

# THE LIFE=BOAT

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#### THE WEATHER DURING THE YEAR 1889.

To the seaman the weather experienced during the year 1889 must be considered as exceptionally favourable, for, like its predecessors 1887 and 1888, storms were of very rare occurrence in the British Islands, and as a necessary consequence, the number of vessels wrecked on the coasts of the United Kingdom were proportionately small. The winds and weather were however unusually changeable, so that the navigator had often to be on the alert, not knowing what might follow the indications of a falling glass; and in applying the old adage, "To be forewarned is to be forearmed," preparation had often to be made for bad weather. The worst of the weather has, however, generally proved to be well to the westward of our shores, and the disturbances which caused the alarm have passed away with very little more than a freshening wind, with perhaps a few squalls and a heavy downpour of rain. Gales have, however, been experienced, but they have been fewer than usual, especially in the more southern parts of the United Kingdom, and they have generally been of a less severe character than ordinarily. The weather in Scotland and Ireland was more stormy than in England, these parts of our islands being situated nearer to the central areas of the disturbances, and this fact has also given

to these parts of the kingdom a milder temperature. The conditions which prevailed in January of last year exhibit very clearly the influence of these travelling disturbances on our climate. During the whole of the month, only one storm-centre passed over any part of the kingdom, but frequent disturbances passed to the westward and northward of our coasts. At Stornoway, gales were reported on nineteen days; at Mullaghmore, in the north-west of Ireland, on twelve days; at Scilly on ten days; whilst not a single gale was experienced at Liverpool, Leith, or Yarmouth. The temperature, which is usually at its lowest in this month, was ten degrees warmer in the west of Ireland than over the eastern district of England in the same latitude, whilst stations in the north of Scotland were at least five degrees warmer than in London. About the most stormy period of 1889 occurred during the first half of February, several large and deep disturbances passing from north and north-west over the northern and eastern parts of the country, and causing severe north-westerly and northerly gales, with snow, sleet, hail, and much thunder and lightning, in almost all parts of the kingdom. The track followed by these storms was very unusual, and affords a good illustration of the difficulties which have to be

contended with in forecasting the weather in this country. Somewhat numerous gales were also experienced in March, but they were not severe. The storm of the 7th to 9th, however, caused serious floods over the south-western districts of England and in the midland counties. The spring and summer months were usually very quiet, so far as wind-storms were concerned; gales were occasionally experienced, but they were not of an important character. The weather was, however, very unsettled during the greater part of the summer; heavy thunderstorms were experienced at the commencement of June, but generally throughout the month the weather was fine and dry; but in July and August frequent and heavy rains were experienced. The worst storm of the year occurred on the 7th of October, during which the Holyhead Breakwater sustained very serious damage, and the violence of the wind wrought considerable havoc at sea and on shore. Severe gales were also experienced at the commencement of November, the Portrush Life-boat being capsized in the storm of the 1st, and three of her crew drowned. It is seldom that a year passes with fewer severe storms passing over England, but this can in no way be taken as a clue to the weather experienced out in the open Atlantic. Storms have often been fallen in with at no great distance from our shores, but in many instances these have not reached us. Probably the heaviest storm of the year was that which blew

in the early part of September, and which is now known as the St. Thomas-Hatteras hurricane. This was of West-Indian origin, and finally occasioned enormous damage along the Atlantic coast of the United States. Although 1889 resembled its predecessor, so far as the quiet character of its winds are concerned, in the vicinity of our own islands, the years differed very materially in the general character of the weather. In 1888 the weather was, throughout, most unseasonable, and there was an entire absence of anything like real summer. Last year the special feature of the weather was its seasonable character month after month, and the rains of July and August were by no means as disastrous as were at one time anticipated, bright and warm sunshine setting in, so that the farmer could harvest his crops. Probably the best indication that the weather was seasonable is the exceptionally low death-rate for London throughout the year, the number of deaths being 3500 fewer than in 1888, and the rate per 1000 of the population 1.0 less. These facts show that the year which has just passed is, at all events as far as London is concerned, the healthiest on record. It is to be hoped that the present year may prove as favourable in every respect. It has set in with very similar conditions to 1889 so far as the weather is concerned, for both years were ushered in with frost and fog.—From *The Shipping and Mercantile Gazette*, 7th January, 1890.

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

CEMLYN, ANGLESEY, AND HARTLEPOOL.—THE ROYAL NATIONAL LIFE-BOAT INSTITUTION has provided these Life-boat Stations with new ten-oared boats of the newest type, 34 feet long and 8 feet wide, each being provided with three water-ballast tanks. The former Cemlyn Life-boat was—years ago—the gift to the Institution

of the Loyal Order of Ancient Shepherds, and was named the *Good Shepherd*. The new boat also bears this name, the Order having very generously inaugurated a fund for the purpose of defraying its cost. The Hartlepool (No. 1) new Life-boat was provided from the legacy bequeathed to the Institution by the late

Mr. GEORGE LOVIBOND, of Ilminster, and, in accordance with the testator's wishes, she is named the *Ilminster*.

ROKER, SUNDERLAND.—One of the new water-ballast Life-boats, 31 feet long, 7½ feet wide and rowing 10 oars double banked, has also been forwarded to this station. The cost of building and equipping her has been met from a bequest to the Institution by the late Mr. WILLIAM HEDLEY, of Burnhopeside Hall, Durham, after whom the boat is named.

TORQUAY.—The Institution has recently sent to this well-known watering-place on the south coast of Devon a Life-boat of the latest type in lieu of the one sta-

event of the drop keel having to be slipped. The cost of the new Life-boat has been defrayed by a lady resident in Manchester, who desired that her name might not be published. In accordance with her wishes the boat is named the *James and Eliza Woodall*, and it was publicly named and launched at its station on the 15th November last. There could not have been many short of 2000 persons assembled around the inner harbour at Torquay in the summer-like weather on that day. The new Life-boat, resting on its carriage, was drawn up on the slipway, the crew of fifteen, in cork jackets, under Coxswains BROWN and GALE, being in their places. At the bow of the boat was fastened a



tioned there many years since. The new boat is 37 feet long and 8 feet wide, and will self-right if capsized with all the crew and gear in, masts up and sails set. Amongst other things it is fitted with two sliding keels to increase its stability and weatherly qualities whilst in deep water without sacrificing the flat floor and light draught, so necessary when in shallow water. Each sliding keel can be lowered to its full extent at the after end, or it can be triced up or put in any desired position. There are also three water-ballast tanks, which contain nearly a ton of water, and are fitted with plugs and pumps, by means of which water can be readily admitted or pumped out—these are intended for use in the

splendid bouquet of white chrysanthemums and maiden-hair fern, and at either end were hoisted two flags, one being that of the ROYAL NATIONAL LIFE-BOAT INSTITUTION. A guard of honour was formed of coastguard men, under the command of Chief-Officer J. G. NEVIN. Among those who were assembled on the slipway, in addition to the donor and her friends, were several members of the local committee of the Life-boat Institution, including Mr. JOHN KITSON (Chairman), General CHAMBERLAYNE, Commander MILNE, R.N., Mr. W. BALL, Mr. CRITCHLEY SALMONSON, Rev. W. BROCKLESBY DAVIS, and Mr. R. G. COVE, Hon. Secretary; Commander Beddoes, R.N., District Inspector of Life-boats, representing the

Institution; Sir EDMUND HORNEY, Dr. RICHARDSON, and others.

The launching ceremony was preceded by a short religious service, conducted by the Rev. BASIL R. AIRY, vicar of St. John's, assisted by Rev. H. W. MAJENDIE, vicar of Torre. The singing was led by surpliced members of the choir of St. John's, and the service was efficiently and impressively rendered, the clear, ringing voices of the clergy and choir were very effective, the hardy-looking, bare-headed crew in the handsome new Life-boat, and the large crowd which thickly lined three sides of the spacious harbour, making a picturesque and imposing scene. Rev. B. R. AIRY intoned the opening sentences, after which the choir chanted Psalm cvii., vv. 23 to 32—"They that go down to the sea in ships, and occupy their business in great waters." Equally appropriate was the lesson, read by the Rev. H. M. MAJENDIE, St. Matthew viii., 23 to 28, the subject being our Saviour's stilling of the stormy sea. Then followed the grand hymn "For those in peril on the sea." In rich and powerful voice, Rev. B. R. AIRY offered the dedicatory prayer.

At the conclusion of the service, the new Life-boat was formally handed over, for the donor, by the lady's brother, Mr. WOODALL, to Commander BEDDOES, who expressed the thanks of the Institution for such a noble and valuable gift. The Life-boat, he said, represented all the modern improvements, and she could be equalled by no boat in any other country. But, although the Institution had done everything that science could suggest to bring its Life-boats to the greatest possible perfection, the boat itself would be of little value were it not for strong arms and brave and manly hearts. He believed these would be found in the Life-boat crew at Torquay, and that they would not be wanting whenever they were called upon. It was gratifying to all connected with the Institution, as

it must be gratifying to the donor, to see the immense amount of interest shown in Torquay in the launch of the new Life-boat. He now handed over the boat to the care and keeping of the Local Committee, and hoped that one result of the large assemblage on that occasion would be that many of those present would become more intimately acquainted with the work of a valuable and great institution. Mr. JOHN KITSON, Chairman of the Torquay Local Board and of the local Life-boat Committee, speaking on behalf of the town, of the committee, and of the seafaring community generally, also returned thanks to the donor for the most munificent gift she had made to the town. He stated that it was about thirteen years ago that a Life-boat was first presented to Torquay. That boat had been of service on several occasions. With the advance of time, great improvements had taken place, and the necessity had arisen for the old boat to be replaced by a new one, and therefore they accepted with great satisfaction the boat which the kind donor and the ROYAL NATIONAL LIFE-BOAT INSTITUTION had been good enough to present to them. He trusted that there would be very few occasions when the boat would be required, but the donor might be assured that, should those occasions arise, the crew would nobly do their duty. The boat was then named by the donor the *James and Eliza Woodall*, after her father and mother; and the bottle of wine attached to the bow having been broken, the carriage was set going down the slipway, and the boat glided smoothly and gracefully into the water amid hearty cheers for the donor. The Post-office fife and drum band played "Sailing o'er the Bounding Sea," as the new Life-boat was rowed out through the inner harbour and around into the outer harbour, where her self-righting powers were successfully tested. The crew were subsequently entertained at dinner by the donor at the Royal Hotel.

