

# THE LIFE=BOAT JOURNAL

OF THE

## National Life=boat Institution.

(ISSUED QUARTERLY.)

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### THE LIFE=BOAT DISASTERS AT SOUTHPORT AND ST. ANNE'S.

SINCE the publication of the last number of the LIFE=BOAT JOURNAL, terrible disasters have befallen the crews of the Life-boats at Southport and St. Anne's, on the coast of Lancashire, the full details of which are given in the following report furnished to the BOARD OF TRADE by the Special Commissioners appointed to hold the official inquiry into the circumstances, Sir DIGBY MURRAY, Bart., attending on behalf of the Board of Trade, and Capt. the Hon. H. W. CHETWYND, R.N., Chief Inspector of Life-boats, on behalf of the ROYAL NATIONAL LIFE=BOAT INSTITUTION.

#### [OFFICIAL REPORT.]

To the Right Honourable  
The Lord STANLEY of Preston, &c.,  
President of the Board of Trade.

MY LORD,

In obedience to your instructions we have visited Southport, St. Anne's and Lytham, and have inquired into the circumstances attending the rescue of the crew of the barque *Mexico*, of Hamburg, and the accidents to the Southport Life-boat, *Eliza Fernley*, and the St. Anne's Life-boat, *Laura Janet*, and we now have the honour to report as follows:—

The rescue of the crew of the barque *Mexico* was effected by the Lytham Life-boat *Charles Biggs*.

There is some difference of opinion both as to the force of the wind and its direction during the period occupied by the rescue and the return of the boat, but as nearly as we can judge the force was about 7 of Beaufort's scale, and the direction W.N.W. We attach a memorandum and letter from Mr. Hartnup, of the Liverpool Observatory at Bidston. (Appendix

15.) The tide at the time of the rescue was about half ebb, and although there was an eddy running to the northward close in shore, the main stream was running W.N.W., or in the teeth of the wind, and consequently considerably increasing the very heavy sea which was already running owing to the continuance of bad weather. The tide setting against the wind caused the sea to break heavily, rendering it extremely dangerous to boats.

The narrative of the coxswain of the Life-boat *Charles Biggs* is attached; it is briefly as follows:—

The Lytham boat was launched successfully at five minutes past ten, signals of distress having been seen at 9.30 p.m., December 9th, bearing about S.W. from the boat-house; she proceeded down the river under oars for a mile and a half, and then set sail, steering about S.S.W., the wind being W.N.W., wind and sea about abeam. The boat was filled four or five times, and when a quarter of a mile from the ship, the sails were taken in and the masts down. After getting the oars out, a heavy breaking sea struck her, throwing the boat over with her gunwale under water, the sudden lurch breaking three of the oars. The boat subsequently got safely alongside the ship, and was successful in rescuing the crew.

She did not see either of the other Life-boats or any signals from them.

Owing to the very heavy breaking sea which was running at the time, this was a very good service.

#### Dimensions of the *Charles Biggs*:

	Ft.	in.
Length over all . . . . .	37	0
Beam . . . . .	8	0
Depth . . . . .	3	5½

This boat had four water-ballast tanks holding about one ton; the three after ones only were filled on this occasion.

This was this boat's first service; she had only been about a fortnight in the hands of the crew.

## SOUTHPORT BOAT 'ELIZA FERNLEY.'

Signals of distress were observed at the boat-house about 9 P.M. of December 9th. The crew were immediately assembled, horses procured, and the boat was transported about three and a half miles along the sands and successfully launched a little to the westward of the wreck.

By about 1 A.M. the Life-boat had reached a position a little ahead of the vessel on her star-board bow, and was about to let go her anchor to veer down to the wreck, when a heavy breaking sea struck her about four points on the bow and instantly capsized her.

The anchor at this time was in the act of being let go, and consequently fell overboard with about 12 feet of cable, two or three turns of the inboard part of which were round the bollard, which turns were probably washed off as soon as ever the boat capsized. The depth of water was about 17 or 18 feet.

The evidence is somewhat conflicting as to the number of men who were under the boat when she capsized; there is no doubt there were six, and Henry Robinson, one of the survivors, was of opinion there were nine, but as it was impossible for them to see one another, it is not quite certain that some of the voices which he heard may not have been those of men on the outside of the boat.

The boat never righted, and was found on the beach about three miles to the westward of Southport at 3 A.M. of the morning of the 10th. Three men, Peter Wright, Timothy Rigby, and Peter Jackson, were found dead under the boat. Ralph Peters was found on the shore with life nearly extinct; he expired soon afterwards. John Ball was found at about 4.15 A.M. of the 10th standing in a pool of water near the boat up to his knees; he was taken in a cab to the Southport Infirmary and died there.

John Jackson and Henry Robinson came ashore in the boat and were able to effect their escape, but they were in too dazed and exhausted a condition to afford any assistance to the other men. These other men appear to have become entangled by the oars and lines, and no assistance unhappily being at hand they were unable to extricate themselves. The other bodies were found in various positions on the beach.

We are of opinion that the loss of life was attributable to the boat never righting after she capsized, although there is evidence that she made several attempts to do so, but always fell back again, and we think her failure to right was occasioned by the anchor having been let go, and also to the number of men holding on round and under the boat, though the former of these two causes would probably be sufficient to account for the casualty, as has been proved to have occurred on previous occasions.

This boat had been out on service eleven times previous to this disaster, had saved fifty-two lives, besides rendering assistance to one vessel.

It has been stated in evidence that some of the crew remonstrated with the coxswain for keeping the boat so much broadside to the sea; the Press have also stated this. We are of

opinion that in such a sea he may not have been able to prevent the boat falling off at times, but as he was a man of very great experience, who had rendered good service in the past, we are not disposed to attach much importance to this allegation.

## Dimensions of the Southport Life-boat.

	ft.	in.
Length over all . . . . .	34	0
Beam . . . . .	8	5
Depth . . . . .	3	5½

This boat was built in 1874.

## THE ST. ANNE'S LIFE-BOAT.

The distress signals were observed at about 9.15; the crew were summoned, and the boat was successfully launched at 10.25.

She proceeded for about 500 yards under oars, and then made sail, crossing the Salt House Bank.

What happened after this is a matter of pure conjecture. There is some evidence to show that two red lights and other signals were seen about west by north from Southport, at a distance of about two miles. If these two red lights were distress signals from the Life-boat, she had probably met with some casualty in that position; but as none of her crew have survived, any opinion as to the cause of the disaster must be purely hypothetical. The Life-boat was found on the beach in the position marked on the plan (Appendix No. 11) at 11.15 A.M. on the 10th. The boat was bottom up, and three bodies were found hanging on the thwarts with their heads downwards. The boat in drifting ashore must have capsized as soon as she got into shoal water, and it would then have been impossible for her to right again.

Whether she capsized before this there is no evidence to show.

There is evidence of some shouting having been heard in the direction in which these two lights were seen, which renders it possible the boat may have been disabled in the before-mentioned position, but we doubt whether it was possible for shouting to have been heard on such a night a distance of two miles, although the listeners were to leeward.

This boat had been out on service on five occasions, and had saved six lives on December 4th last. She was built in 1881.

We regret to have to state that from evidence taken by us at St. Anne's and Lytham we find that the coxswain was physically unfit for the performance of so arduous and difficult a service as he was ill with consumption, and was not expected by his medical man to last beyond the spring.

Two or three of the others were not strong men, and one poor fellow had only had a basin of gruel all day prior to proceeding on this service. The Honorary Secretary of the Branch states in his evidence with reference to this man, "I believe he (Bonney) stinted himself for the sake of his family. I don't think his privations lasted for more than a week or two; he showed no signs of it."

We were privately informed that this man's

children always appeared well clothed and fed, and that he only stinted himself for their sakes.

There was no one in authority present at the launch of this boat excepting the coxswain who was drowned, and therefore nobody alive is responsible either for the coxswain or any of the men proceeding in the boat on this night in an unfit condition.

The coxswain, according to the rules of the NATIONAL LIFE-BOAT INSTITUTION, is the person in authority at a launch on service.

We are unable, in consequence of the lack of evidence, to assign any reason for the loss of this boat.

#### Dimensions of the St. Anne's Boat.

	Ft.	in.
Length over all . . . . .	34	7
Beam . . . . .	8	4
Depth . . . . .	3	6½

She was built in 1881, and her righting powers had been tested on the station.

A paper was put in by Lieutenant Tipping, R.N., which was certified as correct by the Secretary of the NATIONAL LIFE-BOAT INSTITUTION, showing the number of self-righting Life-boats which have been launched on service for the past thirty-two years, the number of lives which have been saved by them, and the number of lives which have been lost through their capsizing.

From this paper, it appears, that inclusive of the loss of life into which it has been our painful duty to inquire, the boats have been launched 5000 times on service, and have saved over 12,000 lives. On these occasions, there were only 41 capsizes, 23 of which were unattended by any loss of life. In the remaining 18, 88 lives were lost, viz. :—

76 Life-boat men,  
12 Shipwrecked men,

—  
giving a total of 88 men.

The 76 Life-boat men lost represented about 1 in 850 of the men afloat in the Life-boats on service, and the capsizes 1 out of each 120 launches on service. In addition to this, the boats have been out for exercise 15,000 times during the same period of thirty-two years, with a loss of only 8 lives.

Looking to the long period embraced, and the arduous and dangerous nature of these services, we cannot but think that this is a splendid record, reflecting great credit on the management of the ROYAL NATIONAL LIFE-BOAT INSTITUTION and their officers.

Good, however, as the record is in the past, we think, looking to the experience gained in the course of all these years, it may be excelled in the future. The fact of one boat out of three having effected the rescue of the crew of a stranded ship, while the other two were capsized, might have been a matter either of accident or of superior management, but without seeking in any way to detract from the gallant service of the Lytham boat, we are satisfied that the Life-boat, the *Charles Biggs*, was far the better boat of the three, having both far greater stability and righting power than the

other two boats. She is fitted with four water-ballast tanks amidships, running along the keelson, holding about one ton of water: they can be filled as soon as the boat after launching gets into a sufficient depth of water, they take one minute to fill, and can be pumped out in the same space of time when required. This boat has also larger air cases running along the sides above the deck, and consequently holds less water when filled through a sea breaking on board, than the older type of boats.

We are of opinion that greater safety can be obtained in the future by increasing the stability of these self-righting boats, which will at the same time increase their righting power, but in this we have been in a great measure anticipated by the NATIONAL LIFE-BOAT INSTITUTION, who, guided by the experience which they and their officers have attained in the past, have already fitted about seventy-five boats with water ballast, and are as fast as practicable increasing that number. They have besides constructed or fitted four boats with drop-keels; these boats will have still greater stability, but owing to the increased weight of these fittings, and the consequent greater draught of the boats, they will not be adapted for all stations.

The only pleasant duty which has devolved upon us during this painful inquiry, is to be able to bring to the notice of your Lordship the great gallantry of the fishermen of this neighbourhood. We have ascertained that there is never the slightest difficulty in obtaining a crew to endeavour to save life, no matter what may be the state of the weather; and the peculiar formation of this part of the coast, and the numerous sandbanks, which, in bad weather, cause a very nasty confused and breaking sea, render the service a particularly dangerous one.

