

# THE LIFE-BOAT JOURNAL

OF THE

## National Life-boat Institution.

(ISSUED QUARTERLY.)

VOL. XIII.—No. 141.]

AUGUST 2, 1886.

[PRICE 3d.

### THE ROYAL COMMISSION ON THE LOSS OF LIFE AT SEA.

THE "First Report" of this Royal Commission shows clearly the necessity for its appointment, for it contains authoritative evidence of an alarming waste of both life and property in the greatest source of the country's wealth and power, such as we think few are aware of. The report of the evidence taken, with the various appendices, comprise a huge blue-book of 750 pages, full of matter of the highest import, but requiring space far beyond that of our limited pages to permit of adequate reference; we must therefore confine ourselves to putting before our readers some of the more striking and salient facts.

The first witness examined by the Commission was Mr. THOMAS GRAY, C.B., the indefatigable Assistant Secretary of the Board of Trade, in charge of the Marine Department. He opened his evidence by producing a series of very complete and carefully-prepared tables, showing the waste of life and property, through wrecks and casualties, during the nine years between 1875 and 1883 inclusive, and then defined his interpretation of "wreck" and "casualty" to be, in the first case, such a disaster as involves "the absolute destruction of the ship, or some form of casualty resulting in its removal from the register of British

ships," and "casualty" as "an occurrence which, though more or less serious to the ship herself, does not result in the total loss of the ship, or her removal from the register." Having thus cleared the way, he opened his evidence proper, so to speak, with the alarming statement that in the period of nine years to which he had drawn attention the "total waste" of British life and shipping had been 10,318 ships, 21,224 seamen, and 3,392 passengers. These figures of course refer to British registered vessels all over the world. If, as of course was not the case, and we do not in any way intend to imply otherwise, Mr. GRAY had thought it desirable to secure the undivided attention of his examiners, he could not have adopted a more sure method of doing so than by putting those lamentable figures before them at the outset. It was also probably decorous, if not practical, to separate from such records of human sacrifice the money-value of the losses. These are only given as regards the ships themselves, not including their cargoes (possibly on account of the difficulties of so doing); also the amount does not include the loss incurred by "casualties," but only vessels included in the first category "wrecks," and is only "approximate;" but even then it is sufficiently appalling, amounting, as it

does, for the nine years in question, to 26,739,664*l.*, or an average of 2,971,071*l.* per annum.

Mr. GRAY's statistics for the nine years are grouped into three periods of three years each, and a comparison of the proportions between the wrecks and loss of life, &c., for the different periods shows some curious fluctuations; thus, in the first period, 1 wreck in 3.946 was attended with loss of life; in the second, 1 in 4.66, and in the third, 1 in 3.49. The total number of seamen's lives lost during these three periods was 5,905, 5,464, and 8,408 respectively. The returns for this last period would at first sight appear to show a very extraordinary increase, but, as a fact, it is only slightly over the proportional increase due to the increase of tonnage lost during this period over that lost during each of the two preceding periods. Here again a startling fact is laid bare, viz., that the number of "wrecks," as before defined, *as well as the loss of life*, has positively increased since the "Report of the Royal Commission on Unseaworthy Ships" was issued, and since action was taken consequent on that report, with the view to reducing, if not removing altogether, this blot from our escutcheon.

Mr. GRAY expresses a hope, in which we shall all concur, viz., that next year will produce a better result. It undoubtedly should do so, from a cause altogether beyond human control however, viz., the extraordinary absence during the last two years of those long-continued and abnormally violent winter gales which visit these islands from time to time.

The details are very closely gone into, and give, as a net result, that one seaman in every forty-seven employed in vessels registered in the United Kingdom lost his life by wreck or casualty in the years 1875, 1876, and 1877, one in every forty-six during 1878, 1879, and 1880, and one in every thirty-one during 1881, 1882, and 1883, or 1 in 141 per annum during the first period, one in 138 during the second, and *one in ninety-one* during the

third. Nor is this all, for these figures do not include lives lost by such accidents as being washed overboard by a sea, falling from aloft, either inboard or overboard, unless the disaster is accompanied by "casualty" to the ship, in the form of some injury such as the loss of bulwarks, &c., by a sea, or of a spar if from aloft. One remarkable and very sad item in these returns is the losses by "missing ships," which make up a large proportion of the "wrecks." During the nine years under consideration 696 vessels, with 8,497 hands on board, left port and were never heard of again. The increase in the loss from this cause during the last period of three years has been enormous. The above figures, as before stated, do not include deaths by drowning or other cause not attended with casualty to the vessel; these, excluding murder and suicide, are given in another table showing the annual numbers. They vary very much, but the average runs from one in 167 to one in 150.

The question as to what trades the vessels referred to in the returns were employed in, and what proportion of the losses appertained to each, formed the next consideration of the Commission. The statistics produced showed that 78 per cent. of the lives lost by wrecks and casualties were on board vessels employed in the six following trades:—coal, general cargoes, grain, fishing, ballast, and timber; of these 26 per cent. of the losses are in the coal trade alone. Next in rotation on the black list comes the grain trade, which has hitherto been answerable for a very considerable loss of life and property, but it is gratifying to the public, and must be encouraging to the members of the Commission, who have to recommend remedies for the crying evils their labours are bringing to light, to hear that the recommendations of a previous Royal Commission have reduced the casualties actually attributable to carrying a cargo of grain to a minimum. By these we mean missing ships and foundering, which are generally synonymous terms,

and in this case mean overloading and shifting of cargo, the latter a danger which grain-ships appear particularly liable to.

Next come the timber ships, and the greatest part of the casualties to these has occurred to sailing vessels. From time immemorial it has been customary, when a ship is fit for nothing else, to put her into the timber trade, and it would seem that, in spite of all modern legislation and precautions, this is still done to a considerable extent, judging from the large number proportionally of timber-laden vessels that are disposed of as "missing." Next in order come vessels carrying metals, either in the shape of ores or wrought metal. These appear but a small proportion of the total losses, viz., only 2.18 per cent. of laden vessels lost. This part of the enquiry very properly concludes with statements of the numbers of lives saved by various means both at home and abroad, as well as the outlay for the rocket apparatus, the lighting of the coast, under the Trinity House, the Northern Lights Commissioners, and the Commissioners of Irish Lights, and last, not least, an abstract showing part of the expenses incurred in maintaining the establishments of the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

The next point considered was the number and composition of the ships' crews. The evidence given shows that neither the Board of Trade, nor indeed any other government authority, has any power to interfere with the number or quality of any ship's crew, excepting that

of an emigrant ship, and it is gratifying to know, upon Mr. GRAY'S authority, that none such has been lost during the period under consideration; and the fact would appear to point towards the desirability of some legislation on this head, although, as he says, he cannot credit the result entirely to the Board of Trade supervision, because the class of ships in question probably belong to firms of standing, ready to do all that is necessary without it. There is not any law requiring that the master, mates, or any portion of the crews of English merchant ships, shall be British subjects. The owner alone comes under this limitation. It appears that the proportion of foreigners now serving in the mercantile marine of this country is 16 per cent., and has materially increased of late years. We also gather from the context that Lascars from British India, Malays from Singapore, Chinamen from Hong Kong, if British subjects, all go to make up the remaining 84 per cent.

The next subject referred to is that of insurance, over-insurance, &c., which is too much a matter of controversy to be dealt with in the pages of this journal.

The Commission has a most important duty entrusted to it, and it must be the earnest hope that its labours may result in some well-conceived measures for reducing the lamentable loss of life and property now going on, and maintaining and strengthening the *personnel* of the British mercantile marine, which in these days more than ever must be one of the chief supports of the navy in time of war.

~~~~~

"Oh, many a bark, to that breast grappled fast,  
Has gone down to the fearful and fathomless grave;  
Again, crash'd together the keel and the mast,  
To be seen tost aloft in the glee of the wave!"

SCHILLER.

~~~~~

### ADDITIONAL STATIONS AND NEW LIFE-BOATS.



**SIDMOUTH, DEVON.**—This Life-boat Station has been provided with a new 34 feet 10-oared Life-boat, possessing all the latest improvements and furnished with a transporting carriage. The expense of the change was met by a gift of 1,000*l.* from Miss BASS, of Dalston, and the new Boat, at her request, has been called *The William and Frances*.

**ST. DAVID'S.**—The NATIONAL LIFE-BOAT INSTITUTION has sent a new Life-boat to St. David's, to take the place of a smaller one stationed there many years since. The new Boat is 37 feet long, 8 feet wide, and rows 12 oars, double-banked. It possesses all the latest improvements, including water-ballast fittings. A new Boat-house and launching slipway have been constructed for the use of the Boat at a large expense, a considerable portion

of which has been defrayed from moneys bequeathed by the late Miss A. M. BEDFORD, of Pershore, Worcester. The cost of the new Life-boat and equipment was presented to the Institution by the late Mr. JOHN METCALFE, of West Huntington Hall, Yorkshire, and, in accordance with his request, the Boat is named *The Gem*.

**SOUTHEND, ESSEX.**—It having been found desirable to provide a larger Life-boat for this Station, in addition to the small Life-boat kept at the head of the pier, such new Boat, furnished with a transporting carriage, has recently been sent there by the Institution, and placed in a substantial and commodious house erected for its reception on a suitable site. It is hoped that, in the event of vessels running ashore on the Barrow, Mouse, Girdler and other neighbouring sandbanks

at the mouth of the Thames, the new 34 feet, 10-oared Life-boat may be enabled to succour their crews. This Boat is named *The Theodore and Herbert*, and its cost was defrayed from a legacy bequeathed to the Institution by the late Mrs. FRANCES SOPHIA SMITH, of Lisheen, Co. Cork, in memory of her two sons and only children, who died as they were entering upon manhood, both being very promising young men. A demonstration was organized at Southend to celebrate the first public launch of this Life-boat, which took place on the 8th October last, under the superintendence of Commander CARTER, R.N., then District Inspector of Life-boats to the Institution.

The ceremony of naming was performed by Mrs. THACKERAY, wife of the Rev. F. THACKERAY, Chairman of the Southend Branch. The launch was a very good one; the Boat behaved admirably in a strong S.W. wind, which necessitated a reef being taken in the sails. There was also rather a heavy sea running at the time.

APFLEDORF, DEVON.—The smaller Life-boat on this Station has recently been superseded by a new one, 34 feet long and 7½ feet wide, fitted with water ballast, and provided with a transporting carriage. The Boat has been presented to the Institution and endowed by Mrs. MACDONALD, of Brighton, and bears her name, *The Jane Hannah MacDonalld*.

THE LIZARD, CORNWALL. — THE NATIONAL LIFE-BOAT INSTITUTION has strengthened the Life-boat Station at the Lizard by placing an additional Boat there. It will thus always have two Life-boats ready for any emergency that may arise at this dangerous point. The present Boat, which has been here for several years, will be transferred to Church Cove, on the eastern side, while the new one will be placed at the old Station. Both Boats will be worked by the same crew, and be under the management of the Local Branch, of which the Rev. P. VYVYAN ROBINSON has for many years been the valued Honorary Secretary. The new Boat is 34 feet long by 8 feet wide, rows 10 oars double-banked, and is fitted with water ballast. Its cost has been presented to the Institution by Mrs. HOLLOND, of Hyde Park Gardens, London, and late of Benhall Lodge, Suffolk, and it is named *The Edmund and Fanny*.

BARMOUTH, NORTH WALES.—The Life-boat stationed here has been replaced by a new water-ballast Boat, 37 feet long and 8 feet wide, rowing 12 oars double-banked, the gift of Mrs. JONES GIBB, of Tunbridge Wells. The Life-boat is called *The Jones-Gibb*. The new slipway which has been erected has also been presented by Mrs. JONES GIBB.

