

# THE LIFE-BOAT.

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## THE REPORTS OF THE METEOROLOGICAL COUNCIL OF THE ROYAL SOCIETY FOR 1889 AND 1890.

THESE reports contain matter of very considerable general interest, showing, as they do, what has been and is being done to perfect the system of weather forecasts in this our ever-changing climate, as well as to compile a register of the winds and weather that may be expected at sea in different parts of the world, including the tracing and laying down the courses of cyclonic disturbances in the Atlantic and other oceans, together with the probable distance travelled whilst they last, and their rate of travelling.

This last subject, so far as regards the North Atlantic Ocean, comes first in the Report for 1889, and merits a perusal in order to learn the outline of the method adopted to obtain this very desirable end. The one source from which all information can be obtained as to what wind and weather exists, or may be expected to be found, in any spot at sea, must be the logs and other records of ships whilst on that spot. To extract this from a large number of logs, and to carefully compare and connect the various items, necessarily entails a large amount of very correct and exact labour, which is demonstrated by the fact that the results for the thirteen months ended September 3rd, 1883, were not published until 1890, and even now the complicated series of phenomena con-

tained in these charts is undergoing further investigation. The history of all the clearly-marked barometrical depressions or cyclonic systems that occurred between August 1882 and 1883 inclusive, has been investigated and their course and distance travelled, etc., laid down on charts with what is considered justifiable accuracy.

These systems or whirlwinds, of greater or less extent and force, appear to travel at an average rate of 400 to 450 miles a day, and 273 of them have been traced. Of these, 143 had blown themselves out and disappeared in less than 5 days. Very few lasted 10 days, and of these again a very small proportion lasted 13 days. Of 63 of these depressions that appeared between the 40th and 35th parallels of latitude, only 15 crossed the Atlantic to the Meridian of Greenwich; some of these again passed it in high latitudes. But of those that originated south of latitude 35°, half possessed sufficient energy to cross the ocean. The cyclones which existed more than 13 days occurred in September, October, and November. The attempt to trace the anti-cyclonic system has not however yet been equally successful.

Charts have been prepared and issued, showing the barometrical pressure in the

Atlantic, Pacific and Indian Oceans during the months of February, May, August and November. Further charts on the subject are now ready; and it is hoped that the information they give will prove of great value to seamen. Current charts for the same parts are also being prepared, with which considerable progress was made during the year.

We now come to the weather forecasts. The preparation and issue of these, including the storm warnings, is founded on the contents of reports received by telegraph from a large number of Stations in the British Isles, supplemented by a considerable number from the Continent of Europe. Those from America are not now used for this purpose, the conclusion having been come to that the information given by them was as yet of no practical utility in forwarding the object in view. The reports are made out for three different hours, viz., 8 A.M., 2 P.M., and 6 P.M.; 58 are sent in in the morning, 17 at 2 o'clock, and 29 at 8 P.M. Besides the actual reading of the barometer and thermometer at the hours named, they give the alterations which have occurred in both during the previous 24 hours, the direction and force of the wind, and the state of the weather, together with any changes of importance that may have taken place during the previous day. These are all entered on a chart, and forecasts of the weather for the following 24 hours are deduced from them, and issued in the well-known form for the eleven districts into which the country is divided for this purpose. The charts obtained from the 8 A.M. reports are the fullest and most important on account of the larger number made at that hour. The forecasts from these are issued about 11 o'clock, and foretell the weather from noon until the following noon. The 6 P.M. reports are issued about 9 o'clock, and are for the day, commencing at 8 A.M. the next morning.

The 2 P.M. reports, of which the forecasts are completed by about half-past three, are used for storm warnings only,

excepting during the hay season. Various methods are adopted for making public the forecasts. They are exhibited at the Mansion-house, Lloyd's Rooms, the libraries of the Houses of Lords and Commons, and at seven or eight other different places in London. They are also supplied to the newspapers, the Government Offices, and to seaports for public exhibition, to correspondents with the Office, to foreign Meteorological establishments, and about two hundred copies are supplied to various subscribers. Any one applying at the Meteorological Office between 11 A.M. and 8 P.M. on week days, and 7 P.M. and 8 P.M. on Sundays, can obtain in writing the latest information, and the latest forecast for any particular district, on payment of one shilling for each enquiry. Application may also be made by either letter or telegram, in the former case the fee and postage for the reply must accompany the application, and in the latter, the fee must be paid at the telegraph office when despatching the message with a prepaid reply.

By an arrangement between the Meteorological Office and the Royal Agricultural Society, the Royal Dublin Society and the Highland and Agricultural Society, forecasts are sent gratis and daily to about thirty observers, selected by these Societies, at various places, during the hay season, on the two conditions that the information shall be made as widely known as possible and that a record of the weather actually experienced be sent to the Office. The issue of these commenced on the 11th of June, and was carried on into August for the later districts.

A table compiled from the reports of the different observers of the weather experienced, shows the remarkable accuracy of these particular forecasts, and the service they must have been to all they reached having hay at stake. The results are classified in the tables, under four heads: 1. Complete success; 2. Partial success; 3. Partial failure; 4. Total failure. In the

year 1888 the percentage of each was No. 1, 49; No. 2, 35; No. 3, 11; No. 4, 5; so that 84 per cent. of the forecasts were correct, or partially so, whilst they only failed partially in eleven, and totally in five per cent. In the year 1889 these predictions were even more successful, the figures being 57, 32, 9 and 2, respectively, or 89 per cent. of success and partial success, against 9 of partial and only 2 of complete failure. The general correctness, and therefore usefulness, of these special forecasts is testified to by several of the observers from different parts of the country who had undertaken the task of receiving them, also by the fact of nine large landowners in different parts of the country having applied to be furnished with them at their own expense. The Council expressed their readiness to co-operate in any way in their power for increasing the benefits of this movement, the utility of which had been sufficiently established; but the Agricultural Department of the Privy Council replied that they had no funds at their disposal, and that the Treasury had declined to make a grant for this purpose. Nothing further therefore, has been done to extend the publication of this very useful information.

The general forecasts issued are carefully watched, and their accuracy checked by the weather actually experienced in the several periods. The result is tabulated in the same way as above described for the hay harvest, and for 1888-89 shows the percentage of success and partial success respecting wind to have been 81·4, and for weather 83; for the next year *i.e.*, 1889-90, the results are 80·25, and 80·75 respectively. These percentages have varied so little for some years, that it looks as if they represent the amount of accuracy obtainable under present knowledge and conditions. One great disadvantage the Council works under is the impossibility of knowing what is occurring in the Atlantic until the disturbances reach our own western coasts. Whenever the preparation of the forecasts shows the existence of an atmospheric

disturbance which will probably cause a gale of wind to blow on any parts of the coast, those parts are at once warned by telegraph, and the well-known storm signal, a black canvas cone with the point upwards or downwards, according to the expected direction of the wind, is hoisted at the appointed place at the stations warned. These signals are displayed during daylight for forty-eight hours after the telegrams are despatched, unless previously countermanded. There are 72 of these stations in England, 16 in Wales, 44 in Scotland, 15 in Ireland, 3 in the Isle of Man, and 3 in the Channel Islands. In the year 1888-89 the warnings were justified by complete or partial correctness to the extent of 83·9 per cent., were not verified in 14·3 per cent., and were given too late in 1·8 cases per cent.; in 1889-90 the respective figures are 81·2, 16·9, and 1·9.

During the years 1888-89 four gales of wind visited different parts of the coast, for which no warnings were issued, and during 1889-90 five occurred under the same conditions. The four in 1888 appear to have evaded notice in most cases, by advancing very rapidly to our coasts between the hours of observation. In one case at 6 P.M., the time of the evening reports, there was no indication whatever of an impending storm on the coast; by 10 P.M. a shallow depression appeared on the S.W. coast of England, which grew deeper with extraordinary rapidity. At 8 A.M. the next morning, the centre was over Pembroke, and at six o'clock the same evening it had reached Lincolnshire.

Of the five in 1889-90, two which had apparently passed or were passing our islands for the coast of Norway, suddenly turned to the southward, and brought the northern coasts of Scotland and England within their range.

The report shows that the work of the Meteorological Office does not end with the subjects referred to in this short notice but embraces other labours for studying the phenomena of our climate for the advance of science, which we have not space to refer to in this month's Journal.

## THE LIFE-BOATS OF THE UNITED KINGDOM.

LXXI. APPLIEDORE No. 1.—Temporary Boat, 31 feet by 7½ feet, 10 oars.

LXXII. APPLIEDORE No. 2.—*Jane Hannah MacDonald*, 34 feet by 7½ feet, 10 oars.

LXXIII. BRAUNTON.—*Robert and Catherine*, 34 feet by 8 feet, 10 oars.

KINGSLEY has once for all described "the little white town of Bideford which slopes upwards from its broad tide-river paved with yellow sands and many arched old bridge where salmon wait for autumn floods to the pleasant uplands on the west."

Bideford is said to mean "By the Ford," the ford in question being that by which the British Trackway crossed the Torridge, within sight of the bridge which did away with the need for fording. This bridge is the most characteristic feature of the town. As Edinburgh is Edinburgh by virtue of its castle, Rome Rome by virtue of its capitol, and Egypt Egypt by virtue of its pyramids, so is Bideford Bideford by virtue of its bridge, now five centuries old or more, though of late sadly modernized.

Bideford has its place in history. Formerly it was one of the chief ports of England, and furnished seven ships to fight the Armada, and it is to the sea-life and labour of Bideford, Dartmouth, Topsham, Plymouth and many other little western towns that England owes the foundation of her naval and commercial glory. It was the men of Devon, Drake, Hawkins, Gilbert, Raleigh, Grenville, Oxenham and the like, to whom she owes her commerce, her colonies, her very existence. Leaving Bideford, and wending our way to the summit of the hill in the direction of Northam, let us pause a moment to look round, first at the wide bay to the westward with its southern wall of purple cliffs; then at the dim island of Lundy far away at sea; then at the cliffs and downs of Braunton and Morte to the north; then at the vast plain below through which the silvery estuary winds onwards to the sea. Beneath, on the right, we see the Torridge, like a land-locked lake between the old park of Tapely and the charmed rock of the Hubbastone, where seven hundred years ago the Norse Rovers landed to lay siege to Kenwith Castle, a mile away on

the left hand—here the men of Devon defeated Hubba the Dane, and even yet is the spot known by the name of the Bloody Corner, where the retreating Danes, cut off from their ships, made their last fruitless stand. A stone bearing an inscription relating to the fight has been recently set into the bank, close to the spot where tradition says that the old Norse Viking lies in his leaden coffin.

