers.) The new boat has many advantages that the last one did not have, and I am sure she will be a very useful one. As the tide waits for no man, I will conclude by cordially accepting the boat.

Three hearty cheers having been given for Mr. WARRACK, and a similar compli-

ment paid to the Life-boat crew, the fastenings were loosed, and the boat glided off her carriage into the water, amid loud cheers from the spectators—Mr. WEBSTER, in the good old, orthodox fashion, breaking a bottle of wine on her bow, and naming her the *Bessie Webster*. Scarcely had she touched the water when all the ten oars were out, and, under Coxswain THOMAS WATT, she was pulled across to Ferryden, through the Stell, and back to the boat-house. Her beautiful lines when in the water were greatly admired, and she was easily pulled. The flag of the ROYAL NATIONAL LIFE-BOAT INSTITUTION floated from her stern. A large flag, with a painting of a Life-boat rowing to the assistance of a vessel in distress, with the motto underneath, "A heart that can feel for another," waved from a spar amidships, and at the bow was the Union Jack. As the boat entered the water the band struck up "Weel may the boatie row."

### THE WRECK REGISTER AND CHART FOR THE YEAR ENDED THE 30TH JUNE, 1888.

THANKS to the energy of the BOARD OF TRADE we are enabled to draw the attention of our readers several months earlier than we had anticipated, to the facts and figures contained in the Blue Book compiled from the Wreck Register for the year ended the 30th of June, 1888. The study of Blue Books has as a rule little charm for the general public who carefully, not to say wisely, avoid their lengthy contents, important though they may be. We venture to think, however, that there are very few who will not be deeply interested in the statistics which we propose to treat, gleaned as they are from tables which have been arranged in such an inviting way by the BOARD OF TRADE. Every inhabitant of a sea-girt land such as ours must, we imagine, wish to know something of the ships and sailors to whom he is indebted for most of the common necessities of life, and of the means adopted by such agencies as the ROYAL NATIONAL LIFE-BOAT INSTITU-

tion, to minimise the loss of life and the destruction of valuable property.

It is with no little satisfaction we are able to state that, large as the number of vessels was which met with casualties on our coasts during the twelve months ended the 30th June, 1888, that number—4,004—was less by 220 than that of the preceding year, notwithstanding that more vessels entered and left our ports; and that the number of lives lost as a result of those casualties fell from 645 to 571, a decrease of nearly 12 per cent.

The 4,004 casualties in question were miscellaneous and of all sorts, but may be roughly classified as follows:—Total loss, serious casualties, and minor casualties. A fair decrease is shown under each of these heads, those of total loss and serious accident combined, furnishing a total of 1,451, a decrease of 131 as compared with the previous year, that of minor accidents giving a decrease of 89, the total being 2,553, from which we



learn that the proportionate decrease in the number of total loss cases and serious casualties was far in excess of that of the minor casualties. Life, also, was lost from 115 vessels, but, large as this total is, it is satisfactory to know that in the year preceding it was exceeded by 44.

It is clear that the falling off—220—in the number of vessels getting into trouble is not due to a diminution in the number of collision cases, as there were as many as 1,413 vessels so involved, giving a decrease of only 10 from the total of the year 1886-7. Excluding collisions altogether, however, we find that the number of total losses fell from 338 to 319, of serious casualties from 818 to 723, and of minor accidents from 1,645 to 1,549. On examination of the nationality of the 4,004 vessels encountering misfortune, it is found that 3,628 were British and Colonial ships and steamers, and 376 Foreigners; and it is curious to note that while less casualties—223—are reported in connection with British and Colonial vessels, the number of Foreign ships and steamers meeting with accidents increased from 373 to 376, from which it may fairly be surmised that Great Britain and her Colonies have been paying greater attention of late than other countries to the sea-going qualities of their vessels and to the seamanship of the crews.

The localities of the casualties—excluding collision cases—are well worthy of notice, as showing those parts of the coast which suffered most from bad weather during the year under consideration. The localities were as follows:—East coast of England, 802; south coast, 555; west coast of England and Scotland and east coast of Ireland, 880; north coast of Scotland, 93; east coast of Scotland, 105, and other parts, 156. Total, 2,591, or 210 less than in the preceding year. These figures give a decrease of casualties on all parts of the coast excepting the east coast of England, where the total rose from 732 to 802.

The number of lives lost in consequence of the 4,004 casualties was as follows:—

East coast of England, 100, or 42 more than the year before; south coast of England, 228, or 165 more than in the previous twelve months; west coasts of England and Scotland and east coast of Ireland, 132, a substantial decrease of 175 as compared with the year 1886-7; north coast of Scotland, 17, or nearly half—16 less—the record of the preceding year; east coast of Scotland, 24, or 4 less than the year before; other parts, 70. Total, 571.

The accompanying chart shows, by means of black dots, the precise spots where all the principal casualties occurred during the year ended the 30th of June, 1888, on the coast of the United Kingdom, the localities of collision cases which were not of a serious nature, and minor casualties, not being indicated. In addition will be found marked the exact positions of the 293 Life-boat stations of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, which it will be seen are established at all points where it is most probable that the services of the Boats will be required.

Between 1861 and the 30th of June, 1888, there were 4,473 vessels, British, Colonial and Foreign, wrecked on our shores, resulting unfortunately, in each case, in the loss of life, the total number of persons perishing being 20,563.

As we have already said, it is very satisfactory to be able to point out, that in the year 1887-8 there was a decided decrease in the number of lives lost as compared with the preceding year, the total having dropped from 645 to 571; of these, 333 were from British and Colonial vessels, and 238 from Foreign vessels. Here again, we have to record, that while the number lost from British and Colonial vessels greatly diminished, those perishing from Foreign vessels very nearly doubled. Of the total lives lost (571), 84 were lost in foundered vessels; 226, or 138 more than in the previous year, in collisions; 149 in stranded vessels, as against 218 in the previous year; 29 in missing vessels, and the rest

—83—in various ways, such as explosions, being washed overboard, &c.

The fluctuation which takes place in the number of the vessels meeting with casualties each year is remarkable, as will be seen from examination of the following table, dating back to 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; 1887-8, 4,004. Total, 94,172.

Although it is grievous to consider that in this period of little more than thirty years 24,402 lives were lost on our coast from shipwreck, it is most pleasing to know that had it not been for the Life-boats of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and for the other means rewarded and encouraged by the Institu-

tion, the number lost would have been as many again, for the number saved was 24,580 or 178 more than the total of the lost. Since the foundation of the Society in 1824, up to the present time (November 1889), the Life-boats and the other means above referred to have been instrumental in rescuing 34,500 persons from drowning—a very considerable record.

Excellent work, too, was done by the rocket-apparatus of the BOARD OF TRADE during the year 1887-8, the 300 stations provided with the apparatus having saved 271 lives.

In showing the number of shipping casualties which occur each year on or near our coast, and the terrible amount of human life imperilled as a result of those casualties, we cannot but insist that a Society such as the ROYAL NATIONAL LIFE-BOAT INSTITUTION, which has in the past done so much to diminish and prevent the loss of life, merits and should have the hearty support of the British Public, and this stormy season of the year presents a suitable opportunity for reminding the Public of its duty and privilege in this matter.

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

CASTLETOWN, ISLE OF MAN.—Signals of distress being shown by a schooner passing Castletown Bay to the eastward, making rapidly towards Langness Point, and apparently in a helpless condition during a gale of wind from the N.W. with snow squalls, on the 8th Feb. 1889, the Life-boat *Hope* was taken to Derbyhaven, about two miles from the Life-boat house, launched at 4.30 P.M., and proceeded to her assistance. On reaching her she was found to be the *Madryn*, of Carnarvon, bound from Greenock for Douglas, with a cargo of coal and carrying a crew of three men. As she had sprung a leak and was sinking fast, four of the Life-boat men were put on board her, the Life-boat remaining by her, and she was taken safely into Derbyhaven harbour.