BLACKPOOL, LANCASHIRE.—The Life-boat stationed here by the Institution twenty-one years since has been removed, and a new water-ballast one, 35 feet long and 8½ feet wide, placed there in its stead. It will be remembered by our readers that THE QUEEN, in view of the intention of the late Mr. SAMUEL FLETCHER, of Great Ancoats Street, Manchester, to build and endow a Life-boat, was graciously pleased to direct that a portion of his property, which, owing to his intestacy, had devolved on Her Majesty in right of Her Duchy of Lancaster, should be appropriated to the building and maintaining in perpetuity by the ROYAL NATIONAL LIFE-BOAT INSTITUTION of a Life-boat, to be named *The Samuel Fletcher of Manchester*. It was this new Life-boat which was sent to Blackpool, the Committee of the Parent Institution having decided to appropriate the gift in that way. A grand demonstration was organised at Blackpool to celebrate the first public launch of the boat on the 29th September last, in conjunction with the opening of the new Electric Tramways, when an immense number of persons attended from different parts.

At noon on that day the Blackpool old and new Life-boats and the St. Anne's and Lytham Life-boats, each mounted on its own transporting carriage and drawn by six horses, took their places in a very long procession, formed of Police, Volunteers, Fire Brigade, and numerous carriages, including those of the Lord Mayor of York, the Mayor of Liverpool and about twenty-seven Mayors of other towns in Lancashire and Yorkshire.

After passing down the whole length of the Esplanade, a distance of about 2 miles, the *cortège* returned to the South Pier, where the four boats were lowered down the steep sea-wall abreast of each other. Three of them were launched in succession, and then laid off on their oars, while the new boat was named in the customary way. Prior to this ceremony a short

religious service was held, and the Mayor of Liverpool delivered an address in which he gave a brief history of the Life-boat Service, and then went on to say:—

“We are all interested in this great movement; many of us have been passengers on board ships, and all of us owe some of the comforts and luxuries of life to the work of those whose business it is to traverse the ocean and bring products from far countries. There is laid upon all of us, too, the Christian burden of lending a willing hand for the alleviation of the sufferings, and mitigation of the dangers of others. As it is with mankind as individuals, so it is with them as members of communities, and I do not know that there is any work in which the chief magistrate of a borough can better engage than in giving aid and encouragement to the work of a Society like the ROYAL NATIONAL LIFE-BOAT INSTITUTION. Municipal corporations may not be able to include in the scope of their duties many charitable objects, but it is none the less the duty and the privilege of those who represent their fellow-men, to hold up to commendation every movement calculated to benefit the human race. I am sure that these sentiments will be shared by the Mayors of most inland towns, but the chief Magistrate of a great seaport like Liverpool is peculiarly interested in identifying himself with a cause the necessity for which he has unhappily only too many opportunities of observing. There can be no connection so close as that which exists between the development of our mercantile marine and the safety of those who are engaged in it, and, speaking as Mayor of Liverpool, I am sure that in saying this I interpret the feelings of the whole of the great shipping section of the community. The provision of Life-boats is, however, only one part of the business, and it is, I may say, probably the least important part, because unless it were possible to provide adequate crews, no amount of money and resources would be of any avail. When I have spoken of the work that has been done by the Institution, I feel how great and noble that work has been. I speak of this not in the way of boasting, but in the way of encouragement. No praise, however, can be too high, and no pride can be more justifiable, than the praise which is justly given to the seamen who man the boats at the peril of

their lives, and the pride which every Englishman feels in their brave self-denial and noble characteristics.”

Lieut. TIPPING, R.N., District Inspector of Life-boats, handed the boat over to the care of the Local Committee, and the Mayor of Liverpool performed the naming ceremony. The launch of the new Life-boat then took place, and when clear of the surf the crew gave three cheers for Her Majesty the Queen. The four Life-boats, under the direction of the District Inspector, then formed into line and rowed the whole length of the Esplanade, after which they all made sail and proceeded to the South Shore, where they were beached and afterwards replaced on their carriages, the two boats from the adjoining stations returning home the same evening.

SELSEY, SUSSEX.—The Institution has also sent a new water-ballast Life-boat to Selsey Bill, the well-known point on the Sussex Coast, to take the place of a smaller Boat. It is 34 feet long, 7½ feet wide, and rows 10 oars. Our readers will doubtless remember that a fully-equipped Life-boat and carriage took part last year in the Lord Mayor's Show, and it is interesting to know that these were the ones sent to Selsey. They were much admired and cheered by the million and a half people who saw them pass through the streets of London on the 9th November. The cost of the Life-boat was defrayed from a legacy bequeathed to the Institution by the late Mr. HENRY SKYNNER, solicitor, of Fleet Street, London, supplemented by a handsome contribution from his executrix, Miss EMILY E. BRIGDEN, the Boat being called *The John and Henry Skynner*, after the names of the testator's deceased brother and himself. The London, Brighton, and South Coast Railway Company kindly granted a free conveyance to the Life-boat over their line.

MONTROSE.—Another Life-boat has been forwarded by the Institution to this important Station, and placed a little to the westward of Kirkside Salmon Fishing Station, on the south side of the old mouth of the river North Esk. The district protected by the Montrose Life-boats, which are now three in number, is a very dangerous one; it includes Lunan Bay and Montrose Harbour and Bay as far north as this new Life-boat Station. The

Boat now supplied is a 10-oared one, 34 feet long and 8 feet wide, fitted with water ballast. A new transporting and launching carriage has been provided for the Boat, and a boat-house for their reception is being constructed from the designs of the Institution's architect. The cost of the new Life-boat and equipment has been defrayed from a legacy bequeathed to the Institution by the late Mr. GEORGE MARSHALL GRAY, formerly of Dundee, but afterwards of Wanganui, New Zealand, and the Boat is named *The Resolute*, in accordance with his wishes. Mr. GRAY, in his lifetime, gave the Institution *The Peep o' Day* Life-boat, stationed at Port Erroll.

NEWBIGGIN-BY-THE-SEA, NORTHUMBERLAND. — A new 37 feet 12-oared Life-boat, fitted with water ballast, and carriage have taken the place of the old Boat and carriage on this Station, and the expense of the change has been defrayed by Miss E. H. JACOMB-HOOD, of

Lee, Kent, the new Boat, in accordance with her request, being named *The Robert and Susan*. On the 5th December last the new Life-boat was launched at its Station under the superintendence of Lieutenant BEDDOES, R.N., District Inspector of Life-boats, after the Local Honorary Secretary, the Rev. E. SHORTT, M.A., had offered up prayer in an impressive manner, and the hymn, "Eternal Father, strong to save," had been sung by a choir formed of fisher girls. The naming ceremony was performed by Mrs. BLENCOE COOKSON, of Meldon Park. The new Life-boat gives much satisfaction to the crew.

COURTMACSHERRY, CO. CORK. — This Station has been provided with a new 34 feet 10-oared Life-boat, fitted with water ballast, and carriage, the cost of which has been met from a munificent legacy bequeathed to the Institution by the late Mr. H. A. M. FARRANT, of Bayswater, London. In accordance with his request, the Boat is named *The Farrant*.

### A NIGHT ON THE GOODWIN SANDS.

ON the 20th of April last a grievous disaster occurred on the Goodwin Sands, which resulted in the loss of a Norwegian brig, *The Auguste Herman Francke*, with six hands out of a crew of seven all told.

All day on the 20th a strong breeze from the N.E. had been blowing, with a heavy sea, on Deal beach.

The weather at the same time was so thick that nothing could be seen of the Goodwins or of the Lightships which surround them to warn the mariner from the deadly sands.

About 5 or 5.30 p.m. the fog lifted, and keen watchers on Deal beach averred they saw, by the aid of a powerful telescope, a man running wildly to and fro on the Goodwins which it should be remembered are treacherous quicksands, separated from the mainland by four miles of deep water, and in the direct highway of ships bound to and from London, the North of England and the Baltic. Almost at the same time the wrecked vessel was also discerned by the distant East Goodwin Lightship, which at once began to fire signals to inform the Life-boats that a vessel was on the Goodwins.

There were hundreds of the Deal and Walmer boatmen eager to man the Life-boats; but at the very time when the wreck was made out a lee-tide had begun to run, and would not ease until 10.30 p.m. In a lee-tide it should be understood that no boat of light draught would be equal to the task of beating to windward successfully. The wind and tide running in the same direction (for this is the meaning of a "lee-tide") would force the boat in each tack further from the point she aimed at.

Hence the noble boats and the men anxious to man them were absolutely compelled to wait. The Deal coxswain wired to Ramsgate that Deal was helpless; Walmer being further to leeward was still more helpless, and the Ramsgate Life-boat and crew, the heroes of a hundred rescues, were, owing to most unusual circumstances, placed in the same position. Hundreds were now assembled on Deal beach, and around me were gathered pilots, boatmen, and the coxswain of the Life-boat. Efforts were made to signal a passing tug-boat, that she might tow the Life-boat to the wreck: a flag was dipped, a light was burned at the end of

the pier, but all to no purpose. Anxiously we discussed every alternative, and it was sorrowfully decided that nothing more could be done until the lee-tide had run, which would be about 10.30 P.M.

It was evening, and the hour of the service for Boatmen held by the "Missions to Seamen" Chaplain, and the men as usual trooped in and joined in our service. Stirred by the occasion, we sang as one of our hymns "Rescue the perishing." The coxswain and some of the men who subsequently formed the crew of the Life-boat were present—men who had taken part in many rescues—and I know that at any rate some of the company were deeply touched by the scene, the glorious message of the Gospel and the surrounding circumstances.

Service over, we again consulted; standing low down in the darkness on the beach, and close to the white line of grinning surf, it was decided by myself and the coxswain that we should launch the Life-boat about 9.30. I went home to dress, and meantime the bell was rung, and a rush of many brave boatmen was made to secure the belts, the possession of which by the first fifteen entitles them to form the crew. So eager were the men, that the Life-boat was launched, to my great regret, just before I got back, and away she went on her errand of mercy into the darkness. It was a noble sight. The Life-boat and her crew having reached the inner edge of the Goodwins, which is about four miles from land, met the weather tide, which helped them to windward as they tacked along the edge of the broken water on the sands. About 2 o'clock in the morning they drew near the place where the vessel was, but as it was pitch dark, with heavy sea, and they could neither see nor hear any signal, they anchored and waited till the day broke.

Here we may explain what befel the ship and her crew since 8 o'clock the preceding morning when she struck:—

As the tide rose over the Goodwins, each mighty sea broke over the wreck and lifted her, weightily laden as she was with ice, and then hammered her down on the sand. The mainmast went, and crawling forward under the remains of the weather bulwarks, the captain and crew lashed themselves—seven in number—to the foremast. The foremast and rigging soon went over the side, carrying with it six of the crew to a watery grave

before the eyes of the captain; one poor boy clung to the jib-sheets and struggled hard for life, calling to the captain to save him. A heavy sea dashed him against the side, and then swept him away for ever! And now the captain was left alone. All this time, owing to the dense fog, neither the Lightships nor a soul on the shore knew that there was a vessel in distress on the sands. The tide fell, and half crazed, he got on the sands now bare of water, and ran about waving a piece of canvas lashed to a pole. By God's mercy he was seen at Deal, but he knew nothing of this, and as the cruel sea again covered the Goodwins, he had to return to his lonely perch as night came on, and again to lash himself to the stump of the foremast, having only a platform of three feet square to stand on. Who can imagine the horrors of that night to him?

He had expected to find, and looked for his comrades' bodies on the sands; and now, what visions must have been depicted to his mind! But the Life-boat, though he knew it not, was close at hand—close to him in the darkness!

