

THE LIFE-BOAT.

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THE FIRST STEAM LIFE-BOAT.

THE recent notices in the press, both written and pictorial, of the latest production of the ROYAL NATIONAL LIFE-BOAT INSTITUTION—"the first steam Life-boat"—have been so full, that we can quite imagine some of the Society's friends and supporters, on opening the present number of the journal, and seeing the heading of this article, exclaiming, "What, again! *C'est vraiment trop fort!*" but we hope those inclined to do so will forgive us for once more dwelling on the subject, on account of the important bearing it has on the *raison d'être* of this Institution, namely "Saving Life from Shipwreck;" also, if we may so say, the evidence it gives that the Institution is not resting on its laurels, but is still quite alive to the necessity for keeping pace with the times, by taking advantage of every advancement of scientific research, combined with the results of practical experience that bear on its work. Indeed, we may in the present case almost claim that it has gone farther than that, and by building this boat has embarked on the often dangerous and always costly undertaking of proving the value of new ideas. The outcome of the previous steps taken by the Institution to promote the production of a really serviceable steam Life-boat were not encouraging to the adoption of such a course. It will be remembered that so late as May, 1886, the General Com-

mittee of the Institution appointed a sub-committee to inquire into the practicability of applying steam to Life-boats, which, after having examined the models of steam Life-boats exhibited at the Liverpool International Exhibition, and having heard the evidence of the coxswains of Life-boats on different parts of the coast who were best able to speak of the assistance to be obtained from steam in carrying out the Life-boat work, came to the conclusion that *they were then unable to recommend the adoption of any pattern of steam Life-boat*. Again in 1887 the Committee offered gold and silver medals for the best models or drawings of a steam Life-boat, and the three most competent experts, entirely independent of the Life-boat Institution, who accepted the office of judges of the competing schemes, some of which came from the Continent and America, after full and careful examination, reported that *they could not award any medals, because none of the models met the requirements of the Institution*.

The next movement, which has resulted in the construction of the boat now under consideration, was initiated by Messrs. R. & H. GREEN, the well-known ship-builders of Blackwall, who in the early part of 1888 laid before the Committee plans for the construction of a steam Life-boat. After various modifications had

been introduced, which were the result of considerable consultation between Messrs. Green, the Committee, and the professional officers of the Institution, the plans were finally adopted and the boat ordered to be built. These plans contained several peculiarities, if not absolute novelties. The first place amongst these must, we think, be given to the method that was adopted for propelling the boat, viz., the much-controverted turbine, or hydraulic system. The alternative must have been the screw-propeller in some form, because paddle-wheels were obviously inadmissible for such a purpose.

The advantages of the screw would have been lighter engines and boiler, developing less horse-power to obtain the same speed in moderate weather and fairly smooth water, and consuming less fuel, thus increasing the steaming power of the boat as measured by the number of hours for which fuel could be carried. Against this had to be put the certainty of the propeller in a vessel of the unavoidably light draft of water indispensable for a Life-boat, being constantly lifted out of the water by the motion of the boat, even in an ordinarily rough sea, and very much more so in the seas a Life-boat is called upon to face, and to face successfully. A bird's-eye consideration of the duty of the screw and how it performs it, will, we think, make clear to the uninitiated the inevitable result of its being thus lifted out of the water. The screw (or screw-propeller), as its name signifies, forces the ship forward, or rather takes the ship forward or backward with it, by its action on the water, on exactly the same principle as a screw penetrates into a piece of wood, or a corkscrew into a cork, the power that enables it to do so being that exerted on it by the engines in the former case, and by the hand that turns the screw-driver or corkscrew in the latter. Water, of course, is not a so strongly resisting medium to the screw as the more solid wood or cork referred to, but it is a resisting medium, or no advance would be made by means of the screw. The

consequences of lifting the screw out of the water, or resisting medium, with the power employed to force it through it being still exerted, are 1st, such a sudden increase in the motion of the engines from the resistance being withdrawn (technically called "racing") as endangers their breaking down unless at once checked. 2nd. All power to propel the vessel in the direction desired is lost on the withdrawal of the resistance to the screw which gave such power. A screw-propeller also runs very considerable risk of injury should the boat strike the ground, and is very liable to be injured, and perhaps stopped working, by any floating wreck or ropes coming in contact with it.

The turbine, or hydraulic propeller, is in great measure free from these dangers, the speed of the vessel being practically obtained through the force exerted by a very powerful centrifugal pump, taking in its water through a supply-orifice in the bottom, and discharging it at the sides through outlets pointing in the opposite direction to that in which it is wished to propel the boat; so that so long as the orifice in the bottom is under water, and free to admit the required quantity, and the outlets in the side are also free, the motion of the boat due to the action of the sea, however great, cannot check or diminish the steady flow of power being exerted to propel her, although it and the action of wind and sea will, of course, diminish the effect of that power to a certain extent, but not more than it would were the boat propelled by a screw.

Another material advantage of the turbine consists in the greatly increased power of manœuvring the vessel that it offers over that given by the screw. One of the principal reasons of this advantage is the facility with which the direction in which the water is discharged, can be changed, without interfering with the running of the engines or the working of the pump in any way.

As before said the motion of the boat

is obtained through water discharged by the pump in a direction opposite to that in which it is desired to propel her. This direction is changed wholly or in part by means of a valve or shutter acting in the pipe leading from the pump to the outlets on each side of the boat. The position of these valves determines the direction of the outflow of the water on either side of the boat, so that the two sides can be discharging for going ahead, or one ahead and one astern, or one set stop and the other going ahead or astern, either full or slow speed, without stopping, or in any way interfering with, the working of the engines, and consequently the amount of water discharged by the pump. Of course the complete alteration of direction is obtained by putting the valves so as to shut close the outlet for the opposite direction; partial alteration by putting the valve into such a position as to divide the outflow through the two outlets in the proportion necessary to obtain the action on the boat that may be required.

To neutralize the action entirely, or to produce the position of the engines stopped, one half of the outflow is directed through each outlet. These valves are worked at will by handles on deck, and the action is so instantaneous that even when going between 8 or 9 knots an hour the boat is stopped dead in 13 seconds, and, when laying stopped, headway is obtained again in 4 seconds. The power above described is also efficiently available for turning the boat round whilst laying still in the water, or for steering the boat when either going ahead or astern, in case of loss of, or injury to, the rudder. Not only all seamen, but any one who may have watched the evolutions of laying a small passenger steamer alongside a pier, with the various stopping of the engines, and starting in opposite directions to obtain the desired position, will readily realize the immense advantage the power above described must be to a vessel employed on such work as that of a steam Life-boat, where rapidity of movement, combined with facility for manœuvring is a most re-

quisite if not absolute *sine qua non*, more particularly when, as in this case, the power is exerted without incurring any of the delays and possible uncertainty of action inseparable from stopping and starting the engines, for they continue on their even course, pumping out a volume of water without the slightest regard as to the direction in which it is going, or the action they are exerting through its agency on the motions of the vessel.

Against these great and most valuable qualities of the turbine or hydraulic principle of propulsion for the purposes of a steam Life-boat, must be placed the fact that in consequence of it not being so economical a speed producer as the screw, larger and heavier engines and boiler, developing considerably more horsepower, are necessary, to ensure the requisite speed; these are accompanied by the inevitable greater coal consumption, and consequently shorter steaming capacity, as calculated by coal supply, as compared with a screw-propeller. In addition to these it may strike some people that the propelling power being dependent on the constant free admission of a large body of water through the intake (amounting, when working full speed, to a ton a second), the suction near the intake must be so great that it would be very liable to draw in any piece of wreck, etc., passing near it, and so cut off the supply either wholly or in part. Very exhaustive experiments fully described later on in this account, proved conclusively that so far from this being the case, the system passed scathless through tests that could not have been applied to any other known propeller without stopping it. We cannot but anticipate a general concurrence in the view of the Institution, that for purposes of a steam Life-boat there can be no comparison between the advantages to be obtained from the turbine as compared with the screw or any other known propeller.

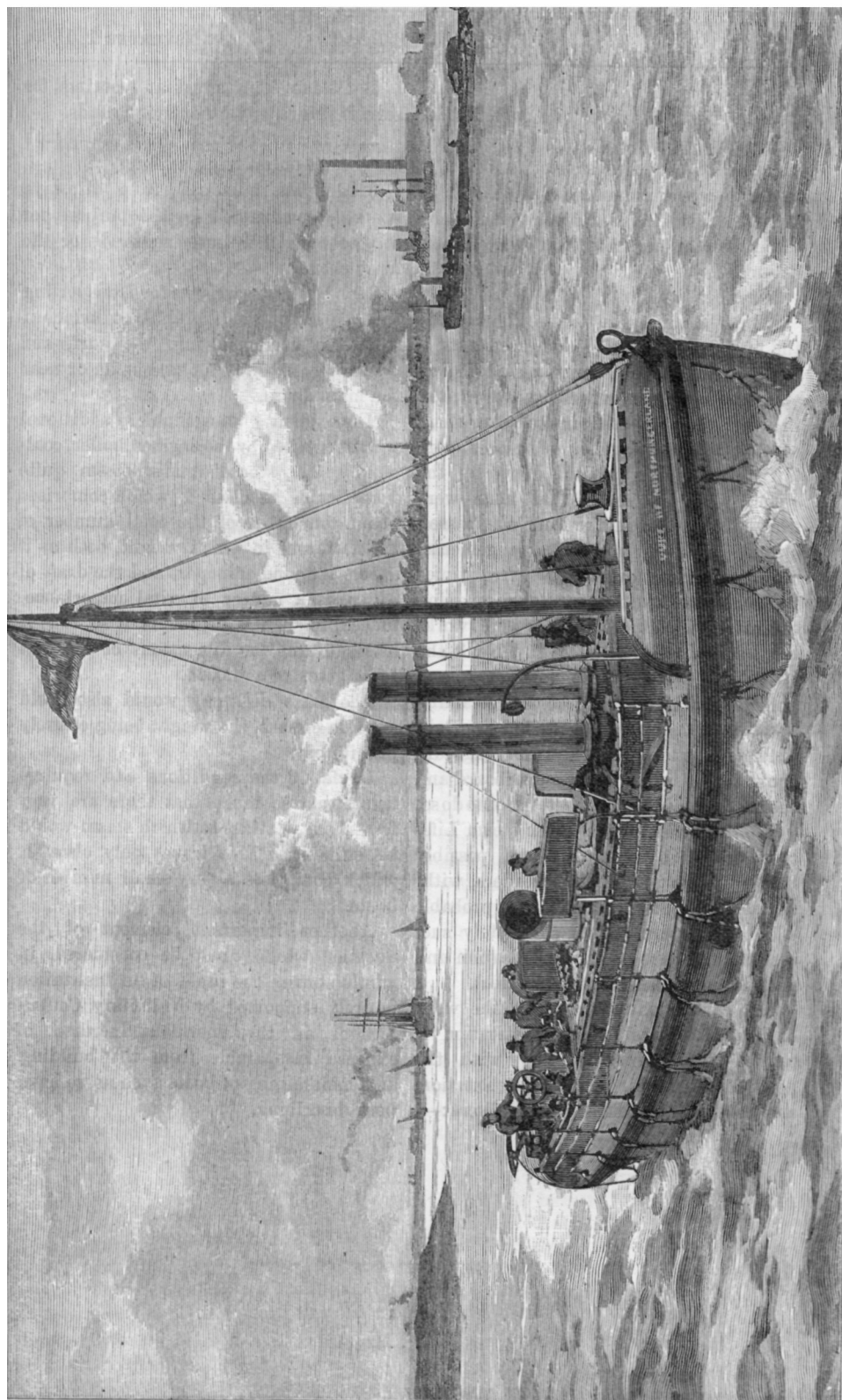
The material selected for her construction was the very best steel that could be procured, and in making the various joints