We are, &c.,

(Signed) DIGBY MURRAY,  
HENRY W. CHETWYND,  
Captain R.N.

Directly the intelligence of the sad disasters to the two Life-boats, entailing the loss of twenty-seven lives, reached the Institution, telegrams were despatched to the Local Honorary Secretaries, expressing deep sorrow and sympathy, and requesting them to provide, on behalf of the Institution, for the immediate necessities of the survivors and the widows and orphans. It was also suggested that a special fund should be at once raised for their benefit, to which the Institution would liberally contribute.

Two of the District Inspectors of Life-boats were promptly sent to the Life-boat stations in question, to make full inquiries and render all possible co-operation.

A special meeting of the General Com-

mittee of the Institution was subsequently convened to consider the whole circumstances, this sad calamity being unprecedented in the history of the Society, and it was unanimously resolved:—

“That this Committee desires to take this, the earliest opportunity, of placing on record its high appreciation of the past services of the crews of the Southport and St. Anne's Life-boats, and its deep and heartfelt sympathy with the widows and families of the brave and noble men who lost their lives in the gallant and heroic attempt to rescue the crew of the barque *Mexico*, on the night of the 9th December.”

The sum of 2,000*l.* was voted by the Committee to the local fund for the benefit of the widows and orphans, and rewards and other payments, amounting altogether to 239*l.*, were made to the representatives of the crews of the Life-boats and others, including the funeral expenses, as well as payments to the Lytham and Blackpool Life-boat men for launching their boats on the morning of the 10th December, to look for the missing St. Anne's Life-boat. On that occasion the Blackpool coxswain was injured, and was in danger of losing his life, a heavy sea throwing the boat on to her beam ends, and pitching him into the sea. Fortunately, he retained his hold of the yoke-lines, and was hauled on board again, after he had been dragged along for about sixty yards.

The sympathy shown by the public was most remarkable and gratifying. Her Majesty the Queen, the Patroness of the Institution, graciously contributed 100*l.* to the special fund, and His Imperial Majesty the Emperor of Germany sent 250*l.* The *Daily Telegraph* appealed to its readers to give their aid, with the result that the munificent sum of 6,646*l.* was contributed through the medium of that newspaper. Funds were also started

in Southport, St. Anne's, Lytham, Blackpool, Preston, Liverpool, Manchester, Blackburn, Chorley, and other towns, the aggregate reaching close upon 30,000*l.*

New and improved water-ballast Life-boats have been sent by the Institution to Southport and St. Anne's, to take the place of the boats which met with the disasters, and it has also been decided to provide a second Life-boat for the Southport Station, to be kept moored afloat at the end of the pier. A large sailing-boat, of the self-righting type, 40 feet long and 10 feet wide, provided with a sliding keel, has been chosen by the Institution for that purpose.

A statement having appeared in several newspapers to the effect that the BOARD OF TRADE contemplated an inquiry into the efficiency of the Life-boat Service as conducted by the ROYAL NATIONAL LIFE-BOAT INSTITUTION, the following letter was addressed to the Chairman of the Institution, on behalf of LORD STANLEY OF PRESTON, the President of the Board of Trade:—

“Board of Trade, Whitehall Gardens, S.W.,  
13th January, 1887.

Dear Sir Edward Birkbeck,

In reply to your letter, Lord Stanley of Preston wishes me to inform you that the statement which has appeared in various newspapers to the effect that the President of the Board of Trade has promised his best consideration to the desirability of holding an official inquiry into the sea-worthiness or otherwise of the Life-boats of the Royal National Life-boat Institution, is without foundation.

Lord Stanley is aware that the Institution is giving the matter its most serious consideration, and he has offered to place at its disposal any official assistance that it may require.

I am to add that representations have been made to the Board of Trade as to the desirability of instituting an official inquiry, but as Lord Stanley believes that the Institution is in full agreement with the Board of Trade in the matter, he does not think that any occasion for such an inquiry has arisen.

Yours faithfully,

(Signed) T. W. P. BLOMEFIELD.

“Sir EDWARD BIRKBECK, Bart, M.P.,  
Chairman of the Royal National Life-boat  
Institution.”

## THE LIFE-BOATS OF THE UNITED KINGDOM.

LXVIII. HARWICH.—The *Springwell*, 45 feet by 11 feet, 12 oars.

HARWICH, standing on the extremity of a tongue of land or narrow peninsula projecting into the estuary of the rivers Stour and Orwell, is said to have risen into note and importance from the ruins of Orwell, destroyed by the action of the sea. Traces of the lost city are reported to be still visible at low water, distant five miles in a S.E. direction from the shore, at a spot now indicated by the West Rocks. This is only one of numerous instances showing the extent of the ravages the sea has made on our coasts in the last four or five centuries. Harwich was originally a fishing village, and never seems to have been a place of much note. Only in recent times has it become a parish separate from that of Dovercourt. It derives importance chiefly from being a convenient point of departure to and returning from the Continent, and also on account of the large and spacious harbour, which is rendered a safe and commodious anchorage to vessels from the furious easterly gales experienced on this coast, by the shelter of Landguard point on the Suffolk side of the river, the entrance to the harbour being quite land locked, except to the southward. The town has in consequence been constantly visited by the reigning kings and queens of England, for the purpose of inspecting their fleets riding securely at their anchorage, and also as a place of embarkation for the Continent, no uncommon journey in the time of the first two Georges, whose frequent trips from England to their Hanoverian dominions gave great annoyance to the Commons and Privy Council of the realm. The earliest authentic historical event connected with the locality was the battle at the mouth of the rivers Orwell and Stour, between King Alfred's fleet and sixteen Danish ships, in the year 884, in which the Saxons were victorious. Isabel, queen of Edward II., landed here in 1326, with 2,700 men, in open rebellion against him. Edward III., fourteen years later, sailed from the port, and, learning that the French fleet was near Sluys, engaged it with an inferior force, and gained a

complete victory. Henry VIII. also came here in 1543, to inspect his navy, stationed off Harwich; but a more notable visit was from Queen Elizabeth (1561), who accepted an invitation from the Burghers, and stayed several days at a house in the central part of High Street. At her departure she graciously asked them what they had to request of her, and received from them the answer, "Nothing, only to wish your Majesty a good journey." On which Her Majesty, turning her horse about, and looking upon the town, said, "A pretty town, and wants nothing," and so bade them farewell. Charles II. made a stay of four days, but his object was to build men-of-war, the Dutch being particularly active, and threatening to invade the shores of East Anglia, or to sweep the seas of all English shipping. No wonder, then, he came here to look after his navy. The great sea-fight of June, 1666, between the English and Dutch, took place off this part of the coast, resulting in the complete defeat of Van Tromp, the Dutch Admiral, at whose main truck a broom was lashed, as a symbol of his intention to sweep the seas. William III. was twice at Harwich, on his passage from Holland, and, as before noticed, George I. and George II. were constantly passing to and fro *en route* to the Continent.

Harwich is a quaint old town, of some 6,000 inhabitants, and consists of three principal streets, parallel to one another, the church of St. Nicholas, dedicated to the patron saint of fishermen, occupying the site of an ancient building of the 12th century. Shipbuilding and fishing were the chief industries, but both, especially the latter, have declined of late years. In 1882 there were 130 vessels belonging to the port, with an aggregate tonnage of 13,630 tons. The harbour to which attention has been called has been much improved as a harbour of refuge, and the pier has been extended and fortified. Two lighthouses, the low near the beach, and the high at the S.W. entrance to the town, guide vessels to the anchorage, and the channel is completely commanded by the fort at Landguard, and a smaller one above Harwich.

Improvements on an extensive scale

have been made by the Great Eastern Railway Company, for the development of the traffic with the Continent, though a good deal has been transferred to the port of Hull. The Great Eastern Hotel was first built in the immediate vicinity of the quays, alongside which their steamers were moored. Latterly large sums of money have been expended in reclaiming land, and, in order to increase the convenience of passengers, quays have been constructed at Parkeston, the river Stour deepened to permit the company's steamers to come alongside, and a magnificent hotel has been erected. Moreover, a side line has been made to the quay, so that the mail trains branch off to Parkeston after leaving Wrabness, without entering Harwich at all. Outside the harbour the ocean is a perfect labyrinth of sandbanks, parts of which are dry at low water. Their position is clearly indicated by lightships, and the channels between them well marked by buoys; nevertheless, numerous shipwrecks have occurred, and many lives have been lost as well as much valuable property. The ROYAL NATIONAL LIFE-BOAT INSTITUTION had for years desired to station one of its Life-boats here, but its offers had been continually declined, it having always been considered by those best qualified to judge, that the outlying banks on which vessels were liable to be wrecked were all so distant that before a Life-boat from Harwich could possibly reach them, the shipwrecked persons would have been taken off by one of the numerous travelling smacks which are almost always cruising about on the look-out for vessels in distress. Unfortunately this opinion prevailed until the close of the year 1875, when one of those sad disasters occurred which again and again remind us of the dangerous character of our shores. A few months before, the German passenger- steamer *Schiller*, was wrecked off one of the Scilly Islands with the loss of 331 lives, and now another emigrant ship of the same nationality shares the same fate off the coast of Essex, and 57 of her crew and passengers perish. The *Deutschland*, for that was the name of the steamer, was wrecked in the early morning of the 6th December, on the Kentish Knock, twenty-four miles distant from Harwich, and therefore at too great a distance for anything to be

seen even in clear weather, and the only way by which news of the disaster could be made known in Harwich would be by the lightships moored off the different banks, at varying distances from the shore, repeating the signals from one to the other, and finally to the town if the weather is sufficiently clear—a distance of four miles only intervening between it and the nearest lightship off the Cork Sands. All the travelling smacks and pilot-boats had been driven into port by the fury of the gale, thus upsetting at once local reasons, certainly based on professional authority, which had been advanced against the establishment of a Life-boat station as a useless expense, viz., that the wrecked crew would always be rescued by smacks or pilot-boats long before a Life-boat could reach them. In consequence of the thickness of the weather, accompanied with blinding snow-storms during the height of the gale, the signal of distress could not be seen—they certainly could not be heard—even by the nearest lightship, and it was not until thirteen hours after, that is to say about 7 P.M., the first intimation was received at Harwich of anything being amiss at sea. The only available means of succour in the harbour was a small but serviceable steam-tug the *Liverpool*, the property of a private individual in the town. Early the following morning the *Liverpool* put to sea, as the weather had slightly moderated, in search of the wrecked vessel, the risk of losing the tug during a winter's night, and gale of wind, among the intricate passages of the numerous shoals, being too great to justify the captain in starting before daylight. Proceeding to the Cork lightship he learnt that the Sunk lightship had been firing all night: he then proceeded to the latter, and was informed there was a vessel on the Long-sand. He next steamed to the Long-sand, but found no vessel; he then steered for the Kentish Knock, and when half-way to it saw the steamer on the sandbank. Being able to approach her and lay his vessel alongside, he succeeded in rescuing the survivors, 173 in number. In passing, we would have our readers notice the delay occasioned by the captain having to make for each lightship in succession to gain information of the position of the unfortunate vessel; but all that is now changed.