The general character of the coast line of Bideford and Barnstaple Bay, which latter is situated at the entrance to the Bristol Channel, is cliff and rock. Besides a small harbour at Clovelly and the still smaller havens of Bucks Mills and Peppercombe—the last two of which only shelter a few small fishing boats—there is no refuge until Northam is reached. Here between the Northam and Braunton Burrows, those open ranges of turfen flat and sand hills, which had their origin in the silting up of the entrance, the River Torridge joins her sister Taw, and both flow together in one undivided stream towards the broad surges of the bar and the everlasting thunder of the long Atlantic swell. Owing to the great rise and fall of the tide—a 23-foot rise at ordinary tides and 29 feet at springs—the channel over the bar is open to large vessels bound to and from Appledore from half flood to half ebb, the two Lighthouses on the Braunton side of the estuary giving the line in or out, and the channel has of late years been further marked by a bell-buoy three miles out in the bay. The entrance to the estuary is bounded on the Braunton side by sands called the North Tail, and on the south by other sands called the South Tail, extending along the parish of Northam and partly in front of the well-known pebble ridge, which for about two miles protects the Burrows from the sea. These Burrows are made much use of by the inhabitants for golf, and are regarded by them as the best links in England. From this common the parish takes its name—North Ham. The noise of the surf upon the boulders of the pebble ridge is the sure precursor of wind. An Atlantic storm sends forward the token of his coming in the smooth ground swell which can be heard for miles inland, the pebbles

rattling down with the retreating wave of the swell may on the morrow be leaping to the ridge top, hurled like round shot far ashore upon the beach by the force of the advancing wave, flying before the wrath of the northern storm. If one wishes to form a notion of what the losses of life by sea were on the coast of North Devon, prior to the year 1820, the burial registers of the nine parishes between Hartland and Baggy points—the two extreme points of Barnstaple Bay—must be searched. That bay was nothing less than a death-trap to the mariner, and many are the sad wrecks to which these registers bear witness. The nine parishes above alluded to are—Hartland, Clovelly, Woolfardisworthy, Parkham, Alwington, Abbotsham, Northam, Braunton and Georgeham, and it must be remembered that the registers of these parishes only record the burial of those of the castaways whose bodies were recovered. In the parish of Northam there are 83 burials of shipwrecked sailors recorded between 1749 and 1820, and in spite of the Life-boats at Appledore and Braunton, by which 200 lives and more have been saved, the shipping since 1820 has so vastly increased that no less than 78 additional interments of shipwrecked sailors have taken place in Northam churchyard alone. To these must be added the entries in the burial register of Appledore, an ecclesiastical parish separated from Northam in 1838, and distant from it about two miles. Appledore, the out port of Bideford, is a busy shipping town, situated at the junction of the rivers Taw and Torridge, and contains a population of between three and four thousand inhabitants. A large proportion are sailors and pilots, who furnish the crews for the Life-boats at Appledore and Braunton. If such then be the record in one of the nine parishes only, what must the whole loss of life have been in the bay? The Braunton Lighthouses, erected by the Trinity House in 1820, were the first means adopted for diminishing the terrible list of wrecks. It is probable that their erection was due to local representations as to the sad scenes on the coast. For instance, in the years 1819 and 1820 it was shown at the Appledore Custom House that in the case of four wrecks all lives were lost. Many of the wrecks take place on either the

North or South Tail, vessels being either too early on the flood, and unable to keep off owing to the strength of the wind, or to previous injuries to their sails and rigging, or for want of a pilot. A strong and dangerous indraft is also experienced, and its influence is said to be felt six miles to seaward, so that in unsettled weather no vessel should approach the land within the limits of a line connecting the two points at Hartland and Baggy unless bound for Appledore, for the frequent and sudden changes of wind to the N.W., which succeed the S.W. gales, would expose any vessel to great risk of being driven ashore, it being impossible to claw off the land on the flood tide, or to obtain the slightest shelter while the wind blows from the W.N.W. The danger attending these sudden shifts of wind may be illustrated by the lamentable loss of the *Weasel* sloop-of-war, commanded by the Hon. Henry Grey, on the night of the 11th January, 1799. Being stationed on this part of the coast, she was riding at anchor about a mile west from the bar, the wind blowing a fresh gale from the southward. A Bideford vessel, commanded by a Captain Grossard, in the course of the day beat over the bar, and in passing, hailed the *Weasel*, telling her Commander that his position was dangerous, and begging him to cross the bar and to go into harbour. The answer given back was that the *Weasel* was riding quite safely. During the night the gale suddenly veered, as it generally does, to the N.W., and in attempting to beat out of the bay the *Weasel* struck near Baggy Point, went to pieces almost immediately, and every person on board perished—120 officers and men, and 1 woman.

The whole of this part of the coast and its vicinity is much better guarded by Lighthouses than it was formerly. In addition to the Light on Lundy Island and those at Braunton, a Lighthouse has been placed at Hartland Point, and another at Bull Point near Morthoe. Much better protection is also provided by additional Life-boats having been placed at Clovelly, Braunton, Morte Bay and Ilfracombe. Notwithstanding all these safeguards, however, peculiar perils beset vessels sheltering on the east side of Lundy Island during S.W. gales. Should the wind fly round to the N.E. the anchor-

age ground is at once exposed to the gale, and the vessels are obliged to run for safety where they best can. On the 16th October, 1886, there was such a shift of wind during the night that, of about forty vessels at anchor there, for the most part large ones, full twenty went ashore or foundered in Barnstaple Bay. It is believed at least 300 men perished on this occasion. Two large vessels, one a steamer, foundered close to the Bell buoy off the bar, but no aid could be rendered as, being night time and no signals shown, their whereabouts was unknown on shore. It has been publicly stated that fully one-fourth of the shipping traffic of the United Kingdom passes up and down the Bristol Channel. The above facts demonstrate pretty clearly the great need existing for a harbour of refuge off the mouth of the Bristol Channel.

About the time the Lighthouses were built, namely in 1820, public attention and sympathy were strongly excited by the frequent wrecks and fearful loss of life that had taken place in the bay. The distance of the bar from the shore, and the exposed situation of the whole beach, being open to the Atlantic, preventing the possibility of assistance being rendered by ordinary boats, suggested the necessity of a Life-boat, and in August, 1824, an appeal was made to our Society, then called the NATIONAL SHIPWRECK INSTITUTION, and just established in London. The request was at once acceded to, and a small boat ordered to be built by Plenty of Newbury, Berks. She reached her station the latter end of February, 1825. This Boat, called No. 1, or the *Volunteer*, was 17 feet long, 6½ feet wide, and 2½ feet deep; she weighed 20 cwt., and was pulled by four oars single banked. Like others built by Plenty, she was sheathed with cork on her bottom and thoroughly varnished. Air-cases were built into her sides, but there were no freeing valves; the water she took in she rolled out, and would not right herself if capsized. Her character was slow but sure. This small Boat proved her value, for she saved 80 lives.

A meeting of gentlemen from Barnstaple, Bideford, and Appledore was called in June, 1831, to consider a proposition to provide this Boat with a house, to remunerate those instrumental in saving life, and to keep the Boat in the utmost state of efficiency. At this meeting the

North Devon Humane Society was established, and Lord Rolle appointed the Patron. Immediately after the formation of the Society, an application was made for a larger Life-boat, and again the Institution in London acceded to the request. A Boat was ordered from a design by the late Mr. GEORGE PALMER, M.P. for South Essex, Deputy Chairman of the Parent Institution, and at the close of 1831 was completed and sent to Bideford. She was clench built; was 26 feet long, 6 feet wide, and 3 feet deep; weighed 20 cwt., and pulled six oars single banked; had detached air-cases along the sides up to the thwarts, and at each end up to the gunwale.

In consequence of a fatal wreck on the North Tail in December, 1845, the Boat was three years later transferred to the Braunton side of the estuary, and the present wooden Boat-house was built among the sandhills to receive her. This Boat has also justified her existence by the excellent services she has rendered on several occasions. In 1846 further application was made to the Institution for a third Life-boat of larger dimensions than the other two, and the following year a Boat, built of mahogany and air-cases built into the sides, was ordered and sent to Appledore the same year, that station now having three Life-boats. Her dimensions were 30 feet long, 7½ feet wide, and 3½ feet deep. She was named the *Petrel*. In 1857 a carriage was built by Ransom and Sims for her; the wheels being provided with a self-laying tramway; but this was found in practice to be too cumbersome and was discarded.

In 1855 the separate existence of the North Devon Humane Society ceased, it having become a branch of the Parent Institution in London, and a few years later the Boat stationed at Braunton became a separate station, under the management of a committee styled the Barnstaple and Braunton Branch. The Rev. I. H. Gosset, who was appointed Chairman of the North Devon Society as far back as 1850, is one of the oldest, if not the oldest, representatives of that Society, and he continued to serve as an active member of the Bideford and Appledore Committee until quite recently. It was owing to his energetic representations that the efficiency of the Life-boats at Appledore and Braunton were put on a

better and a more effective footing, to meet any probable emergency that might arise.

The North Devon Society, during its twenty-four years of separate existence, did all that it was possible to do with the slender income at its disposal, which only amounted to £30 a year. Yet with these slender resources, increased by occasional donations from time to time, the Society erected two Boat-houses, built carriages, maintained their Boats, rewarded their men, and subscribed £120 towards a new Boat, and during that period of twenty-four years their Life-boats were instrumental in saving 107 lives.

The present Life-boats at Appledore and Braunton were sent to their stations—No. 1, Temporary Boat, 31 feet long and 7½ feet beam, pulling 10 oars, to

take the place of the *Hope*, which was stationed at Appledore in 1862. The latter boat was condemned as unfit for further service at the latter end of 1890, having saved 59 lives. A Boat is now building to replace her. No. 2, 34 feet by 7½ feet, pulling 10 oars, in 1885. Up to the present she has saved 4 lives, and No. 3, that at Braunton, 34 feet by 8 feet, also pulling 10 oars, in 1885, credited with 34 lives. In 1889 the Bideford and Appledore Branch was reorganized. One of the two Boats stationed on the Northam Burrows was transferred to Badstep, and accommodated with a new house and slipway, whence it launches directly into the river. The plot of ground on which the house stands was generously presented to the Institution by Mr. Chapple of Appledore.

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

ATHERFIELD, ISLE OF WIGHT.—It having been considered that a Life-boat placed at Atherfield, on the south-west shore of the Isle of Wight, would be the means of affording material assistance to vessels which are not unfrequently driven on to the ledges of rocks off that dangerous part of the coast, the ROYAL NATIONAL LIFE-BOAT INSTITUTION decided last year to form a Life-boat Station there. Accordingly a corrugated iron boat-house has been erected on the top of the cliff—here about 76 feet high—to the face of which a series of flat skids or sleepers have been securely fastened; over these the Life-boat is lowered by ropes, the incline being 1 in 3, and the distance to the beach about 240 feet. When returning to the boat-house the Life-boat is hauled up by means of a powerful winch. The new boat, which was placed on its Station in October last, is 31 feet long, 7¼ feet wide, and rows 10 oars, double-banked. It possesses all the latest improvements, with all the other characteristics of the boats of the Institution in the way of self-righting, self-ejecting water, etc. The cost of the new boat and equipment has been defrayed from a legacy bequeathed to the Institution for the purpose by the late Mrs. SWIFT, of Kensington and Chale,

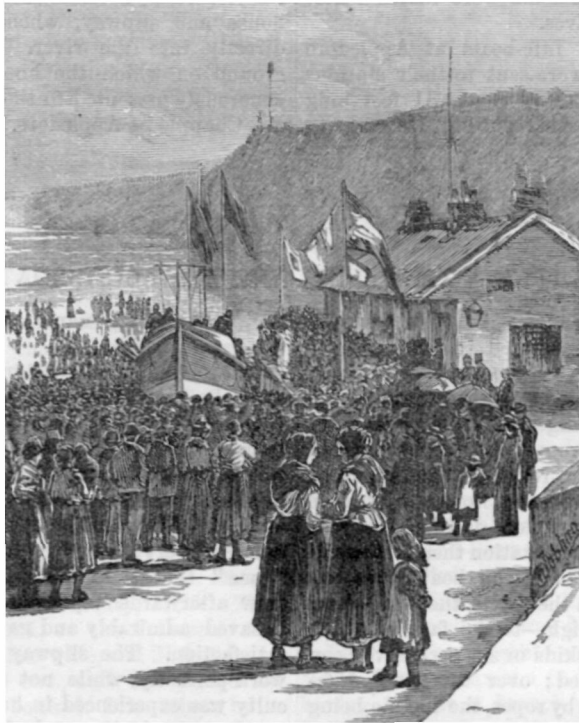
the boat being named after her the *Catherine Swift*.

The London, Brighton and South Coast Railway Company kindly gave the Life-boat a free conveyance over their line from London to Portsmouth, whence it was sailed to its station on the 29th Oct. by the crew, who came over specially to fetch it. When off St. Catherine's, they found a very heavy hollow sea in the "race" there; and the coxswain and crew afterwards reported that the boat behaved admirably and gave them every satisfaction. The slipway was found to work perfectly, while not the least difficulty was experienced in hauling the boat up the steep incline and placing it in the house. A launch can be effected in about a quarter of an hour; and altogether this new Life-boat Station is likely to prove a very efficient one. There are seven brothers in the crew, including WILLIAM COTTON the coxswain superintendent, and DAVID COTTON the second coxswain. The two last-named men had the silver medal of the Institution voted to them for their conspicuous gallantry in going out three times in the *Brighstone Grange* Life-boat on the 9th and 10th March, 1888, and assisting to save the lives of thirty persons from the ship *Sirenia*, of Glasgow,

which had stranded on Atherfield Ledge during foggy and tempestuous weather.