CARDIGAN.—At 5.30 A.M., on the 9th February, the Life-boat *Lizzie and Charles Leigh Clare* was launched during a fresh gale from the N.N.E. to N., squally weather and a heavy sea, and rescued the crew, consisting of four men from the schooner *Harvest Home*, of Preston, bound from Fowey for Runcorn, with a cargo of china clay, which had stranded near Black Rocks, Penrhyn Castle.

NEW ROMNEY, KENT.—The Life-boat *Sandal Magna* was launched at 9 P.M. on the 10th February, in a very heavy sea and a strong S.S.E. wind, and rescued the crew, consisting of ten men, from the brigantine *Carl Rosinius*, of and from Hangesund for Cardiff in ballast, which had gone ashore during a snow-

storm close to Littlestone Coastguard station.

**KILMORE, CO. WEXFORD.**—On the 21st February, the Life-boat *John Robert* was launched at 8 A.M., proceeded to the assistance of the Norwegian barque *Ellizer* bound from Belize for Fleetwood, with a cargo of logwood, which had stranded on Ballyteigue Burrow, and remained by the vessel until her services were no longer required. The barque was eventually got afloat with the help of a steam-tug from Wexford.

**BOULMER, NORTHUMBERLAND.**—On the 26th February the fishing cobles went out line fishing at about 6 A.M., there being then a light N.E. wind. At 10 o'clock the wind shifted to the E. and commenced to blow strongly, accompanied by a very high sea. The greater number of the boats returned safely to port, but three had not succeeded in getting in, and as it was evident that in doing so they would encounter difficulty and danger, the Life-boat *Robin Hood of Nottingham* was launched at about 12.30, the women of the village helping the men to get her afloat, she met the three boats outside the harbour and brought them safely in. The sea was very heavy on the bar and in crossing it one of the boats had a narrow escape from being capsized.

Similar service was rendered by this Life-boat on the 10th May when five cobles were in great danger, the sea having risen very suddenly. The Life-boat was afloat three hours, and all the boats were got safely into the harbour. As on the last occasion the women of the village helped to launch the Life-boat in the absence at sea of many of the men.

**SWANAGE.**—At about 5 A.M. on the 7th March, the Life-boat *Charlotte Mary* was launched during a gale from the S.S.E. and a heavy sea, in response to signals of distress from the schooner *William Maskill*, of Goole, bound from Jersey for Southampton with gas tar and gravel, which had stranded on Old Harry Ledge, Handfast Point. Her crew of four men were taken into the Life-boat and safely landed at Studland, the boat returning to her station at 3 P.M. The Life-boat was frequently filled by the heavy seas on her passage to

the vessel, but rapidly freed herself of water.

**WINTERTON, NORFOLK.**—The *Husband* Life-boat was launched at 7 A.M. on the 9th March, during a whole gale of wind and a very heavy sea, signals having been fired by the Cross Sand Light-vessel. The boat proceeded in a S.S.E. direction, and fell in with the s.s. *Birling*, of London, bound from Amble for Rochester, with a cargo of coal; she had broken her propeller, and had a signal of distress hoisted. One of the Life-boat men was put on board the vessel; the services of steam-tugs from Yarmouth were procured, and the steamer was taken into Yarmouth Harbour.

The fishing lugger *Bee*, of Winterton, with three men on board, went out in the morning of the 5th April. The wind backed to the S.E. in the afternoon, and a heavy sea set in rendering it impossible for the boat to land. She was watched from the shore for some time, and at about 4.30 her crew hoisted a signal for help. The Winterton No. 1 Life-boat *Edward Birkbeck* at once put off to her assistance, and brought the crew safely to land at 6 o'clock.

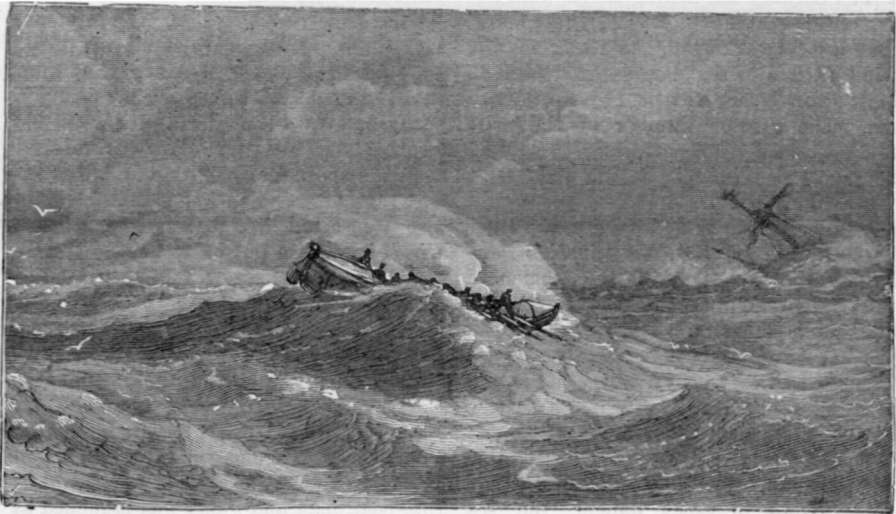
**BERWICK-ON-TWEED.**—On the 20th March, during a strong gale from the E.N.E. and a heavy sea, the schooner *Dekar*, of Hull, was observed coming from the North close to the rocks, and evidently unable to clear the land. The Life-boat *John and Janet* was launched at 11 A.M., and proceeded to the bar to be in readiness to render assistance if required. The vessel attempted to enter the river, but there was not sufficient water, and she struck heavily several times, and then drove ashore at Spittal Point among the breakers. The Life-boat at once went to her and rescued her crew, consisting of four men.

**SCARBOROUGH.**—The fishing smack *Contrast*, of Scarborough, while making for the harbour, on the morning of the 21st March, during a strong gale of wind from the N.N.E., was struck by very heavy seas, which washed her fishing gear adrift, and this becoming entangled with the rudder the vessel was driven ashore opposite the Grand Hotel. On this being observed by the Coastguard, the signal was fired for the Life-boat crew, and at

5 o'clock the Life-boat *Queensbury* was launched, and safely landed the smack's crew consisting of five men.

While the fishing dandy *Linnet*, of Lowestoft, was riding in the bay on the 28th September, a strong gale from the N.N.W. sprung up accompanied by a heavy sea, causing the vessel to drift slowly towards the shore. At midnight a flare-light was shown from her, she being then in broken water, the sea making a complete breach over her. The Life-boat *Queensbury* proceeded to her assistance, reached her just as she struck the rocky beach, and rescued six men who were on board. The vessel immediately

CAISTER, NORFOLK.—On the 14th April the s.s. *Colridge*, of Exeter, bound from Middlesbrough for Bilbao in ballast, was observed passing through the Cockle Gat with a flag flying at her maintop mast. A strong breeze was blowing from the N.E., the sea was heavy, and as the signal could not be clearly made out, the weather being thick, it was considered advisable to send out the No. 2 Life-boat *Godsend* to find out whether any assistance was needed. It was discovered that the pilot had been unable to land in consequence of stress of weather, and he was therefore taken into the Life-boat and brought ashore.



commenced to break up, and soon became a total wreck.