After such a calamity, no time was lost in forming a Life-boat station at this port with the full concurrence of the inhabitants, and it was determined to accept the Life-boat, the cost of which Miss E. BURMESTER, of Park Square, W., was good enough to offer to the Institution—the boat being named the *Springwell*, at the donor's request. It was sent to its destination with a transporting-carriage and stones in January 1876, without waiting for the erection of a boat-house, so that it might be ready for any emergency that might arise. The public inauguration of the Life-boat establishment took place on the completion of the boat-house in September of the same year, the Life-boat being drawn in procession through the town, which was decorated with flags for the occasion. In 1882, this boat, which had done excellent service under great disadvantages, through want of local co-operation with the harbour tug, which was private property, was found to be hardly large enough for the requirements of this important station, and it was replaced by one of the finest self-righting boats ever built for the Institution, its dimensions being, length 45 feet, beam 11 feet. Like its predecessor it is named the *Springwell*, and has since been the means of saving 21 lives. The loss of

time entailed in making known to the shore any casualty visible to those on board the lightships, that occurred on the outlying sands, led to the adoption of carrier pigeons, which were placed on board the Sunk light vessel a few years back. They were utilized on some few occasions, but it was found the birds refused to fly against the wind, and no reliance could be placed on them. Telegraphic communication between the Essex coast at Walton-on-Naze and this lightship has now been successfully accomplished, and the neighbouring life-boats can be immediately warned should the one at Walton, through adverse winds or absence from the station, be unavailable. The total number of lives hitherto saved by the *Springwell* since the establishment of the station, in 1876, is 82. The management of the branch is in the hands of a strong committee of the leading inhabitants, including Dr. EVANS, the Hon. Secretary, who is connected by marriage with the donor, Miss BURMESTER. In conclusion, we are confident that when increased facilities for proceeding to sea have been provided, as will shortly be the case, combined with the speedy information now at command, the importance of this Life-boat station will be considerably increased.

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

DORNOCH FIRTH, SUTHERLANDSHIRE.—In January, 1886, the Local Residents made application to the Institution to form a Life-boat establishment on the shores of Dornoch Firth, a shipwreck having occurred there in the previous month, and several having taken place there before then. They pointed out the dangerous nature of this coast, with its numerous and shifting sandbanks and sudden squalls, and that several lives had been lost which might have been saved by a Life-boat. After making full inquiry the Committee decided to organise the proposed Life-boat Establishment, and they placed the new boat and carriage on the station, in the latter part of September, in readiness to meet any shipping casualties that might occur on the arrival of the equinoctial gales, without waiting the completion of the house and launching

slipway which have since been constructed. The cost of the boat, which is of the 34-feet 10-oared class, has been met from a special gift, received from an anonymous donor, under the initial "D," for a Life-boat to be named *The Daisie*, and placed on a new station before the 1st October, 1886. In the presence of a large gathering of people from Dornoch, Embo, and the surrounding districts, the boat went out for its first cruise on the 29th September, and afterwards returned to the point chosen for its resting-place, about a mile from the westward of Embo. Nearly 100 fishermen assembled at the railway station, and the boat having been unloaded from the trucks and put upon its carriage, under the superintendence of the District Inspector of Life-boats, Lieut. BEDDOES, R.N., the men quickly worked the drag ropes, and, with a hearty cheer,

and bagpipes playing, it was soon under way. Six powerful horses were afterwards yoked to it, and with the assistance of the men, amid great enthusiasm, it was conveyed to the "Poles," where, under the supervision of Mr. KIDD, forester to His Grace the DUKE OF SUTHERLAND, it was decorated with wreaths and flowers. On arriving at the receiving house, Dornoch, the crew of twelve men took their positions in the boat, cheers welcoming them from the inhabitants at the west end of the town. An arch spanned the road, bearing the motto "Welcome, Daisie," and flags floated from the cathedral spire, the castle, the court-house, jail, and other buildings.

Prior to the launch the District Inspector of Life-boats publicly handed over

former boat is 37 feet long, 8 feet wide and rows 12 oars; the latter is 34 feet long, and pulls 10 oars double banked. A new transporting and launching carriage was provided for each boat. The cost of the Lytham Life-boat, which is named *The Charles Biggs*, was defrayed from a legacy bequeathed to the Institution by the late Miss L. M. Biggs, of St. John's Wood, London. The Maryport boat is named *The Civil Service No. 5*, it being the fifth Life-boat presented to the Institution by the Civil Service Life-boat Fund raised by CHARLES DIBDIN, Esq., F.R.G.S. It took part in the Lord Mayor's Show on the 9th November last, manned by the crew of *The Civil Service No. 4* Life-boat at Walmer, and was much admired and cheered. The



the boat to the care of the Local Committee, and Bailie NEILL, on behalf of the inhabitants, expressed their sincere thanks for the very handsome gift which had that day been presented to them.

Miss SUTHERLAND, of Skibo, then formally named the boat *The Daisie*, after which, amid hearty cheers, it was launched into the water, and pulled round in a fairly heavy sea, sufficient to test its sea-going qualities, which were in every respect satisfactory, to its station near Embo. The boat is to be known as the Dornoch and Embo Life-boat.

LYTHAM AND MARYPORT, CUMBERLAND.  
—The Life-boats on these stations have recently been replaced by new boats possessing all the latest improvements, including water ballast fittings. The

Lytham new Life-boat was publicly launched at its station on the 29th November last. It was this boat which was shown at the Liverpool International Exhibition and received a Gold Medal, and which within a fortnight of being put on its station rendered such good service to the crew of the unfortunate ship *Mexico*, as described on page 213. On the occasion of the inaugural launch, the District Inspector of Life-boats, Lieut. TIPPING, R.N., said that the Institution had the greatest confidence in the Lytham crew, who had done good work in the past, and would, no doubt, do more with their new Life-boat. In acknowledging the gift, the Rev. H. B. HAWKINS, Chairman of the Local Committee, said that he was sure that the boat would lose nothing in the hands of the crew.



At the same time the Branch accepted it with all humility; they did not know how soon it would be called out, still they knew that the crew would faithfully discharge whatever duty they might be called upon to perform. The Rev. GREGORY SMART having offered up prayer, and the hymn for those at sea having been sung, the ceremony of naming was performed by Lady ELEANOR CLIFTON, after which the launch took place, and the boat was tried under oars and sails.

The inauguration of the new Life-boat at Maryport took place on the 2nd December. After the boat had been escorted through the town in procession the usual ceremony was gone through, Mrs. SENHOUSE, the Lady of the Manor, undertaking the duty of naming the boat.

ISLE OF WHITHORN.—This station, on the west coast of Scotland, has also been supplied with one of the new 34 feet 10-oared Life-boats, supplied with a transporting carriage, in the place of the former boat and carriage. The expense was met by a contribution from the late Captain HENRY LEIGHTON, of Glasgow, by the hands of his sister, Miss A. LEIGHTON, of that city. The inauguration of the new Life-boat on the 17th of November last will long be remembered locally as a notable day in the annals of the isle, the inhabitants having made great preparations to give the boat a hearty welcome, and having turned out in great force on the occasion, the day being kept as a general holiday. A procession was formed at the railway station, and the Life-boat, drawn by nine fine horses, handsomely decorated, was escorted to the isle, on arriving at which, the Right Hon. The Earl of GALLOWAY, Patron of the Branch, called upon the Rev. J. C. McTAGGART to offer up prayer, after which, Lieut. BEDDOES, R.N., District Inspector of Life-boats, handed the boat to the charge of the Local Committee. The gift was acknowledged by Lord GALLOWAY, and the Donor, Miss LEIGHTON, then named the Life-boat the *Henry and John Leighton*, after her two brothers. The boat was afterwards run down to the water's edge and launched off the carriage into the sea amidst the cheers of the spectators.

#### THE CIVIL SERVICE LIFE-BOAT FUND.—

At the annual meeting of the committee of this Fund, held on the 19th Jan., and presided over by Mr. W. H. HAINES, of the House of Lords, the Hon. Secretary, Mr. CHARLES DIBDIN, reported that during the past year the fund had presented to the ROYAL NATIONAL LIFE-BOAT INSTITUTION a fifth Life-boat, which, after having formed a part of the Lord Mayor's Show in November last, had been placed at Maryport, on the coast of Cumberland, where she is much prized by the inhabitants. It was further stated that the Civil Service Life-boats had been instrumental in saving 189 lives and three vessels, and it was decided to issue an appeal to the Civil Service to endow the new boat.

The Committee of the ROYAL NATIONAL LIFE-BOAT INSTITUTION have on former occasions expressed their high appreciation of the kind and generous sympathy shown by the gentlemen in the Civil Service with the Life-boat work during the past twenty years. They now have pleasure in calling attention to the gratifying fact that at the present time there are no less than 9,639 subscribers to this special fund, nearly every office and department under the Crown being represented in the contribution list.

PRAYERS IN STORMY WEATHER.—It is often a source of strength to seamen battling for life against the violence of the elements, to know that in churches and chapels on shore prayer is being offered up on their behalf. The Act of Uniformity Amendment Act of 1872 enables congregations in the National church to thus join together in interceding for sailors; and the Missions to Seamen has published a special service of intercession for those at sea, which is sanctioned by the Archbishop of Canterbury and twenty-seven of the English bishops for use in the churches in their dioceses in stormy weather, or on other occasions, whilst single collects from the special service can be added to the ordinary worship. About 35,000 copies of this little service-book have been issued, and single copies will be sent gratis to any clergyman applying for one to the Secretary, Missions to Seamen, Buckingham Street, Strand, London.

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

RAMSEY, ISLE OF MAN.—Intelligence having been received that a vessel was in distress about three miles S. of Manghold Head, during a S.E. wind on the 5th Oct. 1886, the Life-boat *Two Sisters* was launched at about 8.30 A.M., and was towed by the s.s. *Ellen Vannin* to the vessel, which proved to be the schooner *Vulcan*, of Douglas. At the request of the master the Life-boat returned ashore and despatched a telegram to Douglas for a tug to proceed to the schooner's assistance, and on the sea moderating, and a favourable breeze springing up, the vessel was extricated from her dangerous position at dusk.

PORTRHLEVEN.—On the 5th October, twenty-five fishing-boats left the harbour between 8 and 9 o'clock in the morning, the sea then being comparatively smooth. At 10.30 it was seen by the harbour authorities that there was a very heavy ground sea raging, and a red flag was hoisted signifying "haste to harbour." The boats immediately made for the shore, but found there was great danger in running in. The Life-boat, *Charles Henry Wright*, was launched, and in two hours, amidst heavy seas, towed safely into the harbour eight of the boats, with sixteen men on board them, their crews being afraid to enter without the assistance of the Life-boat, and even with that help great danger was incurred, several of the boats narrowly escaping being driven on the rocks or foundering. Coast-guardmen wearing lifebelts with lines attached to them were also stationed on the western rocks ready to render assistance if required.

