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In Memoriam.

ADMIRAL JOHN ROSS WARD.

By the death, which took place on the 23rd June last, of the late Admiral WARD, in his 77th year, the ROYAL NATIONAL LIFE-BOAT INSTITUTION has lost a good friend and a devoted officer. From the time he joined the Committee in February 1852 until his death he worked hard in the Society's best interests, and at all times and in all circumstances used his talents, which were of no mean order, to promote its welfare, and for the advancement of its noble mission to save life. The most amiable of men, quite innocent of seeking in any degree his own personal advantage or aggrandizement, a sincere and faithful friend, endowed with considerable literary, artistic and poetic talent, he has passed away, beloved by his many friends and respected by all who had dealings with him. The following outline of his useful career will be interesting to many, if not to all the readers of the *Life-boat Journal*. The gallant Admiral was born on the 3rd August, 1813, and was the second son of the late Vice-Admiral WILLIAM WARD, an officer well known early in the century, and one who saw plenty of active service at a time when Britannia was more actively engaged in ruling the waves than in later years. He entered the Royal Naval College on the 3rd November, 1826, and passed his examination for lieutenant in 1833, gaining a silver medal—the 1st mathematical prize—and thereby obtaining two years seniority. He received his first lieutenant's commission on the 10th January, 1835, and his succeeding appointments were as follows:—6th April, 1835, to the *Tweed*, 20, Captain the Hon. F. T. PELHAM, on the Lisbon station, whence he returned at the close of 1838—6th May, 1839, and the 27th October, 1840, respectively, to the *Impregnable*, 104, and the *Caledonia*, 120, as flag-lieutenant to Sir GRAHAM MOORE, Commander-in-Chief at Plymouth, under whom he served for three years in the same capacity. 18th October, 1842, as senior to the *Belvidera*, 38, Captain the Hon. GEORGE GRAY, in the Mediterranean. Soon after this ship had been paid off he was advanced, on the 24th March, 1845, to the rank of Commander. On the 28th September, 1846, he received an appointment in the Coastguard, and was employed on coast duty for the four following years. In 1851 he was engaged by ALGERNON, the fourth DUKE OF NORTHUMBERLAND—the sailor Duke, as he was called—to try experiments with Life-boats on the coast

of Northumberland, and on the 5th February, 1852, he was elected a member of the Committee of the ROYAL NATIONAL LIFE-BOAT INSTITUTION. In the following August he was appointed Inspector of Life-boats, and in November of the same year was awarded the silver medal of the Institution in consideration of the serious risks he had incurred while carrying out experimental trials with new life-boats during rough weather on the north-east coast. About the same time he was granted the silver medal of the ROYAL HUMANE SOCIETY for having, at great personal risk, saved, on a dark night, the life of a woman—a would-be suicide—at Stockton-on-Tees. In 1854 he invented the life-belt now used in the service, and in November of that year it was supplied to all the Institution's Life-boat crews, the Institution subsequently bringing out a modified "seamen's" life-belt on his plan and at his suggestion. On the 5th February, 1858, he proceeded to the rank of Captain. In February, 1864, the Committee voted him a model life-boat and transporting carriage, as a slight recognition of his valuable services, more particularly in aiding to perfect the self-righting life-boat, and for his invention of the life-belt and of the transporting carriage. In 1865, on his recommendation, the Committee built several safety fishing-boats from designs submitted by him. These were placed as model boats on different parts of the coast, the object being to induce the fishermen of those parts to adopt boats of this special character, and so to diminish the loss of life which annually resulted from the use of undecked boats. The highly satisfactory outcome of this step was that the type of boat then introduced is at the present time chiefly employed on the east coast by the Scotch fishermen, and the annual loss of life has been, as the natural consequence, very considerably reduced.

In the same year (1865) the Empress EUGENIE conferred on Admiral WARD the gold medal of the French Life-Saving Society in recognition of his important services, and for similar services he subsequently received a handsome presentation in silver and crystal from the present Empress of Russia—then the Czarina. On the 11th December, 1875, he obtained the rank of Rear-Admiral (retired list), and that of Vice-Admiral (retired list) on the 20th January, 1880, becoming a full Admiral on the 1st July, 1885. In 1883, in his 70th year, he retired from the post of Chief Inspector of Life-boats, after upwards of 30 years' service, when the Committee awarded him the Institution's gold medal and their thanks specially inscribed on vellum. From that date until his death, which occurred after a very short illness, he was regular in his attendance at all the Committee meetings, and continued to take the deepest interest in the affairs of the Society. He was "laid to rest" at Kensington Cemetery, Hanwell, on the 28th June. It has been a matter for surprise to many that in these days when honours are conferred so freely a man like Admiral WARD, who had so conspicuously served his day and generation, should never have received any recognition or distinction from the State.

Give honour to the virtuous dead,
 Who, through their whole career on earth,
 By honour's guiding star were led;
 Whose acts portrayed their striking worth.
 Who ever felt that man was made
 To live not for himself alone,
 And, ever by high motives swayed,
 Base selfishness had long outgrown.
 Give them the meed which virtue claims
 For those who follow her behests;
 Whose ardent bosoms she inflames,
 On whom her guiding spirit rests.*

* From the late Admiral WARD's "Lyric Poems and Thoughts in Verse," published in 1874.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.



WINTERTON, NORFOLK.—A new sailing-boat of the Norfolk type has been despatched by the ROYAL NATIONAL LIFE-BOAT INSTITUTION to Winterton, to take the place of one stationed there some years since. The new craft was built by Messrs. BEECHING BROTHERS, of Great Yarmouth. It is 43 feet long, 12 feet wide, and is fitted to row 14 oars double-banked when required. The cost of this boat has been defrayed from a munificent bequest to the Institution by the late Miss MARY EASON, of Bayswater, London, and it is named the *Margaret*, in memory of her sister.

SHOREHAM. —The Life-boat on this station has been removed, and a new boat of the modern type placed there in its stead, the latter boat being 34 feet long, 7½ feet wide, and rowing 10 oars double-banked. The expense of the new Life-boat and equipment, and its permanent endowment, has been met by a legacy bequeathed to the Institution by the late Mr. WILLIAM RESTELL, of Mark Lane, after whom the boat is named. The first launch of the boat at its station took place on the 15th March last, under most auspicious circumstances, in the presence of a very large number of spectators. The gathering was presided over by R. B. DELL, Esq., County Councillor and Chairman of the New Shoreham Local Board. In a few appro-

priate remarks he introduced to the assembled company Mr. THOMAS RESTELL, brother to the donor, who was loudly applauded. This gentleman said they attended there that day to assist in the ceremony of the launching of the Life-boat *William Restell*, given by his late brother to the ROYAL NATIONAL LIFE-BOAT INSTITUTION, an institution in which he (the late donor) always took a great deal of interest, being much impressed with its noble endeavours to save human life, instances of which it was needless for him to mention, and also being much interested in the noble body of men who acted as the crews of those boats. He could assure them that in placing that boat in the hands of the Local Committee it gave him the greatest pleasure, and he sincerely trusted that when they were called upon to do their duty, the boat and crew would entirely fulfil what was expected of them (loud applause). Mr. CUNNINGHAME GRAHAM, the District Inspector of Life-boats, then made a few remarks, and said it was his very pleasant duty to receive that magnificent gift at the hands of Mr. RESTELL. He had put the means into the hands of the Parent Institution for providing them with the latest pattern boat, the boat which they were going to launch that day, and it was to be called after the generous donor. In handing over the

boat to Dr. FULLER, who was the representative of the local branch in that district, he need only say to him and the crew of the Shoreham Life-boat that the boat would be in good hands, and when the signal came for her to be used there would be no doubt that she would be put off at once (cheers). Dr. FULLER, in a few well-chosen sentences, said he gladly accepted the responsibility of receiving the boat. He had been local honorary secretary for seventeen years, and during the whole of that period he had received the greatest kindness from the Parent Institution, and while he had health and strength he should have great pleasure in filling the office. Alluding to the new boat being an improvement upon the old one, he said the latter was not altogether perfect, and she had a difficulty in righting herself, which the present boat would have no difficulty in doing. During the twenty-five years they had had a Life-boat there they had not had many casualties, but he was thankful to say that in those which had occurred, relief had been afforded in a most perfect manner. Continuing, he said they had to thank the Parent Institution for providing and perfecting the boat, so kindly given them by the late Mr. RESTELL, and it would be their duty to keep it in working order. At the conclusion of these speeches a short religious service was conducted by the Rev. J. PUTRICK, Rector of Kingston. Miss RESTELL was then conducted to the bows of the boat, from which a bottle of wine was suspended. The crew having seated themselves, and the signal being given to launch the boat, Miss RESTELL drew the bottle towards her and smashed it against the bows, and the boat was launched amidst tremendous cheering. The crew, of which JOHN AUSTEN is coxswain, were then photographed, and the interesting ceremony was brought to a conclusion.

HOLYHEAD.—THE ROYAL NATIONAL LIFE-BOAT INSTITUTION has just placed a second Life-boat at Holyhead, it being considered very desirable that further provision should be made to meet the requirements of this important station, several wrecks often occurring there at one time. A legacy bequeathed to the Institution by the late Sir JOSEPH WHITWORTH and a contribution from Lady

WHITWORTH and the Residuary Legatees, have been appropriated to this Life-boat and its endowment. The boat, which is named the *Joseph Whitworth*, 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. It was built by Messrs. BEECHING BROTHERS, of Great Yarmouth, and possesses all the latest improvements. A new transporting and launching carriage has been provided for the boat.

ARKLOW AND QUEENSTOWN, IRELAND, AND DOUGLAS, ISLE OF MAN.—New Life-boats have also been placed on these stations. The one at Arklow is a 39-foot 12-oared boat, and is named the *Frances and Charlotte*, its cost having been defrayed from legacies bequeathed to the Institution by the Misses ENGLISH, of Clifton, who had expressed a wish that a Life-boat named after them might be placed on the coast of Ireland. The other two Life-boats are two of the largest self-righting boats built by the Institution, and will be kept moored afloat. They are 42 feet long, 11 feet wide, and row 12 oars double-banked. The Queenstown new Life-boat and equipment have been provided from a legacy bequeathed to the Institution by the late Miss ANN BALL, of London, and the boat, in accordance with the request of the testatrix, is named the *Endeavour*. The Douglas new Life-boat has been presented to the Institution and endowed by the Civil Service Life-boat Fund, through the Honorary Secretary, CHARLES DIBDIN, Esq. This is the sixth boat which the officers of the Civil Service have been instrumental in presenting to the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and it is accordingly named *Civil Service No. 6*.