ST. IVES, CORNWALL.—The ketch *Wave*, of Gloucester, bound from Padstow for Sydney, in ballast, was seen running for the harbour on the morning of the 21st March. As a strong N.N.E. gale was blowing at the time, and there was a very heavy sea, it was considered advisable to launch the Life-boat *Exeter*, in case the vessel should be in need of assistance, the tide being unfavourable for her entering the harbour. The ketch caught the ground on crossing the ridge, but forged over it into deeper water when she was boarded by the Life-boat men, and entered the harbour, again taking the ground, but receiving no apparent damage.

At about 10.45 A.M. on the 3rd August two vessels came into collision in the Cockle Gat during a strong S.W. breeze and a moderate sea. They both hoisted signals of distress, in response to which the Life-boat *Godsend* was launched and sailed to the vessels which remained locked together until the boat was half-way to them. The first one reached was the three-masted schooner *Culzean Castle*, of and for Cork, from the Tyne with a cargo of coal. She was much damaged, but was in no immediate danger, merely requiring a steam-tug to take her into the harbour. The Life-boat then went to the other vessel, the brigantine *Aratus*, of and for Teignmouth, also coal laden from the Tyne, which was found to be much injured and leaking badly. A steam-tug coming up towed her into

Yarmouth harbour, the Life-boat accompanying her.

SEAHAM, CO. DURHAM.—At 6.30 A.M. on the 6th May the s.s. *Terlings*, of London, bound from Rochester for Seaham, in ballast, in approaching the harbour during a fog went too far to the southward, struck the rocks and filled. A pilot boat and steam-tugs went to her assistance, but were prevented by the rough sea and strong swell from getting sufficiently near to the vessel to rescue her crew. The Life-boat *Skyner* was therefore launched and took off the crew, consisting of fifteen men, landing them safely at 7.30.

GOURDON, KINCARDINESHIRE.—The Life-boat temporarily placed here while the boat belonging to the station was being altered and improved, was called out on the 10th May, and rendered good service to the fishing boats which were in great danger, a heavy S.E. chopping sea having very suddenly sprung up, and breaking right across the harbour, preventing any of the boats from getting in. It was found necessary in one instance to take the crew of two men from one small boat into the Life-boat, they having anchored just outside the broken water. She then followed the rest of the fleet to Johnshaven, a distance of three miles, and stood by them while entering the harbour there. The fishermen attributed their safety to the presence of the Life-boat.

WHITBURN, CO. DURHAM.—While the schooner *Dorothy Watson*, of North Shields, was being towed by a steam-tug in company with another vessel in a S.E. wind and a strong ground swell and surf on the 10th July, she was caught by the breakers and driven on to the rocks at the east end of Whitburn Stile and seriously damaged. The Life-boat *William and Charles* proceeded to her assistance and rescued the crew, consisting of five men. The vessel was on a voyage from Cork to Newcastle, carrying a cargo of timber.

CEMLYN, ANGLESEY.—On the 10th August the schooner *Maggie*, of Ardrossan, bound from Connah's Quay for Swansea with a cargo of bricks, stranded on the Platters Rocks, near the Skerries, during squally weather. The crew, five in number, who had taken to their boat,

were met by the Cemlyn Life-boat which had put off to their assistance and returned to the vessel, with the help of the Life-boatmen she was got afloat and taken to Holyhead.

PENMON, ANGLESEY.—A schooner having been seen to run aground on the Dutchman's Bank during a N.W. wind and rough weather on the 20th August, the crew of the Life-boat were summoned, and the Life-boat, placed here temporarily while the station's boat was being altered and improved, launched. The schooner proved to be the *Thomas*, of Liverpool, bound for Stranraer with a cargo of salt. The Life-boatmen rendered assistance to the vessel, which leaked badly when she floated and two of the Life-boat crew were put on board to accompany her to Beaumaris.

HOLY ISLAND.—The s.s. *Viscountess*, of and from Aberdeen, bound for Hull with a general cargo, stranded about a mile and a quarter from Holy Island Castle in a gale of wind from the W. on the 28th August. The No. 1 Life-boat *Grace Darling* put off to her assistance at 9.30 A.M., and at the master's request remained alongside until the vessel floated and continued her voyage. The Life-boat returned to her station at 2.30 P.M.

BULL BAY, ANGLESEY.—On the 6th September it was reported that a ship was ashore abreast of the Middle Mouse islet. The Life-boat *Curling* was launched at 9 A.M., proceeded to the vessel, which was found to be the barque *President Harbitz*, of Sandfjord, Norway, and remained by her until about 8 P.M., when all attempts made by a steam-tug having failed to get the vessel afloat, the crew were put on board the tug, the Life-boat taking to them their clothing, which had been removed from the barque and placed on the rocks. The boat regained her station at 9.30 P.M.

RAMSEY, ISLE OF MAN.—Considerable anxiety was felt here on the 16th August, as to the safety of two pleasure boats with five visitors on board which had set out for Peel. At 9.45 P.M. the wind blew a gale from the S.S.W., the sea was rough, rain was falling heavily, and the night was very dark, and as no tidings could be

heard of the boats, it was decided to send out the Life-boat *Two Sisters* to try to find them and render help if required. One of the boats was found at anchor about three quarters of a mile E. of the harbour but not requiring assistance. The other was discovered about two miles N.E. of the harbour; she had lost her jibboom and was almost unmanageable; two of the Life-boatmen therefore boarded her, a temporary sail was rigged, and the boat was taken safely into the harbour.

**CLOUGHY, Co. DOWN.**—It having been reported that a steamer was ashore near the North Rock during a strong breeze from the E.N.E., hazy weather, and a rough sea, on the 24th September, the Life-boat temporarily placed on this station, whilst its own Life-boat was being improved, was launched at 3.15 A.M., and found the stranded vessel was the s.s. *Lady Ailsa*, of London, bound from Glasgow for Leghorn, coal laden. The Life-boatmen rendered assistance in taking one of the vessel's boats in tow so as to lay out an anchor, and remained by the steamer until she floated and got into deep water.

**FISHGUARD.**—The No. 1 Life-boat *Elizabeth Mary* was launched at about 9 P.M. on the 24th September, during a moderate gale from the N.N.E., signals of distress having been shown by the smack *Lark*, of Portmadoc, laden with slates for Cardiff. When the Life-boat arrived, the master stated that his vessel was leaking, and as the tide would not permit her entering the harbour, the Life-boat remained by her for about an hour. With the help of a pilot the vessel was enabled to get into the harbour on the following day.

**COURTOWN.**—It having been reported that a barque was flying signals of distress, the Life-boat *Three Sisters* put off at 8 A.M. on the 30th September, in a strong N.E. breeze and a moderate sea. On reaching the vessel, which was found to be the *Acel*, of Drammen, Norway, coal-laden from Liverpool for Brazil, it was ascertained that the signal she was showing was not one of distress, but an indication that she wanted to land the pilot. The man was therefore taken into the Life-boat and brought on shore.