WHITBY.—The fishing-cobles *Lady Morris* and *Anne Elizabeth*, of Whitby, which had gone out fishing in the morning of the 5th October, were reported at about 2 P.M. to be just outside the bar, their crews making signals by blowing their fog-horns and shouting. There was a dense fog at the time and a heavy sea. The Whitby No. 2 Life-boat, *Harriott Forteach*, put off to their assistance, supplied the seven men in the cobles with lifebelts, and assisted them to the beach, where they landed safely.

WHITBURN.—The *William and Charles* Life-boat was launched at about 4.30 P.M. on the 5th October and rescued the crew, consisting of six men, from the schooner *Theodor*, of Riga, which stranded on Whitburn Stile during a S.E. wind, a strong sea and a thick fog. The vessel was on a voyage from Riga to Sunderland with a cargo of pit props.

The s.s. *Shoreham*, of London, bound from Shoreham for the Tyne in ballast, stranded on Cope Carr Point during foggy weather, on the 19th December, and showed signals of distress. At 6.15 P.M. the *William and Charles* Life-boat put off to her assistance and brought her crew, consisting of seventeen men, safely ashore.

PORT ISAAC.—At 7.30 A.M., on the 14th October, the *Richard and Sarah* Life-boat put off to the assistance of two boats which were sighted in the offing about two miles distant. A strong breeze was blowing from the N.W. and the sea was heavy. On reaching the boats they were found to contain the crew of twenty-nine men and one stowaway from the s.s. *Indus*, of Dundee, bound from Cardiff for Teneriffe with coal, which had foundered off Trevoze Head. Twenty-five of the men were taken into the Life-boat, and the remaining five were taken on board another boat which had put off to the rescue, and all were safely landed at 8.20.

CULLERCOATS.—Several cobles which had gone out fishing on the 15th October, were overtaken by a gale which sprang up from the S.E., causing the sea to break heavily on the bar. The Life-boat *Co-Operator*, No. 1, was launched at about 7.30 A.M., in case any accident should occur, and remained outside the bar until all the boats had got safely in.

BERWICK-ON-TWEED.—Five fishing-boats having been overtaken by a sudden heavy gale from the S.E., on the morning of the 15th October, were seen running for the harbour, and as the tide was low, and there was a strong sea on the bar, it was known that great danger would be incurred by the boats in crossing it.

The *Albert Victor* Life-boat was therefore launched at 9 o'clock, pulled outside the bar, and remained there until all the boats had got into safety.

QUEENSTOWN.—Telegrams having been received from Roche's Point at about 10.30 A.M., on the 15th October, stating that the barque *Howard A. Turner*, timber laden, was anchored close to the breakers, and that the services of the Life-boat were required, the *Quiver*, No. 3, Life-boat was promptly launched, proceeded to the vessel, put a pilot on board and rendered other necessary services to her. A whole gale was blowing from the W. with a heavy sea.

FISHGUARD, SOUTH WALES.—On the 15th October the No. 1 Life-boat, *Sir Edward Perrott*, was launched at about 2 P.M., during a whole gale from the W.N.W., signals of distress having been shown by the schooner *J.W.A.*, of Aberayron, bound from Waterford for Bristol with oats, which dragged both her anchors and drifted on the rocks where she became a total wreck. With much difficulty the crew of four men were taken into the Life-boat and landed at Pwllgwydol.

Signals of distress having been shown by the ship *Troop*, of Liverpool, bound from Barrow for San Francisco with steel rails, the Fishguard No. 2 Life-boat, the *Appin*, put off at 8 A.M., on the 7th November, during a strong breeze from the N.N.E. and a rough sea. On reaching the vessel the master stated that he wished the Life-boat to remain by him some time, and that he was anxious to send ashore one of his crew, who had unfortunately met with a very severe accident two days previously by falling from the yard and breaking his thigh, and also four stowaways. Great difficulty was experienced in taking the wounded man into the Life-boat; but it was safely accomplished, and after taking the four stowaways on board the boat, returned to the shore and landed at Goodwick.

CLOVELLY.—During a whole gale from the N.W., accompanied by a tremendous sea, on the 15th October, the steamer *Valeria*, of Cardiff, bound from Briton Ferry for Portland with a cargo of coal, hoisted signals of distress. The *Graham*

*Hughes* Life-boat was launched at 3.40 P.M., and on reaching the vessel found that she was riding very heavily with both anchors down. The crew of eight men were taken from their perilous position into the Life-boat and safely landed. On rounding the pier on her return to the shore a tremendous sea struck the broadside of the boat, heaving her a distance of sixty yards, and landing her broadside on the beach to the eastward of the Life-boat house. Fortunately a number of men were on the spot, and she was quickly run up into safety.

ARKLOW, IRELAND.—Several fishing-boats having been driven from their moorings on the morning of the 16th October, the *Out Pensioner* Life-boat was launched at 9 o'clock, and saved four large boats, the *Safe Return*, *Mary Frances*, *Glance*, and *Green Flag*.

COURTOWN, IRELAND.—On the 16th October, at 1 P.M., the *Alfred* and *Ernest* Life-boat was called out by signals of distress, and brought ashore fourteen men from the fishing-boats *Glance*, *Green Flag*, *Safe Return*, and *Jackdaw*, of Arklow, during a N.E. wind and a heavy sea. All the men were in a very exhausted condition when taken into the Life-boat.

PADSTOW.—Shortly after midnight on the 16th October, the Life-boat was launched, a messenger on horseback having arrived from Trevoze Head, and reported that a vessel was showing signals of distress to the eastward of Gullian. A terrific gale was blowing from the N.N.W. with a high breaking sea. The vessel proved to be the barque *Alliance*, of Risør, Norway, timber laden from Halifax, N.S., for Glasgow. In making for the harbour she had been driven to leeward by the heavy seas, having lost some of her sails, and stranded on the Doom bar sands. Seven of her crew were rescued by the Life-boat, four others unfortunately having been drowned before the Boat reached the ship.

HAYLE.—The brig *Albert Wilhelm*, of Barth, Germany, bound from the Isle of Man for Fowey, in ballast, bore up into St. Ives Bay, on the 17th October, during a strong gale from the N.N.W. and a heavy sea, became embayed, and

was driven ashore on the Hayle side of Hawke Point, the mainmast going by the board as she struck. Information of the casualty having been received, the *Isis* Life-boat was promptly launched and proceeded to the rescue. Three attempts to cross the bar were made, and eventually the Boat was compelled to return

working most gallantly up to their waists in a heavy sea against very great difficulties, the beach at that point being very flat.

CARMARTHEN BAY.—A vessel having been reported ashore on Cefn Sidan sands during a heavy gale from the N.W. on



ashore, seven of the oars having been lost and broken. Fresh oars were obtained, six fresh men took the places of those of the crew who were exhausted by their former efforts, and the Life-boat again put off, succeeded in reaching the vessel, and rescued five of her crew. Four others had previously been taken off by the St. Ives rocket apparatus, the rocket brigade

the 16th October, the Life-boat *City of Manchester* was launched at 3.15 A.M., and proceeded through a dangerously heavy sea to the vessel, which proved to be the four-masted ship *Teviotdale*, of Glasgow, bound from Cardiff for Bombay with a cargo of coal. Nineteen of her crew, including the master, had left the ship and tried to reach the shore, but the boat

was capsized by the heavy seas, and the master and sixteen of the men were unfortunately drowned, the other two men safely reaching the land. The Life-boat took off the remaining ten men and safely landed them at 6 A.M.

SEATON CAREW.—Rockets and flares having been seen on the Longscar Rocks during an E. wind, a strong sea, and foggy weather on the 21st October, the *Job Hindley* Life-boat was launched at 7 P.M., proceeded in the direction in which the signals had been seen, and found seven men in a small boat belonging to the steam-trawler *Express*, of Scarborough, which was totally wrecked on the rocks. But for the services of the Life-boat the whole of the men would, in all probability, have been drowned had they attempted to land, owing to the heavy surf on the beach.

MARGATE.—Signals having been shown by the lightships, and by a vessel ashore on the Girdler Sand during a strong S.W. wind and a moderate sea on the 3rd November, the *Quiver*, No. 1, Life-boat was launched at about 7.30 P.M. and proceeded to the vessel, which was found to be the s.s. *Glencoil*, of Leith, bound from London for China with a general cargo. At the master's request, the Life-boat remained during the night by the ship, until she got afloat, after which the Boat returned to her station, reaching it at about 8.30 on the following morning.

HARTLEPOOL. — The schooner *Peter Brown*, of Montrose, bound from Leith for London, was seen to strike the Beacon Rocks on the evening of the 3rd November, and to show immediately two flares. The Hartlepool No. 2 Life-boat *Charles Ingleby*, was promptly launched and proceeded to the vessel. Four tugs had already reached her, and at the request of the master three of the Life-boat men went on board to assist the crew. The schooner, which had broken her rudder, was eventually towed off the rocks and taken into harbour.

LYDD, KENT.—The *David Hulett* Life-boat was launched at 9 P.M. on the 3rd November, signals of distress having been shown by the barquentine *Scotia*, of Ayr, bound from Aruba for London, with

phosphate rock, which had stranded off No. 1 Battery, during heavy squalls from the S.W., with rain and a heavy sea. At the master's request, the Life-boat remained by the vessel until daylight. She floated, and although leaking slightly, was able to get safely away.

THORPENESS, SUFFOLK.—The Life-boat *Ipswich* put off at 1 A.M. on the 4th November, flares having been shown by a vessel during a gale from the S.S.W. and a heavy sea, and brought safely ashore the crew consisting of six men, of the schooner *Lady Ernestine*, of Fowey, bound for Plymouth with gas coal, who had taken to their boat, their vessel having become a total wreck on Thorpeness.

CLACTON-ON-SEA.—On the morning of the 5th November, a three-masted vessel was observed ashore on the East Burrows or Sunk Sand, but no signals could be made out even with the aid of a powerful telescope. The wind was blowing from the S.S.W. accompanied by rain, and the sea was very rough. At 8.40 A.M. the *Albert Edward* Life-boat was launched, having the wind and tide against her, at about 11 o'clock the wind and rain increased, and at 2 o'clock two reefs had to be taken in both lugsails. On reaching the vessel at about 2.30, she was found to be the three-masted schooner *Ocean Bride*, of Guernsey, bound from Shields for Granville with coal, ashore on the Middle Sunk Sand. The master requested the Life-boat to stand by in case the vessel did not come off. The tide was then rising, and at about 4 P.M. the crew signalled that they wished to be taken off; the Life-boat then, with much difficulty and danger, rescued the master and the crew, consisting of seven men and a boy, with their clothing, and landed them at Clacton at about 6 o'clock. The vessel became a total wreck.

DOUGLAS, ISLE OF MAN.—The *John Turner Turner* Life-boat was launched at 3.30 A.M. on the 6th November, and brought ashore the crew, consisting of two men, of the smack *Alice*, of and from Dinorwic, for Douglas, with slates, which was dragging her anchor in the bay and in danger of being driven on Fort Anne Rocks during a heavy gale from the N.E., and a very heavy sea.