THURSO, CAITHNESS-SHIRE.—This station has been provided with one of the new 37-foot 10-oared Life-boats, the gift of the Co-operative Union, Limited. The opportunity was taken of the Twenty-second Annual Co-operative Congress of Delegates from co-operative societies in Great Britain and Ireland, held at Glasgow, to hand the boat over to the Institution publicly, and afterwards name it and launch it into the Clyde at Glasgow Green. The ceremony took place on the 24th of May, with the result that co-operators to

the number of 15,000 or so took part in the procession, and were spectators at the launching ceremony. In delightful weather the procession, which was headed by the band of the Glasgow Highlanders, started from the top of Buchanan Street shortly before 4 o'clock, and proceeded down Buchanan Street, along Argyle Street, down Saltmarket, and entered the Green. At a point near the Fleshers' Haugh a platform was erected, and occupied by the Congress Reception Committee, the Central Board, the Congress delegates, and a number of ladies. The processionists filed past here, giving the thousands assembled on the slopes of the Green a good opportunity of viewing the cavalcade. The Life-boat, manned by the Irvine Life-boat crew, headed the procession, drawn by six gaily caparisoned grey horses; then followed the Scottish Co-operative Wholesale employes, horses and lorries, the Dumbarton Burgh Academy Band, the Glasgow and Suburban Conference District, members of societies in Kirkintilloch, Dumbarton, Vale of Leven, Paisley, Greenock, Port Glasgow, and all the districts around Glasgow, the rear being brought up by members of societies in the Ayrshire Conference District. Ten bands of music accompanied the processionists. The proceedings at the launching slip commenced by the singing of the hymn, "Eternal Father, strong to save," led by the band of the 10th L.A.V., and prayer by the Rev. P. A. GORDON CLARK, after which Mr. JAMES LOCKHEAD, of the Central Board, who presided, called upon Mr. E. V. NEALE, General Secretary of the Co-operative Union, to present the boat. In doing so, Mr. NEALE said it gave him pleasure to present *Co-operator No. 3* to the ROYAL NATIONAL LIFE-BOAT INSTITUTION, which was the third boat of the same kind that had been given to this Institution by the co-operators. It had been his fortune to have to do with the collection of all the subscriptions for these boats. He remembered that at a meeting held not far from the Tyne they determined to show they were not, as co-operators, indifferent to their brethren on the sea, and agreed to present a Life-boat out of their savings. It was then suggested the boat should be called *Co-operator No. 1*, as they would not be contented with giving one boat only (applause). Soon after another was

built, and on this occasion they launched number three boat (applause), which was to take its place at the stormy port of Thurso, and it was expected it would have a greater chance of saving lives than any other boat, no matter with which it came into competition (applause). He was pleased to say they had on hand 227l. 5s. 7d. towards *Co-operator No. 4* (hear, hear). Mr. KEPPEL H. FOOTE, District Inspector of Life-boats, on behalf of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, thanked the subscribers for the noble gift. He was delighted to hear there were prospects of *Co-operator No. 4*. The Life-boat *Co-operator No. 2*, which had been placed on the coast of Devonshire, had already been called out on five occasions to vessels in distress. No. 1 was stationed in his own district at Cultercoats, and had proved a most useful boat in going out to assist fishermen when caught in a gale of wind. It would be a satisfaction to them to know that one of their boats had been instrumental in saving the lives of many fishermen, who were the backbone of the Institution, and there was a specimen of them (pointing to the crew). (Applause.) He wished all success to *Co-operator No. 3*, which boat had all the latest improvements, her principal features being absolutely self-righting, with all the crew and a ton more than she was ever likely to carry, and the water-ballast tanks, which could be filled in about a minute and emptied in about two minutes.—The Life-boat and carriage having been drawn to the edge of the river, Mrs. MARSHALL, wife of the general manager of the Scottish Society, named it *Co-operator No. 3*, remarking—"Speed on thy mission of mercy, and may God bless thy every effort." Three cheers were given for the crew, who afterwards cruised about on the river for a short time. On the motion of Mr. JAMES A. SMALL, Treasurer of the Glasgow Branch of the Institution, a vote of thanks was accorded to Mrs. MARSHALL, and the proceedings terminated with a similar compliment to the Chairman, on the motion of Mr. WILLIAM CAIRNEY.

LOWESTOFT.—Another sailing-boat of the Norfolk and Suffolk type has been provided by the Institution for Lowestoft, to ensure an efficient guard for that important Life-boat station in case of the

harbour becoming blocked. She is the largest craft in the service, her length being $46\frac{1}{2}$ feet, and her beam $12\frac{3}{4}$ feet; she is fitted to row 14 oars double-banked when required, and was built by Mr. W. T. ELLIS, of Lowestoft. A special fund raised on the London Stock Exchange, per Messrs. R. ESCOMBE, jun., WILLIAM NEWALL, and PATTESON NICKALLS, has been appropriated to this Life-boat, which was publicly named the *Stock Exchange* and launched at its station, under the superintendence of Mr. C. E. F. CUNNINGHAME GRAHAM, District Inspector of Life-boats to the Institution, on the 25th June last. The interesting ceremony took place from the North Beach in the presence of 2000 or 3000 spectators. The day was looked upon as quite a gala one in the opinion of the local beachmen, and from every craft there floated flags of various kinds, the spectacle thus presented being of a very picturesque character. The weather was delightfully fine, and this fact greatly enhanced the pleasure of the large company assembled on the sands. Among those on board the boat were the Mayor (Lieut.-Colonel SEPPINGS), Rev. C. D. LAWRENCE (rector), Rev. C. VAWDREY, Major ALEZ, Captain HORMAN-FISHER, Dr. W. A. S. WYNNE, Captain F. PESKETT, Messrs. A. BEDWELL, B. MUMMERY, G. BARBOB, J. E. COOK, W. HUNTER, L. ORDE, B. PRESTON (Hon. Secretary of the Local Committee), C. E. F. CUNNINGHAME GRAHAM (District Inspector of Life-boats of the Institution), and a number of ladies.

Shortly before four o'clock the Coxswain, Mr. WILLIAM CAPPS, gave the order for the men to put on their cork life-belts. There was a great rush to get one of these jackets, and the men who failed were greatly disappointed, as they were thus precluded from forming part of the first crew of the boat. Everything having been made ready for launching, the Mayor was asked to take charge of the proceedings, and he said he was glad to have been invited to witness the launch of the Life-boat, which had been presented to them by members of the London Stock Exchange. He was sure they would all agree with him when he said that their heartiest thanks were due to those gentlemen for their very great kindness and liberality. (Applause.) The boat, which had been built by a local

man, and reflected great credit on him, was the largest boat in connection with the ROYAL NATIONAL LIFE-BOAT INSTITUTION. They were much indebted to this Institution, but he must remind them that before that Institution was founded they had the Suffolk Humane Society, which not only assisted in saving lives, but gave rewards to the brave men who manned the boats, and many a Lowestoft man had received medals from this society for bravery on the stormy deep. The Suffolk Humane Society was established in 1809, fifteen years before the ROYAL NATIONAL LIFE-BOAT INSTITUTION, the first Life-boat being the *Frances Ann*. This was followed by the *Letitia*, which in 1876 gave place to the *Samuel Plimsoll*. These boats had saved many lives, and he had no doubt should the necessity arise the Lowestoft beachmen would be just as ready in the future as they had been in the past to launch forth to the rescue of their brethren in danger of perishing. (Applause.)

Mr. C. E. F. CUNNINGHAME GRAHAM regretted that one of the donors was not present to name the boat, but they had a very practical representative of the Stock Exchange in the shape of the boat itself. In the absence, however, of one of the donors, Mrs. PRESTON, the wife of the excellent Secretary of the Local Committee, would perform the duty of naming the boat the *Stock Exchange*. Life-boats was almost as much needed on that coast, owing to the many shoals which existed, as they were in the neighbourhood of the Goodwin Sands. The coast was a dangerous one, and this being so, the Institution had placed fifteen Life-boats between Kessingland and Palling, a distance of thirty miles. (Hear, hear.) The reason that it was necessary to have a second boat at Lowestoft was because the Harbour was liable to be silted up at the entrance, thus preventing the egress of a boat from the harbour to the sea. It was therefore absolutely necessary to have another boat which could easily be launched from the shore. The boat had been provided through the proverbial generosity of members of the Stock Exchange for the use of Lowestoft men, and it was now his pleasant duty to hand it over to the Local Committee. (Applause.)

Mr. B. PRESTON, in the absence of the

Chairman (the Rev. C. J. STEWARD), accepted the boat on behalf of the Committee, and said they were exceedingly obliged to the members of the Stock Exchange for their generous gift. (Applause.)

The hymn "Eternal Father, strong to save" was then sung, and prayer offered by the Rev. C. D. LAWRENCE, after which the boat was let go, and she glided gracefully into the sea, amid the ringing cheers of the crowd. As she touched the water Mrs. PRESTON broke a bottle of wine over the stern, and named the boat the *Stock Exchange*. The sails were hoisted, and those on board had a pleasant sail in the new craft. Her sailing

qualities were pronounced to be excellent, but these will be better tested in the first gale which necessitates her going out on service.

ST. MARY'S, SCILLY ISLANDS, AND VALENTIA, CO. KERRY.—The Life-boats on these stations have been replaced by new boats, bearing the same names as those superseded, viz., *Henry Dundas* and *Crosby Leonard*. The Scilly Life-boat is one of the largest class of the self-righting type, being 42 feet long and 11 feet wide; she is fitted with two drop keels and three water-ballast tanks. The other is also a water-ballast boat, 34 feet long, 7½ feet wide, and rowing 10 oars double-banked.

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

DUNMORE, EAST, CO. WATERFORD.—It having been reported that a large steamer in distress was anchored off Slade, co. Wexford, during a whole gale from the S.S.W. and a very heavy sea, the Life-boat *Henry Dodd* was promptly launched at 12.15 P.M. on the 8th of January, being under way in less than twelve minutes from the time when the alarm was given. She behaved admirably in the face of a trying gale and sea until she neared the Hook, when her foremast gave way by breaking near the step, and she was compelled to anchor in order to have the mast freshly stepped. Once more under way she soon rounded the Hook, where some terrific seas were encountered, but regardless of wind and sea, she bore bravely on her course, and reached the steamer at 3.15. The vessel proved to be the s.s. *Torredon*, of Glasgow, laden with Spanish grass, and bound for Liverpool. When the Life-boat reached her she was flying signals of distress, being disabled, and the sea was washing freely into her after compartments. The weather had by that time somewhat moderated, and the master did not deem it desirable to abandon the ship, but six of the crew resolved to leave her, and the captain not objecting to their doing so, they were taken into the Life-boat and landed at Fethard. The vessel was afterwards towed to Passage by steam tugs.

MONTROSE.—All the Ferryden fishing-boats went to sea at about 6 o'clock on the morning of the 8th January whilst the wind was blowing moderately from the W.S.W. In the course of the day the wind shifted to S.S.E., and as the sea was becoming heavy, the boats hauled in their lines and made for home. By 3 P.M. all had arrived with the exception of one yawl, named the *Ebenezer*, which had a crew of four men on board. The wind and sea rapidly increased, the latter breaking heavily on the bar, and at 4.30 the No. 1 Life-boat *Augusta* was launched and pulled to the harbour's mouth ready to assist the boat when she came in. Shortly afterwards a steam trawler arrived, and informed the Life-boat crew that a boat had been seen to the southward. A second trawler afterwards ran in, and the boat being observed on the lee side of her the Life-boat at once pulled over the bar, taking several heavy seas over her bows, met the boat and followed her closely in until she was out of danger.