SWANAGE, DORSET.—In December last the Life-boat placed some years since on this Station was replaced by a new Life-boat of the latest type; provided with two sliding keels, also with three water-ballast tanks for use in the event of the drop keels having to be slipped at any time. The new boat, which is 37 feet long and 8 feet wide, rowing 12 oars, is double-banked. She had a most suc-

viously been a procession through the town of Swanage to the Life-boat house, on arriving at which the President of the Branch, GEORGE BURT, Esq., formerly Sheriff of London, delivered an address to those present, in which he spoke in the highest terms of the great work of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and the noble services in saving life from shipwreck performed by our coast boatmen and fishermen; after which he called on the rector of the parish, the Rev. T. A. GURNEY, who conducted a short religious



cessful harbour trial in London before being despatched to the coast. The cost of the new Life-boat and its equipment has been defrayed by Lady ERLE in memory of her husband, the late Right Hon. Sir WILLIAM ERLE, P.C., Chief Justice of the Court of Common Pleas, after whom the boat is named the *William Erle*.

On the 28th December the Life-boat was publicly launched at its Station for the first time in the presence of many hundreds of spectators. There had pre-

service appropriate to the occasion, in which a surpliced choir took part. The ceremony of naming the boat was then performed by Miss BURT, and immediately afterwards the Life-boat, with its crew on board, was launched into the sea, and put through a series of trials in the bay, following which it was brought alongside the pier and capsized under a crane to demonstrate its powers of self-righting, self-ejecting water, etc. In the evening the event was celebrated by a supper at the Town Hall, to which nearly two



hundred sat down, under the presidency of Mr. BURT. The toast of the evening was that of the Institution and Lady ERLE, the donor of the new Life-boat, which was very cordially received.

UPGANG, NEAR WHITBY, AND ALDEBURGH, SUFFOLK.—A gift from a generous anonymous donor has enabled the Institution to defray the cost of replacing the Life-boats at these Stations by new ones of improved form. For the former place a self-righting Life-boat 34 feet long, and 7½ feet wide, rowing 10 oars, double-banked, and provided with two water-ballast tanks, has been provided. The Aldeburgh new boat is one of the Norfolk and Suffolk sailing Life-boat type; it measures 46 feet by 12½ feet, and is fitted to row 14 oars when not used under sail. In compliance with the request of the kind donor, these boats have been respectively named the *Uppang* and the *Aldeburgh*.

RHOSNEIGIB, ANGLESEY, KINGSDOWNE, KENT, AND TRALEE BAY, IRELAND.—New self-righting Life-boats have also been despatched to these Stations, their dimensions respectively being 34 feet by 7½ feet, 40 feet by 10 feet, and 34 feet by 8 feet. The two first-named boats bear the same names as their predecessors, viz., the *Thomas Lingham* and the *Charles*

*Hargrave*. The Tralee Life-boat has been provided from a legacy bequeathed to the Institution by the late Miss L. C. SARGENSON, of New Bond Street; and, in accordance with the wishes of the testatrix, the boat is named the *Louisa and Emma*.

#### CIVIL SERVICE LIFE-BOAT FUND.

At the annual meeting of the committee of this fund, held on the 16th January last, and presided over by Mr. CHARLES G. TURNER, Controller-General of Inland Revenue, Mr. CHARLES DIBDIN, the honorary secretary, reported that during the past year the fund had contributed to the NATIONAL INSTITUTION the sum of £800 to complete the purchase and endowment funds of the Life-boat *Civil Service No. 6*, 63l. 17s. to recoup the Institution the amount expended by it during 1890 in rewarding the crews of the Civil Service boats, and 300l. towards the purchase of the Life-boat *Civil Service No. 7*, recently stationed at Kingstown. The Committee appealed for 2,100l. to complete the purchase and endowment funds of this boat. The boats of the fund have been instrumental in saving 207 lives and several vessels.

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

CLACTON-ON-SEA.—At about 6.30 A.M. on the 3rd October, 1890, the second coxswain of the Life-boat reported to the coxswain superintendent that a barque had stranded on the S.W. Gunfleet sand, and on looking at the vessel with a telescope it was seen that she was showing signals of distress. The usual sound-signals were fired to summon the crew of the Life-boat *Albert Edward*; the boat was launched in a rough sea, a strong gale blowing from the W.S.W., and with all possible speed sailed to the scene of the wreck. She went across the Wallet to the Gunfleet West Buoy, experiencing some difficulty in crossing the sands, the tide being low, and then proceeded down

the Swin towards the stranded barque. Whilst she was making for the wreck, two boats were seen to leave and go in the direction of the Gunfleet Lighthouse, and on coming up with these boats, they were found to contain the vessel's crew of eight men with their baggage. The men and their effects were taken into the Life-boat, one of the ship's boats was cut adrift, and the other, being a better one, was taken in tow. A signal was then made to the steamer *Albatross*, of Grimsby, to tow the Life-boat, and the master and crew very kindly did so, taking her as far as the Swin Spitway when she was cast off, after which sail was set and she returned to her station at 12 o'clock

noon. Whilst in tow of the steamer the line of the ship's boat parted, owing to the heavy sea, and the boat was lost. The wrecked vessel was the *Larissa*, of Blyth, 315 tons, bound from North Shields for Sheerness with a cargo of coal.

**HARWICH.**—It having been reported by the crew of a smack that a vessel was ashore on the Cork Sands, the new steam Life-boat *Duke of Northumberland* proceeded to sea at 12.30 A.M., on the 8th October, taking in tow the reserve Life-boat temporarily placed here whilst the station's own boat is being altered and fitted with the latest improvements. The Life-boats went to the Cork Light-ship, and, having ascertained the direction in which the stranded vessel laid, proceeded to her and found her to be the brigantine *Ada*, of Faversham, bound from Hartlepool for London, laden with gas coal, and carrying a crew of six men. At the master's request the Boats remained by the ship until high water, when she was towed off by a steam-tug and taken to Harwich. The wind was blowing a fresh breeze from the N.E. at the time, accompanied by a moderate sea.

**HARWICH and ALDEBURGH.**—Signals having been fired by the Cork Light-vessel, the Harwich steam Life-boat *Duke of Northumberland*, with the reserve Boat in tow, went out at 4 A.M., on the 20th October, proceeded to the Light-ship, and was informed that a vessel was on the middle of the Shipwash Sand. A moderate gale was blowing from the N.W., there was a heavy sea, and the weather was clear and frosty. On nearing the sand the Life-boat men observed a tar-barrel burning on board the vessel which had stranded, and they at once made for her; the reserve Boat was towed alongside, and the master engaged the services of the Life-boat crews to lighten the ship, which was the s.s. *Achilles*, of Sunderland, 913 tons, bound from Riga for London with a cargo of railway sleepers, and having a crew of twenty-one men. A portion of the cargo was thrown overboard, and at high tide the vessel floated. The steam Life-boat and the steam-tug *Harwich* then took her in tow and got her clear of the sand, and she resumed her voyage to London. The Life-boat men were taken

into their respective boats and returned to their station, which was reached at 6 P.M.

The Aldeburgh Life-boat *George Hounsfield* also put off in response to the signals, and remained alongside the vessel until she floated and all danger was passed.

**ALDEBURGH.**—On the morning of the 1st November the coastguard on duty reported that guns were being fired and signal flags shown on board a vessel aground on the Shipwash Sands. A strong N.W. breeze was blowing, there was a moderately rough sea, and the weather was hazy. The Life-boat *George Hounsfield* was launched at 8.40, and on reaching the vessel found her to be the schooner *Sensation*, of and for Dover, coal laden from the north. The crew of a smack had been engaged to get the vessel off, and the Life-boat remained by her until she floated at high water.

**HARWICH.**—At about 10 A.M. on the 13th November the steam Life-boat *Duke of Northumberland* was called out and proceeded with the Reserve No. 3 Life-boat in tow to the upper part of the Long Sand, where the three-masted schooner *Christine Elisabeth*, of Haugesund, bound from Rotterdam for Moluccas, East Indies, with a general cargo, was found stranded. A pilot cutter and a steam-tug were lying abreast of her; and the master and mate of the schooner were found to be in the tug's boat which also contained the master of the cutter and a pilot, the remainder of the ship's crew, four men, being on board the pilot cutter. The four men in the tug's boat were taken on board the steam Life-boat. The Life-boat men then got on board the vessel, worked at the pumps, and prepared her for towing off at the next tide. At midnight the schooner was towed off, and was taken between the Cork and Rough Buoys, when the weather became very foggy, rendering it necessary to anchor until daybreak, when the fog cleared off. The vessel was then got under weigh, and Harwich was reached at 8.30 A.M.

**RHOSNEIGIR, ANGLESEY.**—The smack *Dinas*, of and from Carnarvon for Rhosneigir, in ballast, with a crew of two men, was driven on the rocks in a heavy sea

and a moderate S.S.W. wind on the 13th October. Six men put off in a shore-boat to her assistance and tried for some hours to get her afloat. Their efforts however failed, and as the sea was becoming heavier and the wind was increasing at 7.30 P.M., they were obliged to make signals for help. The Rhosneigr Life-boat was thereupon launched, brought ashore the eight men, and succeeded in getting the vessel to a sheltered position.

**PEEL, ISLE OF MAN.**—The schooner *Richard*, of Runcorn, coal laden, from Whitehaven for Killough, with a crew of three men, was seen running for the harbour during a strong gale from the N.W. and a heavy sea on the morning of the 16th October. She had only a top sail which was much torn, all her other sails having apparently been carried away, and as it was feared that she would be unable to round the breakwater, and in that case would be completely wrecked, the Life-boat *John Monk* put off at 9.30, boarded her as she entered the bay, and assisted in getting out her anchor, etc. A large fishing-boat then arrived on the scene, and took a rope from the schooner to the pier, and, with the combined help of the Life-boat men, fishermen and men on shore, the disabled vessel was got safely into port.

**NORTH BERWICK.**—On the morning of Sunday the 19th October, a small boat was observed in the Firth of Forth, apparently making for the shore, and as there was a heavy sea on the coast, the chief officer of coastguard hoisted a red flag to warn her not to attempt to land. The Life-boat *Fergus Ferguson* was taken out, but as the tide was low the boat had to be conveyed on her transporting carriage some distance along the beach before a launch could be effected. On reaching the boat she was found to contain seven men, the crew of the steam trawler *Restless Wave*, of Granton, which had foundered about four miles from May Island. They were much exhausted and were taken into the Life-boat, which then made for the harbour, arriving there at about 2 P.M.

**CAISTER, NORFOLK.**—At about 5.30 A.M. on the 29th October, during a strong breeze from the W.S.W., and thick weather

accompanied by rain, rockets were fired from the Cross Sand Light-vessel. The Caister No. 2 Life-boat *Godsend* was at once launched, sailed towards the light-ship, and on her way observed a large four-masted ship, which proved to be the *Nile*, of Glasgow, bound from Calcutta for Hull with a cargo of wheat and linseed, and having a crew of thirty persons, stranded on the inside of the Cross Sand with a heavy sea breaking all round her. The Life-boat men boarded her, and their services were at once engaged to assist in getting the ship afloat. Some steam-tugs afterwards arrived, the Caister No. 1 Life-boat *Covent Garden* was sent for, and on the following morning at 7 o'clock, some of her cargo having been thrown overboard, the vessel was got off the sand, and anchored in Yarmouth Roads.

At about 1 P.M. on the 19th November guns were heard in the direction of the Cross Sand. The wind was blowing a moderate breeze from the W.S.W., the sea was moderate and the weather was very thick. A yawl put off and sailed to the sand where the steamer *Carthagera*, of and for London from Cronstadt, with a cargo of wood, was found stranded. An attempt was made to get the vessel afloat at high water but it failed, and at dusk the master requested the yawl to return to the shore and send out the Life-boat to remain by him during the night. The No. 1 Life-boat *Covent Garden* was launched at 7 P.M., and laid by the vessel until at 1.30 on the following morning she was got off and was taken into Yarmouth Roads.