"For His mercy endureth for ever."

And when the day dawned, the gallant crew of the Deal Life-boat, burning with eagerness to save him, got up anchor and ran their boat right at him through the surf, as close as they could get to the wreck.

The poor fellow at last, seeing the Life-boat, rushed in his weakness into one of the treacherous "fox-holes" of deep water—as the Deal boatmen call them—which lay between him and the Boat, and over which surf was breaking, and but that one of the Life-boat men with a line round him gallantly jumped in, he might have been drowned after all. Thus the solitary survivor was saved at last.

The scene on Deal beach as the Life-boat returned was very touching. Crowds were assembled to see the returning boat, and I led the poor tottering stranger—overwhelmed with the scenes he had witnessed, and with the mercy of Almighty God, who had spared his life—to the Boatmen's Rooms at N. Deal, where hot coffee and friendly sympathy awaited him.

T. S. TREANOR,

Chaplain "Missions to Seamen."  
Hon. Sec. "Goodwin Sands and Downs"  
Branch of THE ROYAL NATIONAL LIFE-BOAT  
INSTITUTION.



## OUR INLAND BRANCHES.

## YORK.

BEFORE the invasion of the Romans, York was one of the chief towns of the Brigantes, the most powerful of the British Tribes. By them it was known as Yure-Wic, and even at that time was a place of importance. The parent city is supposed to have been founded by Julius Agricola, between the years 70 and 80 A.D. He it was who cemented the power of Rome in Britain, and was father-in-law of Tacitus, the historian. By him York was made a strong military station, as well as the Capital of the North, under the name of Eboracum. During the Roman period it was evidently a place of great grandeur and considerable extent, and became the resort of the wealthy Romans in Britain, and the seat of Imperial Government. Whether the ancient walls, the remains of which form one of the principal features of York, were the work of the Romans, or whether they existed before, is quite uncertain, but there is no doubt that Agricola invested the city with a wall, as he did other places, in order to protect the territory he had acquired. The power of the Roman Empire declining a century later, many of the troops, which had previously been kept in Britain for the protection of Roman interests, were recalled to Rome. The Britons thought this too good an opportunity to be lost, and advantage was at once taken to raise a revolt against the Roman power. In 207 the Emperor Severus, though advanced in years, led his troops in person, and having taken four years to reach York, died there. It is believed that the funeral rites were performed on Severus Hill, west of the city. Constantius Chlorus, who also ruled and resided in York, died here in 306, and was succeeded by his son Constantine, afterwards called the Great. He, after experiencing several reverses in the north, quitted the island. To him has been awarded the honour of introducing Christianity into this country, which is said to have been first preached in York on the spot where the Cathedral, or Minster, now stands. The power of Rome, which had so long been mighty, was now rapidly declining; York was left to take care of itself, and, with the whole island, was soon overrun by the Picts and Scots;

then by the Saxons, and ultimately by the Danes.

At the establishment of the Heptarchy, York was the Capital of Northumbria, formed by Ethelred, who united the petty monarchies of Bernicia in the north, and Dieri, or the Land of Deer, in the south. It was from this district that a number of youths were taken captive and exposed for sale in the slave-market at Rome, attracting the attention of Pope Gregory the Great, who sent the priest Augustine to re-convert the people to the Christian faith. Edwin ascended the throne at York as King of Northumbria 621, and six years later was publicly baptized by Paulinus, a Roman missionary, who very soon after became the first Archbishop of York. In 867 the Danes wrested Northumbria from the Saxons, in whose possession it had been for three hundred years. In 910, however, Edward the Elder obtained a complete victory over them. Northumbria was now reduced to an Earldom, York still continuing the Capital city. After the death of Edward the Confessor, the Crown was seized by Harold, but his possession was soon disputed by Earl Tostig, his brother, and the Norwegian King Hardrada, who sailed up the River Ouse in his war-galleys, and marched upon York, which they took by storm after the battle of Fulford; but a few days after, they themselves were slain at the battle of Stamford Hill. It was at York that Harold was celebrating his success, when news was brought him of the landing of William of Normandy, and he was killed a few days after at the Battle of Hastings.

In 1069 the Conqueror marched upon York against Edwin, the half-brother of Harold, who had collected an army in the North, and waited near the River Ouse. William was victorious, and took the city without difficulty, strengthening his position by building the *Castle-keep*, known as Clifford's Tower, and a second fortress on Baile Hill, on the south side of the river. In 1137 the Cathedral and greater part of the city was burnt to the ground. In the reign of Henry II. the first English Parliament was held at York (1156). A dreadful massacre of the Jews took place here soon after Richard I. came to the

throne, when nearly one thousand men, women, and children lost their lives by fire and sword, through the rage of an infuriated mob. In 1389 Richard II. conferred the title of Lord Mayor on "William De Selby," the Mayor, at the same time presenting his sword to him, to be borne with the point erect before him and his successors for ever. Few English cities passed through more violent changes than the city of York during the Wars of the Roses; and for a time, in the reign of Henry IV., the citizens forfeited their municipal rights and liberties; these were, however, soon restored them. In 1464, Edward IV. was crowned in the Cathedral. About 1505-6, during the reign of Henry VII., the first printing-press was erected here by Hugo Golg. In 1536 Henry VIII. suppressed the Abbeys and Monasteries; this led to an insurrection, which was speedily put down. Henry visited York in 1541, and established the famous Council of the North, whose function it was to hear and determine all causes north of the Trent. In 1641 this Council was abolished by Charles I., who stayed five months in the city, residing at the Mansion House, close to the Minster. York played an important part in the Civil War, the city suffering severely during the siege to which it was subjected, and which terminated in the battle of Marston Moor. Clifford's Tower was blown up by the explosion of the magazine in 1684, and reduced to ruins; the walls are still preserved with great care, no effort ever having been made to restore them. In the reign of Charles II. coaches were first run between York and London; and in 1727 Daniel Defoe visited York, and made it the birthplace of his celebrated hero "Robinson Crusoe." The Princess Victoria, our present Queen, and her mother, the Duchess of Kent, attended the last musical festival held in the Minster in 1835. The first passenger-train ran into York 29th May, 1839. In 1850 a grand banquet was given in the Guildhall by the Lord Mayor and Corporation to the late Prince Consort, and the Mayors of the different Corporations in England including the Lord Mayor of London, in aid of the Great Exhibition held in London the following year. This banquet was signalized by the preparation of a dish which alone cost 100 guineas. The city was visited by the Prince and Princess of Wales in

1866, for the purpose of attending the Yorkshire Fine Art Industrial Exhibition, held in a temporary building, and they were also present at a grand review of the whole of the Volunteers of Yorkshire on the Race-ground, on which occasion, it is said, more people visited York than had ever been known to enter the city before in one day. The new Exhibition building was completed, and opened by the Archbishop of York in 1879. Such is a brief outline of the principal historic events which have occurred in this ancient city from the Roman period to the present date. Notwithstanding all its troubles, it continues a place of considerable extent and population, and has always held a proud position in English history as the residence of Kings, the Seat of Parliament, and the centre of civilization in the North of England.

The three leading features in York are, the Minster, the Castle, and the City Walls. The two latter have already been alluded to. York Minster is unquestionably the finest Gothic building in the world. It was originally founded in 626 by Edwin, King of Northumbria, soon after his conversion by Paulinus, the first Archbishop. The present edifice was built in the 13th, 14th, and 15th centuries, between the years 1215, when it was begun, and 1472, when it was completed. The whole length of the building is 524 feet; of nave, 264 feet, and of transept, 222 feet, and the height of the great Tower is 234 feet. The Minster is the largest of any Cathedral in England, excepting that at Winchester.

Of the numerous charitable institutions which abound in and about the city, none are better supported than that in aid of the funds of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, which Society possesses many friends in the neighbourhood. The York Branch was established in 1868, when Mr. WILLIAM DYSON occupied the post of Hon. Secretary. He was succeeded in 1873, by Dr. DUNHILL, through whose kind and zealous exertions much attention and assistance has been attracted to the cause. The coast of Yorkshire possesses more Life-boat Stations than any other county in the United Kingdom except the coast of Devon, which has the same number.

The subscriptions and donations now received amount to more than 100l. a year,

and four Life-boats have been presented to the Society, one by the late Mrs. ELLIS, which is endowed and stationed at Whitby; one by GEORGE MIDDLEWOOD, Esq., Rufforth Hall, stationed at Flamborough; and one at Filey, which, after doing good service for many years, was replaced (last year) by R. W. HOLLON, Esq. Mrs. ELLIS's Life-boat was exhibited in York, and launched in the River Ouse in December, 1881. York, a seaport, has been often mentioned in connection with proposals for improving the navigation of the River Ouse, on which it is situated; but we do not suppose it ever entered the minds of the supporters of the scheme for enabling sea-going vessels to come up the river, that a Life-boat would ever be launched on its waters. Such however was the case. A public procession and demonstration was arranged by Dr. DUNHILL, in order that the citizens might see the Life-boat, and have their sympathies enlisted for the work of the Institution. The Boat, on its transporting-carriage, and fully equipped, was manned by the crew from Whitby in their life-belts and red caps, and the procession paraded through the principal streets of the

town, gaily decorated for the occasion and crowded with masses of people to witness the unusual sight. The launch took place near Blue Bridge, in the presence of a distinguished company, including the Dean of York, the Lord-Mayor, the Commander-in-Chief of the Northern District and his Staff, besides many others. The ceremony passed off with the greatest success, the utmost enthusiasm being shown by the multitudes who had assembled to see the proceedings. The Society possesses an old friend and supporter in the Dean of York, who on former occasions has given proofs of his sympathy with Life-boat work. Several years ago, when the Dean resided in Reading, he persuaded the inhabitants to subscribe the cost of a Life-boat (*The Royal Berkshire*), which was publicly exhibited through the streets of that city before proceeding to her destination at Aberdovey. The York Branch is still under the management of a strong and influential local Committee, with Dr. DUNHILL as Hon. Secretary, to whom the Life-boat Institution owes a large debt of gratitude for their long-continued co-operation and support.