#### OIL AS A WAVE SMOOTHER.

The *Shipping and Mercantile Gazette* recently called attention in a leading article to the advisability of the use of oil during rough weather at sea under certain favourable conditions. They remarked that it

was gratifying to observe that the International Maritime Conference, which has recently terminated its sittings at Washington, has, after giving the subject the most careful attention, pronounced a

verdict in exact accord with our own expressed views on the matter. Two able articles which have recently appeared on this subject, in the pages of *Nature* and *Research* respectively, also go to swell the concensus of opinion prevalent among scientists and practical navigators, that the efficacy of oil as a water-smoother is dependent to a great extent upon the concomitant circumstances of weather and depth of water. Given *deep* water, a wave is simply an undulatory motion caused by the friction between wind and water. Under these conditions the oil, which should be heavy and possessing strong oleaginous properties, acts as a lubricant between these two wave producing media, and so materially checks wave action. In shoal water, however, a shore-approaching wave ceases to be a mere undulation, and becomes an actual moving mass of water, a wave of translation; and this no quantity of oil can prevent from breaking upon the shore. This is no new discovery, but, as the writer in *Research* points out, was the conclusion arrived at by Benjamin Franklin after a series of exhaustive experiments upon the subject. Subsequent investigation has confirmed the truth of Franklin's finding in every particular. Various nautical associations have given this subject their most careful consideration, with a view to furnishing practical directions to shipmasters as to the best methods of using oil in rough weather. The Dunkirk Chamber of Commerce a few months ago, with the intention of minimising the loss of life occurrent among the French fishing fleet off Iceland, inaugurated a system of awards to those captains who used oil during stress of weather, and reported accurately upon the effect produced. Our columns have often contained notices of oil being used by shipmasters during bad weather, and we would be pleased to give prominence to any such reports that shipmasters may send us. But we would point out that if the account of the using of oil at sea is to be of the slightest assistance to other navigators, the circumstances under which the oil was used must be stated most explicitly. That oil is beneficial under some conditions, all will admit. What those conditions are, and the exact relationship existent between them, it is for the practical navigator to

determine. The direction of the wind, the flow of the sea, the position and heading of the ship should be stated with the minutest accuracy, for without these data it is impossible to gauge the true value of the test. The towing of the disabled vessel *Italia* by her fellow liner the *Gellert* a distance of 750 miles through persistent bad weather affords another striking illustration of the benefits accruing from a judicious use of oil. As is aptly pointed out in *Nature*, many cases of abandoned towages in bad weather might be averted did the masters of tugs but try the effect of a little oil prior to casting the vessel adrift. In effecting transshipments at sea, as in removing fish from the smacks to the carriers, in facilitating the launching of boats from distressed vessels, and in materially conducting to their subsequent safe navigation, oil has frequently been found simply invaluable. A knowledge of its wave-allaying properties cannot, therefore, be too widely disseminated among the nautical fraternity. Further, it is so cheap, and such a small quantity suffices to produce the most adequate results, that oil should form a necessary part of all ships' stores, and an imperative adjunct to the life-saving equipment of all ships' boats. On account of its cheapness, the comparative ease with which it is applied, and the encouraging success which has in many cases attended its use, we earnestly recommend this water-smoother to the attention of all shipmasters. A note should be made of the fact that vegetable or animal oils are the most desirable for the purpose—mineral oil, especially if refined, producing but a very moderate amount of success. As we remarked last May, experts agree in the opinion that the most effective way of applying the oil is to facilitate its spreading to windward, and that the discharge of about two quarts per hour is amply sufficient to produce the desired result. The fluid can be easily distributed by means of punctured canvas bags, or through the w.c. openings—any way, in fact, so long as the oil is kept constantly dripping slowly into the sea. We trust, also, that those who put its efficacy to the test will not fail to report in detail, for the benefit of their nautical confrères, the exact conditions under which the test was applied.

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

WEXFORD.—At about 6 o'clock on the morning of the 18th October, 1889, the Life-boat *Ethel Eveleen* was launched, intelligence having been received that a vessel was aground on the Dogger Bank. A strong gale was blowing from the S., and there was a heavy sea running at the time. The boat proceeded under sail to the stranded vessel, which was the schooner *Star of Hope*, of and for Wexford from Liverpool, with a cargo of coal, and which was found to have stranded on the south side of Wexford Bar. Some difficulty was experienced in getting alongside, but eventually this was accomplished. The Life-boatmen then rendered assistance in getting the vessel afloat, and, with the help of a steam tug, she was taken safely into Wexford Harbour, with her crew of five men.

GROOMSPORT, Co. DOWN.—During a strong E. wind and a heavy swell on the morning of the 19th October, the barque *Brucklay Castle*, of Aberdeen, was observed to be in a very dangerous position in Crawfordsburn Bay. The Life-boat *George Pooley* put off to her assistance at 9.15, and found that she had anchored during the night, and dragged her anchors until she struck on an outlying reef. The boat remained by her until 4 o'clock, when a Liverpool tug arrived and towed her afloat, the Life-boatmen assisting to get her anchors up.

DONNA NOOK.—The Swedish barque *Infatigable*, laden with deals and boards for Hull, was seen flying distress signals, having lost her fore and main masts during squally weather and in a rough sea on the 22nd October. The signal gun having been fired, the crew of the Life-boat *Richard* promptly responded to the call, and at 7.15 A.M. the boat was launched, and rescued the crew of eleven men from the vessel, which afterwards became a total wreck.

ALDBOROUGH.—The steamer *Alcedo*, of and for Bilbao, laden with cement and coke from Newcastle, and having a crew of twenty-one men, stranded on the Ship-

wash Sand while a strong S.W. wind was blowing on the 30th October, and broke her propeller. In response to signals the Life-boat *George Hounsfield* was launched at 3 P.M., remained by the vessel for some time, and then took the master to Harwich to obtain a steamer. A tug having been procured, the Life-boat returned in tow of her to the vessel, two anchors were put out; the crew of a smack were engaged to assist in throwing overboard part of the cargo in order to lighten the ship, and at 3.30 on the following afternoon she floated, and was towed to Harwich.

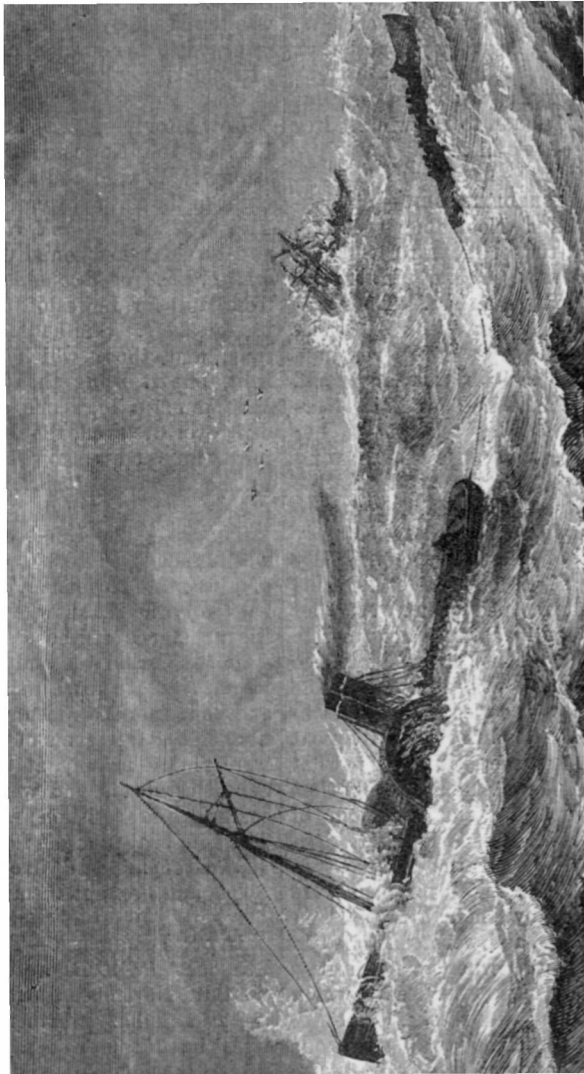
SHOREHAM.—On the 1st November a French schooner, the *Charles Elisa*, of Paimpol, bound from Bordeaux for Shoreham with empty casks, was driven by the force of wind and sea into the bay, and was compelled to drop her anchor to prevent being stranded, as a gale of wind was blowing from the S.S.W., in the direction of the shore. The steam-tug *Stella* attempted to approach the vessel, but was unable to get near her, and therefore returned to the harbour. The crew of the Life-boat *Ramonet* was then summoned, and at 5 A.M. the boat was launched, being taken in tow by the *Stella*, went alongside the schooner, which was about half a mile W. of the harbour's mouth, put the end of a line on board, and then pulled to the steam-tug, thus enabling a hawser to be conveyed, and the vessel to be towed into the harbour. The schooner, which carried a crew of six men, would, in the absence of this help, have probably become a total wreck.

TROON.—A terrific gale of wind from W. to N.W. suddenly sprung up on the morning of the 1st November, and while the storm was at its height the schooner *Roe Cliff*, of Skene, bound from Porsgrund, Norway, for Troon, with a cargo of deals and battens, in attempting to take the harbour in tow of a steam-tug failed, and the tow-rope breaking and the vessel's anchors not holding she drifted on to the North Beach. The Life-boat *Alexander Munnoch* put off to her assistance at about 12 noon, in a tremendous sea, and after strenuous efforts on the part of her crew

succeeded in rescuing the vessel's crew, consisting of six men.