**RUNSWICK.**—At 5.30 P.M. on the 29th October three fishing cobbles belonging to Staithes, which were unable to land there owing to the heavy sea, arrived at Runswick, and their crews reported that three other cobbles were following them, and asked that the Life-boat might be sent out to assist them. The Life-boat *Margaret and Edward* was therefore launched, proceeded to the bar and accompanied the three boats to the shore.

**BOULMER, NORTHUMBERLAND.**—The schooner *Katharine*, of Banff, bound from Bo'ness for Poole with a cargo of coal, struck on the North Steel Rocks, off Boulmer, in a S.S.E. wind and a high sea, on the morning of the 2nd November,

foggy weather having obscured the lights. The Life-boat *Robin Hood of Nottingham*, was launched at about 4 o'clock, proceeded to the vessel, and finding her stranded and full of water, took off her crew of five men, and brought them safely to land.

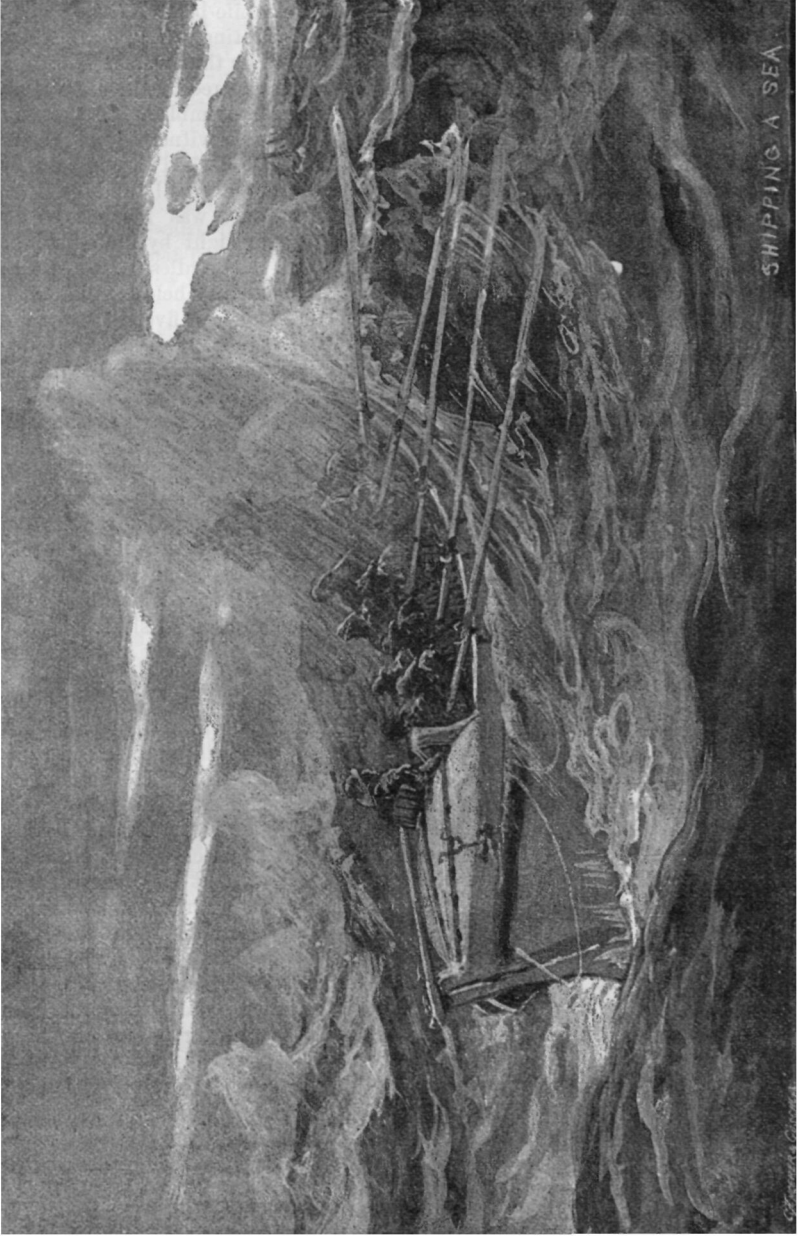
**HOLY ISLAND.**—On the night of the 6th November a tar barrel was seen burning near the shore opposite Ross Links. The wind was blowing with almost hurricane force from S. by E., rain and sleet were falling, and the night was intensely dark. The inhabitants of the village were roused by sound rockets being fired, and the No. 1 Life-boat *Grace Darling* was launched, but so furious was the gale that it was found to be impossible to make any headway. Her crew therefore crossed the harbour in her, taking with them a coble containing fishermen, and hastened to man and launch the No. 2 Life-boat, the *Bombay*, and try whether their efforts would be effectual with that boat. With the help of the coble's crew, who had to go shoulder deep into the water, the boat was launched, reached the vessel, over which the heavy seas were making a clean sweep from stem to stern, and, with considerable difficulty, the boat being frequently dashed against the wreck and having her bow damaged thereby, rescued the crew consisting of five men. The vessel was the schooner *Flower of Ross*, of Inverkeithing, bound from London for Leith with a cargo of cement and whiting.

**MOELFRE, ANGLESEY.**—A very severe gale from the N.N.W. was experienced on the 6th and 7th November, and the Life-boat *Star of Hope* put off to the assistance of five distressed vessels, and rescued their crews numbering in all seventeen men. The boat was first called out at 7 P.M. on the 6th, and proceeded through a heavy sea which almost continually filled her, to the assistance of the schooner *Shisboy* which had been in collision with another vessel. The crew of three men were, at their request, taken into the Life-boat and placed for safety on board another vessel. The boat returned ashore at about 11 P.M. and at 1.20 A.M. was again launched to assist the *Not Forgot*, of Chester, bound from Dublin for Preston with a cargo of barley, which was in danger of parting her cables. Her crew of four men were

taken into the Life-boat and landed at about 6 A.M. At noon another call was received, and the boat again went out, and rescued the crew of three men from the schooner *Henry*, of Dublin, four men from the *Renown*, of Swansea, and three men from the *John Herbert*, of Carnarvon, all of which were in danger of breaking from their moorings.

**GORLESTON.**—Rockets and guns were fired by the Cackle and Middle Cross Sand and St. Nicholas Light-vessels, on the morning of the 7th November. A strong gale was then blowing from S.W. by S., the sea was very heavy and the weather was thick, accompanied by rain. The Life-boat *Mark Lane* was launched at 2.20, and, on speaking the last-named Light-vessel, learned that flares had been seen in the direction of the Middle Cross Sand. Crossing the Scroby Sand at very great risk the Life-boat men sighted a vessel, which proved to be the s.s. *Roldal*, of Stavanger, coal laden from Methell for Gravelines. She had grounded on the outside of the sand, and had been driven over it for two hours to the spot where she was found on the inside of the sand, and had eight feet of water in her hold. With considerable difficulty and risk, occasioned by the vessel rolling heavily, the crew, numbering twelve men, were taken into the Life-boat, and, as there appeared a likelihood of the ship being forced into deep water, the boat remained near her in company with the Caister Life-boat, which had also arrived on the scene. As had been anticipated, the vessel floated, but, being wholly unmanageable, she drifted on to the back of the Scroby Sand, filled with water, and became a hopeless wreck. The Life-boat then made sail and stood in to windward of the Cackle Light-ship, where she was taken in tow and brought into port by the steam-tug *Express*, of Yarmouth.

**FLEETWOOD.**—On the 7th November one of the severest storms known for years was experienced on this part of the Coast of Lancashire. While it was at its height signals of distress were observed three miles out at sea on "Bernard's Wharf." The Life-boat signal gun was fired, and the No. 1 Life-boat on this station, the *Child of Hale*, was manned and launched at 6 o'clock in the morning,



SHIPPING A SEA

and was soon preceeding on her errand of mercy in tow of the steam-tug *Wardleys*. The few spectators witnessed a fine sight, the waves dashing furiously over the boat as she ploughed her way through the water, astern of the steamer. It was almost dark at the time, and soon they were lost to sight by those on shore, who kept an eager look-out for the stranded vessel. It was not until nearly seven o'clock that the hull of the barque loomed in sight to those ashore, and it was evident that but for the gallant services of the Life-boat men the crew would be lost. Having got well to windward the steamer let the Life-boat go, to drift gradually down on the barque. Here came the danger, and it required the most careful seamanship on the part of Coxswain Wright and his crew to prevent the Life-boat being dashed either against the ill-fated barque, or shooting past the mark. When within a short distance, the boat was brought to an anchor, and allowed to float within 50 and 100 yards of the wreck, which was discovered to be the barque *Labora*, of Egersund, bound with logwood, for Fleetwood. The work of rescue at once began, and as it was utterly impossible either to board the barque from the Life-boat, or the Life-boat from the barque, the only mode left was to drag the crew through the water by ropes. A communication of this kind was established by the crew of the *Labora* throwing a buoy overboard with a rope attached, and this floated to the Life-boat. All the crew, who were on deck—numbering 13 in all—were rescued in this way, the captain being the last to leave the ship. That this was accomplished without the loss of a single life is greatly to the credit of the Life-boat men, but for whose brave efforts and untiring exertions the Norwegians would have found a watery grave. The work of rescue lasted above two hours, during which time the boat was filled with water, as she was repeatedly deluged with the waves. The Life-boat having accomplished her object, the coxswain hoisted sail and made all speed for Fleetwood, where he landed the rescued crew amid the ringing cheers of the spectators, who, notwithstanding the gale and driving rain, had by this time assembled in hundreds along the beach. A few hours later intelligence of another

wreck reached the Life-boat Station. Nothing daunted by their rough experience in the early morning, the crew again donned their life-belts and manned the No. 2 Life-boat *Edith*, which is a large self-righting sailing boat. They were again towed by the steamer *Wardleys*, and were much cheered by the crowd that had once more assembled. A magnificent sight was again witnessed, as the steamer and Life-boat dashed through the broken water in the channel, and by the time the Lighthouse was reached both were often lost to sight by the seas breaking over them. Regardless of the drenching they received they held on their way, and soon the distance of five miles was covered, and the Life-boat gradually dropped down on the stranded barque, which proved to be the *New Brunswick*. The crew hailed with heartfelt thankfulness the approach of the Life-boat, but some difficulty was experienced in effecting the rescue, as all the masts and rigging were still dashing alongside the ship. To avoid the wreckage striking the Life-boat, and at the same time to get sufficiently near for the sailors to jump aboard, required great skill and judgment, as well as a cool head and steady nerve. Fortunately the crew of 11 men were eventually got into the boat, notwithstanding that the seas were breaking furiously over the stranded barque and into the Life-boat. The return journey was at once made, the Life-boat being towed part of the way and sailing the remainder. The crew were landed safely at Fleetwood, but in a most exhausted condition; it is probable that all would have been lost but for the timely arrival of the Life-boat. The Life-boats acted splendidly in the enormous seas they had to encounter, and gave the greatest satisfaction to their gallant crews.

PORTMADOC.—During a heavy gale from the N.N.W., on the morning of the 7th November, the schooner *Louisa* was observed in the direction of the North Bank. At 8 o'clock the Life-boat *Caroline* was launched, went to the vessel and, at the request of the master, stood by her until 4 P.M., when a steam-tug from Portmadoc arrived and took her in tow.

PENMON, ANGLESEY.—On the morning of the 7th November the Life-boat

*Christopher Brown* was called out on service, a vessel being observed in distress, but, on reaching her, assistance was declined. A whole gale was blowing at the time, the sea was rough and the weather showery and very cold, and as several disabled vessels were running into the Straits the Life-boat cruised about ready to help any of them if it became necessary. About 10 o'clock the schooner *Undaunted*, of Plymouth, came in with a signal flying, she having lost her anchors, and drifted to leeward on the Lavan Sands. The Life-boat bore down on her, and took off her crew of five men. The boat then tried to beat to windward, but, after several tacks, she was caught by a sudden squall and capsized; she, however, soon righted herself, her crew and those whom they had rescued regained her, and the boat was beached at Aber where all landed.