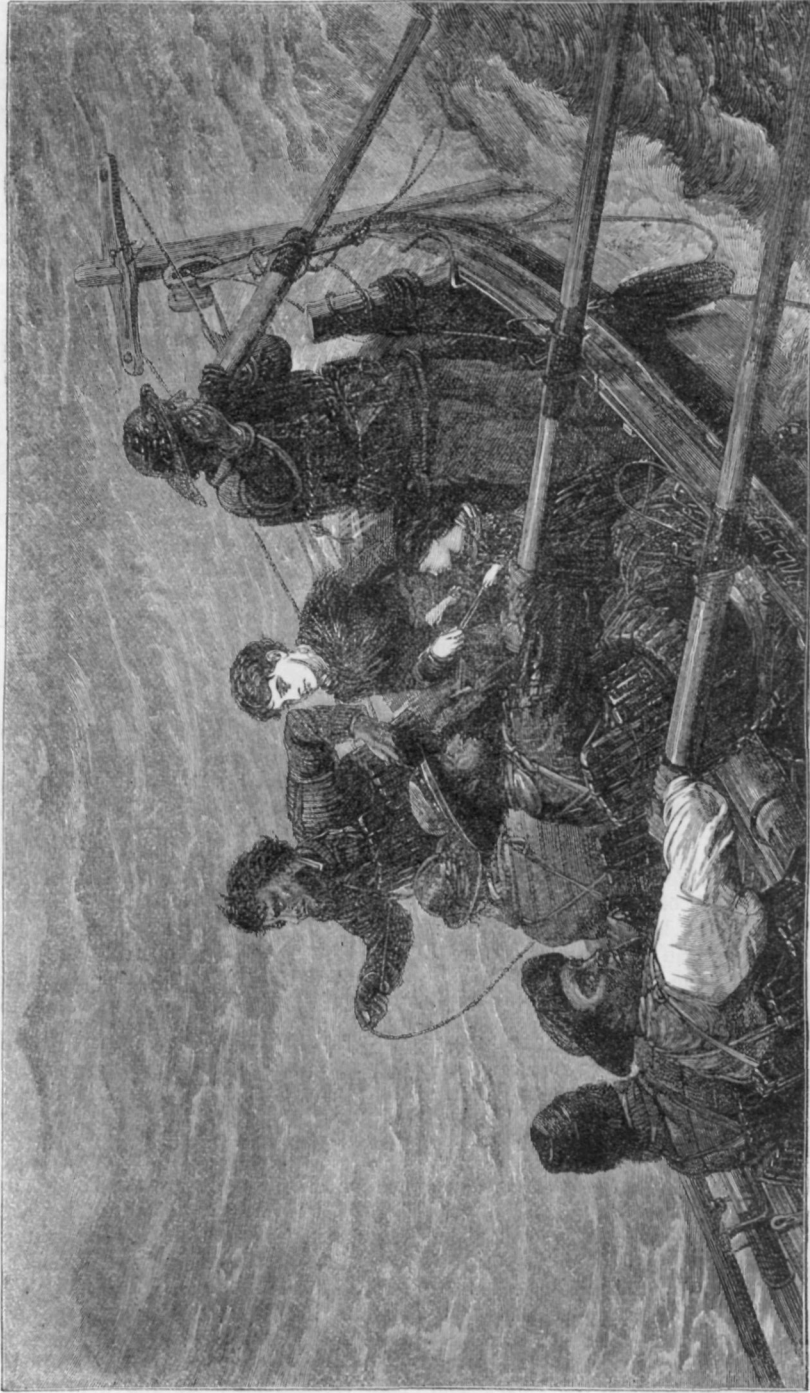
### SERVICES OF THE LIFE-BOATS OF THE ROYAL NATIONAL LIFE-BOAT INSTITUTION.

PETERHEAD, SCOTLAND.—The *People's Journal* No. 1 Life-boat was launched at noon on the 5th of January, 1886, some of the boats engaged in the haddock fishery having been overtaken by a strong gale of wind from the N.E. and a heavy sea. The Life-boat remained afloat, cruising about until all the boats safely entered the harbour.

PORTHDINLLAEN, NORTH WALES.—A signal of distress having been shown by the fishing smack *Valiant*, of Carnarvon, which was at anchor in Porthdinllaen bay, during a N.N.W. wind and a very heavy sea, the *George Moore* Life-boat was launched at 8 A.M. on the 8th of January. On reaching her, the master requested assistance to get his vessel into safety; whereupon one of the Life-boat crew jumped overboard from the boat, was taken on board the smack, and piloted her to a safe position. The Life-

boat returned ashore, and on reaching it, another fishing smack, the *Trio*, of Carnarvon, showed a signal of distress. The boat therefore again went out, and put three men on board that vessel, which was then taken to a place of safety. Each of the vessels had a crew of four men.

THURSO.—On the 8th of January, at 8 A.M., the ketch *Crest*, of Wick, lying at anchor in Scrabster Roads, showed a signal of distress during a very heavy N. gale and a tremendous sea. The *Charley Lloyd* Life-boat proceeded to her assistance, and landed her crew, consisting of two men. At 9 o'clock the schooners *Alpha*, of Perth, and *Lizzie*, of Wick, showed distress signals, and the Life-boat again put off, and brought ashore their crews, numbering four and three men respectively. As the weather continued very stormy, the Life-boat was



LIFE-BOAT RETURNING.—A SEA TO STARBOARD.

J. G. NASH.

kept afloat, in case her services should again be needed. At 2 P.M. the steam trawler *Toiler*, of Aberdeen, signalled for assistance, and the Life-boat was once more launched, and rescued the crew of seven men from their perilous position.

MONTROSE.—At 5 P.M. on the 8th of January, during a gale from the N.N.W., it was reported that a salmon fishing coble, with four men, was anchored a mile and a-half from Kirkside, and flying signals of distress, being in danger of drifting to sea. The Life-boat crews were summoned, and the No. 3 Life-boat, the *Resolute*, stationed at Kirkside, was launched into the river, but there being insufficient water, she grounded once or twice, and finally remained fast. All efforts to move her having failed, most of the crew were taken out of her by a fishing coble, two men being left on board to watch the boat. It was then decided to man the Montrose No. 1 Life-boat, *Mincing Lane*, and she accordingly put off and cruized about the North end of the bay for some time, but, owing to the darkness and the storm, nothing could be seen of the coble. The Life-boat returned at midnight, anchored off the "Leads," and burned blue lights for the tug, which went to her and brought her into Montrose at 1.45 A.M., through a very heavy sea. The crew were thoroughly drenched and benumbed with cold.

Arrangements were made to renew the search with the aid of the steam trawler *Rosa*, which was kindly lent for the purpose by the owner, and at daybreak the *Mincing Lane* Life-boat was towed out, the gale still increasing. They left the harbour at 7 o'clock, and were fortunately successful in finding the coble and rescuing the four men, who were very much benumbed and exhausted, and safely landed them at Montrose, at 9.40 A.M. The coble sank soon after the men had been taken out of her.

SKEGNESS, LINCOLNSHIRE.—The *Herbert Ingram* Life-boat was launched at 11.40 P.M. on the 8th of January, and took the master and crew of the smack *Pet*, of Grimsby, off to their vessel, which was at anchor about a mile from the Life-boat Station, as the weather was becoming squally, and there was a very heavy sea. The Life-boat remained by the smack

until 9 o'clock on the following morning, when the vessel was towed to Grimsby.

HOLYHEAD.—It having been reported that a ship was ashore in Church Bay, the *Thomas Fielden* Life-boat was launched at 1 P.M. on the 9th of January, and taken in tow by a steam-tug. On reaching the vessel, which proved to be the barque *James Kenway*, of Llanelly, bound from Liverpool for Charleston, it was found that her crew had left her, the master alone having remained on board. He was taken into the Life-boat, and landed at Holyhead at 4 P.M., and shortly afterwards the vessel became a total wreck.

FISHGUARD, SOUTH WALES.—On the morning of the 11th of January the wind suddenly shifted to the N., and rapidly increased in violence until at noon it blew a fresh gale from the N.E., with a very high sea. At the time there was a small schooner, the *Mary Jane*, of Aberystwyth, laden with slates from Portmadoc for Newport, Mon., at anchor in the roadstead, and as the sea was completely washing over her, and she was riding heavily, a sharp look-out was kept. At 2 P.M., when the gale was at its height, the vessel hoisted a signal of distress; the No. 2 Life-boat, the *Appin*, was immediately launched, proceeded to her, and brought ashore her crew, consisting of three men. The schooner foundered soon after midnight.

CAISTER, NORFOLK.—Large flares were seen in the direction of the Middle Cross Sand, during a strong Southerly wind and a heavy sea, on the 18th of January. The No. 1 Life-boat, *Covent Garden*, was launched at 1.45 A.M., and proceeded towards the sand; the flare went out as the Life-boat left the beach. About half way between the Scroby and the Cross Sands the schooner *Syren* was sighted, the Life-boat bore down to her, and found her water-logged and abandoned by her crew. Five minutes afterwards she sunk. The Life-boat searched for the crew, but could not find them. The Life-boat then sailed to the Newarp light-vessel, but neither the crew nor the light had been seen; then she proceeded to the Cockle Light-ship, and found that the crew, six in number, had taken refuge there. The men were

taken into the Life-boat, and landed at Caister at 7 A.M.

The schooner *Julia*, of and for Lowestoft, from Hartlepool, with a cargo of coal, and having a crew of four men, was seen to take the ground on the North part of the Barber Sand, at about 4.30 A.M. on the 25th of February, during a N.E. by E. wind, and a heavy sea. An attempt was made to launch a yawl, but she was driven back on the beach. The No. 2 Life-boat, the *Godsend*, then put off, and on reaching the vessel found that she had got afloat, but was rapidly driving ashore again on the south part of the sand. She was placed in charge of the Life-boat men, who extricated her from her perilous position, and anchored her until daylight, when she was sailed out of the Ring Buoy Channel into the Cockle Fairway; as she was then in safety, the Life-boat left her, and returned to her Station, arriving at 10 A.M.

ARBROATH.—Notice was received at about 7 A.M. on the 23rd of January, during a fresh E. wind and a very heavy sea, that the fishing boat 106, of Arbroath, was in danger outside the harbour bar. The *People's Journal* No. 2 Life-boat was promptly launched, and pulled out to her assistance, but she would not attempt to cross the bar. The Life-boat returned to the shore, and again went out with a supply of cork jackets for the men, and some oil for them to use. Considerable difficulty was, however, experienced by the Life-boat in getting across the bar, the wind and sea increasing, and two of her crew being injured by the heavy seas which broke over her. The fishing boat's crew finally decided not to attempt to enter the harbour, and made for the Tay pilot cutter, which was afterwards seen to take her in tow.

WHITBY.—At about 10 A.M., on the 28th of January, five fishing cobs, which had left the harbour about six hours previously, were observed to be returning, the sea having risen considerably. As crossing the bar was, under the circumstances, a very dangerous operation to the boats, the No. 2 Life-boat, the *Harriott Forteach*, was launched, supplied the crews of the cobs with life-belts, and remained by the boats until they got communication with the shore, all being safely beached by noon.

CULLERCOATS.—The *Co-Operator* No. 1 Life-boat was launched on the 28th of January, several fishing cobs having been overtaken by a heavy sea. As the weather was foggy and the sea breaking heavily on the bar, the Life-boat remained afloat until all the boats had safely landed.

RAMSGATE.—At midnight, on the 12th of February, during a moderate S.E. wind and thick weather, signals were fired from the Gull Lightship. The *Bradford* Life-boat put off in tow of the harbour steam-tug *Vulcan*, proceeded to the North Sand Head Light-ship, and found that she had fired in answer to the East Goodwin. They then went to the East Goodwin Light-vessel, spoke her, and were informed that the master and part of the crew of a barque were on board, their vessel having stranded on the sand. The men were taken into the Life-boat, which, with the tug, then proceeded to the barque, boarded her, and tried for a long time to get her afloat, by throwing overboard part of her cargo of salt, and by towing her. All efforts, however, failed to get her off, and as she was leaking badly, and the wind and sea were increasing, the master and crew, numbering in all twelve men, were taken into the Life-boat: four men belonging to a lugger, which assisted in the attempts to float the barque, were also taken on board the boat, and she was then towed back to Ramsgate, arriving there at 5 A.M. on the 14th. The vessel was the *Frederike Carolina*, of Lulea, bound from Brest for Elsinore.

BARMOUTH, NORTH WALES.—At 10.25 A.M. on Sunday, the 14th of February, the *Jones-Gibb* Life-boat put off to the assistance of the ship *Magnolia*, of Yarmouth, N.S., bound from Norfolk, Virginia, for Liverpool, with a cargo of cotton, which had stranded on a reef about seven miles from Barmouth, during a S.W. wind. The Life-boat remained by the vessel until the following morning, when her services were not further required, as the ship ultimately floated, and was taken in tow by two steam-tugs.

TYBELLA.—The schooner *Barclay*, of Goole, bound from London to Ayr, stranded in Duddrum Bay, during thick stormy weather, at 7 P.M. on the 27th of

February. As soon as the vessel was observed, the crew of *The Memorial* Life-boat were summoned, and the boat launched, but with much difficulty. The high sea and strong head wind, however, proved more than a match for the Life-boat men, and in spite of their most gallant exertions, the boat was driven ashore. Additional hands were then taken on board, and with double-banked oars the boat once more put off, and succeeded in reaching the vessel, great caution being necessary in doing so, as she was lying between two ranges of rocks. They were fortunately successful, however, in rescuing the crew, consisting of five men and the master's two children.