PORTHDINLLAEN, NORTH WALES.—At about 9.30 A.M. on the 6th November, signals of distress were shown by the screw flat *Llysfaen*, of Liverpool, during a N. gale and a heavy sea. The *George Moore* Life-boat put off to her assistance, and was requested to remain by her until low-water, when the vessel struck the ground and commenced to leak; the chains were then slipped, she was run ashore, and immediately sank, her crew of three men being safely landed by the Life-boat.

A signal of distress was observed from a vessel in Porthdinllaen Bay during a strong gale from the N.W. on the 22nd December. The crew of the *George Moore* Life-boat immediately assembled, the Boat was launched at 5.30 P.M. and rescued the crew, numbering four men, of the schooner *Industry*, of Aberystwyth, bound from Strangford Lough for Portmadoc, in ballast.

FLEETWOOD, LANCASHIRE.—The sloop *Pennington*, of and for Liverpool from Fleetwood, laden with gravel, was seen drifting into a position of danger near North Wharf, having lost her sails, during a fresh gale from the N.N.E., on the 6th November. The *Child of Hale* Life-boat put off to her assistance at 11.45 A.M., in tow of the steam-tug *Wardleys*, and rescued the crew of two men from the vessel, which went ashore and became a total wreck.

The Life-boat was also launched at 9.20 P.M. on the 28th November, in response to signals of distress, and proceeded, in tow of a steam-tug, to the assistance of the brig *Olga*, of Frederickstadt, and put a pilot on board. It was found that she had been in collision with the barquentine *Ruth Topping*, of Liverpool, and the Life-boat thereupon went to the aid of that vessel, and found her in a sinking condition on Shell Wharf. Ten of the Life-boat men went on board to

pump, but after nearly two hours' work she was found to be still sinking, and her crew of nine men and a pilot were then taken into the Life-boat, and landed at 6 o'clock on the following morning. The Life-boat also stood by the *Olga* while she made for the harbour, and assisted to moor her when she arrived there. At daylight the *Ruth Topping* was found to be still afloat, and the Life-boat crew, assisted by six men taken out in the Life-boat under the instructions of the Brokers, succeeded in bringing her into port.

KESSINGLAND, SUFFOLK.—At about 7.45 P.M. on the 11th November signals of distress were observed off Covehithe, during a S.W. wind, thick weather, and a heavy sea. The Kessingland No. 2 Life-boat, *St. Michael's, Paddington*, was promptly launched, and found that the barge *Phillis*, of Harwich, bound from Yarmouth for London in ballast had lost some of her sails. With the assistance of a steam-tug she was taken into Lowestoft harbour. She carried a crew of three men.

GORLESTON, SUFFOLK.—The brig *European*, of and from Sunderland for Corsica, with coal, glass, and machinery, was seen to ground on the Middle Cross Sand, during a strong N.N.E. wind, hazy weather, and a strong sea, on the 18th November. The *Mark Lane* Life-boat went off at about 1.20 P.M., in tow of the steam-tug *Yare*, but the brig went to pieces before the boat could reach her. Arriving about four miles E. of the Cross Sand, a boat, which proved to belong to the brig, was observed to go alongside the smack *Cleopatra*, of Lowescroft, and the Life-boat then made for that vessel in reply to her signals, and found that four survivors of the crew had taken refuge on board her. The men were got safely into the Life-boat and safely landed at Gorleston at about 4 o'clock.

## THE WEATHER OF 1886.

*Abridged from the DAILY NEWS, 1st January, 1887.*

The weather of last year was, in some respects, like a well-constructed story. Beginning in a tame and uneventful fashion, the interest gradually increased

as time wore on, until at the close of the period we were introduced to incidents of a most exciting description. The commencement of the year brought us a long

and dreary winter, followed by a cold, cheerless spring. During the early part of the summer matters showed little tendency to improve, but as the season progressed, short bursts of intense heat were experienced from time to time, and in this desultory manner the summer lingered on till the commencement of October. The autumn months were as mild as the spring was cold, and about the middle of October a violent gale swept over the western and southern parts of the kingdom. The chief events of the year were, however, reserved for the closing month, when storm, frost and flood did their utmost to show that old-fashioned winters are not altogether things of the past. On the 8th a barometrical depression of exceptional severity passed over the United Kingdom, producing severe gales in almost all parts of Western Europe. The disappearance of the system was followed by an interval of fairly quiet weather; but on the 26th another and much smaller disturbance advanced eastwards along the English Channel, occasioning over the south of England a snowstorm of more general and destructive severity than any experienced since the memorable 18th of January, 1881.

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Strong south-westerly to westerly gales were experienced over the greater part of the kingdom on the 30th of March, and hard southerly gales in the northern parts of Ireland and Scotland on the 2nd April.

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The gales which occurred during the autumn were, with one notable exception, of no great violence. On October 15 and 16, however, a very deep cyclonic disturbance advanced over our islands, moving at first in an easterly direction across Ireland, and then in a south-easterly direction to the south of England, whence it travelled away to the north-eastwards and dispersed. The gales which resulted were exceptionally severe on our south-west and south coasts, and during the progress of the storm a large number of vessels are reported to have either stranded or foundered on our coasts with a loss of about 120 lives. Over Wales, the south of Ireland, and the south-west of England, the storm was accompanied by an ex-

cessively heavy rainfall, and serious floods were occasioned in the low-lying districts.

The winter season through which we are now passing has brought us very tempestuous weather and some touches of severe frost. So far as it has at present gone the most important events of the season have been the disastrous gale of the 8th to 9th December, and the still more destructive snowstorm experienced on the 26th December. The former occurrence was due to the advance over our islands of an abnormally deep depression, in the centre of which the barometer fell below 27·4 inches. In London the minimum reading of 28·30 inches recorded at about 4 A.M. on the 9th was decidedly lower than any observed since the year 1843.

The passage of so deep a depression could scarcely fail to bring about great disturbances in the atmosphere, and, as a matter of fact, very violent gales were experienced over nearly the whole of Western Europe—from south-east or east over the northern parts of our islands, and from south-west veering to north-west over our southern and the French coasts. In this case, as in October, a tremendous sea raged in the west and south, and between the 8th and 10th of the month at least 100 vessels are known to have stranded or foundered on the British coasts.

It is satisfactory to know that the gallant efforts of the Life-boat crews were successful during this one storm alone in the rescue of as many as ninety-six souls.

The heavy snowstorm of the 26th December was due to the passage eastwards along the English Channel of a small but somewhat deep cyclonic disturbance. In the front of this system strong south-westerly or southerly gales and rain were experienced, while in the immediate neighbourhood and in the rear of the system the wind backed to the north-eastward or northward, with excessively heavy falls of snow. The damage done by this storm, especially to the telegraphic system, was greater than that experienced on any previous occasion.

## THE GALE OF OCTOBER 15-16TH LAST.

At a recent meeting of the Royal Meteorological Society, a paper was read by Mr. C. HARDING, F. R. Met. Soc., on "The Gale of October 15-16th, 1886, over the British Islands," in which he remarked that the storm was of very exceptional strength in the west, south-west, and south of the British islands; but the principal violence of the wind was limited to these parts, although the force of a gale was experienced generally over the whole kingdom. By the aid of ships' observations the storm has been tracked a long distance out in the Atlantic. It appears to have been formed about 250 miles to the south-east of Newfoundland on the 12th, and was experienced by many ocean steamers on the 13th. When the first indication of approaching bad weather was shown by the barometer and wind at our western outports the storm was about 500 miles to the west-south-west of the Irish coast, and was advancing at the rate of nearly 50 miles an hour. The centre of the disturbance struck the coast of Ireland about 1 A.M. on the 15th, and by 8 A.M. was central over Ireland. The storm traversed the Irish Sea, and turned to the south-east over the western midlands and the southern counties of England, and its centre remained over the British Isles about thirty-four hours, having traversed about 500 miles. The storm afterwards crossed the English Channel into France, and subsequently again took a course to the north-eastwards, and finally broke up over Holland. In the centre of the storm the barometer fell to 28.5 in.; but as far as the action of the barometer was concerned, the principal feature of importance was the length of time that the readings remained low. At Geldeston, not far from Lowestoft, the mercury was below 29 in. for fifty hours, and at Greenwich it was similarly low for forty hours. The highest recorded hourly velocity of the wind was 78 miles from north-west at Scilly on the morning of the 16th, but on due allowance being made for the squally character of the gale it is estimated that in the squalls the velocity reached for a minute or so the hourly rate of about 120 miles, which is equivalent to a pressure of about 70 lbs. on the square foot. On the mainland, the wind attained a velocity of about 60 miles

an hour for a considerable time; but without question this velocity would be greatly exceeded in the squalls. In the eastern parts of England the velocity scarcely amounted to 30 miles in the hour. The force of the gale was very prolonged. At Scilly the velocity was above 30 miles an hour for sixty-one hours, and it was above 60 miles for nineteen hours; whilst at Falmouth it was above 30 miles an hour for fifty-two hours. The erratic course of the storm and its slow rate of travel whilst over the British Islands was attributed to the presence of a barrier of high barometer readings over northern Europe, and also to the attraction in a westerly direction, owing to the great condensation and heavy rain in the rear of the storm. The rainfall in Ireland, Wales, and the south-west of England was exceptionally heavy. In the neighbourhood of Aberystwyth the fall on the 15th was 3.83 in., and at several stations the amount exceeded 2 in. Serious floods occurred in many parts of the country. A most terrific sea was also experienced on the western coasts and in the English Channel, and the number of vessels to which casualties occurred on the British coasts during the gale tell their own tale of its violence. The total number of casualties to sailing vessels and steamships was 158, and among these were five sailing and one steamship abandoned, five sailing and one steamship foundered, and forty-two sailing and two steamships stranded. During the gale the Life-boats were launched fourteen times, and saved 36 lives.

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SUMMARY OF THE  
MEETINGS OF THE COMMITTEE.

THURSDAY, 7th October, 1886.

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-Committee, and ordered their recommendations to be carried into effect.

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

Also the Reports of the District Inspectors



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

Northern District—Newbiggin, Cresswell, Irvine, Port Logan, Port Patrick, Whithorn, Troon, Anstruther, Crail, St. Andrews, Broughty Ferry, Arbroath, and Buddon Ness.

Eastern District—Skegness, Margate, Kingsgate, Broadstairs, Southend (two Boats), Kingsdowne, Walmer, and Deal.

Western District—Sennen Cove, Penzance, St. Ives, and Hayle.

Irish District—Howth, Poolbeg, Aranmore, Greencastle, Portrush, Groomsport, Ballywalter, Cloughy Bay, Tyrella, Newcastle, Giles Quay, and Blackrock.

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

	£	s.	d.
Mrs. MURRAY MILLER, Cheltenham	20	—	—
Collected on the steam yacht <i>Ceylon</i> , during her recent cruise to the Baltic	10	10	—
In Memoriam, M. A. SAYCE, per Miss FLORA SAYCE	10	—	—

—To be severally thanked.

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

	£	s.	d.
The late RICHARD WHEATLEY, Esq., of Hopton, Yorkshire (duty free)	100	—	—
The late Miss S. H. CATON, of Bournemouth (duty free)	25	—	—

Reported the transmission to their stations of new Life-boats for Newquay (Cardiganshire), St. Ives (Cornwall), and Dornoch (Sutherlandshire).