RAMSEY.—During a violent gale from the N. and a rough cross sea with heavy rain-squalls, a signal of distress was observed on the steam dredger *Walter Bibby*, of Preston, which was riding heavily at anchor a mile and a half S.E. of the harbour on the morning of the 7th November. The Life-boat *Two Sisters* was promptly launched, and, after encountering some difficulty, owing to the violent gusts of wind and the rolling of the dredger, took off the crew of fifteen men and landed them in safety about a mile and a half S. of Ramsey, it being found impossible to beat back to her Station.

#### THE DANISH LIFE-SAVING SERVICE.

FROM a communication received a short time since from Herr ANDERSEN, the Inspector of the Danish Life-saving Service, we learn that on the occasion of the visit of H.M. THE KING OF DENMARK to the Skaw, on the 24th July last, a tabulated statement was prepared showing the good work that had been accomplished by the Service from its establishment in 1851, up to the 31st March, 1889.

In Denmark the work of saving life from shipwreck is concentrated in one

department under the Government and not as in England, where the Rocket Apparatus is worked by the men of the Coastguard Service, under the management of the Board of Trade, and the Life-boat service of the country is almost entirely carried on by the ROYAL NATIONAL LIFE-BOAT INSTITUTION, a charitable agency, wholly supported by voluntary contributions.

It appears that on the coast of Denmark, during the 38 years comprised in the period above-mentioned, 2,354 vessels were stranded, on board of which were 18,567 persons, and out of that number 993 lives were lost, or about 1 in every 19 persons whose lives were thus endangered.

The losses were made up as follows, viz., 541 seamen perished as the result of their vessels breaking up, 228 were lost while making for the shore in their own boats before assistance could be rendered from the land, and 224 were killed by falling spars, &c., or were washed overboard by the heavy breakers when their vessels were stranded.

Turning to the brighter side of the picture, i.e. the lives saved, we find that the Life-boats belonging to the Danish Life-saving Service were the means of saving, in the same period, 2,364 lives, while the Rocket Apparatus of the Service landed 2,307 men, in addition to contributing to the rescue of 68 of those brought ashore in the Life-boats. Further, shore-boats and other private assistance from the land contributed to the saving of 3,815 lives, and finally, the large number of 9,088 rescued men is accounted for either by the stranded vessels being extricated from their perilous positions or the mariners being enabled to land in safety by their own unaided exertions, by the help of their own boats and lines, or by swimming ashore.

We think the Danish Life-saving Service may fairly lay claim to high commendation for the great success that has attended their organization, and we strongly recommend them to "go on and prosper," assuring them that they have the hearty good wishes of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, which will in the future as in the past be ever ready to co-operate with them in their humane and increasingly important work.

SUMMARY OF THE  
MEETINGS OF THE COMMITTEE.

THURSDAY, 9th October, 1890.

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

Read and confirmed the Minutes of the previous Meeting.

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

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

Northern District—Dunbar, Cullercoats, Roker and Kildonan.

Eastern District—Ramsgate, Southend (two boats), Walton-on-Naze, Clacton-on-Sea, Caister (two boats), Palling (two boats), Harwich (two boats), Yarmouth, Gorleston (two boats), Pakefield (two boats) and Kessingland (three boats).

Western District—Penzance, Sennen, Hayle, St. Ives, Porthleven, Falmouth, Looe, Fowey, Newquay (Cornwall), Padstow, Port Isaac, Porthoustock, Polpear, Mullion, Cadgwith, Church Cove and Mevagissey.

Irish District—Dungarvan, Ramsey, Queens-town (two boats), Courtmacsherry, Ballycotton, Youghal, Ardmore and Carnsore.

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

	£	s.	d.
A LADY, further on behalf of the endowment of the Whitburn Life-boat	100	—	—
“M. E. A.”	25	—	—
“E. A. B.”	10	—	—
Collection on board the s.s. <i>St. Sunniva</i> , of Aberdeen, Captain J. ANGUS, on Sunday, 29th June	2	7	6
—To be severally thanked.			

Also the receipt of a legacy of 500*l.* bequeathed to the Institution by the late JOHN GREENHALGH, Esq., of St. Ann's-on-Sea.

Great regret was expressed at the death of Mr. WILLIAM TOUT, who had been Honorary Secretary of the Filey Branch of the Institution for six years and it was decided to send a letter of sympathy to his family.

Voted the thanks of the Institution to the Rev. J. F. WILKINSON, M.A., in recognition of his valuable co-operation during the long period of nineteen years in which he occupied the office of Honorary Secretary of the Flam-borough Branch.

Read letter from the Honorary Secretary of the Orme's Head Branch, of the 2nd October, stating that Her Majesty the QUEEN OF ROMANIA had contributed 10*l.* towards the support of the Life-boat at that station.

Reported that the Drogheda No. 1 and Poolbeg Life-boats had been altered and fitted with all modern improvements and returned to their stations.

Also that the new Steam Life-boat *Duke of Northumberland*, built for the Institution by Messrs. R. and H. GREEN, of Blackwall, had been placed at Harwich.

Paid 5,224*l.* for sundry charges on various Life-boat establishments.

Voted 93*l.* 1*s.* 6*d.* to pay the expenses of the Gorleston No. 2, Abersoch, Rhoscolyn, Clacton-on-Sea, and the Harwich Steam and Reserve Life-boats in rendering the following services:—

	Lives saved
Dandy <i>Belinda</i> , of Great Yarmouth	6
Schooner <i>President Garfield</i> , of Amlwch	4
S.S. <i>Columbian</i> , of Liverpool. Remained by vessel.	

Boats of the Barque *Larissa*, of Blyth 8  
Brigantine *Ada*, of Faversham. Re-mained by vessel.

The Groomsport and Ramagate Life-boats respectively assisted to save the ketch *Hobah*, of Falmouth, and her crew of 3 men, and the s.s. *Grimm*, of Hamburg.

Voted also 130*l.* 15*s.* to pay the expenses of the Mablethorpe, Braunton, Dunmore East, Broadstairs, Kingsdowne, Church Cove, Cadgwith, Clacton-on-Sea, Winterton No. 2 and Penarth Life-boats in assembling their crews or putting off, in reply to signals, to the help of vessels which did not eventually need their services.

Also 2*l.* to eight men for putting off in two boats and saving a boat, containing three persons, which was being rapidly carried out to sea off Llandudno, North Wales, during a stiff S.W. breeze and a strong ebb tide, on the 20th September. The boat was half full of water and her occupants were much exhausted when rescued.

Also 1*l.* 10*s.* to six men for putting off in a boat and saving a boy from a boat which was disabled off Courtmacsherry, Co. Cork, in a strong breeze from the N.W. and a rough sea, on the 11th August.

Also 15*s.* to two men for rescuing three persons whose boat had been disabled off Spit-head, in a moderate breeze and a rough sea, on the 21st May.

Also 4*l.* to a man who was injured at the launch of the Kilmore Life-boat at exercise, on the 12th September.

Also 2*l.* 15*s.* to pay the medical expenses of a man injured at the exercise of the Eyemouth Life-boat, on the 9th October.

THURSDAY, 13th November.

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

Read and confirmed the Minutes of the previous meeting.

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



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

Northern District—Tynemouth (two boats), Sunderland (two boats), Eyemouth, Crail and St. Andrews.

Eastern District—Dunwich, Southwold (two boats) and Atherfield.

Western District—Weymouth, Jersey, Guernsey, Burnham, Lyme Regis and Sidmouth.

Irish District—Aranmore, Greencastle, Portrush, Groomsport, Ballywalter, Cloughy Bay, Newcastle and Tyrella (Dundrum Bay), Fleetwood (two boats), Barrow, Seascale, Whitehaven, Workington, Maryport and Sillith.

Reported the receipt of 700*l.* from LADY ERLE to meet the expense of the new Life-boat for Swanage. She requested that the boat might be named the *William Erle*, in memory of her husband, the late Right. Hon. Sir WILLIAM ERLE, P.C., Chief Justice of the Court of Common Pleas.

Resolved, that the best thanks of the Committee be conveyed to LADY ERLE for her much esteemed gift and that the boat be named in accordance with her wishes.

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

	£	s.	d.
Collected at GLASGOW CUSTOM HOUSE, per GEORGE MANUEL, Esq. (additional) . . . . .	57	19	2
SMITH CHILD, Esq. . . . .	50	-	-
JOHN J. MOWBRAY, Esq. (annual subscription) . . . . .	21	-	-
Collected in HADNALL CHURCH, near Shrewsbury, on Sunday, 2nd November, per the Rev. B. C. MORTIMER . . . . .	11	8	9
Proceeds of entertainment on board the s.s. <i>Lapwing</i> , per Captain J. E. GREEN . . . . .	5	-	-
Offertory at Harvest Festival in WEST LONDON SCHOOL CHAPEL, Ashford, per the Rev. H. J. FLYNN, D.D. . . . .	3	10	-

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late FREDERICK BRADLEY, Esq., of Fareham . . . . .	100	-	-
The late Mrs. CAROLINE CLAGGETT, of St. John's Wood (additional) . . . . .	57	1	10

Regret was expressed at the decease of the Rev. EVAN HUGHES, who had been Honorary Secretary of the North Sunderland Branch of the Institution for three years and it was decided to send a letter of sympathy to his family.

Voted the thanks of the Committee to Captain DAVID JAMES and Mr. J. O. WILLIAMS in recognition of their past valuable services as Honorary Secretaries, respectively, of the New Quay, Cardiganshire, and Holyhead Branches of the Institution.

Also to Mr. W. L. WYLLIE, A.R.A., for painting and presenting to the Institution a picture of a Life-boat afloat in a rough sea.

The Committee also specially recognised the good services rendered by Mr. JAMES PALTRIDGE during the ten years he occupied the post of coxswain of the Hastings Life-boat.

Reported the transmission to their Stations of the Atherfield and Tramore new Life-boats.

Decided, that in accordance with the suggestion of the coxswain and crew of the Gorleston No. 2 Life-boat, a small surf Life-boat be stationed, on Gorleston beach, at the north entrance of the river, it being considered that such a boat would greatly facilitate rendering assistance to vessels on the North Bank.

Paid 9,730*l.* 14*s.* 6*d.* for sundry charges on various Life-boat establishments.

Voted 502*l.* 4*s.* 3*d.* to pay the expenses of the Peel, North Berwick, Aldeburgh, Runswick, Boulmer, Moelfre, Penmon, Holy Island No. 2, Gorleston No. 1, Fleetwood Nos. 1 and 2, Ramsey, Port Logan, Bull Bay, Padstow, Ilfracombe, Port Isaac, St. Anne's No. 2, Orme's Head, Gourdon, Whitburn, Arbroath and Portmadoc Life-boats in rendering the following services:—

	Lives saved.
Schooner <i>Richard</i> , of Runcorn. Assisted to save vessel and . . . . .	3
Boat of the Steam Trawler <i>Restless Wave</i> , of Granton . . . . .	7
S.S. <i>Achilles</i> , of Sunderland. Remained by vessel.	
Schooner <i>Sensation</i> , of Dover. Remained by vessel.	
Fishing cobses of Staithes. Rendered assistance.	
Schooner <i>Katharine</i> , of Banff . . . . .	5
Schooner <i>Shisbo</i> . . . . .	3
<i>Not Forgot</i> , of Chester . . . . .	4
Schooner <i>Henry</i> , of Dublin . . . . .	3
<i>Renown</i> , of Swansea . . . . .	4
<i>John Herbert</i> , of Carnarvon . . . . .	3
Schooner <i>Undaunted</i> , of Plymouth . . . . .	5
Schooner <i>Flower of Ross</i> , of Inverkeithing . . . . .	5
S.S. <i>Boldal</i> , of Stavanger . . . . .	12
Barque <i>Labora</i> , of Egersund . . . . .	13
Norwegian Barque <i>New Brunswick</i> . . . . .	11
Steam dredger <i>Walter Bibby</i> , of Preston . . . . .	15
Schooner <i>Margaret</i> , of Belfast . . . . .	3
Schooner <i>Janetta</i> , of Donaghadee . . . . .	3
Schooner <i>Broughty Castle</i> , of Londonderry . . . . .	3
Schooner <i>John Clark</i> , of Fowey . . . . .	5
Brigantine <i>Helios</i> , of Tönsberg . . . . .	7
Ketch <i>Pioneer</i> , of Brixham. Saved vessel and . . . . .	4
Schooner <i>Golden Light</i> , of Penzance . . . . .	5
Schooner <i>Ebenezer</i> , of Runcorn . . . . .	4
Schooner <i>Planet</i> , of Carnarvon . . . . .	5
Fishing-boats of Gourdon. Rendered assistance.	
S.S. <i>Newark</i> , of Newcastle . . . . .	12
S.S. <i>Orion</i> , of Glasgow . . . . .	5
Schooner <i>Louisa</i> . Remained by vessel.	