On the 26th February the No. 1 Life-boat *Augusta* was again launched at 12.30 P.M., the fishing fleet having again been overtaken by a storm, the wind blowing strongly from the E. and the sea being very heavy. Most of the boats had returned to port, some of them having been obliged to leave their lines, but two of them, the yawl *Sarah* and the boat *Silver*

Eagle had not yet come in, and as the sea was getting worse, the Life-boat put off, pulled to the harbour mouth, remained at the bar until the boats arrived, and convoyed them into the harbour.

The No. 2 Life-boat *Bessie Webster* was launched at 10.30 A.M. on the 19th April to the assistance of eight Ferryden fishing-boats, each having a crew of four men on board, which had gone out fishing during fine weather earlier in the morning. A heavy sea suddenly coming on, the boats were compelled to haul in their lines and make for the harbour. As the tide rose the sea became rougher, and it was considered desirable that the Life-boat should proceed to the entrance of the harbour ready to assist the boats when they arrived. She was accordingly towed down by a steam-tug, then pulled out through the breakers, and attended each of the boats, following them closely astern until they had got safely in. Whilst the first boat was passing in, a heavy sea struck the Life-boat on the quarter; this broke the strength of the sea and saved the small fishing-boat from being swamped.

On the 21st April the No. 1 Life-boat *Augusta* was launched at 11.45 A.M., some of the fishing-boats having been overtaken by a strong gale from the S.S.E., a heavy sea breaking on the bar; the weather was very thick and rain was falling at the time. The boat remained at the harbour bar until the Montrose boats got in, also four other boats, strangers to the port, and a small steamer, returning to her station, as no other vessels could be discerned, at 1.30 P.M.

CAISTER, NORFOLK.—A thick fog prevailed here on the 8th January; a strong breeze blew from the S.S.W., and there was a heavy swell. At about 3 P.M. the fog cleared a little, and a vessel, which proved to be the brig *Primrose* of and from Folkestone, bound for the Tyne, in ballast, was observed stranded on the Barber Sand. A yawl put off and went to her assistance, but the master of the vessel declined her services and requested that the Life-boat might be sent out to remain by him until high water. The Caister No. 2 Life-boat *Godsend* was therefore launched at 5.30, and stood by the ship until she floated with the rising tide, regaining her station at 10 o'clock.

On the morning of the 19th April, large red flares were seen on the Middle Cross Sand, and the Middle Cross, St. Nicholas, and Corton light-vessels were firing rockets. The No. 1 Life-boat, *Covent Garden* was launched, a great deal of difficulty being experienced in getting her afloat on account of the heavy sea. This, however, was overcome, and the boat having crossed the Barber and Scroby Sands, shipping heavy seas all the time, found a fishing-smack ashore, but before it was possible to reach her she foundered, the crew, numbering six men, just managing to get clear of her in their own boat. The Life-boat sailed to them and rescued them. Their boat was then nearly full of water, and the men were greatly exhausted some of them being only partly clothed. The master of the smack, which was the *Boy Ernest* of Great Yarmouth returning from a fishing voyage, stated that he had only just time to get a box of lights and jump into the rigging or he would not have been able to make any distress signal at all.

A fishing-dandy was seen, during a break in a thick fog at 10 A.M. on the 16th June, stranded on the North Scroby Sand. A strong breeze was blowing at the time from the S., and there was a rough sea. The No. 2 Life-boat *Godsend* proceeded to her, and found her to be the *Florence Mary*, of Yarmouth, with a crew of six men, returning from fishing. At the master's request the Life-boat remained by her until the tide rose, when the sea became smoother, and the vessel floated off the sand.

LLANDDULAS, NORTH WALES.—The Life-boat *Mary Jane Gould* was launched at 10.5 A.M. on the 10th January, it having been reported that a small yacht was in distress opposite Beach House. There was a strong W. wind then blowing and a heavy sea. On reaching the yacht she was found to be the *Blue Rock*, of New Brighton, with only one occupant, her owner, on board, on a trip from New Brighton to Conway. He was taken into the Life-boat and safely landed at 11.30, the yacht being left at anchor.

NEWHAVEN.—The Coxswain of the Life-boat *Michael Henry* was informed on the morning of the 12th January that a large ship was ashore at Portobello. He at

once summoned the crew, and at 8.45 the Life-boat was launched. On reaching the vessel she was found to be the barque *Whinlather*, of Liverpool, bound from London for Santiago with a general cargo. She had stranded during a dense fog at 3 A.M., which had cleared just before she was observed from the shore, but she had sustained no damage. At the request of the master the Life-boat remained by the vessel until the arrival of a steam-tug, which towed her off, and took her to Southampton.

Information having been given to the Coxswain of the Life-boat that a vessel had been seen ashore off Beachy Head, during a strong W.S.W. breeze, a heavy sea, and a thick fog on the 24th April, the Life-boat *Michael Henry* was launched at 10.40 A.M. and found the ship *Polynesia*, of Hamburg, broadside on the rocks between Birling Gap and Beachy Head, and being washed or driven in shore as the tide rose. At the request of the mate of the vessel the Life-boat remained by her, as she was leaking badly, and at 4.30 the master and crew, sixteen in all, got into the boat and were brought ashore.

NEWBIGGIN, NORTHUMBERLAND.—Thirty-two fishing-cobles proceeded to their fishing ground about 18 or 20 miles distant at 3.30 on the morning of the 14th January. A strong wind sprung up from the S.E. at about 7 o'clock, and by 9 o'clock it had increased to a gale. At 12.30 the boats were nearing the shore, and as it was evident they would incur great risk in coming in the Life-boat *Robert and Susan* put off to assist them, and remained in attendance until all danger was past.

RAMSEY, ISLE OF MAN.—A violent gale was experienced here on the morning of the 14th January, the wind blowing furiously from S.S.W., and the heavy seas lashing themselves into a mass of foam. At 11.45 the Life-boat *Two Sisters* was launched, and sailed to the assistance of a half-decked boat, the cutter *Zealot*, of Peel, which was riding heavily at anchor, and was shipping a large quantity of water. She had a crew of three men, one of whom, a youth, was anxious to leave her, and he was therefore taken into the Life-boat, but the others decided to remain by their boat, which fortunately rode out the storm. The Life-boat then proceeded

to the schooner *W. M. J.*, of Briton Ferry, which had broken adrift just as the boat was launched and had hoisted a signal for assistance, and with great difficulty took off her crew consisting of four men. The boat now headed for the shore and was beached at Dog Mills, about two miles N. of Ramsey, where the five men were landed. Again putting off the boat proceeded to the help of the fishing-cutter *Otter*, of Port St. Mary, which had parted her cable and was leaking badly, and rescued her crew of four men. A signal was then shown by the cutter *Hamilton*, of Ramsey, lying near the Point of Ayre, and the Life-boat thereupon went alongside her and took off her crew of three men. Sail was again hoisted, and the boat made for Port Cranstal, where all safely landed at 6 P.M. The Life-boat carriage, drawn by six horses and accompanied by the helpers, had been despatched to this point, a distance of seven miles from the Life-boat station, and with considerable difficulty, owing to the steepness of the beach, the boat was placed on the carriage and brought back to Ramsey at 1 o'clock on the following morning.

PADSTOW, CORNWALL.—The ketch *Charles Francis* of and for Plymouth from Newport, Mon., with a cargo of coal, in taking the harbour too early on the tide on the evening of the 14th January, ran ashore on the Doombar Sand. The wind was blowing a moderate gale from the W.S.W., and there was a ground sea on at the time. The Coxswain of the Life-boat went to Stepper Point, and found that the sea was breaking close to the vessel. He could occasionally hear her striking heavily, and as he thought that if she parted her chain she might be lost with all hands, he considered it best to summon the Life-boat crew immediately. The Life-boat *Arab* was therefore launched at 7 P.M., proceeded to the vessel, and remained by her for three hours, during which time she got off the bar, striking heavily, and, missing stays, again stranded there. She came afloat, however, on the flowing tide, and was taken to Padstow by pilots, the Life-boat assisting to tow her round.

NEW BRIGHTON.—Signal rockets indicating that the services of the Life-boat

were required, having been fired by the Light-vessel and Coastguard Station on the night of the 14th January, the No. 2 Life-boat *Henry Richardson* put off in tow of the Wallasey Ferry steamer *Crocus*, proceeded to the Crosby lightship and found the schooner *Thomas*, of Amlwch, bound for Liverpool with a cargo of timber, with two anchors down, drifting on to the Burbo Bank. The steamer took her in tow, and she was brought to New Brighton. The wind was blowing from S.W. to N.W., the weather was squally, and there was a heavy sea running at the time.

BRAUNTON AND APPLIEDORE, DEVON.—On the 11th of January, the ship *Penthesilea*, of Liverpool, manned by a crew of 30 hands all told, left Newport, Monmouthshire, laden with coal, for the Mauritius. She was towed down the Bristol Channel and clear of Lundy Island by the tug *Stormcock*. From the time the tug cast her off a succession of strong S.W. gales were encountered. Having lost several of her sails, the ship labouring heavily and making no headway, the captain determined on Sunday morning, the 19th of January, to seek shelter. He accordingly wore ship and sighted Lundy Island at 2 p.m. During the afternoon the weather became more dirty; heavy squalls of rain and sleet, accompanied at times with thick weather, were experienced. About 8.30 p.m., being doubtful of his position, the captain gave orders for the lead to be hove. Soundings were obtained in 15 fathoms. Very soon the ship bumped, it is supposed on the North Tail (the north side of Barnstaple Bar). All hands were at once ordered on deck, and directions were given for both anchors to be let go, and rockets were sent up and blue lights burned. Clearing the Tail, the ship was brought up by her anchors in Saunton Bay, at a distance variously estimated from a mile to two miles from the shore. During the night the port cable parted while the starboard one was being veered. She was seen, however, to be still riding to the remaining anchor, head to wind, which had veered from W.S.W. to W. and W.N.W. At 4 a.m. on the 20th it was noticed that the ship was dragging, due, no doubt, to the influence of the strong tide, which was now running with its full strength, and

at 4.30 she stranded in rather less than four fathoms of water, about three-quarters of a mile south of Down End Point. Between 6.30 and 7.30 the crew of 31 were landed in safety in two trips by the Braunton Life-boat *Robert and Catherine*. Her signals of distress made the preceding night at about 8.45 were at once seen and replied to from Braunton Lighthouse, from the signal station at Badsteps Life-boat, at Appledore, and from the coastguard stations at Croyde and Westward Ho! The sound signals to assemble the crew were fired as quickly as possible by the signalman, and the Appledore men mustered speedily at the Badsteps Life-boat House. That boat, the *Jane Hannah Macdonald*, was launched at 9.30 p.m., rapidly and successfully, in twelve minutes' time from the opening of the doors to the time she was afloat and away. It was now blowing a fresh gale from the W.S.W., the tide four hours ebb. A tremendous sea was encountered at the bar. The crew, however, toiled at their oars for three hours, succeeded in crossing the bar, obtained an offing, and approached close enough to the vessel to make her out and even to see the men. The Life-boat was now struck by a heavy sea, several oars were broken, and she was swept ashore by the young flood, then making, a mile to the North of the Braunton Life-boat House. The crew got back to Appledore at 1 o'clock in the morning, utterly exhausted with their efforts, but not discouraged, for as soon as they had obtained a change of clothing and taken a slight rest they started off again at 4 a.m. for Braunton, accompanied by Mr. FIELD, one of the Appledore Life-boat Committee, and arrived there at 4.30 a.m., just at the time the ship stranded. Mr. FIELD went to the Braunton Boat-house, and borrowed from the coxswain some oars to replace those broken, and a fresh attempt was made to launch the Badsteps boat, but without success. She was, therefore, abandoned, and the crew assisted during the remainder of the morning in launching the Braunton boat *Robert and Catherine*. Nothing could redound more highly to the credit of the Appledore men than the way in which the coxswain and crew of the Badsteps Life-boat did their work that night, showing as it did of what stuff the Appledore men are made. In the meanwhile the Braunton crew, who are also