**ABERYSTWYTH.**—On the 7th October, during the severe storm which worked wide devastation over a great portion of the United Kingdom, a vessel was seen to be labouring heavily and showing signals of distress, some two or three miles from the Merionethshire coast, and about seven or eight miles from Aberystwyth. She was rapidly drifting towards a very dangerous reef of rocks called the "Patches." The coxswain of the Aberystwyth Life-boat, Mr. THOMAS WILLIAMS, at once summoned the Life-boat crew by signal, and there was no delay in getting the boat to the edge of, perhaps, as wild a sea as a small boat was ever launched in. It was low-water, and for a long time it was impossible to move the carriage through the sand. There were plenty of willing hands, including many students of the University College of Wales, but, notwithstanding the fact that scores of the men went into the water until the waves broke over their heads, a considerable time elapsed before the boat was slipped from the carriage and was fairly afloat. When this part of the work had been accomplished, the crew began a struggle against wind and waves which was only equalled some eight or nine years ago, when one of the crew died from exposure. The men pulled at the oars in a tremendous sea, and slowly forged ahead, in the teeth of the wind, towards the south. The object was to get sufficient way to avoid being blown upon the rocks. When the men had been rowing for an hour, they had scarcely moved from the spot they were enabled to reach by the fixed rope. Great white seas broke over the boat, drenching the men to the skin, and carrying her back towards the shore. Again and again the struggle was renewed, and again and again the boat was carried back on the crests of the waves towards the shore. Sometimes the boat would be thrown on end almost into a perpendicular position, and then fall into the trough of the sea, and disappear. After a struggle of two hours against the angry sea and the fierce wind, during which time six oars were broken, and there were many narrow escapes from upsetting, the boat was carried by three or four huge rollers towards the pier, and into comparatively smooth water. A rope was thrown from the end of the pier to the boat. More oars were then taken on board, and five

additional men went into the boat. Four of them were lowered down the rope, but one, Mr. ALFRED WORTHINGTON, jumped into the seething waters from the steps of the promenade pier, and swam to the boat. He remained out until midnight in his wet clothes, but, as far as that went, all the crew were wet through before the boat had been launched an hour. Sea after sea broke over the boat, which, it was admitted all round, behaved splendidly. As soon as the extra men had settled to their work, another attempt to get southward was made. The wind still blew, and the waves still broke with unabated force, but the Life-boat was impelled forward, and although she was often lost to sight in the trough of the sea, or buried in spray, she made headway steadily, until a point had been reached when the coxswain thought it was safe to hoist the sails. This was done, and in a few minutes the boat went beautifully and rapidly before the storm in the direction of the vessel. After making three tacks the ship was reached; she proved to be the *Arklow*, of Windsor, N.S., and although terribly battered, she was still holding on to her anchors. Two of the Life-boatmen boarded her to assist in taking her to St. Tudwall's Roads, and the boat remained alongside some time, at the request of the master, to be in readiness to save the crew should the cables part; eventually she returned to shore, which was reached a little before midnight. A Liverpool steam-tug was afterwards sent into the Bay, and when the weather moderated the vessel and crew were taken to a place of safety. The undaunted spirit displayed by the Life-boatmen won the admiration of the thousands of spectators. While alongside the wreck an immense wave went completely over the Life-boat, and washed three of her crew overboard, and it was some time before they were picked up.

[For this excellent service, in addition to the 2l. 5s. allowed to each of the Life-boatmen by the ROYAL NATIONAL LIFE-BOAT INSTITUTION, the owners of the vessel, wishing to show their approval of the crew's services, forwarded the sum of £30 to the local Honorary Secretary, with a request that he would divide it amongst the men as some recognition on their part of their gallant conduct.]

ABERSOCH.—During the gale of the 7th October, the barque *Inveresk*, of and for Liverpool from Nova Scotia, was seen running under bare poles direct for the east end of St. Patrick's Causeway. The Life-boat *Mabel Louisa* proceeded to her assistance, and the vessel's fore and aft sails having been set, on the advice of the coxswain, she was guided by the Life-boat to a safe anchorage.

NEWPORT (PEMBROKESHIRE).—In reply to signals of distress, the Lifeboat *Cleveland* was launched at 3 A.M. on the 8th October while the wind was blowing a strong gale from W. by N. to W.N.W. It was found that the signal was shown by the brigantine *Reliance*, of and from Wexford, for Newport, Monmouthshire, in ballast, she having had her masts carried away by the gale two days previously. The mate of the vessel had been washed overboard and drowned. The remainder of the crew, three in number, were taken into the Life-boat, which then made for her station; but this was found to be impossible, owing to the strength of the gale, and she was forced to go to Cardigan, where the rescued men were landed. The boat afterwards left Cardigan in tow of a steamer, but the weather was still so boisterous that she had to put back; however, on the following day she was enabled to return to Newport, arriving there at about 8 P.M.

RHOSCOLYN, ANGLESEY.—The Norwegian barque *Dronning Sophie* was seen to be in distress in Carnarvon Bay, and fast drifting to leeward, while the wind was blowing a whole gale from the N.W., and a very heavy sea was running, on the 7th October. She let go both anchors when about a mile and a half to the southward of Rhoscolyn, but rode very heavily, the seas breaking right over her, and soon she exhibited a signal of distress. The coxswain of the Lifeboat, who had been watching her, quickly launched his boat, and went to the aid of the crew through a tremendous sea. On arriving near the ship, the Life-boat anchored and veered down to her, and eventually was successful, with great difficulty, in saving the whole of the crew, eleven in number, who were clinging to the rigging, and in imminent danger of being washed away. From the shore a

large number of spectators watched the struggle with intense anxiety, and when the Life-boat landed the rescued men, her brave crew were greeted by ringing cheers. Mr. J. WILLIAMS, the Chief Officer of Coastguard at Holyhead, and Honorary Secretary of that Branch of the Institution, was present with the life-saving apparatus, expecting every moment to see the vessel part from her cables. He spoke very highly of the gallantry of the coxswain and crew of the Life-boat, and the able manner in which the boat was managed.

**HOLYHEAD.**—Prior to the service rendered by the Rhoscolyn Life-boat, Mr. WILLIAMS had been engaged for many hours at Holyhead with the life-saving apparatus, other vessels being in imminent danger there. At 3.45 A.M. the Life-boat *Thomas Fielden* was launched, a signal of distress having been displayed outside the breakwater, but when she reached the spot she could not find the vessel on account of the terrific storm and thick weather. The crew then gallantly determined to remain out until daylight, when they found the ship to leeward, in Church Bay, but as she was in tow of a steam-tug, the services of the Life-boat were not required. On her way back the barquentine *Glynwood*, of Rhyl, was seen to part her anchor. Fortunately a steam-tug was at hand, and her hawser having been put on board, some of the Life-boatmen assisted to moor the vessel alongside the quay in the Old Harbour.

**LLANDUDNO.**—The *Sunlight No. 1* Life-boat, manned by its efficient crew, rendered its first service in saving life during the heavy gale which prevailed along the coast on the 7th October. Early that morning two fishing trawlers from Hoylake, the *Perseverance*, Edward Smith, master, and the *Ellen and Ann*, Joseph Beck, master, anchored in Llandudno Bay about three miles from the shore. At about 9.30 it was observed that the *Perseverance* had hoisted a distress signal. The Life-boat, fully manned, was quickly launched in front of the South Parade, the boat being in charge of Mr. RICHARD JONES, coxswain. The launch was well managed, and as the boat put off in the tremendous sea which was running, hundreds of persons who had gathered

on the parade gave a hearty cheer. In order to procure a better headway, and get a little shelter from the gale, the boat was steered out near the pier. The public also made for the pierhead, where a good view of the proceedings was obtainable. The Life-boat was soon near the *Perseverance*, but it was some time before the men were got off; eventually four men were landed from the vessel at the pierhead. The Life-boat then put out again to the *Ellen and Ann*, which had also hoisted a signal of distress, and landed four more hands on the beach, amid the cheers of the spectators. The behaviour of the new Life-boat exceeded all expectations, and the crew are greatly pleased with the way in which she passed through this very severe test, as she had to encounter a very heavy breaking sea.