and attachments of the different parts, one third more rivets were put in than is usual in torpedo boats, or other small vessels of that class. Where a seam would have been double riveted in a torpedo boat it is treble riveted here, and there is not one single-riveted seam throughout the vessel. The total number of rivets used was 72,000. The vessel is divided into fifteen watertight compartments, all in connection with the bilge-pumps and steam ejectors, of which there are two powerful ones on board. Everything possible has been done to combine lightness and strength with great stability and seaworthiness. Her stability vanishes at 110° , that is to say, when the mast is sufficiently far below the surface of the water to make an angle with it of 20° between it and the surface.

An interesting and convincing practical test of her stability that was made was heeling her over by means of a parbuckle and steam-crane, with all her weights on board and in their places, to an angle far nearer to her beam-ends than she is ever likely to be thrown at sea, and whence, had her stability not been still very great, as proved by the strain necessary to bring her there, she would have fallen over bottom up. Her length is 50 feet, her breadth—"moulded"—is 12 feet, her extreme breadth 14' 3 feet, and her depth 3 feet 6 inches. Although not a self-righting boat, she is to a certain extent planned after them by having modified end boxes, on the same principle and partly for the same purpose answered by those of a self-righting boat, viz., to give buoyancy at the extremes in a heavy sea, and increased stability when thrown on her side, which they do by offering resistance to her going any farther. She is decked all over, and the necessary accommodation and shelter for the crew and passengers is obtained by lowering the deck in the space between the after end of the engine-room, and the after air-box from the level of the gunwale to about three inches above the water as in the Institution's self-righting boats. This

space will hold from 35 to 40 people, and means are provided for freeing it from any water that may break on board, by valves in the deck in the ordinary way. The engines are of the horizontal direct-acting compound surface-condensing type, with cylinders of $8\frac{1}{2}$ inches and $14\frac{1}{2}$ inches diameter, and a 12 inches stroke. The boiler is of Thornycroft's patent tubulous pattern, having a heating surface of 606 feet, and $8\frac{1}{2}$ square feet of grate surface, loaded to 125 lbs. Full speed is obtained by forced draught, the fan for which runs at about 1,000 revolutions a minute. At utmost speed the engines ran at about 430 revolutions, and the highest speed attained at the measured mile was 9.17 knots. Although considered *per se* this is not a very high speed for the horse-power developed in a vessel of these dimensions, it is ample for the purpose required, and more than would be used against a heavy head sea, such as the Life-boat will have to encounter, without the imminent risk of serious damage to both vessel and her crew, from the greatly increased force it would add to the blow of a breaking sea meeting the vessel. So far as the conditions of weather have hitherto permitted, her various qualities and fitness for the work she is intended for have been tested, but the boat cannot be said to have yet finally passed from the experimental stage, nor do we think she ought to be considered to have done so, until she has more than once successfully passed the crucial test of going off to outlying sands in a gale of wind and saving life. One very interesting proof of her qualities, or rather of the non-existence of a possible danger, is given by the experiments carried out to ascertain the liability of the inlet for the water to the pump to become choked by wreckage, etc. For this purpose three apparatus or traps were prepared for her.

No. 1 consisted of two pieces of boats mast 6 feet long, attached to each other by a rope 24 feet long, having seven or eight pieces of rope alternately double and



THE STEAM LIFE-BOAT "DUKE OF NORTHUMBERLAND."

single, and each a fathom long hanging from it. No. 2 consisted of a rope 24 feet long, with pieces of irregularly broken wood, each about $2\frac{1}{2}$ feet long, and from 2 to 4 inches in circumference attached to it at $2\frac{1}{2}$ feet apart, reminding us much of the kite-tails of our boyhood very much magnified.

No. 3 consisted of a boat's sail.

Whilst steaming down the Thames, for the purpose of carrying out these tests, a large number of pieces of wood of various sizes and old grass sugar bags were fallen in with; the boat was directed over them so that a large number of pieces were fairly struck and pressed down by the stem; with the result that none were drawn into the intake but all passed clear. Nos. 1 and 2 arrangements, although thrown overboard several times in such a way as to ensure their passing the intake whilst the engines were working, entirely failed to affect it. No. 3, the boat's sail, when put over the bows and held there whilst the boat was steaming ahead long enough to ensure its being laid out flat under the bottom and then let go, did choke it, but when thrown overboard and the boat steamed over it, quite failed to do so.

We think this notice of the steam Life-boat would be incomplete and possibly misleading to many of our readers, without some slight forecast of the probable effect this experiment, if completely successful, will have on the organisation and propulsion of the Institution's fleet.

The conditions under which the work of the Life-boats of the Institution is carried out, inevitably vary with the position and requirements of each station, and may be fairly classified as follows:—

1st. Boats kept afloat at moorings for service principally on outlying sands.

2nd. Boats launched from the beach for service on outlying sands.

3rd. Boats launched from slipways specially constructed for the purpose, for service on either outlying sands or the main shore.

4th. Boats on carriages for transporting to any part of the shore, to be launched from the carriages into the surf, and principally required for wrecks on or near the main shore.

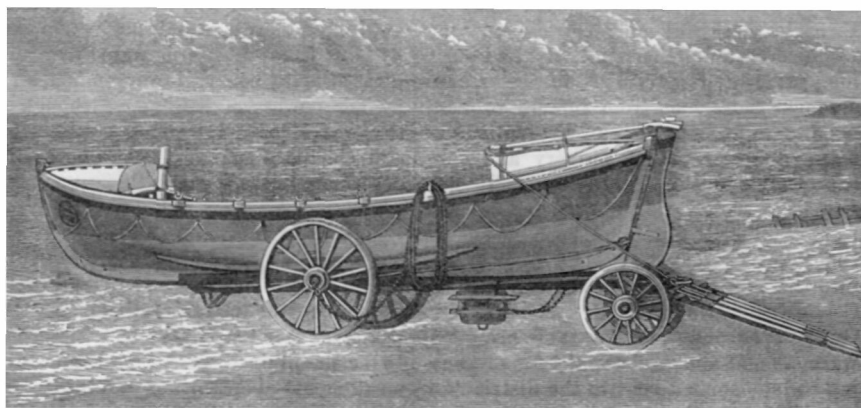
The great unavoidable additional weight entailed by the engines, boiler, coal-supply, etc., would render steam quite inapplicable to class 4, which comprises about four-fifths of the total number of the fleet, and in which weight, both as it affects the land transport and the draft of water, is a matter of vital importance, indeed, to such a degree is it so, that it often governs the dimensions of the boat to be given to a station.

The same difficulty would also hold good in class 2, the weight being entirely prohibitory.

In class 3 the conditions and requirements vary so much that there are very few, if any, stations to which steam would be suitable. This leaves only class 1, which comprises a very small number of boats.

Another important element of the question which must be considered, in administering the funds of an Institution entirely supported by Voluntary Contributions, is the enormous increase of expense inseparable from the building and maintaining of boats such as we have been describing.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.



ST. AGNES, SCILLY ISLANDS.—The ROYAL NATIONAL LIFE-BOAT INSTITUTION has formed a new Life-boat establishment at Priglis Bay, St. Agnes, it being considered very desirable to place a second Life-boat on the Scilly Islands. The new boat is 34 feet long, $7\frac{1}{2}$ feet wide, and rows ten oars, double banked. It is fitted with a sliding keel, also with two water-ballast tanks which are intended for use in the event of the drop keel having to be slipped. The boat is also provided with a transporting and launching carriage, and a substantial house and launching slipway have been built for it. The cost of the new station has been partly met from a legacy bequeathed to the Institution by the late Mr. JAMES GOSS, of Stratford Green, and the boat is named the *James and Caroline*. The new Life-boat station was publicly inaugurated on the 28th August last under the superintendence of Commander BEDDOES, R.N., District Inspector of Life-boats. The naming ceremony was performed by Mrs. DORRIEN SMITH, wife of the President of the Branch.

THORPENESS, SUFFOLK.—A new sliding-keel Life-boat has recently been sent to Thorpeness, in lieu of the one stationed there many years since. The new boat is 39 feet long and 9 feet wide, and, as demonstrated at the harbour trial, will self-right if capsized with all the crew and gear in, masts up and sails set. The cost of the new Life-boat has been defrayed by Mrs. C. NORTH GRAHAM, of Weybridge, and her sons and daughters, in memory

of the late Mr. GRAHAM who died in the spring of last year and it is named the *Christopher North Graham*. It was publicly named and launched at its station, under the superintendence of Mr. C. E. F. CUNNINGHAME GRAHAM, District Inspector of Life-boats to the Institution, on Tuesday, the 8th July last. The interesting proceedings were witnessed by nearly a thousand persons, comprising the fishing population of Aldborough, Sizewell, Thorpe, &c. The beach had been very prettily decorated with flags, &c., by the Coastguard. Prior to the launch a short meeting was held in a marquee, which had been neatly adorned with cut flowers and appropriate mottoes, and presented a charming appearance. The chair was occupied by Mr. G. STUART OGILVIE, J.P., who opened the proceedings with some appropriate remarks on the good work which had been done by the Thorpe Life-boats in the past, which he stated had been launched 33 times on service, and had been the means of saving 93 lives from 17 wrecks, besides helping to rescue two vessels from destruction. He also commended the important service rendered by the ROYAL NATIONAL LIFE-BOAT INSTITUTION to the sympathies of all his hearers. Mr. NORTH GRAHAM then said that he had much pleasure on behalf of his mother in handing over the Life-boat to the Institution. The District Inspector acknowledged the gift on behalf of the Parent Institution in suitable terms, and then transferred the boat to the charge of the Local Committee.