drawn from Appledore, crossed the estuary with the second coxswain at 9.30 P.M., almost immediately after the launch of the other boat. On arrival at the boat-house the horses, which were already there, were harnessed to the carriage. The boat was taken into the water in preparation for launching, the crew being in their places. The second coxswain now asked WILLIAM JENKINS, an experienced pilot, to take charge of the boat while he looked after the preparations for launching. To this he assented. The acting-coxswain, perceiving that the ship was now riding to her anchor, head to wind, and that the young flood had begun to make, resolved not to launch, as it would be impossible to reach her pulling across the tide at such a distance from the shore, and that if he attempted to do so the boat would almost certainly be wrecked on the Downend Rocks. The boat was therefore taken away from the water, placed near the boat-house, and the horses put inside the house to shelter them from the weather. Those belonging to Braunton, four in number, were taken back to their stables, it being agreed with the owner that if they were required a signal should be made. A watch on the ship's movements was kept all night, and at four o'clock it was seen she was dragging. A signal was accordingly made for the Braunton horses, and steps were at once taken to launch the boat. At 6.30, or about 40 minutes after high water, the first trip to the vessel was made. Fourteen of the crew having been taken on board, the boat was backed in towards the shore and was kept afloat, while the passengers were passed out to the men on the beach (among whom was Mr. FIELD), who were up to their necks in water, and landed by them. The boat then made her second trip, and brought ashore the remainder of the men.

DORNOCH FIRTH AND EMBO.—Signals of distress having been seen on the evening of the 20th January, the Life-boat *Daisie* was launched, and found the *Come On*, an open fishing-boat belonging to Gardentown, Port of Banff, with a crew of six men, stranded on a bank at the entrance to Littleferry. Shortly after the Life-boat arrived the boat came afloat, but was carried on to another bank of a stony nature, placing her in great danger of

being knocked to pieces. With the help of the Life-boatmen she was, however, got out of danger, and as her crew were strangers to the locality and there were no lights to guide them, two of the Life-boat's crew were put on board and piloted them safely to port. The wind was blowing from the S.W., snow was falling heavily, and there was a heavy swell on the banks where the boat stranded.

SWANSEA.—The Life-boat *Wolverhampton* was launched at 2.15 P.M. on the 23rd January, in answer to a signal of distress from the barque *Ambassador*, of Aberdeen, bound from Cardiff to Rio with a cargo of coal, which had been in collision with another vessel and seriously damaged. At the master's request four of the Life-boatmen went on board the vessel and assisted to take her into Swansea docks. During the whole of the 26th January, a very heavy gale blew from the W.S.W., and a high sea was running. In the afternoon the barque *Ashlowe*, of and for St. John, N.B., from Cork, in ballast, was observed in distress by the Coast-guardman on duty on the Mumbles Hill, and he at once fired rockets as a signal for the Life-boat. At 4.20 the Life-boat *Wolverhampton* was launched and went to the vessel, which had parted her cable and stranded on a sandbank about two miles from the land; she, however, succeeded in getting off the bank, but was drifting rapidly in the direction of the beach on the eastern side of Swansea pier. The boat remained by her until she again struck the ground, when her crew, consisting of 11 men, were taken off to avoid the danger of being killed by the falling spars, or swept overboard by the very heavy seas which were breaking completely over the barque.

ABERYSTWITH.—On the 23rd January, while a whole gale from the S.W. was at its height, accompanied by a very heavy sea, the steamer *Ananda*, of Greenock, bound from Workington for Swansea with a cargo of pig-iron, was seen in a disabled state in the bay, and as she neared the shore it was observed that she was showing signals of distress. The Life-boat *Elizabeth Lloyd* was launched with great promptitude, notwithstanding the tremendous sea, and was pulled out by means of her hauling-off warp. Having

arrived at the end of the warp, the crew took to their oars and had a hard pull to get the boat sufficiently far out to hoist sail; but this being accomplished, sail was made. The wind, however, was dead ahead, rendering it necessary for the boat to tack several times, and causing her to occupy about two hours in reaching the ship, which was only about two and a half miles distant. The steamer, when about 15 miles off Bardsey Island, at 4.30 A.M., shipped a tremendous sea, which carried away her funnel and nearly all her bulwarks, disabling her so that she was unable to make any headway against the wind, and compelling her to drift in towards the land. It being unsafe for the crew of 12 men to remain on board, they were taken into the Life-boat and brought ashore.

DOUGLAS, ISLE OF MAN.—Early on the morning of the 25th January, the barque *Thorne*, of and from Liverpool, bound for Adelaide with a general cargo, which had been riding out the gale in the bay for two or three days, showed signals of distress. There was a strong S.S.W. gale, with rain, at the time, and the weather was thick and cold. Owing to the intense darkness, it was impossible to discern clearly whether more than one vessel was in distress, and therefore both the Life-boats at this station, the *Thomas Rose* and the *John Turner*, were despatched to the rescue at 3 A.M. The ship had dragged both her anchors, and stranded on the rocks at the western side of Onchan harbour; her two passengers and 16 of the vessel's crew, three others being ashore, took to their boat and were sighted by the *Thomas Rose* Life-boat near the broken surf on the rocks, and were fortunately rescued. They were placed on board the steam-tug *Manx King*, which had been engaged to assist the Life-boats, and were landed at the quay amidst the hearty cheers of the large crowd which had assembled.

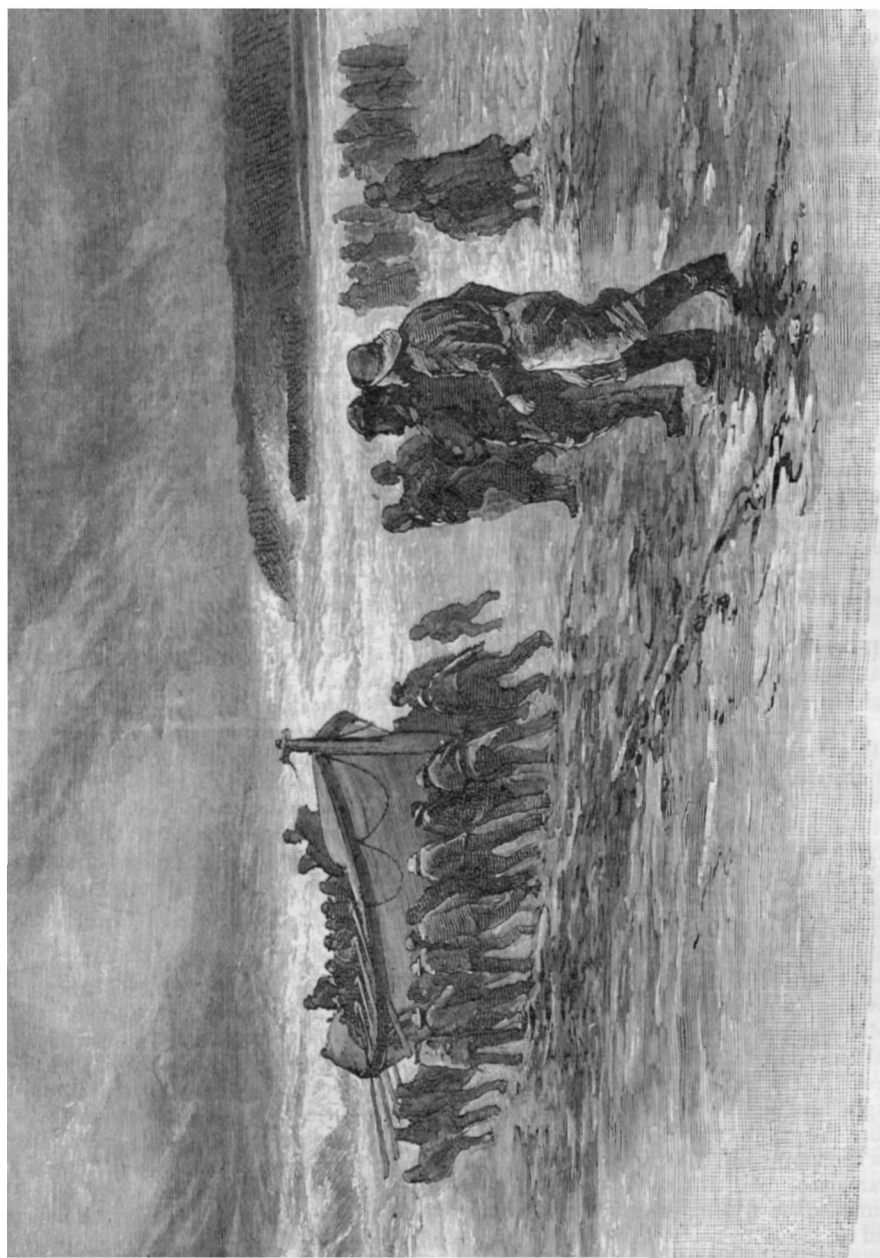
MOELFRE.—The schooner *Reaper*, of Dublin, bound from Wicklow for Garston, with a cargo of pit-wood, was caught in a gale from the S.W. on the morning of the 25th January, and was driven on the Dulas rocks. The Life-boat *Star of Hope* put off to her assistance at 8 o'clock, and remained by her until the tide rose, when

she came afloat. The boat's services being no longer required, she then returned to her station, arriving there at noon.

BARMOUTH.—On the 27th January, during thick weather and a strong N.W. wind, a small steamer signalled for a pilot, but the sea was too rough for an ordinary boat to cross the bar. The vessel was evidently a stranger, and if the wind had increased, serious consequences might have ensued to her. The Life-boat *Jones - Gibb* was therefore launched at 1.45 P.M., and found that she was the *Marie*, of Glasgow, bound from Harrington with a cargo of manganese for Pensarn, a small creek about seven miles N. of Barmouth. One of the Life-boat men was put on board to pilot her, but as it was too late for the tide, they made for St. Tndwells Roads, and returned to the creek on the following morning.

GORLESTON, SUFFOLK.—Signals having been fired by the Corton Light-vessel on the 11th February, the No. 1 Life-boat *Mark Lane* was launched at about 6.30 P.M., during a moderate gale and a rough sea. As the wind was blowing directly into the harbour, it became necessary to secure the services of the steam-tug *Conqueror*, which towed the Life-boat to the southern end of the Corton Sand, where the ketch *Arundel Castle*, of London, bound for Lynn with a cargo of superphosphate, and carrying a crew of five men, was found in a helpless condition and drifting towards the land. The Life-boat men fortunately succeeded in getting the tug's hawser to her before she struck, and she was safely towed into Yarmouth harbour.