**PEEL, ISLE OF MAN.**—A terrific gale from the N.W. blew during Sunday night, October 6, at Peel, and on the west coast of the Isle of Man, accompanied by heavy torrents of rain. At Peel the full fury of the gale was felt with exceptional force. The waves dashed over and enveloped the breakwater, and swept the Shore Road and Marine Promenade from end to end, and Peel Castle was continually hidden by the spray. On Monday morning, about 10 o'clock, a large full-rigged ship was sighted about 10 miles from Peel, with a steamer close at hand. As she came closer in, she was seen to be flying signals of distress, having nothing standing but the mizen-mast and stump of mizen-topmast. The jibboom and bowsprit had also gone. The Rocket Brigade were mustered, and they at once proceeded with their cart and apparatus round to the West Quay, where they held themselves in readiness for action. The Life-boat *John Monk* was quickly launched, and was under sail in a few minutes to render assistance, the sea at the time running very high, and the gale still raging. When the Boat rounded the breakwater, she encountered the full force of the terrific N.W. gale that was raging, and many people on shore felt that it was almost an impossibility for the Life-boat to get up to the vessel in the teeth of such a wind. But the gallant coxswain handled the Boat splendidly, and finally, after a prolonged battle with the elements, lasting



over two hours, he got sufficiently near to the distressed barque to hail those on board. The vessel in distress proved to be the *St. George*, a Norwegian ship, laden with coal, pipes, and rails, bound from Greenock to Monte Video, with a crew of twenty-one men and the captain's wife and child, a baby nine months old. Great difficulty was experienced in effecting communication between the Life-boat and the vessel, on account of her driving so hard before the wind, in addition to which the ship's broken spars were floating round her. A life-buoy, which was sent to the vessel, got entangled in the wreckage, and the hawser parted, one of the crew of the Life-boat getting his hand badly hurt by the rope. After repeated gallant attempts, the Life-boat crew were at last successful in establishing communication, and the first to be rescued was the captain's wife. She cried out for her baby, and another of the crew was hauled into the Life-boat, carrying the child in a canvas bag tied between his shoulders. After that the remainder of the crew were taken on board the Life-boat, which then returned to the shore. Upon arriving at the breakwater, which was crowded with an excited and enthusiastic crowd, cheer after cheer was sent up when it was found that the gallant crew of the Life-boat had succeeded in saving twenty-three lives, and that not one was lost. Amidst the firing of cannon and cheering of the people who had assembled at every point where the slightest view could be obtained, those who had been rescued were landed, but not before their vessel had become a total wreck. To add to the thrilling character of the scene, a beautiful rainbow appeared in the western sky, just as the hapless mariners had reached a place of safety, after their perilous experiences in the open sea. The Life-boat was brought alongside the quay, and many willing persons assisted to help the two crews to land, the captain's wife and child being handed out first. The master of the *St. George* said, on the following day:—"The Peel Life-boat is a first-class boat. She never shipped a sea, and the men handled her splendidly. There was not a soul of us on board our vessel this time yesterday that expected to be saved. We never thought we should see to-day."

LYTHAM.—While the heavy gale was blowing on the 7th October, the steam-tender *Florence*, of Preston, was seen to part one of her chains and collide with another steamer, damaging both vessels. The sea being very high, it was feared the tender would founder, and that the engineer who was on board would be drowned. Two attempts were made by shore boats to reach the vessel, but these proving futile, the Life-boat *Charles Biggs* was manned and launched, and saved the man, who was at that time in imminent peril. The direction of the wind soon afterwards changed, causing the sea to moderate, otherwise there can be little doubt that the vessel would have gone down. Five fishing-boats and several open boats sunk at their moorings during the gale.

GORLESTON.—In spite of the very stormy condition of the weather on the 7th October, the wind blowing a strong gale from the S.W., and the sea being very heavy, a man went out in a small boat from the shore, with the intention of boarding a vessel lying in the roads. Subsequently he was observed, in the middle of the roadstead, drifting helplessly towards the Scroby Sands, having lost both his oars. The Life-boat *Mark Lane*, which was lying afloat, having been previously called out on service during the morning, at once proceeded out and rescued the man, who was then about a hundred yards only from the broken water. A Lowestoft trawler had made three attempts to reach him, but had been unsuccessful.

LOWESTOFT.—At 6.20 A.M. on the 7th October the coxswain of the Life-boat was informed that a ship was ashore on the middle part of the Holm Sand. The crew of the No. 2 Life-boat, *Two Sisters*, *Mary and Hannah*, were at once called together, and in ten minutes from the time of the alarm being given, the Life-boat was leaving the harbour, in tow of the steam-tug *Dispatch*. When half way through the Stanford Gat the tow-rope was let go, the Life-boat crossed the sands and ran down to the stranded vessel. On approaching her, three tremendous seas struck the Boat, completely submerging her, and washing overboard one of the crew; but happily another sea

washed him into the Boat again. The vessel was ultimately reached, and her crew, consisting of six men, who had taken refuge in the main rigging, were got into the Boat, which then re-crossed the sands, was taken in tow by the steamer, and reached the harbour at 7.40 A.M. The wrecked vessel was the three-masted schooner *Lymington*, of Harwich, bound from Sunderland for Southampton with a cargo of coal.

**EXMOUTH.**—A telegram from Dawlish was received at midday on the 7th October, stating that the services of the Life-boat were urgently needed by a vessel lying off that place. A gale of wind was blowing from the W.N.W., and there was a very rough sea on. The Life-boat *Joseph Somes* was promptly launched, and found the fishing-cutter *Topsy*, of Torquay, anchored in the bay, about a mile and a half from Langstone Head. Some of the Life-boatmen boarded her, helped to get her anchor up, and she was then taken in tow by the Boat over the bar and into Exmouth Harbour. She carried a crew of three men. The master of the vessel stated that he had left Torquay at about 2 P.M. on the 6th October. The gale commenced at 2 o'clock on the following morning; at 5 o'clock the nets were taken in, and at daylight the boat got under way. She was filled three times by the heavy seas, and her crew had to be continually pumping her.

**SENNEN COVE, CORNWALL.**—The s.s. *Malta*, of Glasgow, 2,017 tons, with passengers and a general cargo from Liverpool for Italy, went ashore at Wheal Castle, about four miles from Sennen, during a dense fog on the evening of the 15th October. Intelligence of the casualty having reached Sennen Cove, the crew of the Life-boat *Denzil* and *Maria Onslow*, stationed there, were at once summoned. The Boat was launched at 8.30, and proceeded to the assistance of the vessel. On reaching her it was found that the passengers had been landed, and, at the master's request, the Life-boat remained by the ship. At 6 o'clock on the following morning an attempt was made to tow the vessel off; but the efforts failed, and she ultimately settled down and became a total wreck. The master and six of the crew were taken off by the Life-boat, the

remainder of the crew, thirty-three in number, reaching the shore in their own boats.

SUMMARY OF THE MEETINGS OF THE COMMITTEE.

THURSDAY, 9th May, 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 report of the Deputy Chief Inspector of Life-boats on his recent visit to the Scilly Islands.

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

**Northern District**—Troon, Kirkcudbright, Balcarry, Whitthorn, Port Logan, Ayr, Girvan, Ballantrae, Irvine, North Berwick, Stornoway, and Port of Ness (Island of Lewis).

**Eastern District**—Walton-on-Naze, Harwich, Scarborough, Robin Hood's Bay, Staithes, Runswick, Uppang, Whitby (two boats), Cromer, Sheringham, Mundesley, Hasborough, Palling (two boats), Blakeney, Wells, Brancaster, Hunstanton, Skegness and Chapel.