The Rhosneigr, Harwich, Caister, Lyme Regis and Rhyl No. 2 Life-boats rendered the following services:—Smack *Dinas*, of Carnarvon, saved vessel and 8; s.s. *Achilles*, of Sunderland, assisted to save vessel and 21; ship *Nile*, of Glasgow, rendered assistance; trawler *Rescue*, of Brixham, saved vessel and

4; and schooner *Parton*, of Whitehaven, assisted to save vessel.

(Accounts of many of these services will be found on pages 450-455.)

Voted also 51*l.* 4*s.* 2*d.* to pay the expenses of the *Waltton-on-the-Naze*, *Aldeburgh*, *Saltburn*, *Walmer*, *Cromer*, *Winterton No. 2*, *North Deal*, *Broadstairs*, *Harwich*, *Kingsdowne*, *Gorleston No. 1*, *Lowestoft No. 2*, *Hauxley*, *Jersey*, *Clovelly*, *Staithe*, *Caister No. 2*, *St. Ives*, *Workington*, *Cadgwith*, *New Brighton No. 2*, *Mablethorpe*, *Lytham*, *Penarth*, *Padstow*, *Portrush*, *Lydd*, *Llanddulas* and *Ilfracombe* Life-boats in assembling their crews or putting off in reply to signals of distress, their services ultimately not being required.

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

Voted the Silver Medal of the Institution, accompanied by a copy of the vote inscribed on vellum, to *WILLIAM M. PRESTON, Esq.*, Treasurer and Honorary Secretary of the Anglesey Branch, in acknowledgment of his general gallant services in saving life from shipwreck and particularly for going out in the *Penmon* Life-boat and assisting to rescue the crew of five men of the schooner *Undaunted*, of Plymouth, in a severe gale on the 7th November.

Also the Silver Medal and a copy of the vote inscribed on vellum to *SIDNEY ABBOTT* and *ROBERT HODGE* for putting off at great risk in a small boat and gallantly rescuing two men from a boat which had been capsized off *Clovelly*, Devonshire, in a gale from the N.N.E., and a heavy sea, on the 5th November.

Also the Silver Medal and a copy of the vote inscribed on vellum to *JOHN JONES*, *HUGH WILLIAMS*, *WILLIAM WILLIAMS* (Quarryman), *WILLIAM WILLIAMS* (Grocer), and *JOHN ROBERTS*, and 1*l.* to these and five other men in acknowledgment of their gallant and determined services in putting off in a shore-boat on the occasion of the wreck of the schooner *Ocean Queen*, of Padstow, off Llanddulas, in a whole gale from the N.W., and a very heavy sea on the 7th November. Seven times the boat was launched, the crew being frequently changed, and it almost seemed that all efforts to reach the vessel would be ineffectual; but on the eighth occasion the rescue of the shipwrecked men was happily accomplished.

The sum of 2*l.* was also granted to the owner of the boat used on the occasion to enable him to repair the damage it received.

Also the Silver Medal and copy of the vote inscribed on vellum to *E. C. KERR, Esq.*, Honorary Secretary of the Ramsey Branch, and to *Mr. ROBERT GARRETT*, Coxswain of the Ramsey Life-boat, in acknowledgment of their gallant services in the boat, especially on the occasion of the rescue of the crews of the *Walter Bibby*, of Preston, and *Margaret*, of Belfast, on the 7th and 11th November.

Also 1*l.* to four crews who manned a fishing boat and rescued sixteen persons from four vessels which were in distress off *Moelfre*, Anglesey, during a gale from the N.N.W., and a very rough sea on the 7th November.

Also 1*l.* to two men for rescuing a man whose boat had been capsized in Plymouth Sound in a strong breeze and a rough sea on the 15th October.

Also 10*l.* to the widow of a man who was accidentally killed by being run over by the Orme's Head Life-boat carriage when the boat was being taken out for service on the 7th November.

Also 2*l.* to one of the crew of the *Peel* Life-boat who was injured while on service in the boat on the 16th October.

Also 5*l.* to one of the crew of the *Ramsay* Life-boat who was injured while in the boat on service on the 7th November.

THURSDAY, 11th December.

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

Read and confirmed the minutes of the previous meeting.

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

Read the report of the Chief Inspector of Life-boats on his recent visits to the Orme's Head, Penmon and Llanddulas Stations.

Also the report of the Deputy Chief Inspector of Life-boats on his visit to the *Badsteps* Station.

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

Northern District—North Sunderland, *Bamburgh Castle*, *Hauxley*, *Boulmer*, *Blyth* (two boats), *Cresswell*, *Newbiggin* and *Ainmouth*.

Eastern District—*Harwich*, *Barmston*, *Bridlington Quay*, *Filey*, *Flamborough* (two boats), *Withernsea*, *Hornsea*, *Scarborough*, *Robin Hood's Bay*, *Runswick*, *Whitby* (two boats), *Uppang* and *Grimsby*.

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

Irish District—*Southport* (two boats), *Lytham*, *St. Anne's*, *Blackpool*, *New Brighton*, *Bull Bay*, *Cemaes*, *Penmon* and *Moelfre*.

Reported the receipt of 1,400*l.* from an anonymous donor to defray the cost of the *Aldeburgh* and *Uppang* new Life-boats. The boats to be named respectively the *Aldeburgh* and the *Uppang*.

—To be thanked.

Also that "P. J. N." had presented to the Institution three \$1000 bonds of the *Grand Rapids* and *Indiana* (U. S.), Railway, worth approximately 700*l.*

—To be thanked.

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

	£	s.	d.
Anonymous . . . . .	100	-	-
Independent Order of ODD FELLOWS (M. U.) annual subscription . . . . .	50	-	-
Ditto, donation . . . . .	13	9	6
COVENT GARDEN Life-boat Fund per JAMES WEBBER, Esq., additional . . . . .	50	-	-
"C. R. S." per Pakefield Branch . . . . .	50	-	-
Proceeds of Concert by TAPLOW GRAMMAR SCHOOL BOYS, per EDWARD DYKE, Esq. . . . .	1	1	-

—To be severally thanked.

Also the receipt of the following legacies:—

	£.	s.	d.
The late Mrs. ELIZA BURROUGHS, of Norwood . . . . .	570	--	--
The late Miss MELISCENT FIELDER of Montague Square . . . . .	500	--	--

Regret was expressed at the death of Mr. ERNEST F. FRERE, who had been Honorary Secretary of the Great Yarmouth Branch of the Institution for about three years and it was decided to send a letter of sympathy to his family.

Voted the thanks of the Committee to WILLIAM COGHAN, Esq., G. F. FELTON, Esq., H. T. DONALDSON, Esq., and W. H. HARGREAVES Esq., in recognition of their past valuable co-operation as Honorary Secretaries, respectively of the Wexford, Orme's Head, Moray Firth and St. Anne's Branches of the Institution.

Also the Silver Medal, a copy of the vote inscribed on vellum, and a money grant, to Mr. JOHN HUGHES on his resigning the post of Coxswain of the Bull Bay Life-boat, which he had filled for twenty-three years. During that period he had assisted in the Life-boat to save forty-two lives.

Reported the transmission to their stations of the Swanage and Uppang new Life-boats.

Also that the Queenstown No. 1 and Wexford No. 2 Life-boats had been altered and fitted with all modern improvements and returned to their Stations.

Paid 2,726l. 14s. 6d. for sundry charges on various Life-boat establishments.

Voted 170l. 3s. to pay the expenses of the Donna Nook, Lydd, North Deal, Holyhead No. 2, Newbiggin, Drogheda No. 2 and Winchelsea Life-boats in rendering the following services:—

	Lives saved.
Schooner <i>Sheltiel</i> , of Guernsey. Re- mained by vessel.	
S.S. <i>Calypso</i> , of Bristol . . . . .	14
Barque <i>Terpischore</i> , of Sandeffjord . . . . .	15
Barque <i>Hudiksvall</i> , of Hudiksvall . . . . .	16
Newbiggin fishing cobles. Rendered as- sistance.	
Steamer <i>Colleen Bawn</i> , of Drogheda. . Remained by vessel.	
Steam-tug No. 15, of Plymouth . . . . .	6

The Lydd, Harwich, Caister No. 1, Winterton No. 2, Ramsgate, Winchelsea, and Kessingland No. 1 Life-boats rendered the following services: Barque *Erwin Rickmers*, of Geestemünde, rendered assistance; schooner *Christine Elisabeth*, of Haugesund, assisted to save vessel; steamer *Carthagena*, of London, remained by vessel; s.s. *Etia*, of West Hartlepool, assisted to save vessel and 19; schooner *Laura and Isabel*, of Troon, assisted to save vessel and 6; steam-tug No. 15, of Plymouth, assisted to save vessel; and steamer *Empress*, of Dublin, assisted to save vessel and crew, 17.

Voted 536l. 7s. to pay the expenses of the Cemlyn, Seaton Carew, Rhyl No. 2, Shoreham, Gorleston No. 1, Hythe, Cemaes, Clovelly, New Romney, Walmer, North Deal, Broadstairs,

Winterton Nos. 1 and 2, Palling No. 1, Clacton, Harwich, Cullercoats, Caister No. 1, St. Andrews, Teignmouth, Lowestoft No. 2, Rye and Penarth Life-boats in assembling their crews or putting off to the aid of vessels on occasions when their services were not ultimately required.

The Ramsgate Life-boat was also taken out in reply to signals, but no service was rendered.

Voted the Silver Medal of the Institution accompanied by a copy of the vote inscribed on vellum, to Mr. JAMES FOGG, master of the fishing smack *Osprey*; the Silver Medal, vellum and 2l. to GEORGE WILKINSON, one of the crew, and 1l. to J. R. THOMASON, boy cook, in acknowledgment of their gallantry in attempting to save the lives of the crew of the schooner *Jean Campbell*, of Wigton, which was in distress in Morecambe Bay, in a strong gale from the N.N.W., and a heavy sea, on the 7th November. Whilst the *Osprey* was returning home, having lost her jib and mainsail, the distressed vessel was sighted, and on being appealed to for help Captain FOGG caused his punt to be launched. The boat was manned by GEORGE WILKINSON, and two other men and with great difficulty took off the schooner's crew consisting of three men; but in returning to the smack, the punt was swamped and of her six occupants only GEORGE WILKINSON was saved. He was rescued by Captain FOGG, assisted by the boy; but the smack having been further disabled and there being only the master and the boy on board, the other men drifted to windward and it was unhappily impossible to save them.

Also the Silver Medal of the Institution and a copy of the vote inscribed on vellum to Mr. ROBERT WRIGHT, Coxswain of the Fleetwood Life-boats, who had held that office twelve years and had been connected with the service, having been formerly one of the crew, more than thirty years.

Also the Silver Medal and a copy of the vote on vellum, to Mr. ROBERT ROBERTS, Coxswain of the Penmon Life-boat, in recognition of his services on the occasion of the rescue of the crew of the schooner *Undaunted*, of Plymouth, on the 7th November and for his long and good services in the Life-boat, extending over a period of thirty-four years.

Also the Silver Medal, copy of vote on vellum and 1l. to PETER FERNIE and WILLIAM RIACH, and 1l. each to five other men for wading into the water and at great risk rescuing the crew of three men from the German smack *Industrie*, which had stranded near Cluny Harbour, Buckie, in a strong N.N.E. gale, and a very rough sea on the night of the 26th October.