Mr. STUART OGILVIE, replying for the Committee, observed that the boat would be appreciated by the crew, and used by them in a skilful and fearless manner when occasion demanded. It had been his pride and privilege to be reared amongst those men from infancy to manhood, and he had been an eye-witness of many a heroic act of bravery and self-sacrifice upon that very beach. He was sure they would be able to find a crew worthy of that splendid boat whenever the warning rocket sent its fiery signal into the stormy sky. In the name of the Committee Mr. OGILVIE offered Mrs. GRAHAM, through her son, their heartiest, warmest and sincerest thanks for presenting so handsome a boat to the district.

Mr. NORTH GRAHAM, in response, expressed the hope that the boat would do a great deal of useful work.

Prayer was then offered by the Rev. C. MAKEPEACE, Vicar of Aldringham, and the well-known Mariner's hymn, "Eternal Father, strong to save," was heartily sung.

A vote of thanks was passed to Mr. STUART OGILVIE for presiding, and the latter gentleman, in responding acknowledged his indebtedness to Mr. NUNN, their esteemed Honorary Secretary, for the excellent way in which he had carried out all the arrangements. The boat lay on the "ways" near the Thorpeness Life-boat Station, and thither the company repaired to witness the launch, which was successfully effected after Miss EDITH LILIAN GRAHAM, daughter of the donor, had performed the ceremony of naming the boat the *Christopher North Graham* after her late father. Although there was not much sea, and the wind was squally, still what was seen of the performance of the boat under sail was much appreciated by the crew, and great satisfaction was expressed. Later in the afternoon a tea was given to about forty of the crew and beachmen by Mrs. NORTH GRAHAM in the marquee, and was thoroughly enjoyed by them.

CARNSORE, Co. WEXFORD.—This Life-boat station has been provided with a new 37 feet drop-keel Life-boat, the cost of which has been met by a benevolent lady who prefers not to make her name public. In accordance with her wishes the boat has been named the *Robert Fitz*

Stephens. The local Honorary Secretary on reporting the arrival of the new Life-boat at its station, stated that the coxswains and crew who brought her round by sea from Wexford were very much pleased with her, and were much struck by her powers of sailing. Although the sea was smooth they had a stiff breeze, and she beat against it, as one of them described, "like a yacht."

KINGSTOWN, IRELAND.—The Institution has recently placed at this important port a Life-boat to be kept moored afloat. It is one of the largest self-righting Life-boats, 42 feet long by 11 feet wide, and is to be maintained as an addition to the smaller boat kept in the Life-boat house in compliance with the request of the Local Committees, coxswains and crew, concurred in by the District Life-boat Inspector, and the Chief Inspector of Life-boats to the Institution. On the 15th August, shortly after the boat arrived at its station, it was blowing very hard, the wind gauge indicating forces 9 and 10 in the squalls, i.e., a strong gale to a whole gale. It was determined to take that opportunity of trying the new Life-boat, and accordingly the crew were mustered and the boat proceeded out, having on board the Local Honorary Secretary, Captain the Hon. F. G. CROFTON, R.N., and the District Inspector of Life-boats, Lieut. H. T. G. TIPPING, R.N. The boat was reported to have behaved beautifully, "being as stiff as possible, and as weatherly almost as a cutter yacht." The crew and all had the greatest confidence in her, and felt satisfied that she was "fit for any work, and would do anything she was asked."

WEXFORD, IRELAND.—A precisely similar Life-boat to the foregoing has been despatched to this station, to take the place of a somewhat smaller one which was placed there many years since. This boat is also kept afloat, always ready for service when needed. The superseded boat had done excellent service, having been instrumental altogether in saving 94 lives.

KILDONAN, ISLE OF ARRAN.—This Life-boat Station has also been furnished with a new Life-boat and transporting carriage and the boathouse renovated—thus

virtually making it equal to a new Life-boat establishment. The Institution is indebted to an old friend and former Life-boat donor, Miss PRINGLE KIDD, of Lasswade Bank, Dalkeith, for the funds to defray the charges thus incurred. The boat, which possesses water ballast, is 34 feet long and 7½ feet wide, rowing 10 oars double banked. On the 26th August last the public inauguration of the renovated Life-boat Station took place under the superintendence of Mr. KEPPEL H. FOOTE, the District Inspector of Life-boats. The proceedings were commenced by Mr. ALFRED COOPER, of Cooper Angus Lodge, who occupied the Chair. After he had made a few remarks, Miss PRINGLE KIDD in well-chosen words presented the Life-boat to the Institution, the gift being acknowledged by the District Inspector, and the charge of the boat being formally accepted by Mr. PATRICK MURRAY, the Local Honorary Secretary. A hymn was now sung and prayer offered by the Rev. P. ROBERTSON, the Established Church Minister of Lamash—after which the

boat was named by the donor *David and Elizabeth, the Brother and Sister, Life-boat*. Immediately afterwards it was launched and exercised under oars and sail in a moderate North Westerly gale, all the proceedings passing off in the most satisfactory manner, although the day unfortunately was very wet.

TRAMORE, COUNTY WATERFORD.—The Local Committee having reported that the Coxswains and crew urgently desired to be supplied with a much lighter Life-boat, better suited to the requirements of their soft beach, the Parent Institution has accordingly, after consultation with them, supplied them with a boat of the type they have chosen, viz., one of Messrs. WOOLFE AND SON'S "Insubmergible" Life-boats, 30 feet long, 8 feet wide, and rowing 10 oars double banked. It is furnished with a new transporting carriage and is named the *Henley*, its cost having been defrayed from a legacy bequeathed to the Institution by the late Mr. GEORGE HENLEY, of High-bury, for a Life-boat, to bear that name.

THE RULES MADE BY THE BOARD OF TRADE UNDER THE LIFE-SAVING APPLIANCES ACT, 1888.

THESE rules, which are to come into effect on the 1st of November, were signed a few days ago by Sir MICHAEL HICKS-BEACH, and have just been presented to Parliament. They are certainly of a most elaborate character—it is difficult to see how this could have been avoided—but are clearly and well drawn, and though they cover some seven pages of the ordinary Blue Book size, there should not be much difficulty in understanding them. First, British ships are arranged in divisions and classes; then the number of boats of various characters, and other life-saving appliances, are specified for each of these classes; and, last, the boats are tabulated according to their character. Rules are added with regard to the lowering appliances for the boats and the equipments for them, and for life-rafts, and approved life-belts and life-buoys are described. The ships are divided into four divisions, containing in all twelve classes, from A, Class 1 (emigrant passenger steamships) to D 3 (inland waters passenger steamships); and the following

are the requirements in an epitomised form:—Ships of Division A, Class 1, must carry, under davits, fit and ready for use, and with the specified appliances and equipments, boats according to a table. This table, called Table (c), contains a scale graduated according to the size of the ships. For instance, vessels of 100, 1,000, 5,000 and 9,000 gross tonnage are to carry respectively two, four, ten, and fourteen boats of 250, 1,200, 3,400 and 5,250 minimum cubic feet contents. Half their boats are to be Section A or Section B boats (Life-boats of two qualities). The remaining boats may be Section C (third-class Life-boats) or Section D (ordinary wood or metal boats), but not more than two may be Section D boats. If these boats will not hold all on board, then additional wood, metal, collapsible or other boats or life-rafts, of approved description, are to be carried. These are to be at least three-quarters of the cubic capacity of the boats compulsory under the table. In addition, one life-buoy for every boat under davits, and a life-belt

for each person on board is to be taken. A proviso is added that no ship of this class is required to carry more boats or rafts than will furnish sufficient accommodation for all persons on board. To save repetition, we may say that this proviso is repeated with regard to all foreign-going passenger vessels. Division A, Class 2, contains foreign-going passenger (not emigrant) steamships, which are subject to exactly the same requirements. Probably they are separated in view of distinction in some future rules. Division A, Class 3, refers to home-trade passenger steamships. These must carry boats under davits in accordance with Table (c), precisely as the two classes last mentioned. If these are not enough for all on board, then in like manner additional boats or raft of a capacity equal to half (instead of three-quarters) of the cubic capacity of those compulsory under the table. If this is not practicable, an equivalent number of buoyant deck seats or fittings may be carried. The life-buoys are to be a minimum of six, and life-belts for all on board are required. Division B, Class 1 (emigrant sailing vessels), and Division B, Class 2 (foreign-going passenger sailing ships), are also linked. These also are to carry boats in accordance with Table (c), "as far as practicable" under davits. These boats and the additional life-saving appliances, life-belts and buoys are also to be as for Division A, Class 1. Division B, Class 3, includes foreign-going sailing ships not carrying passengers. These are to carry Life-boats (of Sections A or B) sufficient for all on board, and one ordinary boat. These are to be, as far as practicable, under davits. A life-buoy for each boat, and life-belts, one for each person, are also required. Division B, Class 4, includes foreign-going steamships not certified for passengers. They must carry, under davits on each side, sufficient boats to accommodate all on board, one being a Life-boat, the Life-boat on one side being of Sections A or B, and on the other side of Sections A, B, or C; also six life-buoys, and a life-belt for each person. Division C, Class 1, contains home-trade steamships not certified for passengers. These are bound by exactly the same rules as the last class, except that each Life-boat may be of any Section, A, B or C. Division C, Class 2, contains home-trade sailing ships not carrying passengers. These must

carry wood or metal boats, "in such a position as to be readily got into the water," sufficient for all on board, each boat to be provided with a gallon of oil in a vessel of approved pattern for distributing it in the water in rough weather. Division D, Class 1, contains the steamships which are certified to carry passengers only "on short specified passages" along the coast of the United Kingdom or between Great Britain and Ireland, or between Great Britain or Ireland and the Isle of Man. Ships of this class must carry boats under davits as required by Table (c). Half of them must be Life-boats of Sections A or B; and the other half, if not of Sections A or B, must be of Section C. If these boats do not furnish accommodation for all, then additional wood, metal, collapsible, or other boats, or approved life-rafts, shall be carried of cubic capacity at least half the Table (c) boats. The proviso is added that, if it is not practicable to carry all the additional boats or life-rafts, the deficiency may be made up by the supply of "an equivalent number" of approved buoyant deck seats or other buoyant deck fittings. Life-belts, one for each person, and a life-buoy for each boat, but not less than six of the latter, are also to be provided. An additional proviso follows that not more of the boats and other appliances are required than will furnish accommodation for all on board. Division D, Class 2, contains steamships carrying passengers on short excursions or pleasure trips to sea, or in estuaries or mouths of rivers during daylight. These are to carry at least two Life-boats of Sections A, B, or C, under davits, and also "other boats approved buoyant apparatus and (or) approved life-belts" sufficient, with the Life-boats, to keep afloat all the persons on board the ship, there being at least four life-buoys. Division D, Class 3, provides for steamships carrying passengers on rivers and lakes, but not going to sea or into rough waters. These are to carry one boat in such a position that she can readily be got into the water, and also approved buoyant apparatus, life-belts, or life-buoys sufficient, together with the boat, to keep afloat all persons carried on board, and at least four approved life-buoys are to be carried. Finally, follow general rules. First a description is given of the construction and equipment of the boats. A