PALLING, NORFOLK.—The ketch *Betsy*, of and for Newcastle, from London, with iron, stranded at Palling, during a strong S.E. wind and a heavy sea, on the 1st of March. The No. 1 Life-boat, *Good Hope*, was promptly launched; but the water was too shallow to allow her to cross the bank and proceed to the vessel. An effort was then made to get her over the bank by means of the skids, but this proved unsuccessful. At low water the crew of the vessel left in their own boat, and the Life-boat men assisted them to reach the land safely.

On the following morning the Life-boat went to the assistance of the stranded schooner, *Anne Gill*, of and for Goole, from London, laden with wheat. Her crew had launched their own boat, and two men had got into her, but she broke adrift and drove on shore, leaving the master and mate on board the vessel. With much difficulty the Life-boat succeeded in rescuing the two men, who were brought into the boat by means of lines.

At midnight on the 8th of March the look-out man reported a vessel on shore. A strong S.E. wind was blowing at the time and the sea was heavy. The *Good Hope* was launched and proceeded to the vessel, which proved to be the brig *Matfen*, of and from Shields, for London, with a cargo of coal. The Life-boat remained by her several hours, but as she was rapidly filling with water, her crew, consisting of seven men, were taken into the Life-boat, and safely landed at Palling at 11.30 A.M. The vessel became a total wreck.

LOWESTOFT.—At about 1.30 P.M. on the 3rd of March the brigantine *Caroline*, of Faversham, bound from London for the Tyne, with a cargo of burnt ore, and carrying a crew of seven men, was seen to part from her cable in the roadstead, and in trying to get clear of the Newcome Sand, she struck. The wind was blowing from the N.N.E., accompanied by snow squalls and a heavy sea. The vessel floated before the Life-boat reached her, but as she was leaking very badly, the master engaged the services of a steam-tug and the Life-boat to take her into Lowestoft harbour.

HOLY ISLAND.—At 2 P.M. on the 16th of March a large three-masted schooner was seen, during a cessation of blinding snow storms, lying in for the land, and nearing a dangerous reef of rocks near the harbour bar, named the Parten Stiel. She was evidently a stranger, for she continued running within a few yards of total destruction; but her helm was afterwards put down, and she stood out to sea. In half-an-hour she was again heading for the shore, and the No. 1 Life-boat, the *Grace Darling*, was launched, and put off to her assistance. The Life-boat men pulled out to the bar, against a terrific head wind, and with the help of the position taken up by the Life-boat and by some cobles, the vessel steered safely through the breakers, and was subsequently moored in the harbour. She was the schooner *Republik*, in ballast from Bremerhaven to St. David, Firth of Forth.

TEIGNMOUTH, DEVON.—A pilot boat, belonging to Teignmouth and manned by five men, was running for the harbour during a S.E. wind and a rough sea, at 11 A.M. on the 17th of March, when a broken sea suddenly overtook her and capsized her. The *Arnold* Life-boat was very promptly launched, being in the water in four minutes from the time the accident happened, and proceeded with all possible speed to the assistance of the men, but was able to rescue only one of them: another was picked up by a sloop, which was running for the harbour just behind the boat which foundered; the remaining three men were unhappily drowned. One of the rescued men died about two hours after he had been landed.

GORLESTON, SUFFOLK.—Signals having been fired by the St. Nicholas Light-vessel, and flares having been shown in the direction of the South Scroby Sand at about 1.45 A.M. on the 18th of March, the No. 1 Life-boat, *Mark Lane*, put off during a fresh E. by S. wind and a rough sea, and on reaching the bar was overtaken by the steam-tug *Yare*, which took her in tow. They proceeded to the Light-vessel, and were informed that the flares, which had been discontinued, had apparently been shown by a vessel on the South Scroby. After searching some distance along the South end of the sand, the course was altered, and they went along the W. side of the sand, and found the billyboy schooner *John and Mary*, of Goole, at anchor, with her boat out and all her crew's effects on deck ready to leave the vessel. She had knocked over the Scroby Sand, and had about seven inches of water above the cabin floor. As the water was still gaining on her, the master gave up charge of her to the Life-boat's crew, some of whom worked at the pumps, while others got a rope to the steamer and hove up the anchor, and the vessel was got into Yarmouth about 5.30 A.M. Those on board consisted of the master, his wife, the mate, two lads and a little girl.

The Life-boat crew were called at midnight on the 30th of March, signals of distress having been observed in the roads, supplemented by rockets fired from the Light-vessel. The *Mark Lane* Life-boat was launched, and soon reached the distressed vessel, which proved to be the fishing dandy *White Star*, of Yarmouth. She had driven from her anchors across the cables of a brig lying at anchor. The Life-boat anchored to windward, veered alongside, and tried to get her free. The efforts however failed, and the crew of the trawler, six in number, fearing that their vessel would founder under the brig's bows, left in the Life-boat, which was then towed into the harbour. At daylight, observing the trawler to be still afloat, the Life-boat men again put off to her, sheered her clear of the brig, slipped her cables, her anchor having fouled that of the brig, and brought her safely into harbour.

DOVER.—A fisherman having reported, on the evening of the 20th of March,

that he had seen a vessel ashore near the South Foreland Lighthouse, the Life-boat *Henry William Pickersgill*, R.A., was launched at 9 P.M., proceeded to her assistance, and found her to be the ship *Macduff*, of Banff, homeward bound from Australia. The Life-boat remained by her until she was got afloat, and then returned to her Station.

CADGWITH, CORNWALL.—Minute guns having been heard at 9 P.M. on the 20th of March, the *Joseph Armstrong* Life-boat was very promptly launched, four minutes only being occupied in getting her afloat, and proceeded to the S.W., in which direction the signals had been heard. She found the three-masted s.s. *City of Venice*, of Glasgow, bound from London for Glasgow with cement and rice, with fifty-four persons on board, stranded about half-a-mile N. of the Lizard Signal Station. At the master's request, the Life-boat remained by the vessel until she was got off at 9.30 P.M., the coxswain going on board to advise the captain, and then accompanying her to Falmouth; her forecompartment being full of water.

KIMERIDGE, DORSET.—On the 21st of March the cutter *Ceres*, of Poole, bound to that port from Truro, with barley, which had been hove to owing to a dense fog, had just been got round with her head to the S. when the wind suddenly changed, and the strong flood tide running in a S.E. direction carried her on to Broad beach. On information being received at the Kimeridge Life-boat Station, the *Mary Heape* Life-boat was launched, and proceeded to the assistance of the vessel. Meanwhile two of the cutter's crew went out in their boat to lay out an anchor, but the boat was capsized by the heavy seas. One of the men clung to the bottom of the boat, but was unfortunately washed off and drowned; the other supported himself by two oars, and was picked up in a very exhausted state by the Life-boat, which afterwards, with much difficulty, on account of the very heavy surf, rescued the master and mate, who were on board the vessel.

WEXFORD.—During a very strong breeze from the W. and a heavy sea, signals of distress were shown by the fishing smack



*Queen*, of Arklow, which had stranded on the North side of the entrance to Wexford Harbour, at about 7 p.m. on the 29th of March. The No. 1 Life-boat *Ethel Eveleen* was at once launched, proceeded to the vessel, and found her nearly full of water. After about an hour's baling and pumping, the Life-boat crew got nearly all the water out of her, and then running out an anchor, got her afloat, and took her into Coal Channel: She had a crew of three men.

POOLBEG, Co. DUBLIN.—The smack *Dispatch*, of Bullock, an out port of Dublin, bound from Bullock to Dublin with granite stones, being in danger during a whole gale from the N.W., violent hail storms and a heavy sea, on the 30th of March, the *Aaron Stark Symes* Life-boat was launched to her assistance, at 10.45 a.m. The vessel had carried away her standing rigging, was half-full of water, and altogether unmanageable, and her crew of two men were in a very exhausted condition. They were taken into the Life-boat and brought safely ashore. The smack sunk on the North Bull, inside Dublin Bar, and became a total wreck.

On the following night, while the schooner *Esther Ann*, of Belfast, bound from Dublin for Wexford with a cargo of wheat, was attempting to beat up Dublin river during rough threatening weather, her top-sail split as she was passing the North Bull Lighthouse, and she then anchored. The wind increased during the night to a whole gale, with a heavy sea, and at daylight the vessel was observed to be showing a signal of distress, and appeared to be in a very dangerous position. The Life-boat *Aaron Stark Symes* put off to her assistance, and after much difficulty succeeded in getting alongside her and taking off the master's wife and two children. The master and crew decided to remain on board the vessel, which was ultimately towed to Dublin.

## SUMMARY OF THE MEETINGS OF THE COMMITTEE.

THURSDAY, 7th January, 1886.

EDWARD BIRKBECK, Esq., M.P., V.P., in the Chair.

Read and confirmed the Minutes of the previous meeting. Also read those of the Finance and Correspondence and Wreck and Reward Sub-Committees, and ordered their recommendations to be carried into effect.

Reported the death of Mr. THOMAS CHAPMAN, F.R.S., F.S.A., late Chairman of the Institution. Mr. CHAPMAN had been connected with the Institution for thirty-three years. He was elected Deputy-Chairman in 1853, was made a Trustee in 1854, a Vice-President in 1856, and Chairman in 1873. He resigned the last appointment in 1883.

Decided that the following letter, expressing the condolence of the Committee and their high appreciation of the important services rendered by Mr. CHAPMAN for so many years to the Life-boat cause, be sent to his daughter, such letter to be signed by His Grace the DUKE OF NORTHUMBERLAND, K.G., President of the Institution.

ROYAL NATIONAL LIFE-BOAT INSTITUTION,  
14, John Street, Adelphi,  
London, 7th January, 1886.

MADAM,—

On my own behalf, and on behalf of the Vice-Presidents and Committee of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, allow me to express the deepest regret at the great loss which you and we have recently sustained in the lamented death of your much-respected father, Mr. THOMAS CHAPMAN, F.R.S., F.S.A. For the long period of nearly thirty-three years he was closely connected with the Institution, in the capacity of Vice-President, Chairman, and Trustee, and was one of its most zealous and earnest supporters.

Occupying, as he did, a foremost position in the commercial world, and possessing extraordinary administrative power, combined with a cultivated taste for art and literature, he blended with these characteristics a benevolence, modesty and amiability which constantly influenced his actions and demeanour. All these endowments he uniformly employed to advance the best interests of the Life-boat cause, which he had so much at heart; and by his decease, the Institution has been deprived of a warm friend and a great benefactor, whose loss will be long felt.

I have the honour to be, Madam,

Your obedient servant,

(Signed) NORTHUMBERLAND,

Mrs. EUGENE NOEL. President.

Also that Colonel FITZROY CLAYTON, V.P., Deputy-Chairman, be elected a trustee of the Institution, in place of the late Mr. CHAPMAN.

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

Northern District—Arbroath, Broughty Ferry, Buddon Ness, St. Andrew's, Crail, Anstruther, and Newbiggin.

Southern District—Hayling Island, Selsey, Littlehampton, Worthing, Shoreham, Brighton, Newhaven, Hastings, Jersey, Guernsey, Eastbourne, Winchelsea, Rye, Lydd, New Romney, Brightstone Grange, Brooke, and Totland Bay.

Eastern District—Clacton-on-Sea, North Deal, Walmer, Kingsdowne, Dover, Hythe, Broadstairs, Margate, Ramsgate, and Kingsgate.