Read letters from the Honorary Secretaries of the Aberdovey, Newquay, and Dornoch Branches expressing their satisfaction with the new Life-boats recently sent to those Stations.

Decided on the recommendation of the Chief Inspector of Life-boats to form a new Life-boat Station at Burry Port, Carmarthenshire, in lieu of the present station at Pembrey, which it has become necessary to discontinue owing to the constant increase of sand in the locality.

Also to appropriate the new Station to a legacy of 3,500*l.* bequeathed to the Institution by the late Mrs. J. S. BARCLAY, of Edmonton, to provide and maintain a Life-boat station; the boat to be named the "*David Barclay of Tottenham*."

Voted the thanks of the Committee to Admiral WILMSHURST, C.B., in recognition of his valuable co-operation during the period he occupied the office of Honorary Secretary of the Bembridge Branch of the Institution.

The Committee also specially recognized the good services of Mr. DAVID SULLIVAN on his resigning the post of coxswain of the Ballycotton Life-boat after twenty-eight years' service. During that period he had assisted in the Life-boat to save thirty-eight lives.

Paid 4,631*l.* 7*s.* 9*d.* for sundry charges on various Life-boat Establishments.

Voted 104*l.* 9*s.* to pay the expenses of the Troon, Holyhead, Lowestoft, Peterhead, Lizard

No. 2, and Cadgwith Life-boats in rendering the following services:—

	Lives saved.
Schooner <i>Mistletoe</i> , of Brixham. Remained by vessel.	
Schooner <i>Fairlie &amp; Jane</i> , of Beaumaris	1
S. S. <i>Erasmus Wilson</i> , of London	11
Schooner <i>Resolute</i> , of Lossiemouth	5
S. S. <i>Suffolk</i> , of London	45

Voted also 110*l.* 10*s.* 6*d.* to pay the expenses of the Holyhead, Groomsport, Walton-on-the-Naze, Huna, Braunton, Appledore No. 1, Margate and Caister No. 2 Life-boats in assembling their crews, or putting off in reply to signals of distress shown by vessels which did not ultimately need the services of the boats.

The Ramsgate Life-boat was also called out on three occasions, but her services were not required.

Voted 3*l.* to five men for putting off in a boat and at great risk saving the crew of three men from the schooner *Mersey*, of Arbroath, which was in distress off Golspie, Dornoch Firth, during a moderate gale from the S.W. on the 9th September.

Also 2*l.* to four men for putting off in a boat and rescuing a man from a fishing boat which was in danger near Bridges Reef, off co. Down, Ireland, during a strong S. gale on the 9th September.

Also 1*l.* to two men for rescuing a man and a boy who were clinging to the mast of their fishing boat which had sunk off Enniscrone, co. Sligo, during a moderate breeze from the S. on the 22nd May.

THURSDAY, 4th November.

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

Read and confirmed the Minutes of the previous Meeting. Also 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 the Island of Lewis, Whitelink Bay, Fraserburgh, Pembrey, and Ferryside.

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

Northern District—Nairn, Ackergill, Huna, Thurso, Boulmer, Alnmouth, Hauxley, Bamburgh Castle, North Sunderland, Buckie, Peterhead, Fraserburgh, and Whitelink Bay.

Eastern District—Dover, Hythe, and Chapel.

Western District—Weston-super-Mare, Burnham, Watchet, Padstow, Port Isaac, Bude, Clovelly, Ilfracombe, Morte Bay, Appledore (two Boats), and Braunton.

Irish District—Drogheda (two Boats), Skerries, Balbriggan, Douglas (two Boats), and Port Erin.

Reported the receipt of 500*l.* from the Civil Service Life-boat Fund, per Mr. CHARLES DIBDIN, F.R.G.S., Honorary Secretary, to defray the cost of a Life-boat to be named the *Civil*

*Service No. 5.* The total amount which has been contributed to the Institution by gentlemen in Her Majesty's Civil Service is 9,202*l.*

Decided that the best thanks of the Committee be given to the contributors for their additional valued gift, and that it be appropriated to the new Life-boat about to be sent to Maryport.

The Lord Mayor and Sheriffs of London having applied to the Institution for the loan of a Life-boat for exhibition in the Lord Mayor's Show on the 9th November, they undertaking to defray all expenses, it was resolved to lend them the *Civil Service No. 5* Life-boat for that day.

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

	£	s.	d.
The VISCOUNTESS OSSINGTON	500	-	-
Collected on board the s.s. <i>Aorangi</i> , per W. E. PALMER, Esq. (additional)	13	-	6
GEORGE WEBSTER, Esq., further on account of his Life-boat fund	12	10	-
Fifty-four Scandinavian seamen, per Miss AGNES HEDENSTROM, Leman Street Sailors' Home	3	3	-

—To be severally thanked.

Also that the late Miss CAROLINE CARTY, of Wigmore Street, had left a legacy of 10*l.*, duty free, to the Institution.

The Committee expressed their regret at the death of Mr. JOHN POLLOCK, who had been the valued Honorary Secretary of the Ayr Branch of the Institution for sixteen years, and decided that their sympathy be conveyed to his family.

Voted the thanks of the Committee to Mr. GEORGE BRIDGES, Mr. J. L. RAE, and the Rev. W. MACMANUS, in recognition of their past valuable services as the Honorary Secretaries, respectively, of the Southampton, Eyemouth, and Ballywalter Branches of the Institution.

The Committee specially recognized the good services of Mr. GEORGE RICHARDSON on his resigning the post of coxswain of the Alnmouth Life-boat, which he had held for seven-teen years.

Decided, on the recommendation of the Chief Inspector of Life-boats, to form a Life-boat Establishment at Stornoway, Scotland.

Also to replace the present Life-boats at the Scarborough, Staithes, and Whitby No. 2 Stations by new ones, possessing all the latest improvements.

Reported that a Gold Medal had been awarded to the Institution for the Life-boat it had sent to the Liverpool International Exhibition, and a diploma of honour, being the highest award obtainable, for its display of models at the Edinburgh International Exhibition.

Paid 4,337*l.* 2*s.* 9*d.* for sundry charges on various Life-boat Establishments.

Voted 220*l.* 18*s.* 4*d.* to pay the expenses of the Whitby No. 2, Whitburn, Ramsey, Porthleven, Port Isaac, Berwick-on-Tweed, Clovelly, Cullercoats, Queenstown, Fishguard No. 1, Arklow, Courtown, Carmarthen Bay, Padstow, Hayle, and Seaton Carew Life-boats in rendering the following services:—

	Lives saved.
Fishing cobses <i>Lady Morris</i> and <i>Anne Elizabeth</i> , of Whitby. Rendered assistance.	
Schooner <i>Theodor</i> , of Riga.	6
Schooner <i>Vulcan</i> , of Douglas. Rendered assistance.	
Porthleven fishing-boats. Saved eight boats and their crews	16
S.S. <i>Indus</i> , of Dundee	25
Berwick fishing-boats. Remained afloat.	
Steamer <i>Valeria</i> , of Cardiff	8
Cullercoats fishing cobses. Remained afloat.	
Barque <i>Howard A. Turner</i> . Rendered assistance.	
Schooner <i>J. W. A.</i> , of Aberystwyth	4
Fishing-boat <i>Safe Return</i> , of Arklow. Saved vessel and	2
Fishing-boat <i>Mary Frances</i> , of Arklow. Saved vessel.	
Fishing-boat <i>Glance</i> , of Arklow. Saved vessel and	2
Fishing-boat <i>Green Flag</i> , of Arklow. Saved vessel and	2
Fishing-boat <i>Jackdaw</i> , of Arklow	8
Ship <i>Teviotdale</i> , of Glasgow	10
Barque <i>Alliance</i> , of Riisoeer	7
Brig <i>Albert Wilhelm</i> , of Barth	5
Steam trawler <i>Express</i> , of Scarborough	7

(Details of these services are furnished on pages 222-225.)

Voted also 159*l.* 3*s.* 6*d.* to pay the expenses of the Scarborough, Gorleston, Huna, Pembrey, Braunton, Donna Nook, Swansea, Littlehampton, Padstow, Port Isaac, Cardigan, Porthcawl, St. Helier's, and Torquay Life-boats, in assembling their crews or putting off to the aid of vessels which did not ultimately require assistance.

Also 2*l.* 10*s.* to five fishermen, for putting off in the gig *Colombo* and saving five of the crew of the s.s. *Indus*, of Dundee, the men having taken to their boats on their vessel foundering off Trevoze Head, Cornwall, on the 14th October.

Also 1*l.* 15*s.* to the master and crew of the smack *Cockatrice*, for saving the crew of two men of a boat which had capsized near Paignton Sands, Devonshire, during a strong E. breeze on the 25th October.

Also 1*l.* 10*s.* to JAMES FRIEND (late sergeant in H.M. 44th Regiment, now keeper of two disused Martello towers at Bawdsey, who lost a foot and part of a leg in the Crimean War) for putting off in a boat, and, with much difficulty, rescuing a young man who had gone out in a row-boat, had broken one of his oars, and was in a dangerous position, being about six or seven miles from the shore, near sandbanks, and night coming on, on the 20th September.

Also 1*l.* 10*s.* to three men, for putting off in a boat and saving three men from a sailing-boat which had capsized off Worthing, during a strong S.E. breeze, on the 23rd October.

THURSDAY, 2nd December.

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.

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

Northern District—Stonehaven, Banff, Lossiemouth, Port Erroll, Newburgh, Montrose (three Boats), Gourdon, Kirkcudbright, and Whithorn.

Southern District—Southsea, Selsey, Littlehampton, Worthing, Shoreham, Brighton, Newhaven, Lydd, New Romney, Eastbourne, Weymouth, Kimmeridge, Swanage, and Poole.

Eastern District—Lowestoft, Pakefield, Kesingland (three Boats), Dunwich, Southwold (two Boats), Gorleston (two Boats), Harwich, Walton-on-the-Naze, Clacton-on-Sea, Aldborough, Thorpeness, Palling (two Boats), Cromer, Mundesley, and Hasborough.

Western District—Lynnmouth, Carmarthen Bay, Pembrey, Penarth, Porthcawl, Swansea, Port Eynon, Milford Haven, Tenby, Littlehaven, Fishguard (two Boats), and Newport, Pembrokeshire.

Irish District—Peel, Castletown, Ramsey, Southport, New Brighton (two Boats), Lytham, St. Anne's, Fleetwood, Blackpool, Piel, Whitehaven, Workington, and Maryport.

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

	£	s.	d.
Trustees of the late Miss ELIZA SMITHIES, of Tollington Park, for the <i>Tom and Ida Smithies</i> Life-boat for Howth . . . . .	650	-	-
A Lady, further on behalf of the endowment of the Whitburn Life-boat . . . . .	100	-	-
"H.S." . . . . .	50	-	-
INDEPENDENT ORDER OF ODD FELLOWS' (Manchester Unity) annual subscription in aid of the support of their Life-boat . . . . .	50	-	-
JOHN J. MOWBRAY, Esq., Dollar . . . . .	21	-	-
"A.M.C." . . . . .	16	16	-
Contents of Contribution Box on board the s.s. <i>Brier</i> , of Glasgow, plying between Morecambe and Londonderry, per Capt. McLARTY . . . . .	11	2	10
ROBERT BROWN, Esq., of Aracaju, Brazil, per Messrs. KIRKLAND, COPE, & Co. . . . .	6	5	-
—To be severally thanked.			