**Western District**—Weymouth, St. Helier's, St. Peter's Port, Sidmouth, Torquay, Brixham, Dartmouth, Plymouth, Yealm River, Hope Cove, Salcombe and St. Mary's (Scilly Islands).

**Irish District**—Greencastle, Portrush, Groomsport, Tyrella, Newcastle, Ballywalter, Cloughy, Giles's Quay, Blackrock, Drogheda (two boats), Southport and New Brighton (two boats).

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

	£	s.	d.
Stewards of the COVENT GARDEN LIFE-BOAT FUND, further in aid of support of the <i>Covent Garden Life-boat</i> at Caister . . . . .	52	10	-
WORSHIPFUL COMPANY OF CLOTH-WORKERS (additional) . . . . .	50	-	-
The Rev. FRANCIS JACOB (additional) . . . . .	42	-	-
A Friend in an Almshouse (saved a halfpenny at a time) per Mrs. CHALLENGE, Oakley Square . . . . .	-	1	6
—To be severally thanked.			

Also the receipt of the following legacies:—

	£	s.	d.
The late JAMES GOSS, Esq., of Stratford Green (making a total of 1,062l. 10s. 4d.) . . . . .	905	9	1
The late Mrs. CAROLINE CLAGETT, of St. John's Wood (making a total of 706l. 4s. 11d.) . . . . .	240	-	-
The late Miss MARGARET AITKEN, of Glasgow . . . . .	176	6	2

Decided that Life-boat Stations be formed at Priglis Bay (St. Agnes' Island, Scilly), and Port of Ness (Island of Lewis), and that a large sailing Life-boat be supplied, in place of the present boat, to St. Mary's, Scilly Islands.

Voted the best thanks of the Institution to **JOSEPH CORBETT, Esq.**, Honorary Secretary of the Manchester Branch, in acknowledgment of his long-continued co-operation and especially for the very great trouble and expense he had incurred in making numerous calculations and experiments with models of different types of Life-boats with the view to discovering improvements.

The Committee also specially recognised the good services rendered by **Mr. EDWIN TREVASKIS**, who had just resigned the post of coxswain of the Hayle Life-boat, which he had held for twenty-four years. During that period the Life-boats on this Station have saved fifty-one lives from different wrecks.

Read letter from the BOARD OF TRADE, of the 4th May, stating that "Crundall's Marine Distress Signals" had been approved by that department as being Signals of Distress within the terms of the Merchant Shipping Act of 1873.

Decided that the Life-boat Stations be informed accordingly.

Paid 2,157*l.* 9*s.* 8*d.* for sundry charges on various Life-boat establishments.

Voted 10*l.* 10*s.* to pay the expenses of the Caister No. 2 Life-boat in bringing ashore a pilot who had been prevented by stress of weather from landing from the s.s. *Colridge*, of Exeter. (A further account of this service will be found on page 212.)

Also 177*l.* 13*s.* to pay the expenses of the Ramsey, Walton-on-the-Naze, Harwich, Aldborough, Broadstairs, Montrose No. 1, Palling No. 2, Clacton-on-Sea, and Balcarry Life-boats in putting off to the assistance of vessels which did not ultimately need their services.)

Also 3*l.* to four men for putting off in a boat and rescuing the crew of five men from the fishing-boat *Helen Dunnett*, which had been capsized off Stroma, Caithness-shire, in a strong S.W. breeze and a heavy sea on the 25th December last. A reward of 1*l.* 10*s.* was granted to six men who rendered good service with lines on the shore, and 1*l.* was given to the owner of the boat used by the salvors, in recognition of his services in assisting with the lines and in consideration of damage done to his boat while effecting the rescue.

Also 3*l.* 15*s.* to five men for putting off in a boat and rescuing one of four men from a fishing-coble which had been capsized off Beadnell, Northumberland, during a strong N.W. breeze and a moderate sea on the 1st April.

Also 1*l.* 15*s.* to three men for putting off in two boats and rescuing three persons whose boat had been capsized in Holyhead new harbour by a sudden squall on the 20th April.

Also 1*l.* to four men for saving the crew of four men from the hooker *Mary*, of Galway, which foundered off that port during a strong N. breeze, a moderate sea and squally weather, on the 4th April.

THURSDAY, 6th June.

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

Read and confirmed the Minutes of the previous Meeting.

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

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

Northern District — Kildonan, Ardrossan, Balcarry, Campbeltown and Southend (Cantyre).

Eastern District — Donna Nook, Sutton, Mablethorpe, Grimsby, Broadstairs and Southend.

Western District — Aberdovey, Portmadoc, Barmouth, Aberystwith, Newquay (Cardigan), Cardigan, Newport (Pembrokeshire), Fishguard and St. David's.

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

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

	£	s.	d.
Mrs. ELLA LUCAS, Clifton . . . . .	100	-	-
ARTHUR A. COSTER, Esq., Carlton Club . . . . .	26	1	-
J. CLIFTON BROWN, Esq., Faygate, Sussex . . . . .	25	-	-

—To be severally thanked.

Also the receipt of a legacy of 90*l.* bequeathed to the Institution by the late Mr. SAMUEL JONES, of Blackpool.

Also the transmission to their stations of the new Life-boats for Donna Nook, Bamburgh Castle and Whitelink Bay.

Also that the Peterhead Life-boat had been altered and improved and sent back to its station.

Decided that various works be carried out at the Appledore and Filey Life-boat Stations at a cost of 1,160*l.*

Paid 4,162*l.* 11*s.* for sundry charges on various Life-boat establishments.

Voted 41*l.* 12*s.* to pay the expenses of the Seaham, Montrose No. 1, Boulmer and Gourdon Life-boats in rendering the following services:—

	Lives saved.
s.s. <i>Terlings</i> , of London . . . . .	15
Fishing boat <i>British Sovereign</i> . Saved vessel and . . . . .	6
Montrose fishing-boats. Remained in attendance . . . . .	
Boulmer fishing-boats. Ditto . . . . .	
Gourdon fishing-boat. Ditto, and saved . . . . .	2

(Details of most of these services are given on pages 211-213.)

Voted also 71*l.* 16*s.* to pay the expenses of the Walton-on-the-Naze, Ackergill, Winterton

No. 2, Kingsdowne and Walmer Life-boats in putting off to the assistance of vessels not ultimately requiring their aid.

Also 3*l.* to five men for rescuing ten men from a boat of the pilot schooner *Rosa*, which had been capsized off Holywood, co. Down, during a strong E. breeze, with squalls and a rough sea, on the 30th April.

Also 1*l.* to two men for putting off in a boat and rescuing four persons from a pleasure-boat, which had been upset off Montrose in a fresh W.S.W. wind on the 20th April.

Also 10*s.* to two men for saving a man who was in danger in a fishing-curragh in Aranmore Roads during a thick fog on the 6th May. A reward of 7*s.* 6*d.* was also granted to three men who put off in a boat from the shore with the view of effecting the rescue of the man.

THURSDAY, 11th July.

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

Read and confirmed the Minutes of the previous Meeting.

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

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

Northern District—Seaham, Saltburn, Redcar, Middlesbrough, West Hartlepool (two boats), Sunderland (two boats), Seaton Carew, Hartlepool (three boats), Roker, Cullercoats, Whitburn, Tynemouth (two boats), Newbiggin, Cresswell, Alnmouth, Hauxley, Blyth (two boats), Boulmer and North Sunderland.

Eastern District—Yarmouth, Caister (two boats), Winterton (two boats) Gorleston (two boats), Lowestoft (two boats), Fakenfield, Kessingland (three boats) Southwold (two boats) Dunwich, Thorpeness and Dover.