DUNGARVAN.—At 6.50 p.m. on the 1st November the Life-boat *William Dunville* was launched in response to signals of

were taken into the Life-boat from the ship's boats, and, under the guidance of the Life-boat men, the vessel was beached on Whitehouse Bank, where she remained in safety until the tide ebbed, and the damage was then sufficiently repaired



distress which were shown from the s.s. *Hanmire*, of Cork, with a general cargo, crew of twenty-four men, and six passengers, which was in a sinking condition, three and a half miles S. of Helvick Head, her propeller having made a large hole under her port quarter. The passengers

to enable the steamer to proceed into harbour.

WALTON-ON-THE-NAZE. — Guns and rockets, indicating that a vessel was in distress, having been fired on the 10th November, the Life-boat *Honourable Artil-*

tery Company was launched at 4.38 p.m., and proceeded under oars to the Sunk Light-vessel, where information was obtained that a vessel was ashore on the Long Sand. The boat accordingly proceeded in that direction, and at about 10 o'clock found the galliot *Edvard*, of and from Skonevig, bound for the south of France with cod's roes, stranded S.  $\frac{1}{2}$  W. of the Long Sand. After two hours' work she was got off the sand, and was brought to anchor until 2 a.m., when she was got under weigh and taken to Harwich. Her crew consisted of two men.

NEWBURGH, ABERDEENSHIRE.—At daylight on the 22nd November the brig *Olga*, of Rönne, timber laden for Sunderland, was seen ashore on a sandbank a little S. of the River Ythan. The wind had blown a gale from the S.E. during the night, and a heavy sea was running, which increased as the tide advanced. With all speed the Life-boat *Ellen Newman* and *John Bentley* put off to her assistance, the strong tide and wind causing hard work for the crew. As the Life-boat got near, the vessel began to break up, and two men were carried away on a portion of the wreckage rapidly northwards, and the boat at once turned in pursuit and rescued them. Another long and hard pull was then required to bring the boat back, and again she had to turn for three men who had left in the ship's boat; these she also rescued just in time, for immediately afterwards the boat disappeared. Three men still clung to what remained of the vessel, which by that time had quite broken up, and the cargo of timbers and battens made it a very dangerous undertaking for the Life-boat to approach her. The Life-boat men were quite exhausted by their arduous and continuous labour, and were compelled to return to the shore, where a fresh crew was obtained to man the boat, which again put off to the rescue. Another piece of wreckage came away with one man on it, who was picked up. One of the remaining two men was struck by a spar, and unhappily lost his life, but the other, the master of the vessel, was taken off and safely landed in the Life-boat.

KINGSDOWNE.—A large steamer was reported to be ashore between St. Margaret's Bay and Hope Point on the morn-

ing of the 25th November. A strong gale was blowing from the W.S.W., there was a heavy sea, and the weather was thick with rain. The Life-boat *Charles Hargrave* put off at 8.30, and on reaching the steamer found that she was the *Cordoba*, of and for Havre, in ballast from Dunkirk. The Life-boat remained by her until she was towed off by a London tug, and then returned to her station, arriving there at 11 o'clock.

LOWESTOFT.—Flares having been seen N.E. of the Newcome Sands, during a strong N.W. wind and a rough sea, on the night of the 25th November, the Life-boat *Two Sisters Mary* and *Hannah* went out at 10 o'clock, and found the sloop *Richard* and *Francis*, of Goole, laden with tiles, from Hull for Lowestoft, in the midst of the breakers. She had lost some of her sails, and those which were left were split, but it being the top of the tide, and an extra high one, she managed to drift over the sand, the Life-boat remaining by her, and was towed into the harbour by the steam-tug *Dispatch*.

THURSO.—The Life-boat *Charley Lloyd* was launched at 10 o'clock on the night of the 26th November, during a heavy gale from the N., snow, and a high sea, to the assistance of the schooners *William Jones*, of Carnarvon, and *Sylph*, of Beaumaris, both laden with slates, from Wales and bound for Aberdeen, which had burnt flare lights as signals of distress, as they were riding heavily at their anchors in Scrabster Roads, and were in danger of coming into collision with each other. The Life-boat took off four men from the *William Jones*, and five men from the *Sylph*, and brought them safely ashore.

LYDD, DUNGENESS.—The crew of the Life-boat *R.A.O.B.* were summoned on the 29th November, during a moderate N. breeze and hazy weather, signals of distress having been reported. The men promptly assembled, and at 1 a.m., signals being then repeatedly made in the offing, the boat was launched, and found the schooner *Minnie Elkin*, of Carnarvon, bound from London for Ayr, with cement, and having a crew of six men on board, stranded two miles N. of Dungeness Lighthouse. The Life-boatmen laid out an anchor, and rendered other services,



and the vessel was hauled off the sand and made for *Dover Harbour*.

**CAISTER, NORFOLK.**—The brigantine *Charles*, of and from Great Yarmouth, for Newcastle, with scrap iron, and having a crew of six men, was seen to strike the Barber Sand at about 8 P.M. on the 30th November, during a moderate E.N.E. wind and a rough sea. She knocked over the Sand, but the Caister No. 2 Life-boat *Godsend* was taken down to the water in readiness for launching should that become necessary. The vessel headed to the S., evidently with the intention of trying to get out, but in doing so she took the inside of the Sand, let go her anchor, and at once made flares as a signal for help. The Life-boat was quickly launched, and reached the vessel at 8.45. With the help of the Life-boat men she was got afloat, and anchored with just sufficient room to swing clear of the breakers on the shore. When the tide turned a S. breeze sprung up, the anchor was weighed, sail set, and the Life-boat accompanied her clear of the Barber and Cockle Sands, and she was then enabled to resume her voyage.

**TYRELLA, DUNDRUM BAY.**—Signals of distress having been shown by a vessel which was close to the Long Rocks, during a moderate gale from the S., thick weather, and a rough sea, on the morning of the 1st December, the Life-boat *Louisa Burnaby* was launched at about 9.30, and found the signals had been displayed by the *Fly*, of Preston, bound from Dublin for Dundrum in ballast, which was embayed about a mile from the Tyrella Coastguard Station. The Life-boat put a pilot on board the vessel, and she was taken safely to her destination.

**CLOVELLY.**—During a moderate gale from the N., squally weather, and a heavy sea, on the 7th December, the ketch *Ark*, of Bridgwater, bound from Lydney for Bude with a cargo of coal, showed a signal of distress while at anchor in the roadstead. The crew of the Life-boat *Graham Hughes* were at once called together, and at 8.45 A.M. the boat was launched, and rescued the vessel's crew of three men from a perilous position, as the heavy seas were breaking over the vessel at the time the men were taken off.

**STAITHES, YORKSHIRE.**—On the morning of the 7th December the weather, which had been wild during the night, calmed down, and at 9 o'clock the fishing-cobles proceeded to sea. About 10 o'clock, however, the wind suddenly rose and veered to N.E., and in a short time there was a thorough storm on, accompanied by a heavy sea. The coxswain of the Life-boat, seeing that the landing of the boats would be attended by great danger, launched the Life-boat *Winefride Mary Hopps*, and convoyed twenty of the cobles safely ashore, the only casualty being the loss of some of the fishing lines. Three of the boats were filled by the heavy seas in coming in, and were in great danger.

At about 4 o'clock on the morning of the 31st December, a steamer was observed on shore north of Staithes. The rocket brigade were summoned, but it was found that the vessel was too far distant for the rockets to reach her, and the Life-boat *Winefride Mary Hopps*, therefore, went to her help. She proved to be the *Ringwood*, of London, laden with coal from Amble. With the rising tide the vessel floated; but as she was leaking badly, the Life-boat remained by her and accompanied her to Hartlepool.

**HAYLE, CORNWALL.**—Whilst running for the harbour, on the evening of the 7th December, the ketch *Minerva*, of Bridgwater, bound from Hayle for Bristol with sand, and the steamer *Bride*, of Hayle, with coal and coke, struck on the western spit of the bar. A strong gale was blowing from the N.N.E., and there was a heavy sea running. The Life-boat *New Oriental Bank* proceeded to the rescue at about 4.50, and took off the crew of three men from the *Minerva*, and then went to the steamer, but found that she required no assistance. The *Minerva* had left Hayle in the morning, but had been driven back by the stormy weather. She became a total wreck.

**WORKINGTON.**—At 10 P.M. on the 9th December, the Life-boat *Dodo* was launched, signals of distress having been shown by the s.s. *Lady Eglington*, of and from Cardiff for Workington, with a cargo of coke, which had stranded on the north shore, near the mouth of the river Derwent, in a strong S.W. breeze and a heavy sea. The vessel had just floated when

the Life-boat arrived. One of the Life-boat men was put on board to pilot her, and, with the assistance of the boat, she was conducted safely into dock.

**NORTH DEAL.**—The coxswain of the Life-boat *Mary Somerville* was called, at about 1.30 A.M. on the 12th December, by the Coastguard, who informed him that guns and rockets were being fired by the Gull light-vessel. He at once summoned the crew, and, the Life-boat being promptly launched, proceeded to the lightship, and was informed that a vessel was in need of assistance, bearing about E.N.E. The boat steered in that direction, and, after cruising about the sand for a short time, found the barque *Mandalay*, of Glasgow, bound from Middlesbrough for the River Plate with railway chairs and sleepers, and having a crew of sixteen men on board, stranded on the off part of the North Sand Head. The Life-boat men laid out a kedge anchor, and assisted in throwing cargo overboard, so as to lighten the barque, which was got afloat at about 3 o'clock on the following morning.