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

	£	s.	d.
The late Mrs. MARY REDFERN, of Knutsford, to provide and maintain a Life-boat, to be called the <i>John and Sarah</i> . . . . .	1,800	-	-

Also the transmission to their Stations of

the new Life-boats for Greystones, Howth, Lytham, Maryport, Seascale, and Whithorn.

Voted the special thanks of the Committee to the Rev. CHANCELLOR BRISCOE, D.D., in recognition of his long and valuable services, extending over twenty-eight years, as the Chairman of the Holyhead Branch of the Institution.

Also to CHARLES H. BELOE, Esq., and ROBERT SINCLAIR, Esq., in acknowledgment of their long and valuable co-operation as Honorary Secretaries of the Liverpool and New Brighton and Edinburgh Branches of the Institution.

Also to Mr. R. BRADSHAW, in recognition of his kind services during the period he occupied the office of Honorary Secretary of the Chapel Branch of the Institution.

Also to Captain WILLIAM COSENS, master of the steam-tug *Victoria*, of Weymouth, in acknowledgment of his valuable services in collecting contributions on board that vessel on behalf of the Weymouth Branch of the Institution.

Decided to replace the present Life-boat at Brighton by a new one, possessing all the latest improvements.

Paid 2,141l. 9s. 5d. for sundry charges on various Life-boat Establishments.

Voted 136l. 18s. 6d. to pay the expenses of the Margate, Lydd, Hartlepool No. 2, Thorpeness, Douglas No. 2, Clacton-on-Sea, Fleetwood, Porthdilllaen, Fishguard No. 2, and Gorleston No. 1 Life-boats, in rendering the following services:—

	Lives saved.
Steamer <i>Glengoil</i> , of Leith. Remained by vessel.	
Barquentine <i>Scotia</i> , of Ayr. Ditto.	
Schooner <i>Peter Brown</i> , of Montrose. Rendered assistance.	
Schooner <i>Lady Ernestine</i> , of Fowey . . . . .	6
Smack <i>Alice</i> , of Dinorwic . . . . .	2
Schooner <i>Ocean Bride</i> , of Guernsey . . . . .	9
Sloop <i>Pennington</i> , of Liverpool . . . . .	2
S.S. <i>Llysfaen</i> , of Liverpool . . . . .	3
Ship <i>Troop</i> , of Liverpool. Landed five men.	
Brig <i>European</i> , of Sunderland. Landed four men.	

The Kessingland No. 3 Life-boat assisted to save the barge *Phillis*, of Harwich, and her crew of three men.

(Particulars of these services will be found on pages 223-226.)

Voted also 304l. 15s. 6d. to pay the expenses of the Rye, Winchelsea, Aldborough, Deal, Walmer, Kingsdowne, Harwich, Douglas No. 1, Newport (Pembrokeshire), Berwick-on-Tweed, Fishguard No. 2, Cemaes, Cemlyn, Hornsea, Poolbeg, Southwold No. 1, Hythe, Newquay (Cardiganshire), Gorleston No. 1, Caister No. 2, Littlehaven, and Gourdon Life-boats, in assembling their crews or putting off, in reply to signals of distress, on occasions when their help was not ultimately needed.

Voted 5l. to the crew of the Eyemouth Life-boat, for launching the boat with the view of

assisting the wrecked s.s. *Janet Duncan*, of Dundee. The men found, however, that they were better able to render assistance from the shore, by means of heaving lines, &c., and thus helped to rescue three of the shipwrecked crew.

Also 3*l.* to six men for saving the fishing-boat *Silver Spray* and her crew of three men, which was in danger of sinking in Llandudno Bay during a moderate S. gale, on the 3rd November.

Also 2*l.* to four men, for putting off in two boats and rescuing five of seven persons from a boat which had gone foul of a dredger's chains, and capsized and sunk off Fleetwood, on the 2nd August.

Also 2*l.* to four men, for putting off in a boat, at considerable risk, and saving three men whose boat had been filled by a heavy sea while they were getting their fishing nets in; one of their oars broke, and the boat was helplessly drifting out to sea in Rhos Bay, Carnarvonshire, during a moderate S. gale on the 3rd November.

Also 1*l.* 10*s.* to two lads, for putting off in a boat and rescuing, at some risk, two of three boys whose boat had drifted out to sea and capsized off Holywood, co. Down, during rough weather on the 21st July.

Also 1*l.* to two men who, while returning ashore from fishing, at 9.30 A.M. on the 3rd November, observed another boat capsized by a squall. They immediately proceeded to her assistance, and rescued the boat's crew, consisting of two men.

MONDAY, 20th December.

Special Meeting.

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

It was resolved:—

"That this Committee desires to take the earliest opportunity of placing on record its high appreciation of the past services of the crews of the Southport and St. Anne's Life-boats, and its deep and heartfelt sympathy with the widows and families of the brave and noble men who lost their lives in the gallant and heroic attempt to rescue the crew of the barque *Mexico*, on the night of the 9th December."

Read the report of the District Inspectors of Life-boats, who visited those Stations to inquire into the circumstances attending the lamentable accidents to the Life-boats, as described on pages 213-215.

Voted 2,000*l.* in aid of the fund being raised for the relief of the widows and families of the twenty-seven Life-boatmen who unhappily lost their lives.

Also 163*l.* 14*s.* 9*d.* to pay the expenses of the launches of the two boats, the wives or other relatives receiving the payment due to the deceased Life-boatmen, and to defray the funeral and other expenses connected with the sad event.

Also 5*l.* each to the two survivors of the Southport crew.

Also 53*l.* 9*s.* to pay the expenses of the Lytham Life-boat in rescuing the crew of the *Mexico*,

and of the Lytham and Blackpool Life-boats in subsequently putting off in search of the Southport and St. Anne's Life-boats, extra payment being granted to the Life-boatmen in recognition of their highly laudable conduct.

Also 10*l.* to Mr. ROBERT BICKERSTAFFE, coxswain of the Blackpool Life-boat, in consideration of injuries he sustained through being washed out of the Life-boat, and 2*l.* 10*s.* in payment of his medical and other expenses.

Also the Silver Medal of the Institution, and a copy of the vote inscribed on vellum, to Mr. THOMAS CLARKSON, coxswain of the Lytham Life-boat, in recognition of his gallant services on this and on previous occasions.

Resolved that new and improved water-ballast Life-boats be sent to Southport and St. Anne's, in the place of the existing boats: also that a large sailing self-righting boat, 40 feet long and 10 feet wide, fitted with a sliding keel, be stationed at Southport as a second Life-boat, to be kept moored afloat at the end of the pier.

The Committee expressed their great satisfaction at the result of the Board of Trade inquiry, held locally, into the circumstances attending these casualties (*vide* page 213).

### THE BOATMEN OF BRITANNIA.

RUN quick, ring out the Life-boat, and quick ring out the crew,  
No tempest that could daunt them o'er England ever blew.

Where wood upon the water can ever float and save,  
The boatmen of Britannia all storms have dared to brave.

We claim it for our birthright as lords upon the sea,  
Wherever there is danger our Life-boats there shall be!

Hark! out of the wild blackness, that's shrouding a ship's form

Comes rushing such wild shrieking, as out-shrieks any storm.

For God's and man's mercy, they're calling to the land,

They're calling to true England by them such hour to stand.

And where yet lives the Englishmen that will not then respond

Though Danger marches on the wave and Death awaits beyond?

Then quick ring out the Life-boat, we dare but what we know,

To reign above the waters, or die the waves below.

We know 'tis such a moment makes heroes out of men,

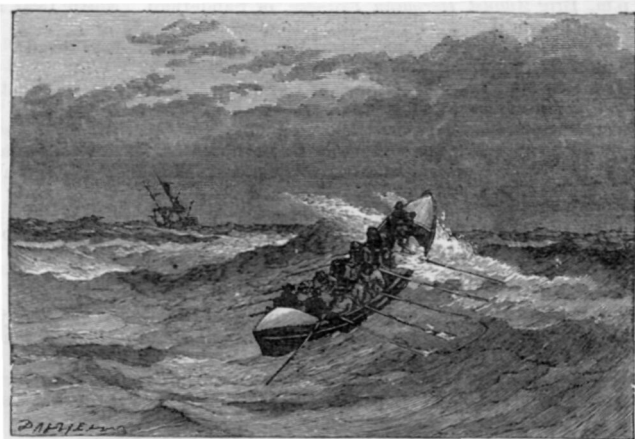
But England yet is England in these young days as when—

Britannia in the old times ruled o'er the ocean world,

She now will follow Mercy's flag, where'er that flag's unfurl'd.