Section A boat is a Life-boat, with one-tenth of her capacity of enclosed air-tight compartments; a Section B boat is a similar boat, with at least one-half the buoyancy apparatus attached to the outside; a Section C boat is a Life-boat having buoyancy apparatus equal to one-half that of a Section A or B boat, and a moiety of the apparatus must be attached to the outside; a Section D boat is "a properly constructed boat of wood or metal," and a Section E boat must be "of approved construction, form, and material, and may be collapsible." Rules 2 and 3 state how the cubic capacity of the boats is to be measured, and how many persons each of such boats shall be deemed fit to carry. Rule 4 states the conditions which the appliances for lowering boats must fulfil. Rule 5 defines the compulsory equipments for all boats. These are a full complement of and two spare oars, two plugs to each plughole, and a set and a half of thole pins, or crutches, a sea anchor, a baler, a rudder and tiller, or yoke, a painter and a boat-hook, and also a vessel to be kept filled with fresh water. Life-boats of Section A or B, or four at least of them, if the ship carries more, are to have as additional equipment two hatchets, a mast and sail, a line becketed around the outside of the boat, an efficient compass, a gallon of oil and distributing vessel, and a lantern trimmed with oil in its receiver sufficient to burn eight hours. Most of the small gear specified above is to be permanently attached to the boat by sound lanyards. Rule 7 leaves it to the Board of Trade to determine the number of persons that any approved life-raft shall be deemed capable of carrying, subject, however, to the

regulation that for every person so carried there shall be at least three cubic feet of strong and serviceable enclosed air-tight compartment. Rule 8 defines buoyant apparatus. This must not require to be inflated before use, and is to be considered efficient for the number of persons to be ascertained by dividing the number of pounds of iron which it is capable of supporting in fresh water by 32. A life-belt, by Rule 9, must not require inflation, and must be capable of floating in the water for twenty-four hours with fifteen pounds of iron suspended from it, and must be cut out two inches under the armpits. A life-buoy may be either of solid cork or of any other substance, provided it is not stuffed with loose material, or requires inflation before use, and must be capable of floating in the water for at least twenty-four hours with thirty-two pounds of iron suspended from it. Rule 11 is to the effect that all life-buoys and life-belts shall be so placed as to be readily accessible to all persons on board, so that their position may be known to those for whom they are intended. The last Rule is that when ships of any class are divided into efficient water-tight compartments to the satisfaction of the Board of Trade, they shall only be required to carry additional boats, rafts, and other life-saving appliances of one-half of the capacity required by these rules. The regulations are, no doubt, elaborate, but they are not difficult to understand; and there is no reason, as far as we can see, why they should not work out fairly and smoothly in practice.—From *The Shipping and Mercantile Gazette*, 3rd July, 1890.

THE WRECK REGISTER AND CHART FOR THE YEAR ENDED THE 30th JUNE, 1889.

ALL matters connected with the sea must necessarily be of deep interest to the population of a great maritime nation such as ours, dependent to so great an extent, even for the common necessities of life, on those that "go down to the sea in ships." We feel therefore that our readers will be glad to have a digest of the very important information supplied

to us in the elaborate and admirably arranged tables recently issued by the BOARD OF TRADE in the shape of a Blue Book, containing some two hundred pages, compiled from the Wreck Register for the year ended the 30th June, 1889. The figures and general information given afford a strong proof of the importance of the work carried on by the ROYAL NATIONAL

LIFE-BOAT INSTITUTION, the sole object of which is to prevent loss of life and property.

As owing to the improvement in trade the number of out-going and in-coming vessels considerably increased during the year ended 30th June, 1889, we are not surprised to find that there was a corresponding increase in the same period in the number of vessels meeting with casualties, the total number having increased from 4,004 to 4,272, an excess of 268 over the previous twelve months; but notwithstanding this somewhat considerable increase in the number of casualties, it is a matter for no little congratulation that the number of lives lost as a result of the 4,272 casualties was only 457, a decrease of 114 as compared with the preceding year, that is to say, a falling off of almost 20 per cent.

The 4,272 casualties, although very various and miscellaneous, may be generally and fairly classified thus:—Total loss, serious casualties, and minor casualties. Under each of these heads an increase is shown; those of total loss and serious accident conjointly giving a total of 1,549, or 98 more than in the previous year, while the minor accidents increased from 2,553 to 2,723, an increase of 170. The proportionate increase, however, in both cases was almost identical. Life was lost in 130 cases of casualty, a total not comparing altogether favourably with the year before when the number of casualties resulting in loss of life was less by 15.

More than a third of the casualties, namely 1,483, were collision cases, an increase of 70 as compared with the year 1887-8. Excluding collisions, however, we are glad to find that the total losses fell from 319 to 295; but on the other hand the serious casualties increased from 723 to 804, and the minor accidents from 1,549 to 1,690. Of the 4,272 vessels meeting with misadventure 3,844 were British and Colonial ships and steamers, and 428 Foreigners, the percentage of increase in the case of the latter being double that of the former, which speaks

well both for our vessels and the seaman-ship of our men.

It is interesting to note the various localities of the casualties—excluding cases of collision—as indicating those parts of our “inhospitable shores” which incurred most loss from rough or foggy weather during the year under consideration. The localities were as follows:—East coast of England, 811; south coast, 558; west coast of England and Scotland, and east coast of Ireland, 929; north coast of Scotland, 113; east coast of Scotland, 187, and other parts, 191. Total 2,789, or 198 more than in the previous year. It will be seen that these figures give an increase in the number of casualties on all parts of the coast.

The number of lives lost as a result of the 4,272 casualties was as follows:—East coast of England 75, or 25 less than in the preceding twelve months; south coast of England 186, or 42 less than the year before; west coasts of England and Scotland, and east coast of Ireland 68, a gratifying decrease of 64, as compared with the previous year; north coast of Scotland 26, or 9 more than in the year 1887-8; east coast of Scotland 12, exactly half the total for the preceding year; other parts 90; total 457. From this we learn that there was, excepting one unfortunate instance, a very satisfactory decrease in the loss of life all round our coast.

We have indicated in the accompanying chart, by means of black dots, the exact locality where all the principal casualties occurred during the year ended the 30th June, 1889, on the shores of the United Kingdom, the localities of collision cases which did not entail serious results not being noted. We have also shown the precise position of the 300 Life-boat Stations of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, which have been established at those points, where it is thought most probable that the services of the Boats will be called for.

Between 1861 and the 30th June, 1889, there were as many as 4,603 vessels, British, Colonial and Foreign, wrecked on

our shores, resulting in each case unfortunately in the loss of life, the total numbers of persons perishing being 21,020.

Glad as we are to note that the number of lives lost during the year 1888-9 fell from 571 to 457, we cannot but feel that even this comparatively small number is far too large, and we trust that a still further diminution may be reported when the tables for the subsequent year are issued. Of the 457 lives lost 441 were from British and Colonial vessels, and only 16 from Foreign vessels. This is remarkable as in the previous year, when the number of casualties to Foreign vessels was 376, or 52 less than in the year under treatment, 238 lives were lost. It will be seen therefore that nearly the whole loss of life during the year 1888-9 fell on the crews of British and Colonial vessels. Of the 457 lives lost, 41 were lost in foundered vessels; in collision 176, or 50 less than in the previous year; 91 in stranded vessels, or 42 more than in the year 1887-8; 68 in missing vessels, and the remaining 81 in explosions, washed overboard, etc.

The fluctuation which takes place in the number of the vessels meeting with casualties each year is curious, as will be seen from examination of the following table, dating back to June 1854-1854 (last six months), 458; 1855, 1,141; 1856, 1,153; 1857, 1,143; 1858, 1,170; 1859, 1,416; 1860, 1,373; 1861, 1,494; 1862, 1,827; 1863, 2,001; 1864, 1,741; 1865, 2,012; 1866, 2,289; 1867, 2,513; 1868, 2,131; 1869, 2,594; 1870, 1,865; 1871, 1,927; 1872, 2,381; 1873 (first six months), 1,206; 1873-4, 2,191; 1874-5, 4,259; 1875-6, 4,554; 1876-7, 5,017;

1877-8, 4,436; 1878-9, 3,716; 1879-80, 3,138; 1880-81, 4,297; 1881-2, 4,367; 1882-3, 4,363; 1883-4, 4,405; 1884-5, 3,764; 1885-6, 3,596; 1886-7, 4,224; 1887-8, 4,004; 1888-9, 4,272. Total, 98,444.

Sad as it is to know that in the short period of rather more than a generation 24,859 lives have perished from shipwreck on our rocky shores, we are glad to be able to draw attention to the "silver lining" to the cloud which reveals to us the fact that in the same period the Life-boats of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and the other means rewarded and encouraged by the Institution, saved 25,294 lives, so that the number rescued exceeded those lost by 435. Since the foundation of the Society in 1824, up to the present time (November 1890) the Life-boats and other means to which reference has been made have been instrumental in saving 35,134 persons from a watery grave—a grand record.

Admirable service was also rendered during the year 1888-9 by the 303 stations of the Board of Trade, provided with the rocket apparatus, which was the means of saving 226 lives.

The fact that so many shipping casualties take place each year on our shores, and that so many human lives perish as the result of those casualties, clearly demonstrates the need and great value of such an agency as the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and the present season of the year seems to present a very suitable opportunity for appealing to the British Public for help to maintain in thorough efficiency such an important and useful society.

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

HAUXLEY, NORTHUMBERLAND. — Two men returning from work early on the morning of the 15th March, 1890, saw the lights of a steamer ashore on the Bondicarr Reef. A strong S. wind was blowing, there was a heavy swell, and the weather

was hazy. They at once gave information to the coxswain of the Life-boat, who immediately summoned the crew, and at 2.15 A.M. the *Algernon* and *Eleanor* was launched and pulled to the vessel, which was reached at about 3 o'clock. It was

found that she was the *s.s. Hayle*, of and for Aberdeen from Sunderland, coal laden. She was stranded on the reef but was not leaking at all, and the Life-boat men therefore took out an anchor, as the sea was too high to allow one of the ship's boats to do so. This operation was performed twice, and was attended with success, the vessel being got off at about 8 A.M., and proceeding on her voyage.