HOLY ISLAND, NORTHUMBERLAND.—The No. 1 Life-boat *Grace Darling* was launched at noon on the 15th February to the assistance of the fishing-boats which were in danger, a strong wind and a very heavy sea having sprung up since they had gone to the fishing-grounds. Three boats had returned, the last one having a narrow escape in crossing the bar, and seven others were at sea, about four miles from the shore. The Life-boat went over the bar and guided each of the boats in turn into safety.



LAUNCHING THE LIFE-BOAT.

GOURDON, KINCARDINESHIRE.—The Life-boat *Young George Irlum* was launched at 1 P.M. on the 15th February, and remained afloat until the fishing-boats had safely returned to the harbour, whilst a fresh breeze was blowing from the E., and a heavy sea breaking across the harbour mouth.

On the 21st April, at 4 P.M., the Life-boat was launched in a strong S.S.W. wind and a heavy sea, and remained out three hours, rendering assistance to fishing-boats which had been overtaken by the storm.

On the 10th May the fishing-boats were again in much danger, in consequence of having been overtaken by stormy weather. The Life-boat put off to help them, and remained by them until they had entered the harbour. One boat, which arrived later than the others, was unable to effect an entrance, as the waves were breaking heavily at the harbour mouth; her crew of three men were therefore taken into the Life-boat and landed, their boat being brought in when the weather moderated.

HARTLEPOOL.—On the evening of the 15th February, during an E.N.E. wind, a high sea, and heavy rain, the ketch *Lizzie*, of and from Yarmouth for Sunderland with a cargo of flour and iron, in making for Hartlepool for shelter, struck on the Beacon Rocks. She soon afterwards drifted into deep water, but her rudder having become jammed, she was rendered unmanageable, and drove on to Middleton Beach. A tug and two cibles at once proceeded to her assistance; one of the cibles took the tug's heaving-line to the vessel, and by that means the vessel's tow-line was passed to the tug. The cable also put four men on board. About half-an-hour afterwards the tow-rope broke. The same cable again passed the tug's heaving-line to the vessel, and this time the tug's tow-line was made fast. As the storm and tide were making, the Hartlepool No. 3 Life-boat *Cyclist* was launched at 6 P.M., went to the vessel and remained by her until nearly 9 o'clock, when the second tow-rope broke, and the vessel drifting to leeward, filled, and sunk. The Life-boat, with much difficulty, went alongside the wreck and took from the rigging the crew, consisting of four men, and the four cable-men.

SOUTHEND, CANTYRE.—The Life-boat *John R. Ker* was launched at 10.30 P.M. on the 17th February, and remained by the s.s. *State of Georgia*, of Glasgow until two steamers arrived on the following morning and took her in tow, she having broken her shaft when some distance from the Island of Sanda. So strong was the tide that the Life-boat could not reach the vessel until 5.30 in the morning. In fact, the crew had the utmost difficulty in getting to the ship at all, and so much exhausted were they by the hard pulling necessitated, especially in rounding the island, that they had on one occasion to seek shelter, and on another they were driven back by the tide. They bravely persevered, however, in their attempt, and at last reached the vessel, which had been firing rockets during the night as signals of distress.

BUCKIE, BANFFSHIRE.—A strong gale sprung up from the N.E. on the 27th February, accompanied by a heavy sea which broke right across the entrance to Cluny harbour. A fishing-lugger, whilst coming in, was struck by one of the heavy seas and nearly driven to the back of the west pierhead and as two other luggers were seen making for the harbour, and the whole of the fishing fleet were at sea, it was considered desirable to have the Life-boat *James Sharpe* launched, in readiness to render any help that might be required. The boat put off at 5 P.M., and remained at the entrance of the harbour until all the fishing-boats were in safety.

HARWICH.—The Life-boat *Springwell* was launched at 4.30 P.M. on the 2nd March, and proceeded, in tow of the steam-tug *Harwich*, to the assistance of the schooner *Mary and Maria*, of and for Hull from London, laden with oil-cake, which had shown signals of distress whilst lying at anchor in Mill Bay, off Dovercourt, during a N.E. wind, stormy weather, and a heavy sea. On reaching her it was found that she was bumping heavily; six of the Life-boat men therefore boarded her, attached the tug's hawser to her, slipped both her anchors and chains, and towed her to Harwich, safely mooring her alongside the pier. She had a crew of three men.

UNITED STATES LIFE-SAVING
SERVICE.

THE United States Government have recently issued their report of their Life-Saving Service for the year ended the 30th June, 1888. From it we learn that at the close of the fiscal year in question there were 222 life-saving stations, 170 being on the Atlantic coast, 44 on the lakes, seven on the Pacific, and one at the Falls of the Ohio, Louisville, Kentucky. Within the previous twelve months there had been 411 disasters to vessels coming within the field of station operations. There were 3,653 persons on board these vessels, but happily only 12 of them perished. The number of vessels totally lost was 71, being a decrease of one as compared with the previous year. In addition there were, during the year reported on, 133 disasters to smaller craft, such as sail-boats, row-boats, &c., which had 297 persons on board, all of whom, excepting five, were saved. The total number of persons succoured at the stations was 743.

Besides the lives saved from vessels, the life-saving crews were instrumental in rescuing 37 persons who had fallen from wharves, &c., and would, had it not been for the prompt aid given, certainly have perished.

A careful investigation was held in each case where life was lost, resulting in every instance in proving that the men had discharged their duties gallantly and well.

The assistance rendered in saving vessels and cargoes was greater than ever before, and the general results of the year's operations are considered by the United States Government to have been the best yet obtained, the number of lives lost in proportion to the number of persons in jeopardy being less than in any previous year, viz., only one out of every 232, the smallest proportion hitherto obtained having been one out of every 222.

Various Life-boats which had been

submitted by inventors were carefully examined and tested by the authorities. These included the "Norton" Life-boat, but the committee appointed to carry out the experiments reported that none of the boats submitted could be recommended for adoption in the service. The "Norton" boat was stated to be, in some circumstances, useless for the purposes of a Life-boat, and not self-righting, although it claimed to be so.

JAPAN.

A LIFE-BOAT service much on the same lines as our own is now being established in this wonderful country under the patronage of one of the Royal Princes. For this purpose information has been sought from and gladly afforded by the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

MAN THE LIFE-BOAT.

(From *The New York Sailors' Magazine and Seamen's Friend*.)

Is it worth while to work for others? Is it worth something to save life? As the day broke, one fearfully stormy morning, a large barque ran on a bank of sand, eight miles from the British coast, and lay there at the mercy of the tempest, filling with water. She rapidly began to settle, the waves breaking fiercely over her. Her boats were knocked to pieces, her hatches stove in. Eighteen men were in the rigging, clinging to the shrouds of that sprung and broken foremast; the mainmast was gone. No hope was in their hearts, no help was nigh. But is there no hope, no help? They are seen from the shore. No sooner is the word passed, "A wreck! a wreck!" than the gallant boatmen spring to the beach. "Man the Life-boat!" Yes; but the waves are driving furiously in to the shore. "Man the Life-boat!" Yes; but the snow is drifting furiously in blinding squalls. "Man the Life-boat!" One by one the noble fellows take their places. Out they dash in the teeth of the gale.

"Oars out, my men. Steady! Oars out!" They are knee-deep in water. The waves beat upon them; they are drenched, and all but drowned. Yet how cheerfully they bend their backs to the ashen oars. "Hold on, every man of you!" Every man holds on to the thwart before him, whilst an immense wave rolls over, burying them fathoms deep. They rise and shake their locks. But where is the wreck? The weather is so thick they cannot see her. Now there is a break in the drift; there she lies, the starboard bow the only part of the hull visible. Are there any men in that tangled rigging? Yes, see! the rigging is full of them. "Now, steady, men, steady. Keep clear of the wreck. Steady! Ah, we have them now!" She lies alongside; and one by one the poor, half-drowned, half-frozen wretches drop into the boat, and out she drifts into the boiling sea. Amid the peril of the return, with the fierce waves hissing after them, how steadily they row. And now the lights break upon them from the shore, and soon the lookers out on the beach hail them, "Life-boat ahoy! Are they all safe?" "Ah, ay, every man safe." How they cheer! and the cheer is louder and more hearty than that which greets the champion boat in a race. And why? Because these men have saved human life. Are there no wrecks around us?—wrecks of genius, wrecks of intellect, wrecks of all that makes men noble? Man the Life-boat! Man the Life-boat, and save them! See how they are drifting. Helm gone! Compass gone. Man the Life-boat? See how they are dashed by the fierce waves upon the strand, wrecked and ruined. Man the Life-boat, and save them! And if so be that you help some poor struggling soul through this world's wickedness into the haven of peace and rest, cheer after cheer from human voices may never salute you; but the shining white-robed angels shall smile upon you, and God's approval shall crown your noble endeavour, and the souls you have saved shall be as stars for ever in the crown of your rejoicing.—JOHN B. GOUGH.

SUMMARY OF THE MEETINGS OF THE COMMITTEE.

THURSDAY, 9th January, 1890.

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 visits to the St. Mary's (Scilly Islands), Lizard, and Weston-super-Mare Life-boat Stations.

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

Northern District—Berwick-on-Tweed.
Eastern District—Donna Nook and Grimsby.
Western District—St. Mary's (Scilly Islands), Lizard, Weston-super-Mare, Braunton, Clovelly, Appledore (two boats), and Watchet.
Irish District—Rhoscelyn, Moelfre, Penmon, Bull Bay, Cemlyn, Cemaes, Orme's Head, Llanddulas, Rhyi (two boats), New Brighton (two boats), Southport (two boats), Lytham, St. Anne's (two boats), and Fleetwood.

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

	£	s.	d.
LICENSED VICTUALLERS LIFE-BOAT FUND, per E. GRIMWOOD, Esq., and A. L. ANNETT, Esq., in aid of support of <i>Licensed Victualler</i> Life-boat at Hunstanton	50	-	-
R. W. MAY, Esq., of Billingsgate, contents of contribution box	21	1	1
Collected in ST. MARGARET'S CHURCH, SHOTTISHAM, on Christmas Day, per the Rev. W. J. ANDREWS	2	3	9
—To be severally thanked.			

Also the receipt of 1000*l.* from the CIVIL SERVICE LIFE-BOAT FUND, per CHARLES DIBDIN, Esq., Honorary Secretary, for the endowment of the Douglas new Life-boat, the *Civil Service* No. 6. Also the sum of 42*l.*, to cover certain expenses incurred by the Institution during the past year in connection with the Civil Service Life-boats. The total sum thus contributed to the Institution by gentlemen in Her Majesty's Civil Service has been 12,293*l.* 13*s.*

Decided, that the best thanks of the Institution be conveyed to the contributors for the valuable assistance which they continue to render the Life-boat cause.

Also the receipt of the following legacies:—

	£	s.	d.
The late Miss M. A. CARTWRIGHT, of Bury St. Edmunds	640	1	4
The late Mrs. LOUISA ROBINSON, of Great Cumberland Street	65	-	-

	£	s.	d.
The late WILLIAM LAW, Esq., of Hunwick	50	-	-
The late H. B. MORTON, Esq., of Sandgate	50	-	-

Deep regret was expressed at the death of Major WEBB, who had for seven years held the office of Honorary Secretary of the Kingsgate Branch of the Institution, and it was decided to send a letter of sympathy to his family.