**NEWBIGGIN, NORTHUMBERLAND.**—At 12.30 A.M. on the 13th December, signals of distress having been shown by the brig *Janet*, of Peterhead, which had stranded about three hundred yards N. of Bing Head, the Life-boat *Robert and Susan* was launched, proceeded to her assistance, rescued her crew, consisting of eight men, and safely landed them at 2.30. The wind was blowing from the S. by E., the weather was foggy, and the sea rough.

**ST. ANNE'S, LANCASHIRE.**—On the evening of the 17th December, signals were shown by the schooner *Velin-heli*, of Carnarvon, which had stranded on the Salthouse Bank while she was being towed to Preston, two days previously, during thick and foggy weather. The Life-boat *Brothers* was launched at 6.30, proceeded to the vessel, and remained by her until the tide ebbed, when all immediate danger was over. On the following evening, at 5.30, the Life-boat, at the request of the owner of the vessel, again put off and stayed by the schooner until 8.30. After the Life-boat had left, part of the cargo was thrown overboard and

she floated a little before high-water the next morning, and was taken to Preston.

**BURRY PORT.**—Signals having been seen on the morning of the 18th December, during foggy weather, a strong S.W. wind, and a heavy sea, the Life-boat *David Barclay of Tottenham* was launched at 3.30, and found that the lights in question were shown by the s.s. *Clutha*, of Middlesbrough, which was in need of a pilot. The coxswain gave the master his course to Caldy, and the Life-boat returned to her station at noon.

**DUNMORE EAST, CO. WATERFORD.**—The Coastguards sighted a small vessel in distress, about four miles S. of the Hook Lighthouse, during a strong gale from the N.W. and a heavy sea, on the morning of the 18th December. The Life-boat *Henry Dodd* was launched at 10 o'clock, and proceeded to the vessel, which proved to be the ketch *Queen of Youghal*, of and from Youghal for New Ross with bricks. All her sails had been blown away, she was leaking badly, and one of her crew—which consisted of two men—had been disabled by a block falling from aloft, and the other man was much exhausted. The Life-boat took the two men ashore, leaving five of her own crew on board, and then returned to the vessel, taking off spars and sails, and at 8.30 P.M. brought her into Dunmore Harbour.

**MOELFRE, ANGLESEY.**—On the night of the 21st December, during a thick fog, the schooner *Isa*, of Inverness, bound from Charlestown for Runcorn with a cargo of china clay, struck on the Dulas Rocks and became a total wreck. On the following morning, when the fog had slightly cleared, signals were seen, and the Life-boat *Star of Hope* immediately put off, and succeeded in saving the vessel's crew of four men, who had taken refuge on the rocky island.

**CRESSWELL, NORTHUMBERLAND.**—The Coastguard at Cresswell Point reported that a steamer was ashore about a mile S. of the Life-boat station, during a strong S.E. wind and a strong sea, on the 24th December, whereupon the Life-boat *Ellen and Eliza* was launched at 2 A.M., and found the s.s. *Cerdic*, of Newcastle-on-Tyne, bound from Christiania for New-

castle in ballast, stranded on Headgate Rock, with her fore-hold full of water. The Life-boat laid out an anchor, and took a telegram and letter ashore, returning at once to the vessel, and remaining in attendance on her. At low-water the steamer's crew went ashore, the ship being then dry, but the master and three other officers remained on board, the Life-boat remaining in attendance until an hour after high-water. The vessel ultimately became a wreck.

GIRVAN, Ayrshire.—During a gale of wind from the N.W. and a rough sea, on the 24th December, the fishing-smacks *Border Queen* and *Jane*, of Annan, arrived off the harbour, and as it was evident that they would incur considerable risk in crossing the bar, the Life-boat *Sir Home Popham* put off to their assistance at about 1.45 p.m., and remained by them until they gained the harbour in safety.

BOULMER, NORTHUMBERLAND. — The Life-boat *Robin Hood of Nottingham* was launched at 12.30 A.M. on the 31st December, and rescued the crew, consisting of two men, from the smack *Effort*, of Berwick, which had stranded on the North Steel Rocks during a fresh S.E. wind, a strong sea, and hazy weather.

GREENCASTLE, LONDONDERRY.—Signals of distress having been shown by a vessel on the Tuns Bank, while the wind was blowing half a gale from the S.S.W., with a heavy sea, the Life-boat temporarily placed here while the *Mary Beckwith* was being improved, was launched at 4 A.M. on the 31st December, and found the schooner *Cwm Avon*, of Swansea, stranded. With great difficulty her crew, numbering four men, were got into the Life-boat, and were safely landed at about 9 o'clock.

PALLING, NORFOLK.—In response to signals of distress, during thick weather, a moderate breeze from the S.W., and a rough sea, the Life-boat *British Workman* was launched, at 8.30 A.M. on the 31st December, and proceeded to the Hasborough Sand, where she found the brig *Londesborough*, of Faversham, coal laden from Sunderland for Portsmouth, stranded in a very perilous position, full of water, and in danger of soon becoming a total wreck. With much difficulty her crew,

consisting of six men, were taken into the Life-boat, and this had not been accomplished very long when the vessel heeled over on her beam ends, and afterwards became a total wreck.

#### THE LAUNCH OF THE LIFE-BOAT.

THERE'LL be work for the Life-boat—God help it to-night,  
Where the foam of the breakers leaps up to the light.  
God help it! It's ready to ride through the mist,  
And the men who shall man it the women have kitted.

Big, brawny fellows, they're ready to face  
The winds and the waves, and beat death in the race;  
But never a man, as he springs to his oar,  
Knows whether or not he'll return to the shore.

They're launching the Life-boat—the land's on the lee,  
And the women and children gaze out on the sea;  
The sun sinks to rest in a coppery glare—  
There's a hush in the heavens, a lull in the air.

But soon o'er the ocean the tempest shall sweep,  
And mothers and wives will the night-watches keep;  
They read in the clouds, like a child in a book,  
And terror comes into their eyes as they look.

Ev'ry shift in the shoals of the Channel they know,  
Ev'ry double and twist of the tide's ebb and flow,  
The tricks and the turns of the treacherous squall,  
And the chance and the change in its rise or its fall.

When a bark blackly looms on the wild ocean's brim,  
They will say whence she comes by her build and her trim;  
When the bodies wash up—whether dead or alive—  
Through the surf will the women all dauntlessly dive.

Ay, and some of the sex will appeal for a place,  
To handle an oar in a desperate case;  
Some have sat in the bow of the quivering boat,  
And, pluckily pulling, have kept her afloat!

They've nerve, and enough, for the bravest of men—  
When the peril is past, they are women again;  
They'll sink on the sand in a torrent of tears:  
'Tis the pang of suspense gives a name to their fears.

To wait on the beach when the boat has gone out,  
And be racked and be wrung by the waves mad of doubt;  
To list to the dirge which the demonically moan,  
This—this is the lot of the women alone.

In this, the dark hour of their innermost need,  
They lift up their vehement voices, and plead  
For the feet of the Saviour to tread in the track  
Of the boat going out and the boat coming back!

Woe to the wives, and the mothers, at best,  
With the child at the knee and the babe on the breast;  
Woe to the maid for her lover distressed—  
When the sea is asleep only then may they rest!

D've see yonder crag, with the weeds on its crown?  
That's where the storm-driven vessels go down,  
And the sailors thrown up by the billows beneath  
Are torn into rags on the edge of its teeth.

Had it a tongue it could tell you a tale  
Of many a victim in many a gale,  
Of many a vessel and many a crew,  
Lost at its base when the hurricane blew.

But, if it spoke, it would also reveal  
Stories of heroes, with hearts true as steel,  
Legends of Life-boats, of souls who have dared  
Just such a death, yet by death have been spared.

Just such a death—but to dare it again,  
Just for the sake of the perishing men  
Wrecked on the reef where the wild sea gull flew,  
Round the crest of the crag when the hurricane  
blew.

A horrible place, with a horrible fame,  
And to get round the bend is a hazardous game;  
In the fairest of weathers the venture may fail,  
But what of the risk in the wrath of the gale!

When the surges are grinding the roof of the rock  
With a deafening roar and a thunderous shock,  
And the white waters gleam, as they eddy and roll,  
Through the gap in the granite that's known as  
"HELL'S HOLE."

What wonder if hearts should turn foolish for fear!  
'Twixt his hands a man's mate may shout close in  
his ear.

And he'll catch of the words but a whispering sound,  
Because of the crash of the billows' rebound.

He sees where the whirlpool sucks into its grip  
The shattered remains of the shuddering ship;  
Doomed faces flash up from the screaming abyss,  
And cold, livid fingers clutch madly—and miss.

It's a mile, more or less, from the stretch of the  
strand,  
And between here and there are the shallows and  
sand:

It's O! to lie low in the lap of the wind,  
Till the sea is in front, and the bar is behind.

Then O—ho! for the craft that no longer may creep,  
When the rowers must row, and the Life-boat must  
leap!

And it's now for the cunning of hand and of eye,  
For the courage to do, or the calmness to die.

On the shores of old England, when hurricanes  
smite,  
The Life-boat is launched both by day and by  
night;

And we, who are Britons, and sons of the sea,  
Know well what the work of the Life-boat must  
be.

We've widows and orphans whose fate 'tis to weep  
For husbands and sires who were lost on the deep;  
But we've women and children among us as well,  
Who tales of the Life-boat can joyfully tell.

Tales of the Life-boat, and how it was manned  
To bring back their husbands and fathers to land—  
Snatched from the jaws of the ravenous wave,  
A coffinless shroud and a desolate grave.

At the thunder of battle the soldier may thrill,  
And the courage of carnage his bosom may fill;  
Some sing of his deeds in the din and the smoke,  
And envy the strength of his death-dealing stroke.

But the Life-boatman's weapon—his stout, sturdy  
oar—

Strikes only to save as he puts from the shore;  
By the souls of the succoured, and not of the slain,  
Come the glory and honour he struggles to gain.