Also the Silver Medal and vellum to DAVID ROBERTS for going out with other men in a shore-boat on two occasions to the rescue of the crew of the *Ocean Queen*, of Padstow, which had stranded off Llandulas in a gale from the N.W. on the 7th November.

Also 3l. to six men for rescuing the crew of four men from the schooner *Alexandria*, of Liverpool, which stranded near Red Wharf Bay, Anglesey, in a whole gale from the N.N.W. and a very heavy sea on the 7th November.

Also 1l. 10s. to two men for rescuing the crew of three men of the schooner *Lord Mostyn*, of

Liverpool, which sunk off Moelfre, in a whole gale from the N.N.W., and a very heavy sea on the 7th November.

Also 10s. to two men for taking the places of two absentees of the crew of a coastguard boat at Portreath, which was launched with the view of assisting a man who had gone out fishing in a small boat in a moderate W. breeze, and a moderate sea on the 24th September.

Also 2l. to one of the crew of the Moelfre Life-boat who was injured while on service in the boat on the 6-7th November.

Also 15l. to the assistant coxswain of the Brighton Life-boat, who was for some time disabled by an injury received at the exercise of the Life-boat on the 6th October, and 4l. 14s. 6d. in repayment of medical expenses.

Also 5l. to the coxswain of the Winchelsea Life-boat who was injured at the exercise of the boat on the 12th November.

### WRECKED !

SHE put to sea on Christmas Eve,  
And through their tears they saw her leave,  
And in that happy time of peace  
The strife of waters well might cease ;  
But far away across the foam  
The sailor found another home.  
No more, no more, where hearts beat warm,  
Shall he be welcomed from the storm.  
No more, no more a mother's tears  
Shall hallow his returning kiss ;  
And through the gloom of waiting years  
No sunlit mist of promise bears,  
The earthly hope of meeting bliss.  
What hearts and hopes have passed, O Sea !  
In thy deep heart of mystery ?  
What rain of widowed woman's tears  
Have fallen on thy heaving breast,  
What million cries of deeds undone,  
Of spirits freed ere grace was won,  
Are mingled in thy wild unrest !

Bound like a bird for other lands,  
The good ship sped—'twas Christmas Day,  
And bells rang sweetly far away  
While she was drifting to the sands.  
And then the blinding snow came down  
Fast, dazzlingly thick and white,  
And o'er the troubled waters' frown  
There came no kindly gleam of light  
And, as it were, on succour's brink,  
The vessel fast began to sink.  
See now upon the billows' height  
She rises on the startled sight.  
Like a grim vision of the night,  
Left now to winds and waters' will,  
Faster and faster does she fill.  
Oh ! will no voice the tempest still ?  
"One hope, one hope, bring out the boat,"  
The skipper thundered 'midst the roar ;  
The sound was strangled in his throat.

The winds and snow in angry war  
Flung it into the seething sea,  
Which thundered back in mockery.  
At last the boat was launched, but vain,  
Like a frail reed 'twas rent in twain.  
With sky and sea it could not cope,  
But vanished with their last faint hope.  
A little lad was with the crew,  
A fair-haired lad, whose eyes were blue ;  
Maybe some mother's hand had parted  
The rings of gold upon his brow,  
Her voice had bade him be brave-hearted—  
Sweet voice that was his watchword now.  
The skipper, noble sailor soul,  
Bound the lad unto the mast,  
And cheered him 'mid the billows roll,  
Though hope's short season long had past.  
But, hark ! the angry strife is done,  
And far above the ocean's crown,  
Like spirit-faces, one by one,  
The pale pure stars look sweetly down ;  
Then come the captain's words of cheer—  
"Bear up, my lad, the life-boat's near."  
No answer, save a bright'ning star,  
As if the words were heard afar ;  
Those honest words of manly cheer—  
"Bear up, my lad, the life-boat's near !"

Bring out the life-boat, saving hope,  
Manned by heroes every one of them ;  
Briton's pride every mother's son of them ;  
They with winds and waves will cope.  
See now towards the wreck she steers,  
Now wives and mothers dry your tears.  
Hope-crested now each wave appears ;  
Hurrah, hurrah ! for those who save,  
Send up a prayer with trembling lips,  
Pull on, pull on, great hearts and brave.  
See, see ! they near the sinking ship ;  
What meed of praise to them belong,  
Who man the life-boat, aye, and well ?  
Could singer find a nobler song ;  
Could poet sweeter story tell  
Than of these men who fight the wave,  
Called rightly, bravest of the brave ?  
One fight with jealous waters then,  
From out their graves come living men.  
Yes, rescued, all but one, whose eyes  
Looked blankly up into the skies ;  
The boy whose eyes of trustful blue  
Had won the hearts of all the crew.  
His clustering curls fell damply o'er  
The brow fond lips would kiss no more !  
While on his parted lips his breath  
Was frozen to the ice of death.  
For when the captain's words of cheer  
Fell softly on his list'ning ear—  
"Bear up, my lad, the life-boat's near !"  
'Twas so ; that bark whose golden sails  
Are never torn by earthly gales,  
Had found a shore as fair as he  
On his last voyage long had sought.  
Yes, one more heart to the hungry sea,  
But another soul in the heavenly port !

KAY BEE.

*Services of the Life-boats of the Institution during 1890.*



		Lives saved.
1890.		
Jan.	8. 12.15 p.m. Steamer <i>Torredon</i> , of Glasgow. Dunmore East Life-boat saved . . . . .	6
"	8. 4.30 p.m. Fishing yawl <i>Ebenezer</i> , of Ferryden. Montrose No. 1 Life-boat rendered assistance.	
"	8. 5.30 p.m. Brig <i>Primrose</i> , of Folkestone. Caister No. 2 Life-boat remained by vessel.	
"	10. 10.5 a.m. Yacht <i>Blue Rock</i> , of New Brighton. Llanddulas Life-boat saved . . . . .	1
"	12. 8.45 a.m. Barque <i>Whinlather</i> , of Liverpool. Newhaven Life-boat remained by vessel.	
"	14. 11.45 a.m. Cutter <i>Zealot</i> , of Peel. Ramsey Life-boat saved . . . . .	1
"	14. 11.45 a.m. Schooner <i>W. M. J.</i> , of Briton Ferry. Ramsey Life-boat saved . . . . .	4
"	14. 12.30 p.m. Fishing-cobles. Newbiggin Life-boat remained afloat.	
"	14. 3.45 p.m. Cutter <i>Otter</i> , of Port St. Mary. Ramsey Life-boat saved . . . . .	4
"	14. 3.45 p.m. Lugger <i>Hamilton</i> , of Ramsey. Ramsey Life-boat saved . . . . .	3
"	14. 7 p.m. Ketch <i>Charles Francis</i> , of Plymouth. Padstow Life-boat remained by vessel.	
"	14. 8.50 p.m. Schooner <i>Thomas</i> , of Amlwch. New Brighton No. 2 Life-boat rendered assistance.	
"	20. 5 a.m. Ship <i>Penthesilea</i> , of Liverpool. Braunton Life-boat saved . . . . .	31
"	20. 7 p.m. Fishing-boat <i>Come-on</i> , of Gardenstown. Dornoch Life-boat saved vessel and . . . . .	6
"	23. noon. S.S. <i>Ananda</i> , of Greenock. Aberystwyth Life-boat saved . . . . .	12
"	23. 2.15 p.m. Barque <i>Ambassador</i> , of Aberdeen. Swansea Life-boat rendered assistance.	
"	25. 3 a.m. Barque <i>Thorne</i> , of Liverpool. Douglas No. 1 Life-boat saved . . . . .	18
"	25. 8 a.m. Schooner <i>Reaper</i> , of Dublin. Moelfre Life-boat remained by vessel.	
"	26. 4.20 p.m. Barque <i>Ashlove</i> , of St. John, N.B. Swansea Life-boat rescued . . . . .	11
"	27. 1.45 p.m. Steamer <i>Marie</i> , of Glasgow. Barmouth Life-boat put a pilot on board.	
Feb.	11. 6.30 p.m. Ketch <i>Arundel Castle</i> , of London. Gorleston No. 1 Life-boat assisted to save vessel and . . . . .	5
"	15. noon. Fishing-boats of Holy Island. Holy Island No. 1 Life-boat rendered assistance.	
"	15. 1 p.m. Fishing-boats. Gourdon Life-boat remained afloat.	
"	15. 6 p.m. Ketch <i>Lizzie</i> , of Great Yarmouth. Hartlepool No. 3 Life-boat saved . . . . .	8
"	17. 10.30 p.m. S.S. <i>State of Georgia</i> , of Glasgow. Southend (Cantyre) Life-boat remained by vessel.	
"	26. 12.30 p.m. Fishing-boats <i>Sarah</i> and <i>Silver Eagle</i> . Montrose No. 1 Life-boat rendered assistance.	
"	27. 5 p.m. Fishing-boats. Buckie Life-boat remained afloat.	
Mar.	2. 4.30 p.m. Schooner <i>Mary and Maria</i> , of Hull. Harwich Life-boat assisted to save vessel and . . . . .	3
"	15. 2.15 a.m. S.S. <i>Hayle</i> , of Aberdeen. Hauxley Life-boat rendered assistance.	
"	21.—26. S.S. <i>Circassian Prince</i> , of Newcastle. Palling No. 2 and Winterton No. 2 Life-boats assisted to save vessel and . . . . .	22
"	23. 6.30 p.m. Cutter <i>Eaglet</i> , of Ramsgate. Shoreham Life-boat remained by vessel.	
"	28. 4.15 a.m. Barque <i>Pasteur</i> , of Arendal. Rhosneigr Life-boat saved . . . . .	10