PALLING AND WINTERTON, NORFOLK.—During a strong breeze from W.N.W., a heavy sea, and thick weather on the night of the 21st March, the Palling No. 2 Life-boat *British Workman* and the Winterton No. 2 Life-boat *Margaret* proceeded to the Hasborough Sands, as signals of distress had been heard in that direction. On arriving there the *s.s. Circassian Prince*, of and from Newcastle for New York in ballast, was found stranded. The Life-boat men, and others who had come off to the vessel in yawls, did all in their power to get her afloat, working hard until the night of the 24th, when the weather became so stormy that they were compelled to make for the shore, nine of the steamer's crew being landed by the Palling Life-boat, and 13 others by the Winterton Life-boat, which also took ashore several of the men who were helping to save the vessel. On the following morning the weather had somewhat moderated, and the Life-boat men and others returned to the ship and renewed their efforts to get her afloat. With the help of steam-tugs this was eventually accomplished on the morning of the 26th, and the vessel was taken to Yarmouth Roads.

The Palling No. 2 Life-boat, *British Workman*, was also launched at 9 A.M. on the 14th June, during a strong breeze from the N. and a very heavy sea, signals having been fired by the North Float Light-vessel. The boat made for the Happisburgh Sands, and found the ketch *Thomas Owen*, of Portmadoc, laden with stone for London, sunk, and her crew of three men clinging to the fore rigging, the master having been knocked overboard by the vessel's boom and drowned. The rescue of the men was effected with much difficulty, as, owing to the heavy sea, the boat could not approach close to the vessel, and it was therefore necessary to drag them through the water by means of lines thrown from the Life-boat.

The Winterton No. 2 Life-boat *Margaret* was launched at 1 A.M. on the 13th April to the assistance of a vessel stranded on Hammond's Knoll. When about three miles out the boat was picked up by a steam-tug, and arrived about 7 A.M. at the ship, which proved to be the *s.s. Golden Horn*, of South Shields, derelict and laden with coal. The Life-boat men boarded her and, finding she had some water in her, commenced pumping and heaving the cargo overboard, the steam-tug being despatched to bring more tugs and more men. With this additional help the vessel was got afloat at 11 P.M. and was taken into Yarmouth Roads at 7.30 on the following morning. A strong wind blowing from the E. and S.E., she remained in the Roads until the 16th, her pumps being kept at work all the time and the coal still being taken out in order to lighten her. The weather having then moderated her anchor was slipped, and she proceeded for Harwich in tow of three tugs, the Life-boat accompanying her. That night she anchored eight miles E. of the Cork Light-vessel, the next morning getting under way again, but a thick fog set in, and she was compelled to anchor again, having arrived about a mile and a half from the light-ship. On the 18th a strong wind rose from the E.N.E., and as the seas were breaking over the ship a quantity of oil was poured overboard so as to still the waves as much as possible. On the 19th, after driving for three hours on the Cork Sand, all the men being in the Life-boat, with the exception of three who were on the vessel, she was, with the assistance of another tug, taken into Harwich Harbour at 12 o'clock noon.

SHOREHAM.—The fishing-smack *Eaglet*, belonging to Ramsgate, attempted to enter the harbour shortly before low water on the evening of the 23rd March and grounded on the bar. As the sea was breaking heavily over her, the Life-boat *William Restell* put off to her assistance, and remained by her until she was out of danger.

RHOSNEIGIR, ANGLESEY.—It having been reported that a vessel was showing signals of distress about a mile and a quarter S. of the Life-boat Station on the 28th March during half a gale of wind from

the S.S.W., a heavy sea, and foggy weather, the *Rhosneigr* Life-boat was launched at about 4.15 A.M. Great difficulty and danger were experienced in approaching the vessel owing to the rocky nature of the locality where she was lying, but after much hard work the Life-boat men were happily successful in rescuing the crew of ten men from the barque, which was the *Pasteur*, of Arendal, bound from Falmouth to Liverpool with a cargo of mahogany. She became a total wreck.

BRIGHTSTONE GRANGE, ISLE OF WIGHT.—During a dense fog on the 6th of April it was reported that a schooner was in distress on Atherfield Ledge. The crew of the Life-boat *Worcester Cadet* were summoned, and at 8.55 P.M. the boat was launched, made as straight a course as possible to the rocks, rescued two of the crew of the schooner *Dizzy Dunlop*, of and from Portmadoc, bound to Kiel with a cargo of slates, and landed them at midnight. Three of her crew had already left the vessel.

The Life-boat was again launched at 12.55 A.M., and saved the crew of four men from the schooner *Caboceer*, of Chester, bound from Swansea to Dover with a cargo of coal, which had run on the Ship Ledge during the fog and was filling with water.

ALDBOROUGH.—Signal guns having been fired from the Shipwash Sands on the 8th April during a strong N.N.W. wind, increasing to a gale, very squally weather and a heavy sea, the Life-boat *George Hounsfield* was promptly launched at 12.30 P.M. and proceeded under sails and oars to the Sands, where the barque *Rock City*, bound from Christiania for London laden with ice, was found stranded. The Life-boat remained by her several hours, it being hoped that she might float when the tide rose, but she filled with water, and at 6 o'clock commenced to break up. Her crew of thirteen men were then taken into the boat, which was afterwards kindly towed by a steam collier towards her station, arriving there at 12.30 midnight.

SKEGNESS, LINCOLNSHIRE.—On the 8th April, during a N. wind, squally weather and a very rough sea, signals of distress were shown by the sloop *Watson*, of Goole,

at about 5.15 P.M. The Life-boat *Ann, John and Mary* was at once got ready for launching, but although many willing hands did their utmost to get her afloat, their often-repeated attempts failed for some time, the boat being in each case driven back by the heavy breakers. Their efforts, however, were not abandoned, and at 11.30 a successful launch was effected, and the boat bore down to the vessel, over which the sea was washing heavily. Her crew of three men and the master's wife refused to leave her, stating that they had signalled because the anchor was dragging, but it had since held. The Life-boat therefore returned towards the shore, but when nearing land a rocket signal was fired from the sloop. On observing it the Life-boat men at once went back to her and found that the occupants were anxious to be taken off. They were accordingly taken into the Life-boat and safely landed at 4 A.M. It proved fortunate that they changed their determination, for at 6 o'clock the vessel sunk.

TEIGNMOUTH.—At about 2 P.M. on the 14th April a vessel was seen running for the harbour whilst a strong E.S.E. wind was blowing and a heavy sea breaking on the bar. In trying to cross the bar she stranded in a dangerous position in the broken water at 2.30. The Life-boat *Arnold* was promptly launched and the Rocket Brigade assembled and fired three shots to the vessel, but in consequence of her distance from shore and the strong wind blowing they were unable to get a line on board. When the Life-boat reached her the master declined to leave her, stating that he would remain by her until dark. After waiting about half an hour the boat returned to the shore. About half an hour after she had reached the land signals for assistance were again shown by the vessel, and the Life-boat was again manned and taken out. On arriving alongside the master and crew wanted to be taken ashore, and the vessel's papers, charts and the crew's baggage, were put into the boat, when the captain again changed his mind and would not leave the vessel. One man and the ship's boy would not stay, but got into the Life-boat and were taken ashore together with the papers and baggage. At low water a salvage crew boarded the vessel, got her afloat on the

following tide, but were compelled to beach her on entering the harbour, as she was leaking so badly that she could not be kept afloat. The coxswain and crew of the Life-boat remained on duty all night until the vessel was brought into the harbour in case their services should be again needed. The vessel was the galliot *Catherina*, of Emden, 110 tons, bound from London for Teignmouth.

ST. MARY'S SCILLY ISLANDS.—The coast-guard men at St. Agnes having signalled for the Life-boat, the *Henry Dundas* put off at 6.50 p.m. on the 3rd of May in a very heavy sea and thick weather and proceeded to the Western Rocks, where the brigantine *Antres*, of and from Nantes, for Llanelly, with a cargo of pit props, and carrying a crew of six men, was found lying at anchor in a dangerous position between two rocky ledges and only a hundred yards distant from one of them, the Retarriers. A gig had put off from St. Agnes, but the crew found the sea too heavy to allow them to approach the vessel and therefore returned to the shore. Another gig afterwards got near enough to hail the ship, but also found the sea too heavy for her to remain. The Life-boat went alongside the *Antres*, and a pilot and three other Life-boat men boarded her and assisted the crew to get the anchor up. The Life-boat went ahead to tow her, and she was got out of danger and taken nearly three miles clear of the Bishop rock.

CULLERCOATS, NORTHUMBERLAND.—A strong sea having risen with a dense fog on the 10th of May, the Life-boat *Co-operator No. 1* was launched at about 8.30 a.m. to the assistance of three fishing-boats whose return was rendered hazardous. The boat was taken over the bar, and tended each of the cobbles in.

EXMOUTH.—On the 20th May, at 12.30 p.m., a fishing-boat was observed in distress outside the bar, a strong S.W. gale having sprung up suddenly accompanied by a heavy sea. The Life-boat *Joseph Somes* was immediately launched, but before she could be reached the fishing-boat was filled by a heavy sea and sunk, the man who was on board being fortunately rescued by another boat. As several other fishing-boats were out, and

the wind and sea were increasing rapidly, the Life-boat proceeded to the bar to render any assistance that might be required. One boat in coming in was struck twice by the heavy seas and was in great peril, but accompanied by the Life-boat she succeeded in entering the harbour. The Life-boat again went out to the bar, and remained afloat until 4.30 p.m., when all the boats were safe.

SALCOMBE.—A sudden gale sprung up from W.W.S., accompanied by an exceedingly heavy sea, on the 20th May. The Coxswain of the Life-boat *Lesty* managed to return to port in his fishing-boat and reported that there were five boats at the back of the Bolt, and the wind was driving them towards the rocks. The Life-boat was therefore taken out to their assistance, some difficulty being experienced in launching her owing to the low tide, but at 1 p.m. she was on her way, and rescued three boats with eight men on board them. One boat had sunk, but her crew of two men were happily saved by one of the others, and the fifth boat contrived to reach the shore without assistance, not having been situated in so bad a position as the other boats.

SCARBOROUGH.—On the evening of the 14th June a schooner bound for Scarborough was sighted about five miles off. Two pilot boats went off to her, and whilst they were out the sea, which was very strong, increased considerably, and as it was observed that one of the cobbles appeared to be in danger, and it was doubtful whether she would be able to regain the shore, it was considered desirable to despatch the Life-boat *Queensbury* to her assistance. The coble's crew of four men were taken into the Life-boat and their boat was towed safely into the harbour.