Western District—Aberystwith, Aberdovey, Barmouth, Portmadoc, Abersoch, Porthmillaen, Llanaelhaiarn, Holyhead, Llanddwyn, Rhoscollyn, Cemlyn, Cemaes, and Rhosneigr.

Irish District—Moelfre, Bull Bay, Kingstown, Balbriggan, Howth, Skerries, Greystones, Wicklow, Arklow, Poolbeg, Courtown, Cahore, Wexford (two boats), Carnsore, Kilmore, Duncannon, Tramore, Dunmore, Dungarvan, Ardmore, Queenstown, Courtnacsherry, and Youghal.

Reported the receipt of 1,200*l.* from the Civil Service Life-boat Fund, per Mr. CHARLES DIBDIN, F.R.G.S., Honorary Secretary, to defray the cost of building, repairing, &c., houses and slipways for the use of the four Life-boats presented to the Institution by gentlemen in Her Majesty's Civil Service. The total amount derived by the Institution from this source has been 8,544*l.* 7*s.*

Decided, that the best thanks of the Committee be given to the contributors for their further valued and very highly-appreciated gift.

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

	£	s.	d.
Collected by WILLIAM CALLOW, Esq., R.W.S., F.R.G.S., of Great Missenden, Bucks, and friends, to be employed in furnishing existing Life-boats with the latest improvements . . . . .	330	—	—
WORSHIPFUL COMPANY OF MERCERS Miss BURMESTER, in aid of the support of the Life-boat <i>Springwell</i> , at Harwich . . . . .	160	—	—
JAMES FROANE, Esq., Leicester . . . . .	52	10	—
A friend to the memory of the late HENRY SKYNNER, Esq. . . . .	25	—	—
—To be severally thanked.			

Reported the transmission to their stations of the new Life-boats for Newbiggin, St. David's, Rhosneigr, and Tenby.

Voted the special thanks of the Committee to the following gentlemen, in recognition of their valuable services as Honorary Secretaries of various branches of the Institution for many years past:—

- Major WILLIAM ADAMSON, Cullercoats.
- C. A. BAKER, Esq., West Hartlepool.
- WILLIAM BOYD, Esq., F.R.S.E., Peterhead.
- WILLIAM CARGILL, Esq., Arbroath.
- The Rev. R. F. ELINGTON, Brixham.
- G. GORDON, Esq., Mundesley.
- The Rev. WILLIAM GREEN, Winterton.
- D. HOMFRAY, Esq., Portmadoc.
- The Rev. J. LAWSON, Seaton Carew.
- P. J. MESSENT, Esq., C.E., Tynemouth.

- H. B. MACKINTOSH, Esq., Anstruther.
- The Rev. LETHBRIDGE MOORE, Sheringham.
- J. OSBORNE, Esq., Aldborough.
- H. PATTISON, Esq., Milford.
- J. W. PIM, Esq., Youghal.
- E. P. ROSKRUGE, Esq., Porthoustock.
- WILLIAM ROWE, Esq., Bude.
- Rev. E. SHORTT, Newbiggin.
- The Rev. J. SIMPSON, Portrush.
- B. G. SINCLAIR, Esq., Berwick-on-Tweed.
- T. W. STRANGMAN, Esq., Ballycotton.
- J. STRONACH, Esq., Sillioth.
- ROBERT THOMAS, Esq., Looe.

The Committee expressed their regret at the death of Mr. JOHN STEVENS, Treasurer of the Plymouth Branch of the Institution, and Mr. ROBERT WILDS, coxswain of the North Deal Life-boat.

Appointed, Mr. J. LUTHER EVANS Surveyor of Life-boats to the Institution, in succession to the late Mr. JOSEPH PROWSE.

Paid 6,779*l.* 17*s.* 11*d.* for sundry charges on various Life-boat Establishments.

Voted 57*l.* 11*s.* 6*d.* to pay the expenses of the Whitburn, Teignmouth, Brixham, and New Brighton No. 1 Life-boats, in rendering the following services:—

	Lives saved.
S.S. <i>Telesilla</i> , of London . . . . .	1
Fishing smack <i>Iona</i> , of Teignmouth. Rendered assistance.	
S.S. <i>Bretton Hall</i> . Rendered assistance.	
Schooner <i>Nathaneli</i> , of Cardigan. Rendered assistance.	

The Whitburn and Caister No. 2 Life-boats also rendered the following services:—S.S. *Telesilla*, of London, rendered assistance, and the three-masted schooner *W. L. J.*, of Swansea, assisted to save vessel and crew of 10.

[Details of these services are given in the last Annual Report.]

Voted also 180*l.* 6*s.* to pay the expenses of the Holyhead, Montrose Nos. 1 and 2, Ardrosan, Grimsby, Donna Nook, Caister Nos. 1 and 2, Gorleston No. 1, Kessingland No. 3, Mablethorpe, Carmarthen Bay, and Llanddwyn Life-boats, in assembling their crews or putting off in reply to signals of distress shown by vessels which did not eventually require the services of the boats.

Also 6*l.* to six men, for saving the crew, consisting of eight men, of the brigantine *Pathfinder*, of Digby, N.S., who had taken refuge on Tor Rock, about a mile N.W. of Innistrathull Light, off the coast of Donegal, their vessel having struck the rock and sunk in a few minutes, at about 2 o'clock on the morning of the 11th November.

Also 2*l.* to two men, for rescuing the master of the s.s. *Stainsacre*, of Whitby, which had been in collision with another steamer, and sunk near the entrance to the Tyne, on the night of the 30th November.

Also 2*l.* to two men, for saving the crew of three men of the schooner *J. E. Furlong*, of Dublin, which stranded on the North Bull, and became a total wreck, during a strong S.W. gale on the night of the 3rd December.

Also 2*l.* to two lighthouse-keepers at Scurdy Ness Lighthouse, for rescuing, at some risk, the

crew of three men and the master's wife from the schooner *Expert*, of Montrose, which was wrecked at Scurdy Ness, at 2.40 A.M. on the 6th December.

Also 1*l.* 10*s.* to three men, for saving, at some risk, a man from a boat which had been capsized, at the mouth of the Tees, by a heavy sea, during a moderate breeze from the W.S.W., on the 11th December.

THURSDAY, 4th February.

EDWARD BIRKBECK, Esq., M.P., V.P., in the Chair.

Read and confirmed the Minutes of the previous meeting, also read those of the Finance and Correspondence, and Wreck and Reward Sub-Committees, and ordered their recommendations to be carried into effect.

Read the Report of the Chief Inspector of Life-boats on his recent visit to Portsmouth.

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

Eastern District—Skegness, Chapel, Mablethorpe, Sutton, Donna Nook, Grimsby, Hornsea, Withernsea, Bridlington Quay, Barmston, and Flamborough (two Boats).

Western District—Looe, and Fowey.

Irish District—Ballycotton, Valentia, Tralee, Poolbeg, Whitehaven, Maryport, and Silloth.

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

	£	s.	d.
Trustees of the late WILLIAM THORNGATE, Esq., annual subscription . . . . .	80	-	-
EDWARD BIRKBECK, Esq., M.P., V.P., Annual Contribution in aid of some Norfolk Life-boat Stations . . . . .	26	5	-
Sir RICHARD WALLACE, Bart., K.C.B. annual subscription . . . . .	25	-	-
Mrs. HOLLOND, in aid of Lizard Life-boat Station, additional . . . . .	25	-	-
Readers of <i>The Christian</i> , additional . . . . .	7	4	6
Offertory at Thanksgiving Service on New Year's Day at West London District Schools, Ashford, Staines, per the Rev. H. J. FLYNN, D.D. . . . .	3	-	-

—To be severally thanked.

Also that the following legacies had been bequeathed to the Institution:—

The late Mrs. J. S. BARCLAY, of Edmonton (free of duty) . . . . .	£	3,500
The late Mrs. AGNES BLAIR, of Blairmore, Argyllshire . . . . .		700
The late Mr. D. J. WRIGHT, of Kentish Town . . . . .		100
The late Mr. JOHN GIBSON, of Leamington . . . . .		10
The late Miss A. E. LAWRENCE, of Amersham (free of duty) . . . . .		10

The Committee expressed their regret at the death of Mr. W. P. ELLIOTT, who had been the zealous Honorary Secretary of the Holyhead Branch of the Institution for seventeen years, and decided that their sympathy be conveyed to his family.

Voted the thanks of the Committee to H. L. MULHOLLAND, Esq., M.P., in recognition of his valuable co-operation during the period he occupied the post of Honorary Secretary of the Ballywalter Branch of the Institution.

Also the Silver Medal of the Institution, a copy of the vote inscribed on vellum, and 10*l.* to Mr. JOHN HAYTER, Coxswain of the *Brooke* (Isle of Wight) Life-boat in acknowledgment of his valuable services during the past twenty-six years, in which period eighty-four lives had been saved by the Life-boat.

Also a Binocular Glass bearing a suitable inscription, to Mr. GAVIN MUNDELL, late Coxswain of the Silloth Life-boat, in recognition of his good services during the fourteen years he occupied that position.

Paid 1,971*l.* 15*s.* 1*d.* for sundry charges on various Life-boat Establishments.

Voted 133*l.* 8*s.* to pay the expenses of the Peterhead, Thurso, Porthdinllaen, Montrose No. 1, Holyhead, Fishguard No. 2, Caister No. 1, Arbroath, and Whitby No. 2 Life-boats in rendering the following services:—

Life-boat remained by fishing-boats in danger off Peterhead.	Lives saved.
Ketch <i>Crest</i> , of Wick . . . . .	2
Schooner <i>Alpha</i> , of Perth . . . . .	4
Schooner <i>Lizzie</i> , of Wick . . . . .	3
Steam trawler <i>Toiler</i> , of Aberdeen . . . . .	7
Fishing Smack <i>Valiant</i> , of Carnarvon. Assisted to save vessel and . . . . .	4
Fishing Smack <i>Trio</i> , of Carnarvon. Assisted to save vessel and . . . . .	4
Fishing Coble of Montrose . . . . .	4
Barque <i>James Kenway</i> , of Llanelly . . . . .	1
Schooner <i>Mary Jane</i> , of Aberystwith . . . . .	3
Schooner <i>Syren</i> . Brought ashore crew of six men from the Cockle Lightship.	
Fishing yawl <i>A. H. 106</i> , of Arbroath. Proceeded to her assistance.	
Five fishing-boats off Whitby. Rendered assistance.	

The Skegness and Cullercoats Life-boat also rendered the following services:—Ketch *Pet*, of Grimsby, rendered assistance and several endangered fishing-boats off Cullercoats remained by vessels.

[Details of these Life-boat services are furnished on pages 176-179.]

Voted 289*l.* 12*s.* 11*d.* to pay the expenses of the Whitehaven, St. Andrew's, Margate, Redcar, Buckie, Clacton, Holyhead, Watchet, Montrose Nos. 1 and 3, Caister Nos. 1 and 2, Cemlyn, Newbiggin, Groomsport, Donna Nook, Winter-ton No. 2, Mablethorpe, and Deal Life-boats in assembling their crews, or putting off in reply to signals of distress shown by vessels which did not eventually need the services of the boats.

The Ramsgate Life-boat was also taken out in response to signals, but her services were not ultimately required.

Voted 200*l.* in aid of the local subscription for the relief of the widow and three children of JAMES WILLIAM HENNEY, one of the crew of the Whitehaven Life-boat, who was unfortunately drowned by the capsizing of the Life-boat while out on service on the 7th January.

Double payment was also granted to the crew of the boat.