The Committee specially recognised the good services rendered by Mr. THOMAS MORRIS on his resigning the post of second coxswain of the *St. David's Life-boat*, which he had held for ten years.

Decided that, as suggested by the Committee of the Holyhead Branch of the Institution, a Life-boat station be formed at Porth Rhufydd, near Holyhead.

Voted the thanks of the Committee to CHARLES CHAPPELL, Esq., of Northam, in recognition of his kindness in presenting to the Institution the freehold of the site on which the Appledore (Badsteps) new Life-boat house had lately been erected.

Reported that the Margate and Moray Firth Life-boats had been altered, fitted with modern improvements, and returned to their respective stations.

Paid 7,030l. 10s. 2d. for sundry charges on various Life-boat establishments.

Voted 138l. 15s. 6d. to pay the expenses of the Newbiggin, *St. Anne's* No. 2, Burry Port, Moelfre, Girvan, Greencastle, Palling No. 2, and Boulmer Life-boats in rendering the following services:—

	Lives saved.
Brig <i>Janet</i> , of Peterhead	8
Schooner <i>Velin-helt</i> , of Carnarvon. Remained by vessel.	
S.S. <i>Clutha</i> , of Middlesbrough. Rendered assistance.	
Schooner <i>Isa</i> , of Inverness	4
Smacks <i>Border Queen</i> and <i>Jane</i> , of Annan. Remained by vessels.	
Schooner <i>Cwm Avon</i> , of Swansea	4
Brig <i>Londesborough</i> , of Faversham	6
Smack <i>Effort</i> , of Berwick	2

The North Deal, Dunmore East, Cresswell and Staithes Life-boats rendered the following services:—Barque *Mandalay*, of Glasgow, assisted to save vessel and crew, 16; ketch, *Queen of Youghal*, of Youghal, saved vessel and 2; s.s. *Cerdic*, of Newcastle-on-Tyne, rendered assistance; steamer *Ringwood*, rendered assistance.

(Details of these services are furnished on pages 285-286 of the Annual Report.)

Voted 222l. 15s. to pay the expenses of the Southend (Cantyre), Walmer, Broadstairs, Lytham, Rhoscolyn, Holyhead, North Deal, Kessingland No. 1, Ramsey and Balcary Life-boats in assembling their crews or putting off to the assistance of vessels which did not eventually need their services.

The Ramsgate Life-boat was taken out on two occasions, but her services were not required.

Voted the Silver Medal of the Institution,

accompanied by a copy of the vote inscribed on vellum, and 3l. each, to Mr. WILLIAM OWEN and Mr. GEORGE JONES, in recognition of their gallant services in putting off three times in a boat, and, at great risk, rescuing, on the second occasion, three of the crew of the barque *Tenby Castle*, of Liverpool, which was wrecked in Carnarvon Bay during a strong S.W. breeze and a heavy sea, on the night of the 17th December. The Silver Medal, a copy of the vote, and 2l. each were also awarded to Mr. JOHN ROBERTS and Mr. JOHN MORRIS, who went out in the boat twice and assisted to save the lives. The Second Service Clasp was voted to Mr. J. O. WILLIAMS, Chief Officer of H.M. Coastguard at Holyhead, and Hon. Secretary of the Institution's branch at that port, who went in the boat on her final launch to attempt to save others of the shipwrecked crew; 1l. each was also awarded to three other men who went out once in the boat.

Also 6l. to eight men, for saving the gig *William Paul*, of St. Ives, and her crew of four men, which was upset by a heavy sea in St. Ives Bay, on the 18th December.

Also 4l. 10s. to six men, for putting off in two boats and rescuing four men whose boat had been capsized in Oban Bay, on a dark night in September last.

Also 4l. to four men, for rescuing the crew of three men of the schooner *Ann*, of Liverpool, who had taken to their boat, their vessel having foundered off the Isle of Man during a strong S.S.W. gale and a very heavy sea, on the morning of the 13th December.

Also 2l. to THOMAS GOYMER and GEORGE GOLDBACK, for saving two men whose boat had been capsized off Deal, during a strong S.W. breeze and a rough sea, on the 9th December.

Also 7s. 6d. to EDWARD PEART, for rescuing four persons whose boat had been capsized off Starcross, Devonshire, during squally weather and a smooth sea, on the 18th December.

THURSDAY, 13th February.

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 Appledore Station.

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

Northern District—Troon, North Berwick, Stonehaven, Newburgh, Port Erroll, Whitelink Bay, Fraserburgh, Peterhead, Buckie, Banff, Lossiemouth, Moray Firth, Boulmer, Newbiggin, Cresswell, Blyth (two boats), St. Andrews, Montrose (two boats), Hauxley, North Sunderland, Bamburgh Castle and Holy Island (two boats).

Eastern District—North Deal, Walmer,

Broadstairs, Ramsgate, Dover, Southend (two boats), Hythe, Margate, Pakefield, Winterton (two boats), New Romney, Lydd, Rye and Winchelsea.

Western District — Burnham, Dartmouth, Brixham, Torquay, Teignmouth, Salcombe, Plymouth, Yealm River, Hope Cove and Exmouth.

Irish District—Fleetwood, Blackpool, Piel, Seascale, Whitehaven, Workington, Maryport, Silloth, Skerries, Balbriggan, Howth, Poolbeg, Greystones, Wicklow, Arklow, Kingstown, Blackrock and Giles' Quay.

It was reported that His Royal Highness PRINCE GEORGE OF WALES had consented to become a Vice-Patron of the Institution and the Committee expressed the greatest satisfaction at this announcement.

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

	£	s.	d.
FREDERICK A. DU CROZ, Esq. (consols)	1000	-	-
"M.P." "A." and "E.I." balance of gift for <i>Brothers Life-boat at Redcar</i>	100	-	-
Trustees of the late WILLIAM THORNGATE, Esq., annual subscription	80	-	-
Baron C. H. VON ROEMER	25	-	-
Madame M. E. DE SCHWARTZ	12	10	-
Ditto in aid of Widows and Orphans of Life-boatmen killed on duty	12	10	-
ST. MICHAEL'S, PADDINGTON, LIFE-BOAT FUND, per the Rev. G. F. PRESCOTT (additional)	22	13	6
Readers of <i>The Christian</i> , per Messrs. MORGAN and SCOTT	18	17	-
Collected in ELYETHAM PARISH CHURCH on Christmas Day, per the Rev. W. GILL	7	-	-
Offertory at ADDERLEY PARISH CHURCH, Market Drayton, per the Rev. A. CORBET	4	14	-
Offertory at SAUL CHURCH, STONEHOUSE, GLOUCESTER, per the Rev. R. HALL	3	5	8
Officers and crew of the s.s. <i>Gwalia</i> , of Cardiff, per Captain A. MEAD	2	-	-
Proceeds of a concert on board the s.s. <i>Warwick Castle</i> , per R. HALDANE COOK, Esq.	2	-	-
Ward Room Officers of H.M.S. <i>Griffon</i> , per Lieut. TIPPINGE, R.N.	2	-	-
"A LABOURING MAN"	-	1	-
—To be severally thanked.			

Also the receipt of the following legacies:—

	£	s.	d.
The late Mrs. E. H. G. EDEN, of Eaton Square	500	-	-
The late JOHN UNDERWOOD, Esq., of Norwich	100	-	-
The late Mrs. E. F. SCOTT, of Penguin Road, South Kensington	-	18	11
Voted the thanks of the Committee to Captain C. SQUIRE, J. P. FAICHNEY, Esq., H. M. GARDNER, Esq., and Mr. JAMES MORRISON, in recognition of their past valuable services as Honorary Secretaries respectively of the Exmouth, Llan-			

ddulas, Ilfracombe and Morthoe, and Peel Branches of the Institution.

The Committee also specially recognised the good services rendered by Mr. THOMAS BROWN, who had just resigned the post of coxswain of the Cresswell Life-boat, which he had held for fifteen years. In that period the Life-boat had saved thirty-three lives from various wrecks.

Admiral H. D. HICKLEY, Chairman of the Plymouth Branch of the Institution, attended before the Committee to present a memorial and correspondence on behalf of the Plymouth Committee, and those of 183 other branches, asking that the Parent Committee should endeavour to induce the Government to establish a system of telegraphic and telephonic communication between coastguard stations, shore lighthouses, and Life-boat stations on the salient points on the coasts of the United Kingdom.

Admiral HICKLEY was informed by the Chairman of the Institution, on behalf of the Committee, that the matter should receive careful attention, and it was resolved that it should be taken into consideration at the March meeting of the Finance and Correspondence Sub-Committee, with a view to the appointment of a Special Sub-Committee.

Reported the transmission to their stations of the Winterton No. 2 and Valentia new Life-boats.

Paid 8,653l. 1s. 5d. for sundry charges on various Life-boat establishments.

Voted 273l. 4s. 10d. to pay the expenses of the Dunmore East, Caister No. 2, Montrose No. 1, Llanddulas, Newhaven, Padstow, Ramsey, Newbiggin, Braunton, Dornoch, Swansea, Aberystwith, Douglas No. 1 and Moelfre Life-boats in rendering the following services:—

	Lives saved.
Steamer <i>Torredon</i> , of Glasgow	6
Brig <i>Primrose</i> , of Folkestone. Remained by vessel.	
Fishing-jawl <i>Ebenezer</i> . Rendered assistance.	
Yacht <i>Blue Rock</i> , of New Brighton	1
Barque <i>Whinlather</i> , of Liverpool. Remained by vessel.	
Ketch <i>Charles Francis</i> , of Plymouth. Remained by vessel.	
Cutter <i>Zealot</i> , of Peel	1
Schooner <i>W.M.J.</i> , of Briton Ferry	4
Cutter <i>Otter</i> , of Port St. Mary	4
Lugger <i>Hamilton</i> , of Ramsey	3
Fishing-cobles of Newbiggin. Remained in attendance.	
Ship <i>Penthesilea</i> , of Liverpool	31
Fishing-boat <i>Come On</i> , of Gardenstown, Banff, saved vessel and	6
Barque <i>Ashlowe</i> , of St. John, N.B.	11
S.S. <i>Ananda</i> , of Greenock	12
Barque <i>Thorne</i> , of Liverpool	18
Schooner <i>Reaper</i> , of Dublin. Remained by vessel.	

The Swansea and Barmouth Life-boats respectively rendered assistance to the barque *Ambassador*, of Aberdeen, and steamer *Marie*, of Glasgow.

(Particulars of these services will be found on pages 399-404.)

Voted also 440*l.* 18*s.* 9*d.* to pay the expenses of the Pethard, Margate, Winterton No. 2, New Brighton No. 2, Ardmore, Clovelly, Ilfracombe, Appledore No. 2, Peterhead, Gorleston No. 1, Abersoch, Southwold No. 1, Montrose Nos. 1 and 2, North Berwick, Lowestoft No. 2, Sennen Cove, New Romney, Tolland Bay, Caister Nos. 1 and 2 and Palling No. 2 Life-boats in assembling their crews or putting off on occasions when their services were not ultimately required.