Western District—Littlehaven, Bury Port, Porthcawl, Penarth, Looe, Mevagissey, Fowey, Falmouth, Porthoustock, Porthleven, Cadgwith, Church Cove, Polpear, Mullion, Newquay (Cornwall) Port Isaac, Padstow, Bude, Clovelly, Appledore (two boats), Braunton, Lynmouth and Port Quin.

Irish District—Llandudno, Llanddulas, Rhyl (two boats), Moelfre, Cemaes, Cemlyn, Llanddwyn, Rhosneigr, Rhoscolyn, Holyhead, Douglas (two boats), Castletown, Port Erin, Peel and Ramsey.

Reported the transmission to their Stations of the new Life-boats for Balbriggan, Buckie, Cresswell and Hartlepool.

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

WORSHIPFUL COMPANY OF MERCERS	£	s.	d.
(additional) . . . . .	105	-	-
E. T. WHITE, Esq., annual subscription . . . . .	50	-	-
Miss WHITE, ditto . . . . .	25	-	-
The CHILLAN GOVERNMENT . . . . .	20	-	-
Collected on R.M.S. <i>Medway</i> by Captain GILLIES . . . . .	7	-	-

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late WILLIAM DUNNETT, Esq., of the Great Western Hotel . . . . .	1834	3	-
The late WILLIAM HEDLEY, Esq., of Lauchester, Durham . . . . .	1000	-	-
The late ALFRED WRIGHT, Esq., of York Street, Walworth . . . . .	180	-	-
The late W. H. DEAN, Esq., of Stratford (additional) . . . . .	60	13	6
The late Miss ELIZABETH PRICE, of Bath . . . . .	9	-	-

Read letter from the India Office of the 29th June, expressing the thanks of the Right Hon. the Secretary of State for India in Council for the services rendered by the Officers of the Institution in advising on the design and supervising the construction of the Life-boat recently sent to Alibag, India, and forwarding a donation of £21 in aid of the funds of the Institution.

—To be thanked.

Voted the thanks of the Committee to HERBERT E. BROWN, Esq., in recognition of his valuable services during the period he occupied the office of Honorary Secretary of the Alnmouth Branch of the Institution.

The Committee also specially recognised the good services rendered by Mr. JAMES ARMSTRONG, who had just resigned the post of Coxswain of the Hauxley Life-boat, which he had held for twenty-nine years. In that period the boat had saved 141 lives from different wrecks.

Paid 5,600*l.* 5*s.* 7*d.* for sundry charges on various Life-boat establishments.

Voted 100*l.* 11*s.* to pay the expenses of the Cromer, Winterton No. 2, Wexford No. 1 and Palling No. 2 Life-boats in putting off to the assistance of vessels which did not eventually need their help.

Also the thanks of the Institution, inscribed on vellum, to Mr. J. SMART, Chief Officer of the ship *Argomene*, of Liverpool, 5*l.* to Mr. R. Cox, Second Officer, who was injured in rendering the service, and 2*l.* to four seamen, for putting off in a boat from the vessel and saving the lives of three persons whose boat had been upset by a squall, to the eastward of Spike Island, Queenstown Harbour, on the 9th June.

Also 3*l.* to two men for putting off in a boat from Hayling, Hants, and saving six persons whose boat had been disabled about five miles from shore, during a strong N. wind and a rough sea, on the 10th June. The sum of 2*l.* was also granted to the salvors as compensation for the loss of some of their boat's sails, which were blown away while effecting the rescue.

THURSDAY, 1st August.

W. H. LYALL, Esq., M.A., in the Chair.

Read and confirmed the minutes of the previous meeting.

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

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

Northern District—Bamburgh Castle, Holy Island (two boats), Stonehaven, Newburgh, Port Erroll, Peterhead, Fraserburgh, White-link Bay, Anstruther, Moray Firth, Lossie-mouth, Buckie and Banff.

Eastern District—Ramsgate, Broadstairs, Hythe, North Deal and Walmer.

Western District—Watchet, Weston-super-Mare, Port Eynon, Burnham and Swansea.

Irish District—Kingstown and Poolbeg.

Deep regret was expressed at the decease of Lieutenant-General C. F. TORRENS-DANIELL, C.B., who had been a member of the Committee of Management of the Institution for several years and it was decided to send a letter of sympathy to his widow.

Reported the transmission to their Stations of the Blyth No. 2 and Weston-super-Mare new Life-boats.

Also that the Mundesley, Withernsea and Gourdon Life-boats had been altered and improved and sent back to their stations.

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

	£	s.	d.
"Anonymous," for the Cresswell, Whitelink Bay and Courtown Life-boats, to be named respectively the <i>Ellen and Eliza</i> , the <i>Three Brothers</i> and the <i>Three Sisters</i>	2000	-	-
JOHN BENTLEY, Esq., Camden Square, for the Newburgh Life-boat, to be named the <i>Ellen Newman and John Bentley</i>	700	-	-
ANCIENT ORDER OF FORESTERS, annual subscription in aid of the support of their three Life-boats	150	-	-
WORSHIPFUL COMPANY OF DRAPERS, annual subscription	52	10	-
WORSHIPFUL COMPANY OF SKINNERS, additional donation	10	10	-
—To be severally thanked.			

Also the receipt of the following legacies:—

	£	s.	d.
The late JAMES SHARPE, Esq., of Curtain Road, E.	1966	11	8
The late Miss M. GOODMAN, of Woburn	450	-	-
The late Miss JESSIE STUART, of Dunoon	90	12	-
The late Mrs. L. B. ALLEN, of Lakenham	45	-	-

Decided, that various works be carried out at the Ramsey, New Brighton and Huna Stations, at a cost of 1,552*l.*

Voted the thanks of the Committee to T. J. MITCHELL, Esq., late Superintendent of H.M. Customs and Mercantile Marine at Runcorn, in acknowledgment of his valuable co-operation during the period he occupied the office of Honorary Secretary of the Port of Runcorn Branch of the Institution.

The Committee expressed their regret at the death of Mr. W. E. HILLIER, who had been for nine years the esteemed Honorary Secretary of

the Weston-Super-Mare Branch of the Institution.

Paid 2,665*l.* 4*s.* 5*d.* for sundry charges on various Life-boat establishments.

Voted 8*l.* 13*s.* 6*d.* to pay the expenses of the Whitburn Life-boat in saving five persons from the stranded schooner *Dorothy Watson*, of North Shields.

[An account of this service is given on page 213.]

Also 58*l.* 4*s.* 6*d.* to pay the expenses of the Broadstairs, Walton-on-the-Naze and Harwich Life-boats, in proceeding out in reply to signals, their services however not being eventually needed.

Also 2*l.* 10*s.* to three men and a woman for putting off in a boat and saving a man from a boat which had been capsized off Cape Clear, co. Cork, during a strong N.E. breeze on the 2nd July.

THURSDAY, 12th September.

Sir EDWARD BIRBECK, 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 Fokefield.

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

Northern District—Montrose, Arbroath, Stromness, Longhope, Thurso, Huna, Ackergill, Dornoch and Embo, Campbeltown, Southend, Kildonan, Ardrossan, St. Andrews and Eyemouth.

Eastern District—Lydd, New Romney, Rye, Winchelsea, Hastings, Eastbourne, Fokefield, Whitby (two boats), Staithes, Runswick, Uppgang, Robin Hood's Bay, Scarborough, Filey, Hornsea, Withernsea, Barmston, Flamborough (two boats), and Bridlington Quay.

Western District—Aberdovey, Portmadoc, Abersoch, Porthdinllaen, Llanaelhaiarn, Barmouth, Aberystwith, Newquay (Cardiganshire), Weymouth and St. Helier's.