Also the Silver Medal of the Institution, a copy of the vote inscribed on vellum, and 1*l.* to RICHARD ROBERTS, Second Coxswain of the Llandulas Life-boat, for wading into a heavy sea at great risk, and helping to save by means of ropes the crew, consisting of two men, of the flat *Dido*, of Runcorn, which stranded at Pen-maen-rhos, near Llandulas, during a strong gale, and a very heavy sea on the 8th January. Also 1*3*l.** to thirteen other men who assisted to accomplish the rescue.

Also 5*l.* 10*s.* to the crew of the steam-tug *Telephone* of Exmouth, for rescuing five fishing-boats, and their crews, consisting of twenty men, which had been overtaken by a gale on the 13th January.

Also 4*l.* to four men for putting off in a small boat at moderate risk, and rescuing the crew of two men from the smack *Alexander Mackenzie*, of Brora, Sutherland, which had stranded off Dornoch, during a strong S.W. breeze on the 12th December.

Also 2*l.* 10*s.* to five men for putting off in a boat from Watchet, Somersetshire, and rescuing the crew of three men of the sloop *Lass*, of Minehead, which was totally wrecked at Warren to the westward of Watchet during a gale and a heavy sea on the 12th August.

Thursday, 4th March.

HIS GRACE THE DUKE OF NORTHUMBERLAND, K.G., President of the Institution, in the Chair.

Read and confirmed the Minutes of the previous Meeting. Also read those of the Finance and Correspondence and Wreck and Reward Sub-Committees, and ordered their recommendations to be carried into effect.

Read the report of the Chief Inspector of Lifeboats on his recent visits to Ramsgate, Deal, and Walmer.

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

Eastern District.—Filey, Scarborough, Uppang, Whitby (two boats), Robin Hood's Bay, Runswick, Staithes, Salthurn, Middlesbrough, Redcar, West Hartlepool (two boats), Seaton Carew, Hartlepool (three boats), Sunderland (four boats), and Seaham.

Western District—Mevagissey, Portloe, Newquay, Padstow, Port Isaac, Bude, Sennen Cove, St. Ives, and Hayle.

Irish District—Seascale, Piel, Fleetwood, Blackpool, St. Anne's, Lytham, Southport, New Brighton (three boats), Port Erin, Peel, Douglas (two boats), Ramsey, and Castletown.

Reported the receipt of 750*l.* from "D." to provide a new Life-boat Station within the next six months; the boat to be named "*The Daisy*."

Decided, that the wishes of the benevolent donor be carried out.

Also 650*l.* from the Central Co-operative Board, Manchester, to provide a new Life-boat, to be named *The Co-operator* (No. 2).

Decided, that the best thanks of the Committee be presented to the Board for their

additional gift, and that it be appropriated to the new Life-boat about to be sent to Ilfracombe.

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

	£	s.	d.
Trustees of the late Miss A. M. BEDFORD, of Pershore, Worcester, on behalf of the Clacton-on-Sea Life-boat Slipways, &c. . . . .	998	15	-
THOMAS NUTTALL, Esq., Southport, additional . . . . .	300	-	-
The Misses HEWITT, Lytham, additional . . . . .	100	-	-
R. A. B. PRESTON, Esq., Annual Subscription in aid of Cornish Life-boats . . . . .	50	-	-
Mrs. ALEXANDER BLACK . . . . .	25	-	-
Master. PATRICK S. E. MAXWELL, Trebovir Road, South Kensington, to provide the sliding keel for the Weston-super-Mare Life-boat . . . . .	25	-	-

—To be severally thanked.

Also that the following legacies had been bequeathed to the Institution:—

The late Mrs. A. G. DUNVILLE, of Princes Gate (free of duty) . . . . .	1,000	-	-
The late W. J. TONKIN, Esq., of Glandore, Co. Cork . . . . .	402	4	10
The late Miss FRANCES JANE RICHARDSON, of South Norwood (free of duty) . . . . .	50	-	-

Voted the thanks of the Committee to JOHN STRONACH, Esq., FRANCIS SAMONS, Esq., JOHN PICKERING, Esq., C. E. BLAND, Esq., and Mr. CHARLES RASHLEY, late Honorary Secretaries of the Carlisle and Silloth, Port of Runcorn, Fleetwood, Essex and Colchester, and Kessingland Branches of the Institution, in recognition of their long and valuable co-operation while holding their respective offices.

Also to JAMES BELLAS, Esq., on the occasion of his resigning the post of Treasurer of the Portrush Branch, and in acknowledgment of the good services rendered by him to the Branch for many years past.

Decided, that the present Life-boats at Bude and St. Ives (Cornwall), and Portmadoc (Carnarvonshire) be replaced by new ones, possessing the latest improvements.

Also to appropriate the Portmadoc new boat to a legacy bequeathed to the Institution by the late Miss CAROLINE LAMB, of Clifton, for a Life-boat to be named *The Caroline*, supplemented by a collection made by Captain A. RODNEY BLANE, R.N.

Paid 1,180*l.* 4*s.* 8*d.* for sundry charges on various Life-boat Establishments.

Voted 57*l.* 15*s.* 6*d.* to pay the expenses of the Tyrella and Palling No. 1 Life-boats in rendering the following services:—

	Lives saved.
Schooner <i>Barclay</i> , of Goole . . . . .	7
Ketch <i>Betsy</i> , of Newcastle . . . . .	4
Schooner <i>Anne Gill</i> , of Goole . . . . .	2

The Ramsgate, Barmouth, and Caister No. 2 Life-boats, also rendered the following services:—Barque *Frederike Carolina*, of Lulea, Sweden, 16 lives saved; ship *Magnolia*, of Yarmouth, N.S., remained by vessel; schooner *Julia*, of Lowestoft, saved vessel and 4.

[Particulars of these services will be found on pages 179-180.]

Voted also 114*l.* 19*s.* to defray the expenses of the Life-boats at Bude, Whitburn, Rhosneigir, Gorleston No. 1, Walton-on-the-Naze, Port Erroll, North Deal, Walmer, Flamborough No. 2 and Portmadoc, in either assembling their crews or putting off in reply to signals of distress with the view of saving life from wrecked vessels.

Also the thanks of the Institution to Mr. ARTHUR E. WATTON, and Mr. W. COATHE, and 5*s.* to a boatman, for putting off in a boat, and rescuing a man whose canoe had been capsized off Orme's Head during a squall on the 10th February.

Also 3*l.* 10*s.* to seven men for putting off in a boat and rescuing one out of four men from a yawl which had capsized while rounding the Hook Light, co. Wexford, during squally weather on the 21st January. Also 3*l.* to two light-keepers and a ploughman who conveyed information of the casualty and materially contributed to the rescue of the drowning man.

Also 1*l.* 15*s.* to the master and crew of the steam tug *Gamecock*, for saving the crew of four men of the *Maria Katherine*, of Bangor, who had taken to their boat, their vessel having been wrecked on the North Goodwin Sands during a S.S.W. wind on the 31st January.

Also 1*l.* 10*s.* to three fishermen for putting off in a boat and saving the crew of three men from the fishing-boat *C. Ker*, of Wexford, which had struck on a rock and sunk in Wexford Harbour, during a strong S. breeze on the 18th February.

SATURDAY, 20th March.

The Annual General Meeting of the friends and supporters of the ROYAL NATIONAL LIFE-BOAT INSTITUTION took place this day at Willis's Rooms, St. James's, His Grace the DUKE OF ABERCORN, C.B., in the Chair.

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

The Meeting was also addressed by The Most HONOURABLE the MARQUIS OF RIPON, K.G.; The Right Honourable EDWARD MARJORIBANKS, M.P., Comptroller of the Household; The Most Honourable the MARQUIS OF ALSA; PENROSE FITZGERALD, Esq., M.P.; The Right Honourable LORD SUFFIELD, K.C.B.; the Right Honourable LORD SALTOUN; Sir EDWARD BIRKBECK, Bart., M.P., V.P., Chairman of the Institution; and Colonel FITZROY CLAYTON, V.P., Deputy Chairman.

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

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

THURSDAY, 1st April.

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

Read and confirmed the minutes of the previous meeting. Also read those of the Finance and Correspondence, and Wreck and Reward Sub-Committees, and ordered their recommendations to be carried into effect.

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

Read the Report of the Chief Inspector of Life-boats on his recent visit to Brighton.

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

- Northern District—Troon, and Irvine.
- Southern District—Yealm River.
- Eastern District—Whitburn, Hunstanton, and Brancaster.

Western District—Porthleven, Penzance, Scilly, Cadwith, Lizard, Porthoustock, Mullion, Falmouth, Tenby, Ferryside, Pembrey, Swansea, Port Eynon, Porthcawl, and Penarth.

Irish District—Rhyl (two Boats), Llanddulas, Llandudno, Penmon, Moelfre, Bull Bay, Tyrella, and Newcastle.

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

	£	s.	d.
HER MAJESTY THE QUEEN (annual subscription) . . . . .	50	-	-
A. F. H. for a Life-boat to be named <i>The Charlotte</i> . . . . .	1,000	-	-
Mr. and Mrs. FRANCIS G. SMART, for a Life-boat to be named <i>The Frank and Marion</i> . . . . .	700	-	-
Mrs. FRANCIS G. SMART, for a slipway for <i>The Jones-Gibb</i> Life-boat at Barmouth . . . . .	227	-	-
JOSEPH SPENCE, Esq., J.P., Chairman of the "Stanley" Fund, for Life-boat purposes at Tynemouth. . . . .	200	-	-
Fawcett Memorial Fund, per employés of the Post Office, for a Storehouse at the Douglas Life-boat Station . . . . .	140	14	9
Society for the Discharge and Relief of Persons imprisoned for Small Debts (additional) . . . . .	75	-	-
Elder Brethren of the Trinity House (additional) . . . . .	52	10	-
WILLIAM O. FOSTER, Esq. . . . .	50	-	-
Share of Collections made on board the s.s. "Orient" by CAPTAIN W. HEWISON (additional) . . . . .	10	-	-

—To be severally thanked.

Also that the following legacy had been bequeathed to the Institution:—

The late Miss F. M. LUCAS, of Clifton (duty free) . . . . .	100	-	-
---	-----	---	---

Decided, that the present Life-boats at Wicklow and Greystones (Ireland), Blyth (Northumberland), Newquay (Cardiganshire), and Porthoustock (Cornwall), be replaced by new ones, possessing all the latest improvements.

Also that a full-sized Life-boat and Transporting Carriage, with various models, be sent

by the Institution to the Liverpool International Exhibition.

Voted the thanks of the Committee to G. R. SCOTT, Esq., F. C. MATHEWS, Esq., and Mr. EDWARD FRENCH, in recognition of their long and valuable co-operation as Honorary Secretaries, respectively, of the Dunbar, Penzance, and Palling branches of the Institution.

Resolved, that a Special Committee be appointed to visit the Liverpool International Exhibition, with the view of inspecting and reporting on the models of the steam Life-boats proposed to be shown there.

Paid 2,519*l.* 10*s.* 10*d.* for sundry charges on various Life-boat establishments.

Voted 136*l.* 13*s.* 6*d.* to pay the expenses of the Palling No. 1, Holy Island No. 1, Teignmouth, Dover, Kimeridge, Wexford No. 1, Poolbeg, and Gorleston No. 1 Life-boats, in rendering the following services:—

	Lives saved.
Brig <i>Matfen</i> , of Shields . . . . .	7
Schooner <i>Republik</i> . Rendered assistance.	.
A pilot boat of Teignmouth . . . . .	1
Ship <i>Macduff</i> , of Banff. Remained by vessel.	.
Cutter <i>Ceres</i> , of Poole . . . . .	3
Smack <i>Queen</i> , of Arklow. Saved vessel and . . . . .	3
Smack <i>Dispatch</i> , of Bullock, Dublin . . . . .	2
Schooner <i>Esther Ann</i> , of Belfast . . . . .	3
Trawler <i>White Star</i> , of Yarmouth . . . . .	6

The Lowestoft, Gorleston No. 1, and Cadwith Life-boats also rendered the following services:—Brigantine *Caroline*, of Faversham, assisted to save vessel and 7 men; trawler *White Star*, of Yarmouth, saved vessel; schooner *John and Mary*, of Goole, assisted to save vessel and six lives; and steamer *City of Venice*, of Glasgow, rendered assistance.