Voted 5*l.* to one of the crew of the Dunmore East Life-boat, who was injured while on service in the Life-boat on the 8th January, and was thereby incapacitated from work for a time.

Voted the Third Service Clasp of the Institution and 25*l.* to Mr. WILLIAM WHARRIER, who had lately retired from the post of Engineer of the Ramsgate Harbour Steam-tugs. He had held the position forty-four years, and during that period he had been in charge of the engines on all occasions when the tugs had been out with the Life-boat.

Also the thanks of the Institution to Mr. JAMES MARTIN, Mr. WILLIAM TEARE, and Mr. DANIEL TEARE, and 2*l.* to four other men, for wading into the sea and rescuing, by means of ropes, the crew of four men of the schooner *James Williamson*, of Lancaster, which had stranded at Andreas, Isle of Man, in a moderate gale and heavy sea, on the 24th December last.

Also 11*l.* to twenty-two men, for putting off in three boats to the assistance of the s.s. *Arbutus*, of Dundee, which stranded on the Goldstone Rock, Holy Island, during squally weather, on the morning of the 17th January. The vessel's two boats were found by two of the shore-boats, and were towed safely to land.

Also 3*l.* to three men, for putting off in a boat from Swanage, Dorset, and saving the crew of two men of the *Friends' Goodwill*, of Lymington, which was wrecked off Ballard Point during a N.E. gale and a rough sea on the 28th January.

Also 1*l.* 17*s.* 6*d.* to five men, for putting off in three boats and saving the crew of three men of the fishing-boat *Kate*, of Tayport, which had been capsized at the mouth of Broughty Ferry Harbour, during a strong gale from the S.S.W. and a heavy sea on the 14th January.

Also 1*l.* 15*s.* to seven men, for saving the crew of seven men of the fishing-boat *Friends*, of Howth, which sunk off Howth in a strong breeze and a very heavy sea, on the 16th January.

Also 1*l.* 5*s.* to the crew of the steam-tug *Imperial*, for putting out from Lowestoft Harbour and rescuing two men from a boat which had capsized while boarding H.M. steam-tug *Locust*, during a smart breeze and a choppy sea on the 7th December last.

Also 10*s.* to a man for rescuing another man who had fallen overboard while fishing off Bucks, Devonshire, during a moderate E. breeze and a rough sea on the 6th February.

Also 3*l.* 10*s.* to fourteen men, for saving, by means of ropes, the boat *Louisa Sequah*, with one man on board, which was sinking off Pakefield in a rough sea on the 7th February.

THURSDAY, 13th March.

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

Read and confirmed the minutes of the previous meeting.

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

Read the reports of the Deputy Chief Inspector of Life-boats on his recent visits to the Port of Ness and Stromness.

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

Northern District—Girvan, Ballantrae, Kirkcudbright, Port Logan, Port Patrick, Whithorn, Balcarry, Arbroath, Anstruther, Eyemouth and Stornoway.

Eastern District—Totland Bay, Kingsgate, Hastings, Eastbourne, Newhaven, Brighton, Withernsea, Hornsea, Bridlington Quay, Barmston, Flamborough (two boats), Filey, Scarborough, Robin Hood's Bay, Uppang, Whitby (two boats) and Runswick.

Western District—Weymouth, Jersey (St. Helier's), Guernsey (St. Peter's Port), Sidmouth, Lyme Regis, Penarth and Porthcawl.

Irish District—Drogheda (two boats), Courtown, Cahore, Balbriggan, Carnsore, Kilmore, Wexford (two boats), Fethard, Dunmore, Traamore, Dungarvan, Ardmore, Youghal, Ballycotton and Queenstown.

Decided, that a Special Sub-Committee be appointed to inquire into and report on the question of placing Life-boat Stations in telegraphic and telephonic communication with Light-houses, Coastguard Stations, and Lloyd's Signal Stations, and as to the advantages (if any), likely to accrue to the Life-boat Service should any such system be adopted.

That such Sub-Committee be formed by the following eight Members of Committee, three to form a quorum:—

Admiral LORD ALCESTER, G.C.B.
Sir EDWARD BIRKBECK, Bart., M.P.
L. T. CAVE, Esq.
Colonel FITZROY CLAYTON.
Admiral Sir JOHN CORBETT, K.C.B.
ROBERT U. PENROSE FITZGERALD, Esq., M.P.
Sir CHARLES PALMER, Bart., M.P.
Admiral Sir AUGUSTUS PHILLIMORE, K.C.B.

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

	£	s.	d.
HER MOST GRACIOUS MAJESTY THE			
QUEEN (Annual Subscription)	50	-	-
The Hon. A. G. TOLLEMACHE	50	-	-
Mrs. MARIAN SMITH	50	-	-
R. A. B. PRESTON, Esq. (Annual			
Subscription in aid of Cornish			
Life-boats).	50	-	-
JOSEPH STRAKER, Esq.	21	-	-
E. A. HANKEY, Esq.	20	-	-

	£	s.	d.
Offertory on board H.M.S. <i>Boadicea</i> , per the Rev. J. M. CLARKSON, R.N.	3	10	8
Collected by the Teachers and Scholars of LINDEN GROVE SUN- DAY SCHOOL, per Mr. W. E. WATSON	3	4	10
Collected in SHIPLEY CONGREGA- TIONAL CHURCH SUNDAY SCHOOL, per Mr. S. D. PICKARD	2	3	6
—To be severally thanked.			

Also the receipt of the following legacies:—

The late THOMAS HEWES, Esq., of Romford Road.	468	17	11
The late JOHN WILD, Esq., of Grove Road, Clapham Park. . .	450	-	-

Deep regret was expressed at the death of Mr. H. J. HIXSON, who had been the esteemed Honorary Secretary of the Swanage Branch of the Institution for fifteen years.

Voted the thanks of the Committee to the Rev. E. HEWLETT, M.A., MICHAEL WILLAN, Esq., and Mr. W. H. COLBECK, who had just resigned the office of Honorary Secretary, respectively, of the Manchester, Preston and Skegness Branches of the Institution, which they had filled with much advantage to the Life-boat cause for many years.

The Committee also specially recognized the valuable services of the following gentlemen as Honorary Secretaries of various branches of the Institution for many years past:—E. T. BASS, Esq., J.P., Lydd; Lieutenant-General BRUCE, C.B., Dover; Captain CARRÉ, R.N., Guernsey; QUINTIN COCHRANE, Esq., Port Logan; H. T. DONALDSON, Esq., Moray Firth; GERARD ELKINGTON, Esq., J.P., Llanelly and Burry Port; J. F. FARRELL, Esq., Dundalk; R. L. LLOYD, Esq., Newton Abbott; ROBERT McCOWEN, Esq., Tralee Bay; JAMES McMULDROW, Esq., Kirkcudbright; Mr. T. G. PEARSON, Saltburn; and G. M. SUTHERLAND, Esq., Ackergill.

Reported the transmission to their Stations of the Holyhead No. 2, and Shoreham new Life-boats.

Also that the Cloughy Bay Life-boat had been altered and fitted with all modern improvements and returned to its Station.

Paid 6,136l. 19s. 1d. for sundry charges on various Life-boat Establishments.

Voted 65l. 19s. to pay the expenses of the Holy Island No. 1, Hartlepool No. 3, South-end (Cantyre), Montrose No. 1 and Buckie Life-boats, in rendering the following services:—

Seven fishing-boats of Holy Island. Ren- dered assistance.	Lives saved.
Ketch <i>Lizzie</i> , of Great Yarmouth	8
a.s. <i>State of Georgia</i> , of Glasgow. Remain- ed by vessel.	
Fishing-boats <i>Sarah</i> and <i>Silver Eagle</i> . Rendered assistance.	
Fishing-boats of Buckie. Remained in attendance.	
The Gorleston No. 1 Life-boat assisted to	

save the ketch *Arundel Castle*, of London, and her crew of 5 men, and the Harwich Life-boat assisted to save the schooner *Mary and Maria*, of Hull, and her crew of 3 men.

(Accounts of these services are given on pages 399-406.)

Voted 231l. 11s. to pay the expenses of the Lowestoft No. 2, Caister Nos. 1 and 2, Port Logan, Penmon, Scarborough, Walmer, Bridlington Quay, Arbroath, Port Patrick, Aldborough, Carnsore, Palling Nos. 1 and 2, Harwich and Hasborough Life-boats, in assembling their crews or putting off in reply to signals, their services not being ultimately required.

Voted 24l. to twenty-four men for putting off in two cobsles with the view of rendering assistance to a vessel which was reported to be in distress, about 6 miles N.E. of Flamborough Head during a breeze from the S.W. and a moderate sea, on the night of the 30th November last. They were, however, unable to find any vessel requiring assistance.

Also 5l. to five men for putting off in a boat and saving the crew, consisting of six men, of the fishing-boat *Kite*, who had taken to their small boat when their vessel was drifting on the rocks at Mousehole, near Penzance, during a whole gale from the S.W. to N.E., and a very heavy swell on the night of the 28th January.

Also 2l. to four men for putting off in the Coastguard boat at Castello Bay Station, Co. Galway, and saving the crew of two men of the hooker *Columb Rill*, which had struck on a rock and sunk, in a fresh breeze from the S.S.W., and a heavy ground swell, on the 29th January.

Also 1l. 17s. 6d. to five men for saving, by means of a rope, the crew of three men from the smack *Rose*, of Milford, which had been run ashore at Carnsore during a strong S.S.E. breeze, and a heavy sea on the 19th February.

Also 1l. 10s. to the coxswain of the Arbroath Life-boat, who was injured while on service in the Life-boat on the 17th February.

SATURDAY, 15th March.

The Annual General Meeting of the friends and supporters of the ROYAL NATIONAL LIFE-BOAT INSTITUTION took place this day at Princes' Hall, Piccadilly, His Grace the DUKE OF FIFE, K.T., in the Chair.

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

The meeting was also addressed by the Right Hon. LORD SALTOUN; the Most Hon. the MARQUIS OF ORMONDE, K.P.; THOMAS SUTHERLAND, Esq., M.P., Chairman of the Peninsular and Oriental Steam Navigation Company; the Right Hon. the EARL OF CALEDON; Admiral

the Right Hon. the EARL OF CLANWILLIAM, K.C.B., K.C.M.G.; Sir EDWARD BIRKBECK, Bart., M.P., V.P., Chairman of the Institution; and Colonel FRIZROY CLAYTON, V.P., Deputy-Chairman.

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

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

THURSDAY, 3rd April.

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

Read and confirmed the Minutes of the previous meeting.

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

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

Read the report of the Deputy Chief Inspector of Life-boats on his recent visits to Holyhead, Porth Rhufydd, and Huna.

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

Northern District—Huna, Stromness, Dornoch, Thurso, Ackergill and Johnshaven.

Eastern District—Staithes, Worthing, Shoreham, Swanage, Poole, Kimeridge, Littlehampton, Selsey and Hayling Island.

Western District—Swansea, Port Eynon, Ferryside (Carmarthen Bay), Burry Port, Tenby and Milford.

Irish District—Courtmacsherry, Valentia and Tralee.