Then think of the Life-boat and think of its crew,  
And the deeds of devotion they're destined to do;  
And fancy them far on the billowy foam,  
When you sit warm and safe by the fireside at home.

Give them your blessings, and give them your  
prayers,

Give money to aid such a mission as theirs;  
For while ships and sailors ride over the main,  
The Life-boat ne'er launches nor labours in vain.  
F. ERNEST POWER.

#### CIVIL SERVICE LIFE-BOAT FUND.

At the annual meeting of the Committee  
of this fund, held on the 17th of January,  
and presided over by Mr. W. H. HAINES,  
Chief Clerk of the House of Lords, Mr.  
CHARLES DIBDIN, the Honorary Secretary,  
reported that the number of the sub-  
scribers had reached nearly ten thousand,  
and that during the past year the fund  
had contributed 1000*l.* to the ROYAL  
NATIONAL LIFE-BOAT INSTITUTION towards  
the endowment of the new Life-boat,  
*Civil Service No. 6*, built for Douglas, in  
the Isle of Man, besides the sum of 42*l.*  
to recoup the Institution the amount  
expended by it during 1889, in rewarding  
the crews of the *Civil Service* boats for  
services. The Committee are now appeal-  
ing for a further sum of 800*l.*, to complete  
the purchase and endowment of the  
Douglas Life-boat, and also for funds to  
build a seventh boat. The *Civil Service*  
Fund is entirely supported by *Civil*  
Servants, and the usual subscription is  
half-a-crown.

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

THURSDAY, 10th October, 1889.

Colonel FITZROY CLAYTON, V.P.,  
in the Chair.

Read and confirmed the Minutes of the  
previous meeting.

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

Read the report of the Deputy Chief In-  
spector of Life-boats on his recent visit to  
Skegness.

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

Northern District—Irvine, North Berwick,  
Troon, Montrose, Gourdon, Anstruther and  
Crail.

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

Western District—St. Peter's Port, Guernsey,  
Torquay, Brixham, Teignmouth, Plymouth,  
Yealm River, Hope Cove, Salcombe, Sidmouth  
and Weston-Super-Mare.

Irish District—Ramsey, St. Anne's, Blackpool, Blackrock, Giles's Quay and Drogheda (two boats).

Reported the receipt of 700*l.* from Mrs. NORTH GRAHAM, of Brighton, and family, to defray the cost of the new Life-boat required at Thorpeness, Suffolk; the boat to be named the *Christopher North Graham*, after her late husband.

Decided, that the best thanks of the Committee be conveyed to Mrs. NORTH GRAHAM, and that the boat be named in accordance with her wishes.

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

	£	s.	d.
E. TYSON, Esq., in celebration of his Golden Wedding, per the BISHOP of CARLISLE . . . . .	50	-	-
"E. P." in aid of cost of Mevaggissey new Life-boat house . . . . .	20	-	-
Harvest Thanksgiving Collection in BURY PARISH CHURCH, per the Rev. F. E. HORWOOD . . . . .	15	3	4
Offerory at Harvest Thanksgiving Service at ALDRINGHAM CHURCH, Suffolk, on Sunday, 22nd Sept., per the Rev. J. C. S. MATHIAS . . . . .	4	-	-
Portion of Harvest collection in BURNBY CHURCH, East Yorkshire, on 24th Sept., per the Rev. J. M. WILLIAMS . . . . .	1	17	-

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late THOMAS HACKWOOD, Esq., of Sydenham . . . . .	720	-	-
The late Rev. H. W. SMITH, of Warrington Crescent, Maida Vale . . . . .	200	-	-
The late Mrs. CAROLINE CLAGGETT, of St. John's Wood (additional payment) . . . . .	46	16	8

Voted the thanks of the Committee to the Rev. R. F. ELRINGTON, M.A., and Mr. JAMES HARRIS in recognition of their past valuable services as Honorary Secretaries, respectively, of the Brixham and Middlesbrough Branches of the Institution.

The Committee also specially recognised the good services rendered by Mr. JOHN BROWN, on his resignation of the post of Coxswain of the Newbiggin Life-boat which he had held for ten years. During that period the boat had saved fifty-seven lives from different wrecks.

Reported the transmission to their stations of the Newburgh, Portrush, Bull Bay and Montrose No. 2 new Life-boats.

Also that the Newport (Pembrokeshire) and Mablethorpe Life-boats had been altered and fitted with modern improvements and returned to their stations.

Paid 3,013*l.* 0*s.* 1*d.* for sundry charges on various Life-boat Establishments.

Voted 175*l.* 8*s.* 6*d.* to pay the expenses of the Fishguard No. 1, Cloughey, Scarborough, Courtown, Lowestoft No. 2, Llandudno, Exmouth, Peel, Lytham, Gorleston No. 1 and Holyhead Life-boats in rendering the following services:—

Lives saved.

Smack <i>Lark</i> , of Portmadoc. Remained by vessel.	
S.S. <i>Lady Ailsa</i> , of London. Rendered assistance.	
Dandy <i>Linnet</i> , of Lowestoft . . . . .	6
Barque <i>Axel</i> , of Drammen. Landed pilot.	
Schooner <i>Lymington</i> , of Harwich . . . . .	6
Smack <i>Perseverance</i> . . . . .	4
Dandy <i>Ellen and Ann</i> , of Liverpool . . . . .	4
Cutter <i>Topsy</i> , of Torquay. Saved vessel and . . . . .	3
Ship <i>St. George</i> , of Christiania . . . . .	23
Steam tender <i>Florence</i> , of Preston . . . . .	1
A boat in danger off Gorleston . . . . .	1
Barquentine <i>Glynwood</i> , of Rhyl. Rendered assistance.	

(Detailed accounts of these services will be found on pages 212-218 of the last number of THE LIFE-BOAT.)

Voted also 229*l.* 8*s.* 9*d.* to pay the expenses of the Stornoway, Totland Bay, Huna, Caister No. 2, Gorleston Nos. 1 and 2, Brancaster, Barmouth, Lowestoft No. 2, New Brighton No. 2, Holyhead, Kirkeudbright, Llandudno and Rhyl No. 2 Life-boats in assembling their crews or putting off to the assistance of vessels which did not eventually require their services.

Also 2*l.* to one of the crew of the Peel Life-boat who was injured while on service in the boat on the 7th Oct.

Also 5*l.* to one of the crew of the Gorleston No. 1 Life-boat who was injured while on service in the boat on the 7th Oct.

Also the thanks of the Institution inscribed on vellum to Mr. E. H. PAGE and Mr. F. C. SPRAY for saving the lives of five persons from a boat belonging to the schooner yacht *Corinne*, of Cowes, which boat had been capsized in Scratchell's Bay, Isle of Wight, during calm weather on the 7th Sept.

Also 3*l.* to three fishermen for putting off in a boat from Southwold, Suffolk, and saving the boat *Tricksey*, of Lowestoft, which was in a damaged condition, with three men on board, during a strong wind and a heavy sea on the 14th Sept.

Also 1*l.* 10*s.* to three men for saving a boat containing four of the crew and three passengers of the s.s. *Zephyr*, of Cardiff, which had foundered about seven miles from the Scarweather light vessel during a whole gale from the N.N.W. and a very heavy sea on the 29th Sept.

Also 15*s.* to three men for rescuing three men whose boat had been capsized off Cork Beg Island, in Cork Harbour, during a strong breeze and squally weather on the 16th Sept.

THURSDAY, 14th November.

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

Read and confirmed the Minutes of the previous Meeting.

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

Read the reports of the District Inspectors of

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

Northern District—Girvan, Port Logan, Port Patrick, Whithorn, Kirkcudbright, Ayr, Ballantrae, Montrose No. 2, Broughty Ferry and Buddon Ness.

Eastern District—Harwich, Swanage, Kimeridge, Poole, Totland Bay, Brooke, Brighstone Grange, Bembridge, Southsea, Hayling Island, Selsey, Littlehampton, Worthing, Shoreham, Newhaven, Pakefield and Lowestoft (two boats).

Western District—Exmouth, Lyme Regis, Carnarthen Bay, Porthcawl, Penarth, Swansea, Port Eynon, Burry Port, Tenby, Milford, Littlehaven, St. David's, Fishguard (two boats), Newport (Pem.) and Cardigan.

Irish District—Aranmore, Greencastle, Portrush, Groomsport, Tyrella, Newcastle, Cloughey, Ballywalter, Courtnacsherry and Queenstown.

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

	£	s.	d.
MANCHESTER CENTRAL CO-OPERATIVE BOARD, per E. VANSITTART NEALE, Esq., for the Co-operator No. 3 Life-boat for Thurso . . . . .	700	-	-
BALTIC LIFE-BOAT FUND, per H. KAINS-JACKSON, Esq. (Wells Station) additional . . . . .	50	-	-
J. J. MOWBRAY, Esq., Naemoor, annual subscription . . . . .	21	-	-
Mrs. E. JULIANA BRYANT, Pembroke Collected in HADNALL CHURCH, Salop, on Sunday, 3rd Nov., per the Rev. BROOKE C. MOYTIMER . . . . .	17	-	-
Contents of contribution boxes at AVONMOUTH and CREEKS MERCANTILE MARINE Offices, per ALBERT DENT, Esq., R.N. . . . .	10	-	-
Collected on board the s.s. <i>Aorangi</i> , per Capt. STUCLIFE . . . . .	5	10	-
Proceeds of concert on board the s.s. <i>Warwick Castle</i> , on 30th Aug., per Dr. R. HALDANE COOK, Aberdeen . . . . .	3	12	-
Offertory and collection at Harvest Festival at WEST LONDON SCHOOL CHAPEL, per the Rev. HUGH J. FLYNN, D.D. . . . .	3	-	-
Children attending HARVEY STREET, HOXTON, Mission Sabbath morning meeting, per GEORGE LLOYD, Esq., De Beauvoir Road . . . . .	1	1	-

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late Miss MARY EASON, of Ladbroke Gardens . . . . .	10,000	-	-
The late GEORGE HENLEY, Esq., of Drayton Park, Highbury . . . . .	1,725	4	-
The late A. P. SOUTHEY, Esq., of Conduit Street . . . . .	100	-	-
The late DONALD MACINNES, Esq., of Glasgow . . . . .	100	-	-

Voted the thanks of the Committee to Mr. W. I. QUINN and Mr. MAURICE H. PAGE in recognition of their past valuable co-operation as Honorary Secretaries of the Tyrella and Clacton-on-Sea Branches of the Institution respectively.