NEWBIGGIN, NORTHUMBERLAND.—The *Robert and Susan* Life-boat was launched on the 30th of June to the assistance of the coble *Jane Isabella*, which had gone to the fishing ground with four other boats and had been overtaken by a gale from the E.S.E. The four boats returned to port safely, but the *Jane Isabella* did not arrive, and as the storm was increasing the Life-boat *Robert and Susan* was manned and launched, picked up the

coble about three miles out at sea, and accompanied her home.

NEWHAVEN.—The Life-boat *Michael Henry* was launched at 4 P.M. on the 5th July, and proceeded to the assistance of two fishing luggers, the *Louisa* and *Beauty*, of Brighton, each carrying a crew of three men, which were about sixteen miles out, riding to their nets and in danger as the wind was blowing half a gale from the S.W. and there was a rough sea on. When the Life-boat reached them the storm had moderated, but she remained by them until they safely reached Brighton.

FERRYSIDE, CARMARTHEN BAY.—Guns were fired at Llanstephan during a gale from the S.W. and a heavy surf with thick rain on the 7th July, and a signal of distress was afterwards shown by the smack *W. H. Treherne*. The Life-boat *City of Manchester* put off at 8.15 P.M., and rescued one man from the rigging of the vessel, which had dragged her anchors and sunk under Llanstephan Castle, the surf making a clean breach over her. The other member of the smack's crew of two men was ashore at the time of the casualty.

EASTBOURNE.—The barge *Eureka*, of Rochester, laden with linseed cake and oats, hoisted a signal of distress while riding at anchor in the offing in a strong S. wind and thick weather, accompanied by a heavy sea, on the morning of the 8th July. She appeared to be in much danger, her decks being swept by the seas which broke over her bows. As soon as the distress signal was seen no time was lost in getting out the Life-boat, and at about 5 o'clock she was launched from the transporting carriage at the Wish Tower, proceeded under oars to the distressed vessel, veered alongside, and after several attempts succeeded in taking off the master, his wife, and the crew of two men, and brought them safely ashore. About half an hour after the rescue had been accomplished the barge's cable parted, and she drifted ashore near Langney Point apparently destined to become a total wreck, but some of her cargo having been taken out she eventually floated, and was towed by a steam-tug to Rye.

CEMAES, HOLYHEAD AND CEMLYN, ANGLESEY.—Intelligence having been received at these Life-boat stations on the morning of the 19th July that a steamer was stranded near the West Mouse, the crews of the Life-boats were summoned, and the boats proceeded to the scene of the disaster. The wind was blowing from the N.N.E. at the time, the sea was moderate and the weather hazy. The stranded vessel was found to be the s.s. *Gulf of St. Vincent*, of Greenock, bound from Liverpool for Valparaiso with a general cargo. The Cemaes Life-boat *George Evans* was the first to reach her, and found that part of the crew and the passengers had left for the shore in the vessel's boats, and had landed at Cemlyn. The master, pilot, and a few of the hands remained on board. The Life-boat stayed by the vessel until other help arrived, and then returned ashore with telegrams from the master. The Cemlyn Life-boat on her way out met the steamer's boats and directed them where to effect a safe landing; she then proceeded to the vessel and remained in attendance until her services were no longer required. When the Holyhead No. 1 Life-boat *Thomas Fielden* arrived, the captain, pilot, carpenter, and those of the crew who remained had taken to their boat and were alongside the vessel. The Life-boat laid by until it was unsafe to stay near the ship, there being danger of her falling over or breaking in two. The master and pilot, who with the carpenter had again boarded the vessel, were taken into the Life-boat and transferred to a steam-tug and the carpenter and other men made for the shore in their own boat. On the following day the steamer broke in two, one man being killed and another injured whilst trying to save some property from the wreck.

LOWESTOFT.—On the morning of the 19th July, during a strong N.E. wind, a very heavy sea, and thick weather with rain, the No. 2 Life-boat *Stock Exchange* was launched, two shrimping boats, named the *Edith* and *Alice* and *Don't Know*, having brought up on Corton Flats about four and a half miles N. of Lowestoft, so close to the shore that they could not get away. The Life-boat was taken in tow by the steam-tug *Imperial*, and on arriving found the steamer *Rainbow* endeavouring to get

ropes to the boats in order to tow them out. This was accomplished, but one of the lines (that attached to the *Don't Know*) broke. One of the Life-boat men was then put on board the boat, another rope was taken to the tug and the boats, each of which had one man on board, were towed into the harbour, the Life-boat following close behind under sail ready to render help in case either of the boats should be upset.

It having been reported on the morning of the 19th August that a smack was ashore on the Newcome Sand the Life-boat *Stock Exchange* was at once launched and went alongside the vessel, which proved to be the *Frolic*, of Lowestoft, returning home from the fishing grounds. Some of the Life-boat men went on board the smack to render assistance, and eventually she drifted off the sand and sailed into the harbour. The Life-boat afterwards picked up a boat half full of water containing two of the crew, who had left the vessel previous to the arrival of the Life-boat.

GORLESTON, SUFFOLK.—The trawler *Favourite*, of Great Yarmouth, whilst making for the harbour in a strong E.N.E. wind and a rough sea on the night of the 9th August, grounded on the North Sand. She was observed from the pier, and the crew of the No. 2 Life-boat *Leicester* were summoned, and the boat proceeded to the assistance of the stranded vessel, veered down to her, and succeeded in taking off her crew consisting of five men. The wind being directly on shore the smack afterwards beat over the sand and drove on to the beach.

The No. 2 Life-boat *Leicester* was launched at 3 A.M. on the 20th September to the assistance of the fishing dandy *Belinda*, of Great Yarmouth, which had grounded about 600 yards from the North Pier Head in a moderate gale from the S.E. and a very rough sea. In consequence of the wind and tide two attempts on the part of the Life-boat to reach the vessel were fruitless, but the third time she succeeded in getting alongside, and rescued the crew, consisting of six men. The boat was then compelled to ride at anchor until she was taken in tow by a steam-tug. The crew of the *Belinda* had launched their own boat

prior to the arrival of the Life-boat, but it was almost immediately swamped.

SOUTHWOLD.—The Coxswain of the Life-boat having observed signals of distress during a strong gale from the S.W., a very heavy sea, and hazy weather, on the 15th August, summoned his crew, and at 8.45 A.M. the Life-boat *Quiver* No. 2 was launched, and found that the vessel by which the signals had been shown was the brigantine *Vecta*, of Harwich, coal laden from Seaham for Ipswich. She was unmanageable, having lost her steering gear and some of her spars and sails. She was also leaking, and at the master's request the Life-boat men took charge of the vessel, her crew, consisting of five men all told, being thoroughly exhausted, and with the assistance of a steam-tug took her into Yarmouth harbour.

PORT PATRICK, WIGTOWNSHIRE.—The schooner, *General Cathcart*, of and for Ballywalter, from Maryport, coal laden, was observed in distress during a strong gale from the W.N.W. and a heavy sea on 15th August. The crew of the Life-boat *Civil Service* No. 3 were summoned, the boat was promptly launched, and rescued the crew consisting of four men while the vessel was approaching the shore. She stranded about 200 yards N. of the harbour, and became a total wreck. The men were in a very exhausted condition from working the pumps to keep down the water, which was fast gaining on them, the vessel having sprung a leak.

ABERSOCH, CARNARVONSHIRE.—Signals of distress having been shown by the schooner *President Garfield*, of Amlwch, coal laden from Liverpool for Abersoch, which was lying at anchor in St. Tudwall's Roads during a moderate gale from the S.S.E. and a very heavy sea on the 20th September, the Life-boat *Mabel Louisa* put off to her assistance. The vessel had parted one of her cables, and the four persons on board, consisting of the master, his wife, and the crew of two men, being anxious to be taken off, were brought ashore in the Life-boat.

GROOMSPORT, IRELAND.—The ketch *Hobah*, of and for Falmouth, from Glasgow, laden with coal, ran ashore between Ballycormick Point and Groomsport whilst

trying to obtain shelter during stormy weather on the 20th September. The circumstance having been reported to the Coxswain of the Life-boat he at once summoned his crew, and at 9.15 p.m. the *George Pooley* was launched. Some of the Life-boat men went on board, assisted to get the vessel afloat, and took her to a safe position.

RAMSGATE.—In answer to guns fired by the Goodwin light-vessels, the Life-boat *Bradford*, in tow of the steam-tug *Aid*, left the harbour at 6.45 a.m. on the 28th September, and found the s.s. *Grimm*, of Hamburg, bound from Antwerp for Montreal, with a general cargo, a crew of 33 persons, and nine passengers, ashore on the East Goodwin Sand. The weather was foggy, a light N.W. wind was blowing, and the tide was low. On nearing the sand the Life-boat was slipped from the tug, went alongside the vessel, and the tug's large tow rope was passed to her and attached to the main mast. At 8.45 the tug commenced towing and continued until 10 o'clock at full speed, thus keeping the ship from being driven farther on to the sand by the strong westerly tide then running. Eventually the steamer was brought round to the eastward when her engines were set going at full speed astern, and the ship was towed afloat. The tow-rope was then slipped, and the tug and Life-boat accompanied the vessel to the South Foreland, where they left her, and she was enabled to proceed on her voyage.

RHOSCOLYN, ANGLESEY.—The s.s. *Columbian*, of Liverpool, 3,300 tons, from South America, with 800 live cattle and a large quantity of cotton, struck on some detached rocks in Penrhos Bay in foggy weather on the 28th September. She fired explosive signals, and these being heard by one of the crew of the Rhoscolyn Life-boat he at once went to the Life-boat Station and gave an alarm. At 4.45 a.m. the Life-boat *Ramon Cabrera* was launched, proceeded to the vessel, and remained by her until she floated with the rising tide at about 6 o'clock. She had apparently received no damage and was able to continue her course.

SUMMARY OF THE MEETINGS OF THE COMMITTEE.

THURSDAY, 12th June, 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 Chief Inspector of Life-boats on his recent visit to Atherfield, Isle of Wight.

Also the report of the Deputy Chief Inspector of Life-boats on his visit to Harwich.

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

Northern District—West Hartlepool, Hartlepool (three boats), Seaton Carew, Roker, Sunderland (two boats), Tynemouth, Cullercoats, Alnmouth, Moray Firth, Lossiemouth, Buckie, Banff, Peterhead, Fraserburgh, Whitelink Bay, Port Erroll, Newburgh, Glasgow and Johnshaven.

Eastern District—Walton-on-the-Naze, Clacton-on-Sea, Harwich, Thorpeness, Aldborough, Southwold (two boats), Dunwich, Kessingland (three boats), Pakefield (two boats), Lowestoft (two boats), Gorleston (two boats), Yarmouth, Caister (two boats), Winterton (two boats), Staithes, Grimsby, Donna Nook, Mablethorpe, Chapel, Sutton and Skegness.