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

	£	s.	d.
"A Friend," per His Grace the DUKE OF FIFE, K.T.	500	-	-
ELEANOR E. WADE, additional	50	-	-
Collected by "Chico," additional . .	3	-	-
Contents of Contribution boxes at Annual Meeting of the Institution	18	10	-
Collected by Miss DUTTON's Champion St. Bernard "Grace," in aid of Port Isaac Station, per T. DUERDIN DUTTON, Esq., additional	9	13	7

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late T. W. WING, Esq., of Hove	1,000	-	-
The late Miss MARY LOOKITT, of Macclesfield	100	-	-
The late JAMES BLACK, Esq., of Glasgow	100	-	-
The late R. B. MARTIN, Esq., of Sydenham Hill	19	19	-

Voted the thanks of the Committee to J. P. THOMAS, Esq., Captain WILLIAM DAVIES and J. G. ROBINSON, Esq., in recognition of their past valuable services while holding the office, respectively, of Honorary Secretary of the Porthleven, Newport (Pembrokeshire), and Durham Branches of the Institution.

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

Also that the Port Patrick Life-boat had been altered and fitted with all modern improvements and returned to its Station.

Paid 3.258l. 4s. for sundry charges on various Life-boat Establishments.

Voted 38l. 6s. to pay the expenses of the Shoreham and Rhosneigr Life-boats in rendering the following services:—

Cutter <i>Eaglet</i> , of Ramsgate. Remained by vessel.	Lives saved.
Barque <i>Pasteur</i> , of Arendal	10

The Hauxley, Winterton No. 2 and Palling No. 2 Life-boats also rendered the following services:—

s.s. *Hayle*, of Aberdeen, rendered assistance, and s.s. *Circassian Prince*, of Newcastle, assisted to save vessel and landed 22 of her crew.

Voted 128l. 3s. 6d. to pay the expenses of the Porthdinllaen, North Sunderland, Thorpeness, Caister No. 2, Cemlyn, Cemaes and Kingsdowne Life-boats in assembling their crews or putting off to the assistance of vessels not ultimately requiring their services.

Also 5l. to five men for putting off in a yawl, which had to be dragged a quarter of a mile along the shore to an advantageous position for launching, and rescuing the crew of three men from the fishing-boat *Sweet Home*, of Stornoway, which was in danger off that port during a gale of wind and a heavy sea on the night of the 10th March.

Also 2l. to two men for putting off in a coast-guard boat and rescuing the crew of three men of the barge *Dewdrop*, of Portsmouth, which had foundered in Langston Harbour, Hampshire, in a moderate gale from the S.W. and a rough sea, on the night of the 4th January.

THURSDAY, 8th May.

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—Campbeltown, Southend,

Ardrossan, Kildonan, Crail, Gourdon, Montrose No. 3, Berwick-on-Tweed, Dunbar, Irvine, Broughty Ferry, Buddon Ness, Ayr, Middlesbrough, Redcar, Saltburn, West Hartlepool No. 2, Seaham, Whitburn and Tynemouth No. 1.

Eastern District—Southsea, Bembridge, Brighstone Grange, Brooke, Broadstairs and Brighton.

Western District—Littlehaven, St. David's, Fishguard (two boats), Newport (Pembrokeshire), Cardigan, Llanaelhaiarn, Porthdinllaen, Abersoch, Portmadoc, Barmouth, Aberdovey, Aberystruth and Newquay (Cardiganshire).

Irish District—Douglas (two boats), Castletown, Port Erin, Peel, Ramsey, Rhyl (two boats), Llanddulas, Orme's Head, Llanddwyyn, Rhosneigir, Holyhead (two boats), Rhoscolyn, Cemlyn, Cemaes, Bull Bay, Moelfre and Penmon.

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

	£	s.	d.
A FRIEND, to defray the cost of the Carnsore new Life-boat . . .	700	-	-
Miss DIXON	25	-	-
Proceeds of Annual Offertory at ROSSALL SCHOOL CHAPEL, per the Rev. C. C. Tancook	6	1	6
—To be severally thanked.			

Also the receipt of the following legacies:—

	£	s.	d.
The late Miss LUCY TARGETT, of Kentish Town (on account) . . .	1,800	-	-
The late PHILIP FALK, Esq., of Kensington Palace Gardens . . .	50	-	-
The late Miss LOUISA CHILDERS, of Doncaster	20	-	-
The late Mrs. ANNIE BROWNE, of Dover	10	10	-

Voted the thanks of the Committee to HENRY PATTISON, Esq., in acknowledgment of his long and valuable co-operation during the period in which he occupied the office of Honorary Secretary of the Milford Haven Branch of the Institution.

The Committee received a very satisfactory report of the experiments with oil carried out in fishing-boats for the purpose of smoothing troubled waters by the ROYAL NATIONAL LIFE-BOAT INSTITUTION, in conjunction with the NATIONAL SEA FISHERIES PROTECTION ASSOCIATION.

Reported the transmission to their stations of the St. Mary's (Scilly), Queenstown No. 2 and Douglas No. 2 new Life-boats.

Also that the Ramsey and Newcastle (Dun-drum) Life-boats had been altered and improved and returned to their stations.

Paid 1,925*l.* 11*s.* 3*d.* for sundry charges on various Life-boat Establishments.

Voted 218*l.* 2*s.* 6*d.* to pay the expenses of the

Gourdon, Brighstone Grange, Skegness, Aldborough, Teignmouth, Montrose Nos. 1 and 2, Caister No. 1, Newhaven and St. Mary's, Scilly Life-boats in rendering the following services:—

	Lives saved.
Gourdon fishing-boats. Rendered assistance.	
Schooner <i>Dizzy Dunlop</i> , of Portmadoc . . .	2
Schooner <i>Cabocceer</i> , of Chester	4
Sloop <i>Watson</i> , of Goole	4
Barque <i>Rock City</i>	13
Galliot <i>Catharina</i> , of Emden	2
Montrose fishing-boats. Rendered assistance.	
Dandy <i>Boy Ernest</i> , of Great Yarmouth . .	6
Ship <i>Polynesia</i> , of Hamburg	16
Brigantine <i>Antres</i> , of Nantes. Assisted to save vessel and crew	6

The Winterton No. 2 Life-boat assisted to save the derelict s.s. *Golden Horn*, of South Shields.

Voted also 161*l.* 7*s.* to pay the expenses of the Cemlyn, Winterton No. 2, Tynemouth No. 2, Saltburn, Newbiggin, Felling No. 2, Caister No. 2, Brancaster, Gorleston No. 1, North Berwick, Porthleven, Mullion, Hythe and Margate Life-boats in assembling their crews or putting off in reply to signals on occasions when their help was not eventually needed.

Also 2*l.* 10*s.* to one of the crew of the Aldborough Life-boat, who was hurt whilst assisting in the boat to rescue a shipwrecked crew on the 8th April.

Also 25*l.* to the widow of one of the crew of the Brancaster Life-boat, who died from an illness occasioned by hurrying to take his place in the boat to proceed to the assistance of a vessel in distress on the 17th April.

Also the Silver Medal of the Institution, and a copy of the vote, inscribed on vellum, to Mr. HENRY HUTCHINSON, for saving life at Bridlington Quay, Yorkshire, during a gale of wind from the N. and a moderate sea, on the 7th April. He picked up a rowing-boat, which was unable to return to the harbour against the wind, taking her six occupants into his own coble, and towing the boat astern. Soon afterwards, a coble was seen to capsize, and Hutchinson at once lowered his sail, got into the boat he was towing, rowed to the capsized boat, and rescued her crew, consisting of two men. He then returned to his own boat, and brought all the rescued persons safely into harbour.

Also the thanks of the Institution, inscribed on vellum, to Mr. A. J. CROSSMAN, and thanks and 1*l.* to Mr. JAMES SIMS, in recognition of their gallantry in putting off twice in a boat, and at great risk (Crossman being twice thrown out of the boat), saving a man who was clinging to one of the pillars of the pier at Weston-super-Mare, his boat having been capsized and her.

other occupant drowned during half a gale of wind from the W.S.W., a very high sea, heavy rain, and intense darkness on the night of the 4th March.

Also thanks to two other persons who went in the boat on the first occasion.

Also 3l. 10s. to seven fishermen for putting off in a coble and rescuing five persons from a dog-cart, which had been carried away by the tide while crossing from Holy Island to the mainland during a gale of wind from the north on the 8th April.

Also 2l. 5s. to four men for putting off in a boat and rescuing two men from the boat *St. Patrick* of Galway, which had sunk off Bally-

dangan, co. Galway, in a strong S. breeze and a heavy sea, on the 16th January.

Also 2l. to four men for putting off in a boat and saving a man belonging to the yawl *Brothers*, of Montrose, which had sunk off that port during a heavy squall, on the 7th April. The other occupant of the boat was unhappily drowned, his body being picked up by the salvors.

Also 1l. 10s. to three men for saving, by means of a line, six persons from a boat which was in danger, off Lowestoft, during a gale of wind and a heavy sea, on the 8th April.

Also 1l. to two men for putting off in a boat and saving two men from a boat which was disabled off Portobello, in a strong W. gale and a heavy sea, on the 29th March.

AN APPEAL FOR HELP.

Let our thoughts and tender feelings

Wander o'er the main,

To the dying sailors crying

"Help!" "Oh, help!" in vain.

Who can save the mother's treasure

Clinging to the mast?

Who can hear that voice, "Oh, save me!"

'Midst the stormy blast?

Landsmen, stretch your arms of mercy

To yon far-off cry.

Who can see a shipwrecked brother,

And him, help deny?

Strewn along our shores, are lying

Wrecks, and helpless men.

Oh! it is a tale most thrilling,

Tale most sad to pen!

Noble hearts would fain have saved them,

And their strength have spent.

Loving hearts know not the story

Of the sad event.

Anxious ears are daily list'ning

For some welcome voice,

And for manly footsteps treading,

Making home rejoice.

Hopeful eyes are daily watching

For some happy smiles;—

Oh! how Hope is ever waiting,

Oh! how Hope beguiles!

Who can perforate the darkness

Of that gloomy scene?

Who can tell the wife, the mother,

What's behind the screen?

* * * * *

Can sweet slumber, so inviting,

With its visions, light,

Close our ears, when storms are raging,

In the dead of night?

MARY BRYNING.

MILLOM,

December, 1889.

NOTICE.

The next number of the LIFE-BOAT JOURNAL will be published on the 1st November next.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patron—Her Most Gracious Majesty the Queen.

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

Number of Lives rescued by Life-boats, in addition to		£.	s.	d.
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 and Clasps	6	...	...	...
Binocular Glasses	10	...	...	...
Aneroid Barometers	1	...	...	...
Votes of Thanks on Vellum	25	...	...	...
Certificates of Service	8	...	...	...
Total	50 627	£5,103	11	-

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 296 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 35,051: for which services 97 Gold Medals, 1028 Silver Medals and Clasps, 184 Binocular Glasses, 15 Telescopes, 3 Aneroid Barometers, 1,272 Votes of Thanks, inscribed on vellum and framed, 9 Certificates of Service framed, and £110,500 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. HERBERT, FARQUHAR, and Co., 16 St. James's Street; MESSRS. HOARE, 37 Fleet Street, London; and by all the other Bankers in the United Kingdom.—August 1st, 1890.