The Committee also specially recognised the good services rendered by Mr. WILLIAM SLATER on his resigning the post of Coxswain of the Banff Life-boat which he had held for nine years.

Reported the transmission to their stations of the Huns, Roker and Torquay new Life-boats.

Also the transmission to Southport of a boarding boat for the use of the crew of the large Life-boat.

Also that the Rhoscolyn Life-boat had been altered and fitted with modern improvements and returned to its station. And that another boat had been sent to Southend, Essex, in the place of the No. 1 Life-boat on that station.

Paid 5,828l. 18s. 4d. for sundry charges on various Life-boat establishments.

Voted 600l. in aid of the Fund being raised locally for the relief of the widows and orphans of three of the crew of the Portrush Life-boat, who unhappily lost their lives by the capsizing of the boat while on service, in an exceedingly rough sea, on the 1st Nov. Pecuniary grants of 2l. 10s. and upwards were also made to the survivors of the crew, and the medical expenses incurred by those who were injured were ordered to be defrayed.

The thanks of the Institution inscribed on vellum and framed were awarded to Mr. W. A. TRAILL, C.E., Mr. ARCHIBALD AULD, chief boatman in charge of H.M. Coastguard at Port Ballintrae, and Mr. R. McMULLAN in recognition of their most valuable services to the Portrush Life-boatmen, and Mr. T. HAUGHY and Mr. THOMPSON were also thanked for the help which they rendered on the occasion.

Voted also 1l. each to twenty-one men who assisted in rescuing the survivors of the crew from the surf.

Voted 127l. 5s. 6d. to pay the expenses of the Newport (Pembrokeshire), Rhoscolyn, Abersoch, Groomsport, Donna Nook and Troon Life-boats in rendering the following services:—

	Lives saved.
Brigantine <i>Reliance</i> , of Wexford . . . . .	3
Barque <i>Drowning Sophie</i> . . . . .	11
Barque <i>Inveresk</i> , of Liverpool. Rendered assistance.	
Barque <i>Brucklay Castle</i> , of Aberdeen. Rendered assistance.	
Swedish barque <i>Infatigable</i> . . . . .	11
Schooner <i>Roe Cliff</i> , of Skene . . . . .	6

The Rhoscolyn, Sennen Cove, Wexford No. 1, Aldborough, Shoreham, Dungarvan and Walton-on-the-Naze Life-boats also rendered the following services:—Norwegian barque *Drowning Sophie*, rendered assistance; s.s. *Malta*, of Glasgow, rendered assistance, and saved 7 lives; schooner *Star of Hope*, of Wexford, assisted to save vessel and 5; steamer *Alcedo*, of Bilbao, assisted to save vessel and 21; schooner *Charles Eliza*, of Paimpol, assisted to save vessel and 6; s.s. *Glanmire*, of Cork, saved vessel and 30; and schooner *Edvard*, of Skonevig, saved vessel and 2.

(Particulars of most of these services are furnished on pages 230-231.)

Voted 27*l.* 10*s.* 6*d.* to pay the expenses of the New Brighton No. 2, Port Erin, Castletown, Lytham, St. Annes No. 2, Portmadoc, Holyhead, Morthoe, Barnston, Gorleston No. 1, Caister No. 2, Ramsgate, North Deal, Whitburn, Plymouth, Aberdovey, Port Logan, Ayr, Bridlington, Mullion, Mablethorpe and Harwich Life-boats in assembling their crews or putting off to the assistance of vessels not ultimately needing their help.

Voted the thanks of the Institution, inscribed on vellum, to Mr. EDMUND ROBERTS and Mr. WILLIAM ROBERTS, of St. Just, Cornwall, in recognition of their valuable services in assisting to land the passengers on the occasion of the wreck of the s.s. *Malta*, of Glasgow, near Cape Cornwall, on the 15th October.

Also 5*l.* to two men for saving, at very great risk, six of seven men from a boat belonging to the wrecked s.s. *Malta*, which was capsized by an enormous wave while returning ashore with property salvaged from the wreck during a strong wind from the N.W., squally weather, and a heavy sea, on the 16th October.

Also 10*l.* to a man who was injured while assisting to haul up the Orme's Head Life-boat after it had rescued the crews of two distressed vessels on the 7th October.

Also 7*l.* to one of the crew of the Holyhead Life-boat who was injured while on service in the boat on the 8th October.

Also 4*l.* 5*s.* to eight men, for putting off in a boat and rescuing two men from the smack *Mary Ann*, of Southampton, which was totally wrecked at Innish Barra, Co. Galway, during a gale of wind from the N.W. and a very heavy sea, on the 7th October.

Also 2*l.* 10*s.* to five men for putting off in three boats from the shore and saving three men from a boat belonging to the fishing-smack *Gambler*, of Stranraer, which boat had been capsized about two hundred yards from the West Pier at that port during a whole gale from the N.W. and a very heavy sea, on the 7th October.

Also the thanks of the Institution to Mr. SAMUEL CURTIS, Inspector of Police at Southampton, and 1*l.* 2*s.* 6*d.* to three constables, for putting off in a boat and saving a man from a capsized boat belonging to the yacht *Hecate*, of Southampton, during a moderate S.W. breeze on the 20th October.

Also 1*l.* to a man for putting off in a boat and saving two men whose boat had been capsized off Cheek Point, Co. Waterford, during fine weather and a moderate wind, on the 25th August.

A Special Meeting of the General Committee was also held on the 25th November, Sir EDWARD BIRKBECK, Bart., M.P., V.P., in the Chair, on the subject of the Steam Life-boat building for the Institution by Messrs. R. and H. GREEN, of Blackwall.

THURSDAY, 12th December.

Colonel FITZROY CLAYTON, 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 visits to the following Stations:—

Northern District—Ayr and Dunbar.

Eastern District—Kessingland (three boats), Winterton (two boats), Caister (two boats), Gorleston (two boats), Yarmouth, Pakefield, Southwold (two boats), Clacton-on-Sea, Aldborough, Thorpeness, Dunwich, Cromer, Sheringham, Mundesley, Hasborough, Palling (two boats), Blakeney, Wells, Hunstanton, Brancaster, Skegness, Chapel, Sutton and Mablethorpe.

Western District—Morthoe, Ilfracombe, Looe, Mevagissey, Fowey, Porthostock, Falmouth, Newquay (Cornwall), Padstow, Port Isaac, Porthleven, St. Ives, Church Cove, Cadgwith and Mullion.

Irish District—Tramore, Ardmore, Youghal, Ballycotton, Kingstown, Holyhead, Rhosneigr and Llanddwyn.

Reported the receipt of 1,259*l.* 0*s.* 6*d.* from gentlemen on the Stock Exchange, per PATTERSON NICKALLS, Esq., ROBERT ESCOMBE, jun., Esq., and WILLIAM NEWALL, Esq., to defray the cost of forming a new Life-boat Station at the Port of Ness, in the Island of Lewis.

Decided, that the best thanks of the Committee be conveyed to the donors and that the boat be named the *Stock Exchange* in accordance with their wishes.

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

	£	s.	d.
A LADY, further on behalf of the endowment of the Whitburn Life-boat Station . . . . .	100	-	-
"A COUNTRY FRIEND" . . . . .	100	-	-
INDEPENDENT ORDER OF ODD FELLOWS (M.U.), annual subscription in aid of the support of their Life-boat . . . . .	71	11	-
Collections from Seamen, per "C. L." . . . . .	55	-	-
Trustees of the late Mrs. ELIZABETH DOUGLAS, of Barnes (additional) . . . . .	52	13	1
"In memory of my beloved husband, CHARLES GEE HOMER" . . . . .	50	-	-
"M. E. A." . . . . .	20	-	-
Collected by Teachers and Scholars of the LEATHERHEAD CONGREGATIONAL CHAPEL SUNDAY SCHOOL, per F. E. SECCOMBE, Esq. . . . .	5	1	3

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late Misses ENGLISH, of Clifton	1585	9	3
The late T. J. DOMVILLE TAYLOR, Esq., of Brighton	100	-	-
The late JAMES ROBERTSON, Esq., of Lanchope, Holytown	90	-	-
The late W. G. NICHOLLS, Esq., of Great Portland Street	90	-	-
The late GEORGE HENLEY, Esq., of Highbury (additional)	26	1	10
The late Miss ANNA TOBB, of Ryde	20	-	-

Deep regret was expressed at the decease of the Hon. Mrs. POMEROY and M. TREVAN, Esq., who had respectively held for several years the office of Honorary Secretary of the Enniskillen and Port Isaac Branches of the Institution, and it was decided to send letters of sympathy to their families.

Voted the thanks of the Committee to T. FANNING EVANS, Esq., J.P., D.L., Mr. R. G. COVE and Mr. H. FOOKS, in recognition of their long and valuable co-operation during the period they occupied the office of Honorary Secretary, respectively, of the Bull Bay, Torquay and Weymouth Branches of the Institution.

The Committee also specially recognised the good services rendered by Mr. JAMES WHITE and Mr. HENRY CONANT, who had respectively resigned the post of Coxswain of the Fishguard and Sidmouth Life-boats, which they had held for many years.

Reported that the Ballantrae and Penmon Life-boats had been altered and fitted with modern improvements and returned to their Stations.