Western District—Looe, St. Mary's (Scilly), Newquay (Cornwall), Port Isaac, Padstow, Mevagissey, Fowey, Hayle, Sennen Cove, Penzance, St. Ives and Falmouth.

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

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

	£	s.	d.
"In memoriam, M. L. R."	1000	-	-
Proceeds from "Drift Net" Magazine, per Miss MARY E. HOLDSWORTH	9	17	-
Collected on board R.M.S. <i>Medway</i> , per H. B. WHITMAESH, Esq., additional	2	-	-
Four little children at St. PAUL'S, CLERKENWELL, SUNDAY SCHOOL, per the Rev. A. STYLEMAN HERRING	1	-	10
—To be severally thanked.			

Also the receipt of the following legacies:—

	£	s.	d.
The late SAMUEL FIELDEN, Esq., of Todmorden	2000	-	-
The late WILLIAM SANDERSON, Esq., of Kirkcaldy	720	-	-

	£	s.	d.
The late JOHN DAVID, Esq., of Cheltenham	300	10	8
The late A. S. SCHAW, Esq., of Glasgow	225	-	-
The late W. H. DEAN, Esq., of Stratford, additional	74	19	2
The late Mrs. F. E. THOMAS, of Nunney, Somerset, additional	3	16	8

Voted the thanks of the Committee to Mr. F. G. ASHBY, late Chief Officer of H.M. Coastguard at Clovelly, in recognition of his good services during the three years he held the office of Honorary Secretary of the Clovelly Branch of the Institution.

Decided, that new Life-boat stations be formed at Atherfield, Isle of Wight and Johnshaven, Kincardineshire.

Reported the transmission to their Stations of the Thurso and Wexford new Life-boats.

Also that the Hayling Island and Greencastle Life-boats had been altered and improved and returned to their stations.

Paid 5,625*l.* 14*s.* 6*d.* for sundry charges on various Life-boat establishments.

Voted 36*l.* 2*s.* 6*d.* to pay the expenses of the Cullercoats, Exmouth, Salcombe and Gourdon Life-boats in rendering the following services:—

Three fishing-boats of Cullercoats. Rendered assistance.	Lives
Exmouth fishing-boats. Rendered assistance.	
Three Salcombe fishing-boats. Saved boats and	8
Gourdon fishing-boats. Rendered assistance and saved	3

(Accounts of these services will be found on pages 406 and 432.)

Also 36*l.* 11*s.* to pay the expenses of the Margate, Lydd and Scilly Life-boats in assembling their crews or putting off to the assistance of vessels which did not ultimately need their services.

Voted the Silver Medal of the Institution, accompanied by a copy of the vote inscribed on vellum, to FRANK PERRY and FREDERICK CARTER, for gallantly saving one of two men whose boat had been capsized in Weymouth Bay in a strong E. breeze and a heavy surf, on the 26th May. The two lads, one of whom was sixteen and the other eleven years of age, were in another boat in smooth water, and on observing the casualty, immediately rowed out to the rescue, incurring imminent risk of their boat being either swamped or capsized in the broken water.

Also 3*l.* to twelve men of Newbiggin, Northumberland, for saving two boats containing the crew of eleven men of the s.s. *Swallow*, of Hull, which had foundered during a moderate breeze on the 25th May.

Also 3*l.* to six men for saving the boat *Susan*, of Hope Cove, and her crew of two men, in danger near Bolt Tail, Devonshire, during a whole gale from the S.S.W. on the 20th May.

Also 2*l.* 12*s.* 6*d.* to seven men, the crew of the *Herald*, of Kearney, for saving the lives of seven of the crew of the steamer *Harold*, of

Hull, which foundered off Cloughey, co. Down, in a light W. breeze and a smooth sea, on the 17th May.

Also 1*l.* 10*s.* to two fishermen, for rescuing the crew of a fishing-boat which sunk off Salcombe, Devonshire, in a strong gale from the W.S.W. and a very heavy sea, on the 20th May. The rescued men and their salvors were afterwards taken into safety by the Salcombe Life-boat.

Also 10*s.* to two men for saving a boat containing the crew, three in number, of the wrecked schooner, *Kohinoor*, at Cilán Head, Carnaryonshire, during a moderate S. breeze and a rough sea on the 13th April.

THURSDAY, 10th July.

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

Read and confirmed the minutes of the previous meeting.

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

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

Northern District—Montrose (three boats), Gourdon, Stonehaven, Arbroath, Broughty Ferry, Buddon Ness, North Berwick, Irvine, Troon, Girvan, Ayr, Ballantrae, Port Logan, Port Patrick, Whithorn and Kirkcudbright.

Eastern District—Blakeney, Wells, Hunstanton, Brancaster, Sheringham, Cromer, Mundesley, Hasborough, Palling (two boats) and Lowestoft (two boats).

Western District—Porthleven, Church Cove, Mullion, Cadgwith, Porthoustock, Polpear, Ilfracombe, Braunton, Morthoe, Lynnmouth, Appledore (two boats), Bude, Clovelly, Watchet and Burnham.

Irish District—Blackrock and Giles' Quay (Dundalk), Newcastle and Tyrella (Dundrum Bay), Cloughey, Ballywalter, Groomsport, Portrush and Greencastle.

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

	£	s.	d.
EDWARD F. WHITE, Esq., and Miss S. E. WHITE, annual subscription	75	-	-
CYCLIST LIFE-BOAT FUND, one year's maintenance of Hartlepool No. 3 Life-boat, the <i>Cyclist</i> , per H. STURMEY, Esq.	70	-	-
ARTHUR W. YOUNG, Esq., additional	50	-	-
Fine from a Seaman, per Major W. PERCY CHAPMAN, H.B.M. Consul, Rouen	12	-	-
S.S. <i>Circassia</i> , contents of contribution box, per Captain J. HEDDERWICK	3	8	6
Collected in BARNINGHAM CHURCH, per the Rev. A. W. EDWARDS (additional)	1	4	7

	£	s.	d.
Collected in SUNNINGDALE SCHOOL CHAPEL, per the Rev. W. H. GIRDLESTONE, D.D.	1	1	6

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late Miss LUCY TARGETT, of Kentish Town (additional) . . .	5000	-	-
The late W. G. STEER, Esq., of Upper Clapton	1985	8	2
The late E. S. DOWLING, Esq., of Holland Villas Road, Kensington . . .	450	-	-
The late Lady BENTINCK	50	-	-

Reported the death of Admiral JOHN ROSS WARD, who had for thirty-eight years been a member of the Committee of Management of the Institution, and had for many years held the post of Chief Inspector of Life-boats. (Vide the last number of THE LIFE-BOAT, No. 157, page 393.)

Resolved, that a letter of condolence be addressed to the family of the late Admiral WARD, accompanied by a copy of the following resolution:—

“That the Committee desire to place on record their high sense of the most valuable, important and faithful services rendered to the ROYAL NATIONAL LIFE-BOAT INSTITUTION by Admiral WARD for the long period of thirty-eight years, during the whole of which time he was intimately connected with the Institution, and they most sincerely deplore his loss.”

Reported the transmission to their stations of the new Life-boats for Lowestoft, Thorpeness and Kildonan.

Paid 5,998*l.* 19*s.* 1*d.* for sundry charges on various Life-boat Establishments.

Voted 65*l.* 10*s.* to pay the expenses of the Palling No. 2, Scarborough, Caister No. 2, Newbiggin and Carmarthen Bay Life-boats, in rendering the following services:—

	Lives.
Ketch <i>Thomas Owen</i> , of Portmadoc . . .	3
A pilot cable. Assisted to save boat and Dandy <i>Florence Mary</i> , of Yarmouth. Remained by vessel.	4
Fishing-cable <i>Jane Isabella</i> . Rendered assistance.	
Smack <i>W. H. Treherne</i>	1

(Details of these services are given on pages 400, 430, 432 and 433.)

Voted also 173*l.* 3*s.* 6*d.* to pay the expenses of the Winterton No. 2, Holyhead No. 1, Rhoscolyn, Polpear, Walton-on-the-Naze, Workington, Harwich and Aldborough Life-boats, in assembling their crews or putting off to assist vessels which did not eventually require the services of the boats.

Also 8*l.* 19*s.* to pay the expenses incurred at Stromness in despatching assistance to distressed fishing-boats on the 25th and 26th June.

Voted the Silver Medal of the Institution, with a copy of the vote inscribed on vellum, to Mr. JAMES DOUGLAS, jun., for swimming to the assistance of two men whose boat had been

capsized at Harrington, Cumberland, in a strong W. gale, thick weather and a rough sea, on the 25th June. At great risk he succeeded in rescuing one of the men, but the other was drowned in attempting to swim to the shore.

Also the thanks of the Institution inscribed on vellum to Mr. HERBERT LYON, and 1*l.* to his boatman, for rescuing three of four persons from a boat which had been capsized near Hurst Castle in a strong breeze and a rough sea on the 24th May.

Also 1*l.* 15*s.* to seven men for putting off in a boat with the view of saving life on the occasion of the sinking of the s.s. *Harold*, of Hull, off Cloughy, co. Down during fine weather on the 17th May.

Also 1*l.* 10*s.* to three men for putting off in a boat and saving five men whose boat had been swamped off Greenish Island, co. Limerick, during a gale from the N.W., squally weather and a very heavy sea, on the 13th March.

Also 1*l.* 10*s.* to four men for putting off in a boat and saving six men from a boat which had been capsized between Baltimore, Co. Cork and Hare Island, in a gale from the S.W. and a rough sea on the 3rd June.

Also 1*l.* 10*s.* to four men for rescuing, by means of lines from the shore, the crew of sixteen men from the barque *Hermine*, of Liverpool, which had struck on the rocks and sunk at Porth y Garron, Anglesey, in a breeze from the S.W., a moderate sea and thick weather on the 16th June.

Also 1*l.* 10*s.* to four men for saving the fishing-boat *St. Patrick*, of Galway, and her crew of five men, which had been dismasted and had sprung a leak in Galway Bay during a strong S.W. breeze on the 16th June.

Also 10*s.* 6*d.* to three men for putting off in a boat and rescuing two boys from a boat which was drifting out to sea at Llanaelhaiarn, Carnarvonshire, during a moderate breeze on the evening of the 21st June.

THURSDAY, 7th August.

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 Kirkcubright and Troon.

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

Northern District—Balcary, St. Andrews, Ardrossan, Huna, Anstruther, Crail, Ackergill and Thurso.

Eastern District—Kingsdowne, Brooke, Bembridge, Thorpeness, Brightstone Grange, Totland Bay and Aldborough.