		Lives saved.
1890.		
Apr. 6.	8.55 p.m. Schooner <i>Dizzy Dunlop</i> , of Portmadoc. Brighstone Grange Life-boat saved . . . . .	2
"	7. 12.55 a.m. Schooner <i>Caboceer</i> , of Chester. Brighstone Grange Life-boat saved . . . . .	4
"	8. 11.30 p.m. Sloop <i>Watson</i> , of Goole. Skegness Life-boat saved . . . . .	4
"	8. 12.30 p.m. Barque <i>Rock City</i> . Aldborough Life-boat rescued . . . . .	13
"	13.—19. S.S. <i>Golden Horn</i> , of South Shields. Winterton No. 2 Life-boat assisted to save vessel.	
"	14. 4.30 p.m. Galliot <i>Catherina</i> , of Emden. Teignmouth Life-boat landed . . . . .	2
"	19. 2.15 a.m. Dandy <i>Boy Ernest</i> , of Great Yarmouth. Caister No. 1 Life-boat saved . . . . .	6
"	19. 10.30 a.m. Fishing-boats. Montrose No. 2 Life-boat rendered assistance.	
"	21. 11.45 a.m. Fishing-boats. Montrose No. 1 Life-boat remained afloat.	
"	21. 4 p.m. Fishing-boats. Gourdon Life-boat rendered assistance.	
"	24. 10.40 a.m. Ship <i>Polynesia</i> , of Hamburg. Newhaven Life-boat saved . . . . .	16
May 3.	6.50 p.m. Brigantine <i>Antres</i> , of Nantes. St. Mary's (Scilly) Life-boat assisted to save vessel and . . . . .	6
"	10. 8.30 a.m. Fishing-cobles. Cullercoats Life-boat rendered assistance.	
"	10. mid-day. Fishing-boats. Gourdon Life-boat rendered assistance and saved . . . . .	3
"	20. 12.30 p.m. Fishing-boats. Exmouth Life-boat rendered assistance.	
"	20. 1 p.m. Fishing-boats. Salcombe Life-boat saved 3 boats and . . . . .	8
June 14.	9 a.m. Ketch <i>Thomas Owen</i> , of Portmadoc. Palling No. 2 Life-boat saved . . . . .	3
"	14. 4.45 p.m. A pilot coble, of Scarborough. Scarborough Life-boat assisted to save boat and . . . . .	4
"	16. 10 a.m. Dandy <i>Florence Mary</i> , of Great Yarmouth. Caister No. 2 Life-boat remained by vessel.	
"	30. 12.20 p.m. Fishing-coble <i>Jane Isabella</i> . Newbiggin Life-boat rendered assistance.	
July 5.	4 p.m. Fishing-luggers <i>Louisa</i> and <i>Beauty</i> , of Brighton. Newhaven Life-boat rendered assistance.	
"	7. 8.15 p.m. Smack <i>W. H. Treherne</i> . Carmarthen Bay Life-boat saved . . . . .	1
"	8. 5 a.m. Barge <i>Eureka</i> , of Rochester. Eastbourne Life-boat rescued. . . . .	4
"	19. 6 a.m. S.S. <i>Gulf of St. Vincent</i> , of Greenock. Cemlyn Life-boat remained by vessel.	
"	19. 6.50 a.m. S.S. <i>Gulf of St. Vincent</i> , of Greenock. Cemaes Life-boat remained by vessel.	
"	19. 8.15 a.m. S.S. <i>Gulf of St. Vincent</i> , of Greenock. Holyhead Life-boat saved . . . . .	2
"	19. 11 a.m. Fishing-boats <i>Edith</i> and <i>Alice</i> and <i>Don't Know</i> , of Great Yarmouth. Lowestoft No. 2 Life-boat assisted to save boats and . . . . .	2
Aug. 9.	10.50 p.m. Dandy <i>Favourite</i> , of Great Yarmouth. Gorleston No. 2 Life-boat saved . . . . .	5
"	15. 8.45 a.m. Brigantine <i>Vesta</i> , of Harwich. Southwold No. 2 Life-boat assisted to save vessel and . . . . .	5
"	15. 12.15 p.m. Schooner <i>General Cathcart</i> , of Ballywalter. Port Patrick Life-boat saved . . . . .	4
"	19. 3.35 a.m. Smack <i>Frolic</i> , of Lowestoft. Lowestoft No. 2 Life-boat rendered assistance.	
"	19. 3.35 a.m. Boat of <i>Frolic</i> , of Lowestoft. Lowestoft No. 2 Life-boat saved . . . . .	2
Sept. 20.	3 a.m. Dandy <i>Belinda</i> , of Great Yarmouth. Gorleston No. 2 Life-boat rescued . . . . .	6
"	20. 9 p.m. Schooner <i>President Garfield</i> , of Amlwch. Abersoch Life-boat saved . . . . .	4
"	20. 9.15 p.m. Ketch <i>Hobah</i> , of Falmouth. Groomsport Life-boat assisted to save vessel and . . . . .	3
"	28. 4.45 a.m. S.S. <i>Columbian</i> , of Liverpool. Rhoscolyn Life-boat remained by vessel.	
"	28. 6.45 a.m. S.S. <i>Grimm</i> , of Hamburg. Ramsgate Life-boat assisted to save vessel.	
Oct. 3.	7 a.m. Boats of the Barque <i>Larissa</i> , of Blyth. Clacton Life-boat rescued. . . . .	8
"	8. 12.30 p.m. Brigantine <i>Ada</i> , of Faversham. Harwich Life-boats remained by vessel.	
"	13. 7.30 a.m. Smack <i>Dinas</i> , of Carnarvon. Rhosneigir Life-boat saved vessel and . . . . .	8
"	16. 9.30 a.m. Schooner <i>Richard</i> , of Runcom. Peel Life-boat assisted to save vessel and . . . . .	3
"	19. 11.30 a.m. Boat of the steam trawler <i>Restless Wave</i> , of Granton. North Berwick Life-boat saved . . . . .	7
"	20. 4 a.m. S.S. <i>Achilles</i> , of Sunderland. Harwich Life-boats assisted to save vessel and . . . . .	21
"	20. 7.30 a.m. S.S. <i>Achilles</i> , of Sunderland. Aldeburgh Life-boat remained by vessel.	
"	29. 5.30 p.m. Three fishing-cobles of Staithes. Runswick Life-boat rendered assistance.	
"	29.—30. Ship <i>Nile</i> , of Glasgow. Caister Nos. 1 and 2 Life-boats rendered assistance.	
Nov. 1.	8.40 a.m. Schooner <i>Sensation</i> , of Dover. Aldeburgh Life-boat remained by vessel.	
"	2. 4 a.m. Schooner <i>Katharine</i> , of Banff. Boulmer Life-boat saved . . . . .	5
"	6. 7 p.m. Schooner <i>Shisboy</i> . Moelfre Life-boat saved . . . . .	3
"	7. 1 a.m. Schooner <i>Flower of Rees</i> , of Inverkelthing. Holy Island No. 2 Life-boat rescued . . . . .	5
"	7. 1.20 a.m. <i>Not Forgot</i> , of Chester. Moelfre Life-boat saved . . . . .	4
"	7. 2.20 a.m. S.S. <i>Roldal</i> , of Stavanger. Gorleston No. 1 Life-boat saved. . . . .	12

1890.		Lives saved.
Nov.	7. 6.5 a.m. Barque <i>Labora</i> , of Egersund. Fleetwood No. 1 Life-boat saved . . .	13
"	7. 8 a.m. Schooner <i>Louisa</i> . Portmadoc Life-boat remained by vessel.	
"	7. 8.45 a.m. Schooner <i>Undaunted</i> , of Plymouth. Penmon Life-boat saved . . .	5
"	7. 9.5 a.m. Dredger <i>Walter Bibby</i> , of Preston. Ramsey Life-boat saved . . .	15
"	7. 10.15 a.m. Brigantine <i>Helios</i> , of Tönsberg. Padstow Life-boat saved . . .	7
"	7. 10.25 a.m. Schooner <i>Janetta</i> , of Donaghadee. Port Logan Life-boat saved . . .	3
"	7. 10.25 a.m. Schooner <i>Broughty Castle</i> , of Londonderry. Port Logan Life-boat saved . . .	3
"	7. 11.20 a.m. Schooner <i>Planet</i> , of Carnarvon. Orme's Head Life-boat saved . . .	5
"	7. 11.45 a.m. Trawler <i>Rescue</i> , of Brixham. Lyme Regis Life-boat saved vessel and . . .	4
"	7. 12 noon. Schooner <i>Henry</i> , of Dublin. Moelfre Life-boat saved . . .	3
"	7. 12 noon. <i>Renown</i> , of Swansea. Moelfre Life-boat saved . . .	4
"	7. 12 noon. <i>John Herbert</i> , of Carnarvon. Moelfre Life-boat saved . . .	3
"	7. 2.30 p.m. Schooner <i>John Clark</i> , of Fowey. Bull Bay Life-boat rescued . . .	5
"	7. 3 p.m. Barque <i>New Brunswick</i> . Fleetwood No. 2 Life-boat saved . . .	11
"	7. 3.45 p.m. Ketch <i>Pioneer</i> , of Brixham. Ilfracombe Life-boat saved vessel and . . .	4
"	7. 10 p.m. Schooner <i>Golden Light</i> , of Penzance. Port Isaac Life-boat saved . . .	5
"	7. 11.15 p.m. Schooner <i>Ebenezer</i> , of Runcorn. St. Anne's No. 2 Life-boat saved . . .	4
"	8. 3.30 a.m. Schooner <i>Parton</i> , of Whitehaven. Rhyll No. 2 Life-boat assisted to save vessel.	
"	8. Four fishing-boats. Gourdon Life-boat rendered assistance.	
"	11. 1.30 a.m. S.S. <i>Orion</i> , of Glasgow. Arbroath Life-boat saved . . .	5
"	11. 4.30 a.m. Schooner <i>Margaret</i> , of Belfast. Ramsey Life-boat saved . . .	3
"	11. 10.45 a.m. Barque <i>Erwin Rickmers</i> , of Geestemünde. Lydd Life-boat rendered assistance.	
"	11. 12 noon. Schooner <i>Sheltiel</i> , of Guernsey. Donna Nook Life-boat remained by vessel.	
"	11. 11 p.m. S.S. <i>Newark</i> , of Newcastle. Whitburn Life-boat rescued . . .	12
"	13. 10 a.m. Schooner <i>Christine Elisabeth</i> , of Haugesund. Harwich Life-boats assisted to save vessel.	
"	13. 2.30 a.m. Barque <i>Terpsichore</i> , of Sandefjord. North Deal Life-boat saved . . .	15
"	19. 7 p.m. Steamer <i>Carthagera</i> , of London. Caister No. 1 Life-boat remained by vessel.	
"	19.—20. S.S. <i>Etta</i> , of West Hartlepool. Winterton No. 2 Life-boat assisted to save vessel and . . .	19
"	20. 6.5 p.m. Barque <i>Hudiksvall</i> , of Hudiksvall. Holyhead No. 2 Life-boat saved . . .	16
"	24. 6 a.m. S.S. <i>Calypso</i> , of Bristol. Lydd Life-boat saved . . .	14
"	25. 6.45 a.m. Schooner <i>Laura and Isabel</i> , of Troon. Ramsgate Life-boat assisted to save vessel and . . .	6
Dec.	3. 10 a.m. Fishing-cobles. Newbiggin Life-boat rendered assistance.	
"	4. 3 a.m. Steamer <i>Colleen Bawn</i> , of Drogheda. Drogheda No. 2 Life-boat remained by vessel.	
"	4. 6 p.m. Steam-tug No. 15, of Plymouth. Winchelsea Life-boat saved . . .	6
"	4. Steam-tug No. 15, of Plymouth. Winchelsea Life-boat assisted to save vessel.	
"	6. 9.45 a.m. Steamer <i>Empress</i> , of Dundee. Kessingland No. 1 Life-boat assisted to save vessel and . . .	17
"	10. 10 p.m. S.S. <i>Nepaul</i> , of Glasgow. Plymouth Life-boat remained by vessel.	
"	11. 3.30 a.m. S.S. <i>Nepaul</i> , of Glasgow. Plymouth Life-boat remained by vessel.	
"	16. 3.15 a.m. Fishing-dandy <i>Wainfleet</i> , of Grimsby. Withernsea Life-boat saved . . .	6
"	19. 2.45 a.m. Schooner <i>Secret</i> , of Penzance. St. Ives Life-boat saved . . .	4
"	19. 10.50 a.m. Fishing-cobles. Filey Life-boat rendered assistance.	
"	19. 12 noon. Five fishing-cobles. Scarborough Life-boat rendered assistance.	
"	21. 6 a.m. Ship <i>Bargany</i> , of Port Glasgow. Kingsdowne Life-boat remained by vessel.	
"	31. 7.30 p.m. Brig <i>Dorothy</i> , of North Shields. Penzance Life-boat assisted to save vessel and . . .	8
Total lives saved by the Life-boats in 1890, in addition to 27 vessels . . . . .		555
Bewards were also granted by the Institution in the same period for saving by means of Fishing and other Boats . . . . .		218
Total for 1890 . . . . .		773

NOTICE.

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

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



## APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that during the past year (1890) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £64,890 on various Life-boat Establishments on the Coasts of England, Scotland and Ireland, the payments being largely in excess of the income of the Institution in the year. During the same period it granted rewards for saving 773 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 1890.

		£.	s.	d.
Number of Lives rescued by Life-boats, in addition to				
27 Vessels saved by them . . . . .	555			...
Number of Lives saved by Shore-boats, &c. . . . .	218			...
Amount of Rewards granted during the Year . . . . .		5,464	11	4
Honorary Rewards:—Silver Medals and Clasps . . . . .	31			...
Binocular Glasses . . . . .	12			...
Aneroid Barometer . . . . .	1			...
Votes of Thanks on Vellum . . . . .	49			...
Certificate of Service . . . . .	1			...
<b>Total . . . . .</b>	<b>94</b>	<b>773</b>	<b>£5,464</b>	<b>11 4</b>

The Committee desire to acknowledge with gratitude the liberal support which they have received from the British Public during past years,—a support which has enabled them to establish their present great Life-saving Fleet of 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 35,443: for which services 97 Gold Medals, 1,049 Silver Medals and Clasps, 185 Binocular Glasses, 15 Telescopes, 4 Aneroid Barometers, 1,301 Votes of Thanks, inscribed on vellum and framed, 10 Certificates of Service framed, and £113,494 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.—February 2nd, 1891.