Paid 2,447l. 6s. 11d. for sundry charges on various Life-boat establishments.

Voted 94l. 14s. 6d. to pay the expenses of the Newburgh, Lowestoft No. 2, Kingsdowne, Thurso, Clovelly, Staithes and Hayle Life-boats in rendering the following services:—

	Lives saved.
Brig <i>Olga</i> , of Rönne	7
Sloop <i>Richard and Francis</i> , of Goole. Remained by vessel.	
Steamer <i>Cordoba</i> , of Havre. Remained by vessel.	
Schooner <i>William Jones</i> , of Carnarvon	4
Schooner <i>Sylph</i> , of Beaumaris	5
Ketch <i>Arb</i> , of Bridgwater	3
20 Staithes fishing cobbles. Rendered assistance.	
Ketch <i>Minerva</i> , of Bridgwater	3

The Lydd, Caister No. 2, Tyrella and Workington Life-boats rendered the following services:—

Schooner *Minnie Elkin*, of Carnarvon, saved vessel and 6; brigantine *Charles*, of Great Yarmouth, saved vessel and 6; *Fly*, of Preston, put a pilot on board; and s.s. *Lady Eglington*, of Cardiff, saved vessel and 13.

(Accounts of these services are given on pages 232-233.)

Voted 208l. 19s. to pay the expenses of the Clacton-on-Sea, Mablethorpe, Donna Nook, Queenstown, Selsey, Orme's Head, Pakefield, Saliburn, Lowestoft No. 2, Porthoustock, Roker, Kildonan and Douglas No. 1 Life-boats in assembling their crews or putting off on occasions when their services were not eventually needed.

Voted also 6l. to one of the crew of the Orme's Head Life-boat who was injured while on service in the boat on the 25th November.

Also 6l. 10s. to thirteen men for putting off in two fishing cobbles and saving the crew of three men from the ketch *Martin*, of Berwick, which had stranded at Craster, Northumberland, during a fresh S. by E. breeze, hazy weather, and a rough sea, on the 30th October.

Also 3l. 10s. to seven men for putting off in two boats and rescuing four persons from a boat which had been capsized off Aberdovey during squally weather, on the 26th July.

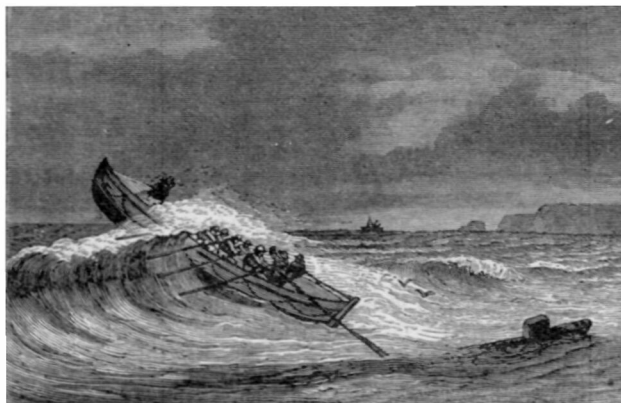
#### LINES SUGGESTED BY THE INAUGURATION OF A LIFE-BOAT.

LAUNCH the Life-boat! Heaven, we pray,  
Smile upon this glorious day.  
Grant our Boat may help to save  
Shipwrecked crews from watery grave.  
When the storm roars loud and high,  
To the rescue may she fly,  
Cleave the waves with petrel-grace,  
Meet the Storm-fiend face to face!  
Bless the Boat, and speed her Crew—  
Never they their prowess rue:  
Ever ready may they be  
To die for heaven's own chivalry.  
Noble Boat, for thee we raise  
Prayers to HIM whose secret ways  
Lie amidst earth's fearful things—  
Lord of law and King of kings!  
Bless the Boat—in her we read  
Symbols of our Christian creed.  
Nought of strife her mission here,  
Spreading death, and shame, and fear.  
What more noble can there be  
Than saving lives from the cruel sea?  
Thou who once Thy mandate set,  
Spake and stilled Genessaret,  
Breathe a blessing—smile, we pray—  
Speed our Boat, and crown the day!  
IDRIS.

MERCHANT SHIPPING (LIFE SAVING APPLIANCES) ACT.—The Board of Trade have determined to postpone till the 30th day of June next the operation of the rules made under the provisions of the Merchant Shipping (Life Saving Appliances) Act, 1888, which were to have come into force on the 30th of March.



*Services of the Life-boats of the Institution during 1889.*



1889.		Lives saved.
Jan.	9. 4 a.m. S.S. <i>Lady Katherine</i> , of Sunderland. Newbiggin Life-boat saved . . .	18
„	9. 9.20 a.m. Brig <i>Staatsrath von Brock</i> , of Rostock. Peterhead Life-boat saved . . .	9
„	12. 11.40 a.m. Brig <i>Bazar</i> , of Oscarshamn. Montrose No. 2 Life-boat saved . . .	6
„	12. 5.30 p.m. Brig <i>Fortuna</i> , of Riga. Alnmouth Life-boat saved . . .	1
„	15. 9.20 a.m. Schooner <i>Arnold</i> , of Copenhagen. Peterhead Life-boat rescued . . .	5
„	16. 4.10 a.m. S.S. <i>Lee</i> , of Cork. Holyhead Life-boat remained by vessel and saved . . .	13
„	27. 12.45 a.m. Schooner <i>Jannett and Jane</i> , of Carnarvon. Ramsgate Life-boat assisted to save vessel and crew . . .	3
„	27. midnight. Steam trawler <i>Gannet</i> , of Granton. Newburgh Life-boat saved . . .	8
„	29. 4.15 a.m. Trawler <i>Blue Bell</i> , of Plymouth. Penzance Life-boat rescued . . .	4
„	29. 11 a.m. Schooner <i>Remown</i> , of Swansea. Llanaelhaiarn Life-boat rendered assistance.	
„	29. 12 noon. Schooner <i>Ceres</i> , of Carnarvon. Llanaelhaiarn Life-boat rendered assistance.	
Feb.	2. 7.30 a.m. Schooner <i>Bonnie Lass</i> , of Wick. Thurso Life-boat saved . . .	4
„	3. 7.30 p.m. Lugger <i>Garibaldi</i> , of Gravelines. Bridlington Life-boat saved . . .	5
„	3. 10.30 p.m. Barque <i>Mitford</i> , of Newcastle. Grimsby Life-boat landed two men.	
„	4. 1.30 p.m. Barque <i>Jane Kilgour</i> , of Dundee. Broadstairs Life-boat saved vessel and crew . . .	8
„	8. 10.45 a.m. Fishing cobles of Flamborough. Flamborough No. 1 Life-boat rendered assistance.	
„	8. 4.5 p.m. Smack <i>Patrick</i> , of Peel. Ramsey Life-boat saved . . .	4
„	8. 4.30 p.m. Schooner <i>Madryn</i> , of Carnarvon. Castletown Life-boat saved vessel and crew . . .	3
„	8. 7.40 p.m. Schooner <i>Mary</i> , of Montrose. Montrose No. 1 Life-boat saved . . .	5
„	8. 11.30 p.m. Schooner <i>Ethel</i> , of Faversham. Ramsgate Life-boat rescued . . .	6
„	9. 2.30 a.m. Schooner <i>Enterprise</i> , of Dublin. Holyhead Life-boat saved . . .	4
„	9. 5.30 a.m. Schooner <i>Harvest Home</i> , of Preston. Cardigan Life-boat saved . . .	4
„	10. 9 p.m. Brigantine <i>Carl Rosinius</i> , of Haugesund. New Romney Life-boat saved . . .	10
„	11. 2.10 p.m. Fishing-boats of Ferryden. Montrose No. 1 Life-boat remained afloat.	
„	13. 9 a.m. Schooner <i>Brilliant</i> , of Peel. Ramsey Life-boat saved vessel and . . .	4
„	15. 11 a.m. Newbiggin fishing cobles. Newbiggin Life-boat remained afloat.	
„	21. 8 a.m. Norwegian barque <i>Ellizer</i> . Kilmore Life-boat remained by vessel.	
„	21. 8 p.m. Lugger <i>Verbena</i> , of Lowestoft. Ramsgate Life-boat saved . . .	8
„	26. 12.30 p.m. Three fishing cobles of Boulmer. Boulmer Life-boat rendered assistance.	