Western District—Weston-Super-Mare, Swansea, Penarth, Porthcawl, Tenby, Fishguard (two boats), Ferryside (Carmarthen Bay),

Port Eynon, Burry Port, St. David's and Little-haven.

Irish District—Drogheda (two boats) and Balbriggan.

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

	£	s.	d.
ANCIENT ORDER OF FORESTERS annual subscription in aid of the support of their three Life-boats.	150	-	-
DUBLIN PORT AND DOCKS BOARD annual subscription	75	-	-
WORSHIPFUL COMPANY OF MERCHANT TAYLORS, additional	31	10	-
Offertory at WEST HACKNEY Church, the Rev. H. BICKERSTETH OTTLEY, Rector, per Mr. CHURCHWARDEN MITCHELL	2	18	6
Offertory on board H.M.S. <i>Active</i> per the Rev. F. C. STEBBING, R.N.	1	10	9
—To be severally thanked.			

Also the receipt of the following legacies:—

	£	s.	d.
The late Miss LUCY TARGETT, of Kentish Town, additional	7,884	3	7
The late Mrs. CATHERINE SWIFT of Kensington	700	9	9
The late Mrs. ELIZABETH CUNNINGHAM, of Chatham	600	-	-

Voted the thanks of the Committee to JAMES WARRACK, Esq., THOMAS MCCONNOCHIE, Esq., and HARRISON GRUNDY, Esq., in recognition of their past valuable co-operation as Honorary Secretaries respectively of the Montrose, Girvan and Ormskirk Branches of the Institution.

Reported the transmission to its station of the new Life-boat for St. Agnes, Scilly Islands.

Paid 1,814l. 8s. 7d. for sundry charges on various Life-boat Establishments.

Voted 74l. 10s. 6d. to pay the expenses of the Newhaven, Eastbourne, Holyhead, Cemlyn, Cemaes and Lowestoft (No. 2) Life-boats in rendering the following services:—

	Lives.
Fishing-luggers <i>Louisa</i> and <i>Beauty</i> , of Brighton. Rendered assistance.	
Dandy <i>Eureka</i> , of Rochester	4
S.S. <i>Gulf of St. Vincent</i> , of Greenock	2
Fishing-boats <i>Edith</i> and <i>Alice</i> and <i>Don't Know</i> , of Yarmouth. Assisted to save boats and	2

(Particulars of these services are furnished on page 433.)

Also 50l. to pay the expenses of the Newhaven, Winterton No. 2 and Aldborough Life-boats in putting off to the help of vessels not ultimately requiring their services.

Voted the Silver medal of the Institution, with a copy of the vote inscribed on vellum, to Mr. THOMAS POUNDER, pilot, and JAMES METCALFE, his assistant, for rescuing, at great risk, two persons from a boat which had been capsized near the Longcarr Rocks, off Hartlepool, in a strong N.N.E. breeze and a rough sea on the 26th May.

Also 2l. to four men for rescuing two men

from the boat *Phoenix*, of Caister, which had been upset by a squall off Sheringham, Norfolk, during a fresh N.W. breeze and a rough sea on the 8th July.

Also 1l. to two Coastguardmen for putting off in a shoreboat and saving two persons from a boat which had been capsized off Goring, Sussex, in a strong breeze from the S.W. and a rough sea on the 13th July.

7s. 6d. was also granted to three other Coastguardmen who launched the boat used by the salvors on the occasion.

Also 10s. to a boatman for rescuing three men from a boat which had been capsized off the Isle of Wight in a strong W.S.W. breeze, squally weather and a rough sea on the 20th June.

Also 5l. to a Coastguardman who was injured while assisting to launch the Walton-on-the-Naze Life-boat on service on the 6th July.

THURSDAY, 11th September.

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—Stromness, Longhope, Dornoch Firth and Embo, Southend (Cantyre), Campbeltown, Kildonan, Berwick-on-Tweed, Middlesbrough, Saltburn, Redcar, Seaton Carew, West Hartlepool (two boats), Seaham, Hartlepool (three boats) and Whitburn.

Eastern District—Southsea, Hayling Island, Worthing, Selsey, Littlehampton, Brighton, Shoreham, Kimeridge, Swanage, Poole, Newhaven, Eastbourne, Hastings, Winchelsea, Rye, Lydd, New Romney, Dover, Margate, Kingsgate, Hythe, North Deal and Walmer.

Western District—Newport (Pembrokeshire), Cardigan, Milford, Aberdovey, Portmadoc, Porthdinllaen, Llanaelhaearn, Abersoch, Barmouth, Aberystwith, Newquay (Cardiganshire), St. Agnes and St. Mary's (Scilly Islands).

Irish District—Courtown, Kingstown (two boats), Poolbeg, Howth, Skerries, Greystones, Wicklow, Arklow, Cahore, Wexford (two boats), Kilmore, Dunmore, Fethard and Tramore.

Reported the receipt of 700l. from Miss PRINGLE KIDD, of Lasswade Bank, Mid-Lothian, to defray the cost of the Kildonan, Isle of Arran, new Life-boat, the boat to be named the *David* and *Elizabeth Kidd*, the Brother and Sister Life-boat.

Decided that the best thanks of the Committee be conveyed to the Donor for her much valued gift and that the boat be named accordingly.

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

	£	s.	d.
WORSHIPFUL COMPANY OF DRAPERS, annual subscription	52	10	-
Collected at Avonmouth and Sharp- ness Mercantile Marine Offices, per A. ORAM, Esq.	7	-	-
ODD FELLOWS of Ipswich, per W. ORFORD WHITE, Esq.	5	5	-
Offertory on board H.M.S. <i>Boadicea</i> , per the Rev. J. M. CLARKSON, R.N.	5	5	-
Collected on board R.M.S. <i>Medway</i> , per Mr. H. B. Whitmarsh	3	-	-
Offertory in HARRY CHURCH, MELTON MOWBRAY, on 3rd August, per the Rev. M. O. NORMAN	2	9	-
Master and crew of Barque <i>Earl of Rosebery</i> , per Lieutenant MARTIN FRAMPTON, R.N.R., Master.	2	8	-
Collected on board the s.s. <i>Cumbræ</i> , of Glasgow, Captain ROBERTSON, per the Rev. H. C. MILWARD	1	9	6

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late Mrs. ELIZA PRICE, of Cheltenham	1,362	11	9
The late HENRY LUCAS, Esq., of South Kensington	337	10	-
The late Miss C. C. HALLETT, of Macclesfield	100	-	-
The late Mrs. M. B. HARVEY, of Clifton	45	-	-
The late Miss MARY DEAN, of Stepney	41	13	-
The late J. M. LENNARD, Esq., of Middlesbrough-on-Tees	20	-	-

Deep regret was expressed at the death of the Rev. JOHN LAWSON, who had been the much valued Honorary Secretary of the Seaton Carew Branch of the Institution for thirty-four years, and it was decided to send a letter of sympathy to his family.

Voted the thanks of the Committee to Mr. WILLIAM MAGEE, in recognition of his kind services during the period in which he occupied

the office of Honorary Secretary of the Aranmore Branch of the Institution.

Reported the transmission to their stations of the Kingstown No. 2 and Carnsore new Life-boats.

Also that the Cahore Life-boat had been altered, fitted with all modern improvements and returned to its station.

Paid 3,310*l.* 19*s.* 9*d.* for sundry charges on various Life-boat Establishments.

Voted 45*l.* 18*s.* to pay the expenses of the Gorleston No. 2, Port Patrick and Lowestoft No. 2 Life-boats in rendering the following services:—

	Lives.
Dandy <i>Favourite</i> , of Great Yarmouth	5
Schooner <i>General Cathcart</i> , of Bally- walter	4
Smack <i>Frolic</i> , of Lowestoft. Rendered assistance and saved	2

The Southwold No. 2 Life-boat assisted to save the brigantine *Vecla*, of Harwich and her crew of five men.

(Accounts of these services are given on page 434.)

Also 81*l.* 13*s.* to pay the expenses of the Gorleston, Cahore, Walton-on-the-Naze, Hastings, Broadstairs and Llanddwyn Life-boats in putting off to assist vessels which did not eventually need their help.

Also 3*l.* to six men for rescuing by means of surf lines, the crew of four men from the schooner *Annie*, of Hayle, which was totally wrecked off Hastings in a strong S.W. breeze and a heavy sea on the 15th August.

Also 1*l.* to a man for wading neck deep into the water to a boat which was lying at anchor off Port Carlisle, lifting the anchor and saving the lives of four men from a boat which had been capsized in a light N.W. breeze and a smooth sea on the 20th July.

Also 1*l.* to two men for saving one of the crew of the fishing-boat *Hawk*, of Waterford, which had been capsized in a squall off Dunmore, Co. Waterford, on the 22nd July.

OUR LIFE-BOATS.

Around our iron-bound coasts wild waters rave,
High revel holds the Storm King night and day;

All honour, then, to those who dare to brave
The rush and fury of his deadly sway!

When seething billows toss their spumy crests,
Lashed into madness by the tempest's scourge;

When seamews, screaming, swoop from rocky
nests

And o'er the swirling depths swift pinions
urge;

When minute-guns boom out their last sad note
And rockets startle, hurtling through the sky,
As mastless, helmless, stripped of sail and boat,
Some helpless barque is driven headlong by,

Then, as all storm-worn desperate seamen throw
Imploring eyes round heaven and sea in vain,
A hopeful throb of joy sad bosoms know,
For cheering shouts are heard through wind
and rain.

The life-boat bounds beneath each eager stroke,
Brave hearts are there to cleave the threaten-
ing wave;

Unselfish, fearless, hearts indeed of oak,
Who risk their lives the shipwrecked crews
to save.

Help is sore needed 'gainst the Storm King's
rage,

The crews are ready, but the life-boats fail;
Their pressing want may well all hearts engage
For countless English hopes fill many a sail.

INFELIX.

NOTICE.—The next number of the Life-boat Journal will be published on the
1st February, 1891.

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.

		£.	s.	d.
Number of Lives rescued by Life-boats, in addition to				
17 Vessels saved by them	420			...
Number of Lives saved by Shore-boats, &c.	207			...
Amount of Rewards granted during the Year		5,103	11	-
Honorary Rewards:—Silver Medals 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 300 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 35,134: for which services 97 Gold Medals, 1030 Silver Medals and Clasps, 184 Binocular Glasses, 15 Telescopes, 4 Aneroid Barometers, 1,278 Votes of Thanks, inscribed on vellum and framed, 9 Certificates of Service framed, and £111,216 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. COURTTS and Co., 59 Strand; Messrs. HERRIES, FARQUHAR, and Co., 16 St. James's Street; Messrs. HOARE, 37 Fleet Street, London; and by all the other Bankers in the United Kingdom.—November 1st, 1890.