[Accounts of these services are given on pages 180-182.]

Voted 278*l.* 10*s.* to pay the expenses of the Kildonan, Tenby, Holyhead, Holy Island No. 1, Whitby No. 1, Ramsey, Donna Nook, Mablethorpe, Walton-on-the-Naze, Porthcawl, Caister No. 1, Queenstown, Barmouth, Cemlyn, Porthoustock, Porthdinllaen, Lizard, Dover, Harwich, and Scilly Life-boats, in assembling their crews or putting off in reply to signals of distress exhibited by vessels not ultimately requiring their help.

Also 3*l.* 10*s.* to the pilot, master, and crew of the smack *Ada*, for rescuing one of the crew of a pilot boat, which had been capsized off Teignmouth during a strong breeze from the S.E. on the 17th March.

Also 2*l.* to four men, for putting off in a boat and rescuing two men, whose boat had struck on a wreck and sunk in St. Margaret's Bay, Kent, during a fresh S.W. wind and a rough sea on the 25th March.

Also 1*l.* to four men, for putting off in a boat from Gorleston and rescuing one of the crew of the trawler *Adventure*, who had been knocked overboard by the sail while making for Gorleston, during a moderate E. gale on the 1st March.

THURSDAY, 6th May.

His Grace the DUKE OF NORTHUMBERLAND, K.G., in the Chair.

Read and confirmed the Minutes of the previous meeting. Also read those of the Finance and Correspondence, 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 Cromer, Sheringham, Mundesley, Liverpool, Redcar, Saltburn, Staithes, Runswick, Whitby, Skinningrove, and Lowestoft.

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

Northern District—Ardrossan, Girvan, Ballantrae, Port Patrick, Port Logan, Whithorn, Balloary, Kirkcudbright, Campbeltown, and Southend.

Southern District—Plymouth, Salcombe, Hope Cove, Dartmouth, Brixham, Torquay, Teignmouth, and Hastings.

Eastern District—Wells, Blakeney, Cromer, Sheringham, Mundesley, Hasborough, Palling (two boats), Caister (two boats), Winterton (two boats), Yarmouth, Gorleston (two boats), and Ramsgate.

Western District—Appledore (two boats), Braunton, Clovelly, Ilfracombe, Morte Bay, Lynmouth, Watchet, Burnham, and Weston-super-Mare.

Irish District—Greencastle, Portrush, Groomsport, Ballywalter, Cloughy Bay, Workington, and New Brighton.

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

	£	s.	d.
Trustees of the late Mrs. A. M. BEDFORD, of Pershore, Worcester (additional), on behalf of the St. David's Life-boat house . . . . .	500	-	-
Stewards of the "COVENT GARDEN" Life-boat fund (additional) . . . . .	74	9	-
HENRY M. HARVEY, Esq., Hexworthy (additional) . . . . .	50	-	-
GEORGE WEBSTER, Esq., on behalf of his Life-boat fund (additional) . . . . .	12	10	-
Collected at an entertainment on board the s.s. <i>Galicia</i> , per Captain J. B. PARK . . . . .	3	7	-
Offerory on board H.M.S. <i>Northampton</i> , per the Rev. S. S. BROWNE, R.N. (additional) . . . . .	3	-	-
—To be severally thanked.			

Reported that the following legacies had been bequeathed to the Institution:—

	£	s.	d.
The late ALEXANDER MUNNOCH, Esq., of Crinzett, Scotland . . . . .	1000	-	-
The late Miss MARY LEONARD, of Abbey Road, St. John's Wood (duty free) . . . . .	30	-	-

Voted the thanks of the Committee to D. A. McCLEW, Esq., in recognition of his kind co-operation during the period he occupied the office of Honorary Secretary of the Port Patrick branch of the Institution.

Also the Silver Medal of the Institution, a copy of the vote inscribed on vellum, and 20l. to Mr. JAMES LAWRENCE, late coxswain of the Selsey Life-boat; the Silver Medal, vellum, and 15l. to Mr. JOHN CANNON, late coxswain of the Hasborough Life-boat; and the Second Service Clasp and 15l. to Mr. THOMAS ROBERTS, late coxswain of the Holyhead Life-boat, in acknowledgment of their long and valuable services in saving life from shipwreck.

Reported the transmission to their Stations of the Workington and Blyth No. 1 new Life-boats.

Decided that the present Life-boat at Dunganvan (Ireland) be replaced by a new one, possessing all the latest improvements.

Paid 3,011l. 4s. 9d. for sundry charges on various Life-boat Establishments.

Voted 126l. 9s. to pay the expenses of the Winterton No. 2, Holyhead, Palling No. 2, Sunderland No. 1, Deal, and Abersoch Life-boats in rendering the following services:—

	Lives saved.
Dandy <i>W.H.M.</i> , of Yarmouth. Rendered assistance.	
Schooner <i>Lorne</i> , of Lancaster . . . . .	4
Barque <i>Franziiska</i> , of Porsgrund . . . . .	10
S.S. <i>Langdale</i> , of Sunderland . . . . .	16
Brig <i>August Herman Francke</i> , of Sandefjord . . . . .	1
Smack <i>Endeavour</i> , of Portmadoc . . . . .	3
Schooner <i>Eliza Bell</i> , of Amlwch . . . . .	5

The Clacton and Holyhead Life-boats also respectively saved the cutter yacht *Cruisada* and the schooner *Lorne*, of Lancaster.

Voted 193l. 0s. 6d. to pay the expenses of the St. David's, Castletown, Montrose No. 1, Broadstairs, Dover, Winterton No. 2, Caister No. 2, Palling No. 2, Hasborough, Gorleston No. 1, Brancaster, Hunstanton, and Hastings Life-boats, in assembling their crews or putting off with the view of assisting vessels which did not eventually need the services of the boats.

Voted also 7l. to seven men for putting off in a boat, at considerable risk, and saving six men and a woman from the fishing-boat *Ocean Chief*, of Peterhead, which was in a very dangerous position near Bonas Voe, on the W. coast of Shetland, during rough weather on the 3rd April.

Also 5l. to five men, for putting off in a small boat belonging to the Littlehaven Life-boat Station, and saving the crew of five men of the schooner *Tern*, of Faversham, which was in danger in St. Bride's Bay, Pembrokeshire, during a moderate S.W. gale on the 30th March.

Also 2l. 10s. to the mate and fireman of the steam-tug *Thomas Collingdon*, of Cardiff, for putting off in the steamer's punt and, at considerable risk, saving the wife of the master of the ketch *General Gordon*, of London, which had sunk after being in collision with a barque about five miles N.W. of Hartland Point, Devonshire, during a strong breeze from the S.S.E., and a heavy ground sea, on the evening of the 23rd March. Also 1l. 10s. to the master and engineer of the tug.

Also 2l. 10s. to five men, for putting off in a boat and saving three men, whose boat had drifted to a rock, and was rapidly sinking, in the middle of the Sound between Eriskay and South Uist, during a gale of wind on the 11th February.

Also 1l. 2s. 6d. to three men, for rescuing the master of the s.s. *St. David*, of Newcastle-on-Tyne, which stranded on Seaton Sea Rocks during a fresh S.S.E. wind on the 8th March.

~~~~~  
THE LIFE-BOAT.

"MAN the life-boat!" Thus the voices hoarsely sounding through the night  
Rouse to action those who, fearless, brave the elements to fight.  
Fight for what? For home? For beauty?  
Riches? Rank? The warrior's crown?  
Or midst ringing, echoing plaudits, strive they for the goal renown?  
Strife is theirs. Midst crested billows, wind and rain, midst lightning's glare,  
Hail and tempest; surf that, hissing, echoes but one sound, "Despair!"  
These the dangers that they grapple when the cry for help rings high,  
Ready eye with noble manhood, or to succour, or to die.  
And what guerdon for their labours? What reward for dangers past?  
Children rescued; wives and husbands saved from death's devouring blast.  
Theirs the recompense so lowly—"Good and faithful one, well done;"  
May it greet them, entering heaven, when their course on earth is run!  
English men and English women, by your fire-sides bright and warm,  
Hear this plea for those in peril—foundering in the raging storm.  
By your children's happy faces, by the smiles of those you love,  
Give and aid the gallant life-boat. Give—your wealth is from above.

HERBERT GILLETT.

~~~~~  
UNITED STATES LIFE-SAVING SERVICE.

From the Annual Report of the United States Life-saving Service lately issued, we observe that on the 30th of June, 1885, there were 203 stations, 157 being on the Atlantic, 38 on the Lakes, 7 on the Pacific, and 1 at the Falls of the Ohio, Louisville, Ky. There were 256 disasters to vessels within the field of station operations, and there were 2,206 persons on board these vessels, of whom 2,196 were saved and only 10 lost. The number of vessels totally lost was 56. In addition, there have been 115 disasters to smaller craft, such as sail-boats, row-boats, &c., on which were 233 persons, all of whom were saved, except one; total number of shipwrecked persons succoured at stations, 568; total number of days' succour afforded, 1,686.

In addition to those saved from vessels, there were 37 persons rescued who had fallen from wharves, &c.

~~~~~  
**NOTICE.**—The next number of the *'Life-boat Journal'* will be published on the 1st November next.

# ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patroness—Her Most Gracious Majesty the Queen.

Vice-Patroness—HER ROYAL HIGHNESS THE PRINCESS OF WALES.

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

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

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



## APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that during the past year (1885) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £44,068 on various Life-boat Establishments on the Coasts of England, Scotland, and Ireland. During the same period it contributed to the saving of 555 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 700.

### GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING 1885.

|                                                             |               | £.            | s.        | d.       |
|-------------------------------------------------------------|---------------|---------------|-----------|----------|
| Number of lives rescued by Life-boats, in addition to       |               |               |           |          |
| 20 Vessels saved by them                                    | 371           |               |           |          |
| Number of Lives saved by Shore-boats, &c.                   | 184           |               |           |          |
| Amount of Pecuniary Rewards for Saving Life during the Year |               | 3,644         | 11        | 1        |
| Honorary Rewards:—Silver Medals and Clasps                  | 2             |               |           |          |
| Binocular Glass                                             | 1             |               |           |          |
| Votes of Thanks on Vellum                                   | 7             |               |           |          |
| <b>Total</b>                                                | <b>10 555</b> | <b>£3,644</b> | <b>11</b> | <b>1</b> |

The Committee desire to acknowledge, with gratitude, the liberal support which they have received from the British Public during the past few years,—a support which has enabled them to establish their present great Life-saving Fleet of 292 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 32,170: for which services 97 Gold Medals, 985 Silver Medals, 24 Binocular Glasses, 8 Telescopes and upwards of £89,000 in cash have been given as Rewards.

Annual Subscriptions and Donations are earnestly solicited, and will be thankfully received by the Secretary, CHARLES DIBDIN, Esq., at the Institution, 14 JOHN STREET, ADELPHI, London; by the Bankers of the Institution, Messrs. COUTTS and Co., 59 Strand; Messrs. HERRIES, FARQUHAR, and Co., 16 St. James's Street; Messrs. HOARE, 37 Fleet Street, London; and by all the other Bankers in the United Kingdom.—August, 1886.