			Lives saved.
1889.			
Mar.	7.	5 a.m. Schooner <i>William Maskill</i> , of Goole. Swanage Life-boat saved . . .	4
"	9.	7 a.m. S.S. <i>Birling</i> , of London. Winterton No. 2 Life-boat rendered assistance.	
"	20.	11 a.m. Schooner <i>Dekar</i> , of Hull. Berwick-on-Tweed Life-boat saved . . .	4
"	21.	5 a.m. Smack <i>Contrast</i> , of Scarborough. Scarborough Life-boat saved . . .	5
"	21.	10.30 a.m. Ketch <i>Wave</i> , of Gloucester. St. Ives Life-boat rendered assistance.	
Apr.	5.	4.30 p.m. Lugger <i>Bee</i> , of Winterton. Winterton No. 1 Life-boat saved . . .	3
"	14.	10.15 a.m. S.S. <i>Colridge</i> , of Exeter. Caister No. 2 Life-boat landed a pilot.	
May	6.	6.50 a.m. S.S. <i>Terlings</i> , of London. Seabam Life-boat saved . . . . .	15
"	10.	11 a.m. Five fishing cobles. Boulmer Life-boat remained afloat.	
"	10.	2 p.m. A fishing-boat. Gourdon Life-boat saved . . . . .	2
"	10.	2 p.m. Gourdon fishing-boats. Gourdon Life-boat remained in attendance.	
"	10.	2 p.m. Fishing-boats. Montrose No. 1 Life-boat remained afloat.	
"	13.	6.45 a.m. Fishing-boat <i>British Sovereign</i> . Montrose No. 1 Life-boat saved vessel and . . . . .	6
July	10.	2 p.m. Schooner <i>Dorothy Watson</i> , of North Shields. Whitburn Life-boat saved	5
Aug.	3.	11 a.m. Brigantine <i>Aratus</i> , of Teignmouth. Caister No. 2 Life-boat rendered assistance.	
"	10.	12.30 p.m. Schooner <i>Maggie</i> , of Ardrossan. Cemlyn Life-boat assisted to save vessel and . . . . .	5
"	16.	9.45 p.m. Boat <i>Volunteer</i> , of Ramsey, I.M. Ramsey Life-boat rendered assistance.	
"	20.	1.45 p.m. Schooner <i>Thomas</i> , of Liverpool. Penmon Life-boat rendered assistance.	
"	28.	9.30 a.m. S.S. <i>Viscountess</i> , of Aberdeen. Holy Island No. 1 Life-boat remained by vessel.	
Sept.	6.	9 a.m. Barque <i>President Harbitz</i> , of Sandfjord. Bull Bay Life-boat remained by vessel.	
"	24.	3.15 a.m. S.S. <i>Lady Ailsa</i> , of London. Cloughey Life-boat rendered assistance.	
"	24.	8.30 p.m. Smack <i>Lark</i> , of Portmadoc. Fishguard No. 1 Life-boat remained by vessel.	
"	28.	midnight. Dandy <i>Linnnet</i> , of Lowestoft. Scarborough Life-boat saved . . . . .	6
"	30.	8 a.m. Barque <i>Axel</i> , of Drammen. Courtown Life-boat landed a pilot.	
Oct.	7.	4.5 a.m. Barquentine <i>Glymwood</i> , of Rhyl. Holyhead Life-boat rendered assistance.	
"	7.	6.20 a.m. Schooner <i>Lymington</i> , of Harwich. Lowestoft Life-boat rescued . . .	6
"	7.	9.45 a.m. Steamer <i>Florence</i> , of Preston. Lytham Life-boat saved . . . . .	1
"	7.	9.50 a.m. Smack <i>Perseverance</i> . Orme's Head Life-boat saved . . . . .	4
"	7.	9.50 a.m. Dandy <i>Ellen and Ann</i> , of Liverpool. Orme's Head Life-boat saved . . .	4
"	7.	12 noon. Cutter <i>Topsy</i> , of Torquay. Exmouth Life-boat saved vessel and . . .	3
"	7.	1 p.m. Ship <i>St. George</i> , of Christiania. Peel Life-boat saved . . . . .	23
"	7.	1 p.m. A boat. Gorleston No. 1 Life-boat saved . . . . .	1
"	7.	1 p.m. Ship <i>Arklow</i> , of Windsor, N.S. Aberystwith Life-boat rendered assistance.	
"	7.	3 p.m. Barque <i>Dronning Sophie</i> . Rhoscolyn Life-boat saved . . . . .	11
"	7.	5 p.m. Barque <i>Inveresk</i> , of Liverpool. Abersoch Life-boat rendered assistance.	
"	8.	3 a.m. Brigantine <i>Reliance</i> , of Wexford. Newport (Pem.) Life-boat rescued . . .	3
"	8.	4 p.m. Barque <i>Dronning Sophie</i> . Rhoscolyn Life-boat rendered assistance.	
"	15.	8.45 p.m. S.S. <i>Malta</i> , of Glasgow. Sennen Cove Life-boat rendered assistance and saved . . . . .	7
"	18.	6 a.m. Schooner <i>Star of Hope</i> , of Wexford. Wexford No. 1 Life-boat assisted to save vessel and . . . . .	5
"	19.	9.15 a.m. Barque <i>Brucklay Castle</i> , of Aberdeen. Groomsport Life-boat rendered assistance.	
"	22.	7.15 a.m. Swedish barque <i>Infatigable</i> . Donna Nook Life-boat rescued . . . . .	11
"	30.	3 p.m. Steamer <i>Alcedo</i> , of Bilbao. Aldborough Life-boat assisted to save vessel and . . . . .	21
Nov.	1.	5 a.m. Schooner <i>Charles Elisa</i> , of Paimpol. Shoreham Life-boat assisted to save vessel and . . . . .	6
"	1.	12 noon. Schooner <i>Roe Cliff</i> , of Skene. Troon Life-boat rescued . . . . .	6
"	1.	6.50 p.m. S.S. <i>Glanmire</i> , of Cork. Dungarvan Life-boat saved vessel and . . .	30
"	10.	4.38 p.m. Galliot <i>Edvard</i> , of Skonevig. Walton-on-the-Naze Life-boat saved vessel and . . . . .	2

1889.		Lives saved.
Nov. 22.	8.15 a.m. Brig <i>Olga</i> , of Rönne. Newburgh Life-boat saved . . . . .	7
„ 25.	7.30 a.m. Steamer <i>Cordoba</i> , of Havre. Kingsdowne Life-boat remained by vessel.	
„ 25.	10 p.m. Sloop <i>Richard and Francis</i> , of Goole. Lowestoft No. 2 Life-boat remained by vessel.	
„ 26.	10 p.m. Schooner <i>William Jones</i> , of Carnarvon. Thurso Life-boat saved . . . . .	4
„ 26.	10 p.m. Schooner <i>Sylph</i> , of Beaumaris. Thurso Life-boat saved . . . . .	5
„ 29.	1 a.m. Schooner <i>Minnie Elkin</i> , of Carnarvon. Lydd Life-boat saved vessel and	6
„ 30.	8.30 p.m. Brigantine <i>Charles</i> , of Great Yarmouth. Caister No. 2 Life-boat saved vessel and	6
Dec. 1.	9.30 a.m. <i>Fly</i> , of Preston. Tyrella Life-boat put a pilot on board.	
„ 7.	8.45 a.m. Ketch <i>Ark</i> , of Bridgwater. Clovelly Life-boat saved . . . . .	3
„ 7.	11.30 a.m. Twenty fishing cobbles. Staithes Life-boat rendered assistance.	
„ 7.	4.50 p.m. Ketch <i>Minerva</i> , of Bridgwater. Hayle Life-boat rescued . . . . .	3
„ 9.	10 p.m. S.S. <i>Lady Eglinton</i> , of Cardiff. Workington Life-boat saved vessel and	13
„ 12.	1.30 a.m. Barque <i>Mandalay</i> , of Glasgow. North Deal Life-boat assisted to save vessel and	16
„ 13.	12.30 a.m. Brig <i>Janet</i> , of Peterhead. Newbiggin Life-boat saved . . . . .	8
„ 17.	6.30 p.m. Schooner <i>Velin-heli</i> , of Carnarvon. St. Anne's No. 2 Life-boat remained by vessel.	
„ 18.	3.30 a.m. S.S. <i>Clutha</i> , of Middlesbrough. Burry Port Life-boat rendered assistance.	
„ 18.	10 a.m. Ketch <i>Queen of Youghal</i> , of Youghal. Dunmore East Life-boat landed crew and saved vessel . . . . .	2
„ 18.	5.30 p.m. Schooner <i>Velin-heli</i> , of Carnarvon. St. Anne's No. 2 Life-boat remained by vessel.	
„ 22.	morning. Schooner <i>Isa</i> , of Inverness. Moelfre Life-boat saved . . . . .	4
„ 24.	2 a.m. S.S. <i>Cerdic</i> , of Newcastle-on-Tyne. Cresswell Life-boat rendered assistance.	
„ 24.	1.45 p.m. Fishing smacks <i>Border Queen</i> and <i>Jane</i> , of Annan. Girvan Life-boat remained by vessels.	
„ 31.	12.30 a.m. Smack <i>Effort</i> , of Berwick. Boulmer Life-boat saved . . . . .	2
„ 31.	4 a.m. Schooner <i>Cwm Avon</i> , of Swansea. Greencastle Life-boat saved . . . . .	4
„ 31.	4.30 a.m. Steamer <i>Ringwood</i> . Staithes Life-boat rendered assistance.	
„ 31.	8.30 a.m. Brig <i>Londesborough</i> , of Faversham. Palling No. 2 Life-boat rescued . . . . .	6
Total lives saved by the Life-boats in 1889, in addition to 17 vessels . . . . .		420
Rewards were also granted by the Institution in the same period for saving by means of Fishing and other Boats . . . . .		207
Total for 1889 . . . . .		627

NOTICE.

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

# ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patron—Her Most Gracious Majesty the Queen.

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

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

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

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



## APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that during the past year (1889) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £46,817 on various Life-boat Establishments on the Coasts of England, Scotland and Ireland. During the same period it granted rewards for saving 627 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 1889.

		£.	s.	d.
Number of Lives rescued by Life-boats, in addition to				
17 Vessels saved by them . . . . .	420		...	
Number of Lives saved by Shore-boats, &c. . . . .	207		...	
Amount of Rewards granted during the Year . . . . .	...	5,103	11	-
Honorary Rewards:—Silver Medals or Silver Clasps . . . . .	6	...	...	
Binocular Glasses . . . . .	10	...	...	
Votes of Thanks on Vellum . . . . .	25	...	...	
<b>Total . . . . .</b>	<b>41 627</b>	<b>£5,103</b>	<b>11</b>	<b>-</b>

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 34,670: for which services 97 Gold Medals, 1017 Silver Medals and Silver Clasps, 171 Binocular Glasses, 15 Telescopes, and £108,030 have been given as Rewards.

Annual Subscriptions and Donations are earnestly solicited, and will be thankfully received by the Secretary, CHARLES DIBDIN, Esq., at the Institution, 14 JOHN STREET, ADELPHI, London; by the Bankers of the Institution, Messrs. COUTTS and Co., 59 Strand; Messrs. HERRIES, FARQUHAR, and Co., 16 St. James's Street; Messrs. HOARE, 37 Fleet Street, London; and by all the other Bankers in the United Kingdom.—February 1st, 1890.