Irish District—Howth, Skerries, Balbriggan, Greystones, Wicklow, Arklow, Courtown, Cahore, Carnsore, Wexford (two boats), Kilmore, Fethard, Dunmore and Dugarvan.

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

	£	s.	d.
GEORGE RODGERS, Esq., Guberville, Santa Clara Co., California	3	5	8
Offertory at ROYAL NAVAL HOSPITAL, HASLAR, per the Rev. JAMES PAYTON	2	12	-
—To be thanked.			

Also the receipt of the following legacies:—

	£	s.	d.
The late W. T. RESTELL, Esq., of Mark Lane, for the Shoreham Life-boat <i>William Restell</i> , and part endowment	1500	-	-

Also a special gift of 300*l.* from THOMAS MILES RESTELL, Esq., to be added to this bequest.

	£	s.	d.
The late Miss L. C. SARGENSON, of New Bond Street . . . . .	1000	-	-
The late GEORGE LOVIBOND, Esq., of Ilminster . . . . .	900	-	-
The late Miss S. A. FERGUSON, of Bath . . . . .	769	10	-
The late C. J. ELEY, Esq., of Brompton . . . . .	500	-	-
The late Mrs. J. WORTHINGTON, of Shepherds Bush . . . . .	4	10	-

Reported that His Royal Highness Prince HENRY of BARENBERG had recently visited the Bembridge Life-boat Station, when he went afloat in the Life-boat, accompanied by Colonel CLERK.

Deep regret was expressed at the death of Lord ADDINGTON, who had been a member of the Committee of Management of the Institution for fifteen years, and it was decided to send a letter of sympathy to his lordship's family.

Reported the transmission to their stations of the new Life-boats for Fishguard, Kingsgate and Wicklow.

Also that the Brancaster and Penarth Life-boats had been altered and fitted with modern improvements and returned to their stations.

Voted the thanks of the Committee to Mr. WILLIAM MALLINSON, in recognition of his kind co-operation during the period he occupied the office of Honorary Secretary of the Harwich Branch of the Institution.

Decided, on the recommendation of the Chief Inspector of Life-boats, that the Pakefield No. 1 Life-boat, which was removed to Lowestoft in 1886, be returned to its old Station.

Also that a second large Life-boat be stationed at Lowestoft, to ensure an efficient guard in case of the harbour becoming blocked and the boat kept afloat not being able to get out.

Paid 5,340*l.* 15*s.* 8*d.* for sundry charges on various Life-boat Establishments.

Voted 54*l.* 10*s.* 9*d.* to pay the expenses of the Cemlyn, Ramsey, Penmon, and Holy Island No. 1 Life-boats in rendering the following services:—

	Lives saved.
Schooner <i>Maggie</i> , of Ardrossan, assisted to save vessel and . . . . .	5
Boat <i>Volunteer</i> , of Ramsey. Rendered assistance.	

Schooner *Thomas*, of Liverpool. Rendered assistance.  
S.S. *Viscountess*, of Aberdeen. Remained by vessel.

The Caister No. 2 Life-boat rendered assistance to the brigantine *Aratus*, of Teignmouth, which had been damaged by collision.

(Particulars of these services are furnished on pages 212-213.)

Voted also 126*l.* 15*s.* 6*d.* to pay the expenses of the *Cemaes*, Newquay (Cardiganshire), *Llanddwyn*, Porthdinllaen, Rhoscolyn, Southport No. 2, Fleetwood No. 1, Sennen Cove, Lowestoft No. 2, Ramsey and Bull Bay Life-boats in assembling their crews or putting off to the assistance of vessels which did not eventually require their services.

Also 5*l.* to five men for saving nine persons from the boat *Why Not*, of St. Anne's, which had stranded on the Horse Bank, off Southport, Lancashire, during a strong N.W. gale and a heavy sea on the 20th July.

Also 4*l.* 10*s.* to three pilots, for putting off in a boat and saving two men from the boat *Hilda*, of Exmouth, which had capsized off Exmouth on the 20th August.

Also 3*l.* 15*s.* to five men, for putting off in a boat and saving the crew of five men of the schooner *Blue Jacket*, of Aberystwith, which had stranded off Newquay, Cardiganshire, during a fresh N.N.W. gale and a heavy sea on the 20th August.

Also 3*l.* 5*s.* to four men, for rescuing a man from a canoe which was capsized in Llandudno Bay, during a strong W. breeze and a rough sea, on the 22nd August.

Also 2*l.* to four men, for saving five persons from the sailing-boat *Harmony*, of Portrush, which had sunk during a squall in the Bay of the Bann, Co. Londonderry, on the 30th July.

Also 1*l.* 10*s.* to two men, for saving two persons from a boat in danger off Inishfree, Co. Donegal, during a strong N.E. breeze on the 13th July.

Also 15*s.* to the coxswain of the Walmer Life-boat, who rescued five persons from a boat which had sunk in St. Margaret's Bay, Kent, on the 5th August.

Also 15*s.* to a man, for saving a person whose boat had capsized and sunk off Dunwich, Suffolk, during squally weather on the 16th August.



GOD BLESS THE LIFE-BOAT.

WHEN in dark nights of winter, fierce storms of wind and rain  
 Howl round the cosy homestead, and lash the window pane,  
 When over hill and tree top, we hear the tempest's roar,  
 And hurricanes go sweeping on, from valley to the shore,  
 When nature seems to stand at bay, and silent terror comes,  
 And those we love on earth the best are gathered in their homes,  
 Think of the sailors round our coast, who, braving sleet or snow,  
 Leave sweethearts, wives and little ones, when duty bids them go!  
 Think of our sea-girt island—a harbour where alone  
 No Englishman to save a life has failed to risk his own!  
 Then, when the storm howls loudest, pray of your charity  
 That God will bless the Life-boat, and the Warriors of the Sea!

CLEMENT SCOTT.

The Royal National Life-boat Institution

Is prepared to establish and maintain a Life-boat Station on any part of the coast of the United Kingdom where it can be shown, from previous disasters, that a Life-boat is required. It is requisite that there should be a sufficient number of men (fishermen, or others accustomed to the management of boats at sea) to man the Life-boat, and a Committee formed from the residents in the neighbourhood to superintend the Station and obtain such small Annual Subscriptions as may contribute towards a portion of the expense of the Life-boat Station.

THE AVERAGE COST OF A LIFE-BOAT STATION IS £1,050 AND IS MADE UP AS FOLLOWS:—

Life-boat and her equipment, including Life-belts for the Crew and Transporting-carriage for the Life-boat . . . . .	£700
Boat-house . . . . .	350
Total . . . . .	£1,050

The average annual expense of maintaining a Life-boat Station is £70, and the benefactions and contributions of Donors of Life-boats are earnestly solicited in aid of that fund.

FORM OF BEQUEST OF MONEY, STOCK OR OTHER PERSONAL ESTATE.

I give and bequeath to the ROYAL NATIONAL LIFE-BOAT INSTITUTION for the Preservation of Life from Shipwreck, founded in 1824, London, the sum of £ \_\_\_\_\_, for the use of the said Institution; and I do hereby direct that the same be paid out of my chattels personal.

NOTICE.—The next number of the Life-boat Journal will be published on the 1st February, 1890.

# 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 650.

### 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 . . . . .	22	...		
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 34,500: for which services 97 Gold Medals, 1017 Silver Medals and Silver Clasps, 171 Binocular Glasses, 15 Telescopes, and £106,000 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. COTTIS 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.—November 1st, 1889.