H. KAINS-JACKSON.

## Services of the Life-boats of the Institution during 1886.



1886.				Lives saved.
Jan.	5.	12 noon.	Fishing-boats. Peterhead Life-boat remained afloat.	
"	8.	8 a.m.	Fishing smack <i>Valiant</i> , of Carnarvon. Porthdinllaen Life-boat assisted to save vessel and . . . . .	4
"	8.	8 a.m.	Fishing smack <i>Trio</i> , of Carnarvon. Porthdinllaen Life-boat assisted to save vessel and . . . . .	4
"	8.	8 a.m.	Ketch <i>Crest</i> , of Wick. Thurso Life-boat brought ashore crew . . . . .	2
"	8.	9 a.m.	Schooner <i>Alpha</i> , of Perth. Do. . . . .	4
"	8.	9 a.m.	Schooner <i>Lizzie</i> , of Wick. Do. . . . .	3
"	8.	2 p.m.	Steam trawler <i>Toiler</i> , of Aberdeen. Do. . . . .	7
"	8.	11.40 p.m.	Ketch <i>Pet</i> , of Grimsby. Skegness Life-boat rendered assistance.	
"	9.	7 a.m.	A fishing coble of Montrose. Montrose No. 1 Life-boat saved . . . . .	4
"	9.	1 p.m.	Barque <i>James Kenway</i> , of Llanelly. Holyhead Life-boat saved . . . . .	1
"	11.	2 p.m.	Schooner <i>Mary Jane</i> , of Aberystwyth. Fishguard No. 2 Life-boat rescued . . . . .	3
"	18.	1.45 a.m.	Schooner <i>Syren</i> . Caister No. 1 Life-boat brought ashore crew, 6, from the Cockle Lightship.	
"	23.	7.30 a.m.	Fishing yawl 106, of Arbroath. Arbroath Life-boat rendered assistance.	
"	28.		Fishing cobsles. Cullercoats Life-boat remained afloat.	
"	28.	10 a.m.	Fishing cobsles. Whitby No. 2 Life-boat rendered assistance.	
Feb.	13-14.		Barque <i>Frederike Carolina</i> , of Lulea. Ramsgate Life-boat saved . . . . .	16
"	14-15.		Ship <i>Magnolia</i> , of Yarmouth, N.S. Barmouth Life-boat remained by vessel.	
"	25.	5.30 a.m.	Schooner <i>Julia</i> , of Lowestoft. Caister No. 2 Life-boat saved vessel and . . . . .	4
"	27.	7.30 p.m.	Schooner <i>Barclay</i> , of Goole. Tyrella Life-boat rescued . . . . .	7
Mar.	1.	8.30 p.m.	Ketch <i>Betsy</i> , of Newcastle. Palling No. 1 Life-boat saved . . . . .	4
"	2.	6 a.m.	Schooner <i>Anne Gill</i> , of Goole. Do. Do. . . . .	2
"	3.	1.30 p.m.	Brigantine <i>Caroline</i> , of Faversham. Lowestoft Life-boat assisted to save vessel and . . . . .	7
"	9.	12.30 a.m.	Brig <i>Matfen</i> , of Shields. Palling No. 1 Life-boat saved . . . . .	7
"	16.	2 p.m.	Three-masted schooner <i>Republik</i> . Holy Island No. 1 Life-boat rendered assistance.	
"	17.	11 a.m.	A pilot-boat of Teignmouth. Teignmouth Life-boat rescued . . . . .	1
"	18.	2.15 a.m.	Schooner <i>John and Mary</i> , of Goole. Gorleston No. 1 Life-boat assisted to save vessel and . . . . .	6
"	20.	9 p.m.	S.S. <i>City of Venice</i> , of Glasgow. Cadgwith Life-boat rendered assistance.	
"	20.	9 p.m.	Ship <i>Macduff</i> , of Banff. Dover Life-boat remained by vessel.	
"	21.	9.15 a.m.	Cutter <i>Ceres</i> , of Poole. Kimeridge Life-boat saved . . . . .	3
"	29.	7 p.m.	Smack <i>Queen</i> , of Arklow. Wexford No. 1 Life-boat saved vessel and . . . . .	3
"	30.	10.45 a.m.	Smack <i>Despatch</i> , of Bullock, Dublin. Poolbeg Life-boat saved . . . . .	2
"	31.		Trawler <i>White Star</i> , of Yarmouth. Gorleston No. 1 Life-boat saved vessel and . . . . .	6
"	31.	6 a.m.	Schooner <i>Esther Ann</i> , of Belfast. Poolbeg Life-boat saved . . . . .	3
Apr.	4.	11 p.m.	Dandy <i>W. H. M.</i> , of Yarmouth. Winterton No. 2 Life-boat rendered assistance.	

				Lives saved.
1886.				
Apr. 4.	midnight.	Schooner <i>Lorn</i> , of Lancaster.	Holyhead Life-boat saved vessel and	4
" 7.	6.45 p.m.	Cutter yacht <i>Cruisada</i> .	Clacton Life-boat saved vessel.	
" 15.	6 p.m.	Barque <i>Franziska</i> , of Porsgrund.	Palling No. 2 Life-boat saved	10
" 19.	8 a.m.	Steamer <i>Langdale</i> , of Sunderland.	Sunderland No. 1 Life-boat saved	16
" 20.	9.30 p.m.	Brig <i>August Hermann Francke</i> , of Sandefjord.	North Deal Life-boat rescued	1
" 29.	2.30 a.m.	Smack <i>Endeavour</i> , of Portmadoc.	Abersoch Life-boat saved	3
" 29.	2.30 a.m.	Schooner <i>Eliza Bell</i> , of Amlwch.	Do. Do.	5
May 12.	11.45 a.m.	Schooner <i>Edward Arthur</i> , of Carnarvon.	Ramsgate Life-boat assisted to save vessel and	6
" 13.	10.40 a.m.	Fishing-boat <i>President</i> , of Aberayron.	Cardigan Life-boat rescued	3
" 15.	6.15 p.m.	Schooner <i>Eliza</i> , of Bridgwater.	Burnham Life-boat rendered assistance.	
" 17-18.		Schooner <i>General Cathcart</i> , of Greenock.	Workington Life-boat assisted to save vessel and	4
" 17.	9 p.m.	Schooner <i>Glad Tidings</i> , of Aberystwyth.	Holyhead Life-boat rescued	5
" 17.	10 p.m.	Schooner <i>Admiral Nelson</i> , of Beaumaris.	New Brighton No. 1 Life-boat saved	2
" 17.	3 p.m.	Fishing smack <i>Harry</i> , of Courtmacsherry.	Courtmacsherry Life-boat saved vessel and	6
" 24.	12 noon.	Steamer <i>Pontiac</i> , of Liverpool.	Kilmore Life-boat remained by vessel.	
" 24.	2 p.m.	Dandy <i>Happy Return</i> , of Newhaven.	Newhaven Life-boat remained by vessel.	
July 21.	8 a.m.	Ketch <i>Argo</i> , of Bridgwater.	Ballycotton Life-boat saved vessel and	3
Aug. 13.	8.30 p.m.	Yacht <i>Puffin</i> , of Berwick.	Berwick-on-Tweed Life-boat assisted to save vessel.	
" 28.	2.30 p.m.	A boat.	Cemaes Life-boat rendered assistance.	
Sept. 7.	2 p.m.	Schooner <i>Mistletoe</i> , of Brixham.	Troon Life-boat remained by vessel.	
" 10.	9.15 a.m.	S.S. <i>Erasmus Wilson</i> , of London.	Lowestoft Life-boat saved	11
" 11.	5.30 p.m.	Schooner <i>Resolute</i> , of Lossiemouth.	Peterhead Life-boat saved	5
" 27.	3.30 a.m.	Schooner <i>Fairlie and Jane</i> , of Beaumaris.	Holyhead Life-boat saved	1
" 28.	5 p.m.	S.S. <i>Suffolk</i> , of London.	Lizard No. 2 Life-boat saved	24
" 28.	5.30 p.m.	Do. Do.	Cadgwith Life-boat saved	21
Oct. 5.	8.30 a.m.	Schooner <i>Vulcan</i> , of Douglas.	Ramsey Life-boat rendered some assistance.	
" 5.	12.30 p.m.	Eight fishing-boats of Porthleven.	Porthleven Life-boat saved boats and crews	16
" 5.	2 p.m.	Cobles <i>Lady Morris</i> and <i>Anne Elizabeth</i> , of Whitby.	Whitby No. 2 Life-boat rendered assistance.	
" 5.	4.30 p.m.	Schooner <i>Theodor</i> , of Riga.	Whitburn Life-boat rescued	6
" 14.	7.30 a.m.	S.S. <i>Indus</i> , of Dundee.	Port Isaac Life-boat saved	25
" 15.	7.30 a.m.	Fishing cobles.	Cullercoats Life-boat remained afloat.	
" 15.	9 a.m.	Fishing-boats.	Berwick-on-Tweed Life-boat remained afloat.	
" 15.	10.40 a.m.	Barque <i>Howard A. Turner</i> .	Queenstown Life-boat rendered assistance.	
" 15.	2 p.m.	Schooner <i>J. W. A.</i> , of Aberayron.	Fishguard No. 1 Life-boat saved	4
" 15.	3.40 p.m.	Steamer <i>Valeria</i> , of Cardiff.	Clovelly Life-boat saved	8
" 16.	3.15 a.m.	Four-masted ship <i>Teviotdale</i> , of Glasgow.	Carmarthen Bay Life-boat saved	10
" 16.	9 a.m.	Four fishing-boats.	Arklow Life-boat saved vessels.	
" 16.	1 p.m.	Fishing-boat <i>Jackdaw</i> , of Arklow.	Courtown Life-boat saved	8
" 16.	1 p.m.	Do. <i>Glance</i> .	Do. Do.	2
" 16.	1 p.m.	Do. <i>Green Flag</i> .	Do. Do.	2
" 16.	1 p.m.	Do. <i>Safe Return</i> .	Do. Do.	2
" 17.	12.30 a.m.	Barque <i>Alliance</i> , of Riiser.	Padstow Life-boat saved	7
" 17.	4.30 a.m.	Brig <i>Albert Wilhelm</i> , of Barth.	Hayle Life-boat saved	5
" 21.	7 p.m.	Steam-rawler <i>Express</i> , of Scarborough.	Seaton Carew Life-boat rescued	7
Nov. 3.	6.30 p.m.	Schooner <i>Peter Brown</i> , of Montrose.	Hartlepool No. 2 Life-boat rendered assistance.	
" 3.	7.30 p.m.	Steamer <i>Glenquil</i> , of Leith.	Margate Life-boat remained by vessel.	
" 3.	9 p.m.	Barquentine <i>Scotia</i> , of Ayr.	Lydd Life-boat remained by vessel.	
" 4.	1 a.m.	Schooner <i>Lady Ernestine</i> , of Powey.	Thorpeness Life-boat saved	6
" 5.	8.40 a.m.	Three-masted schooner <i>Ocean Bride</i> , of Guernsey.	Clacton-on-Sea Life-boat saved	9
" 6.	3.30 a.m.	Smack <i>Alice</i> , of Dinorwic.	Douglas No. 2 Life-boat saved	2
" 6.	9.45 a.m.	Screw-flat <i>Llysfaen</i> , of Liverpool.	Porthdinllaen Life-boat saved	3
" 6.	11.45 a.m.	Sloop <i>Pennington</i> , of Liverpool.	Fleetwood Life-boat rescued	2
" 7.	8 a.m.	Ship <i>Troop</i> , of Liverpool.	Fishguard No. 2 Life-boat landed 5 men.	
" 11.	8 p.m.	Barge <i>Phillis</i> , of Harwich.	Kessingland No. 2 Life-boat assisted to save vessel and crew	3
" 18.	1.20 p.m.	Brig <i>European</i> , of Sunderland.	Gorleston No. 1 Life-boat landed 4 men.	
" 28.	9.20 p.m.	Brig <i>Olga</i> , of Frederickstadt.	Fleetwood Life-boat rendered assistance.	

					Lives saved.
1886.					
Nov. 28.	9.20 p.m.	Barquentine <i>Ruth Topping</i> , of Liverpool.	Fleetwood Life-boat saved .		10
" 29.		Do. Do. Do.	Do. assisted to save vessel.		
Dec. 2.	7 a.m.	Dandy <i>Gustave</i> , of St. Valery-en-Caux.	Scarborough Life-boat saved .		4
" 4.	2.30 p.m.	S.S. <i>Yan Yean</i> , of Montrose.	St. Anne's Life-boat rescued .		6
" 4.	9.15 p.m.	Ship <i>Constanze</i> , of Hamburg.	Walton-on-the-Naze Life-boat saved .		19
" 4.		Do. Do.	Harwich Life-boat assisted to save vessel.		
" 8.	3 a.m.	Dandy <i>Alliance</i> , of Penzance.	Penzance Life-boat saved .		4
" 8.	3 a.m.	Schooner <i>Golden Light</i> , of Penzance.	Do. Do.		5
" 8.	6.30 a.m.	Brigantine <i>Old Goody</i> , of Faversham.	Ramsgate Life-boat saved .		7
" 8.	8.30 a.m.	Brig <i>Orb</i> , of Whitby.	Bridlington Life-boat rescued .		6
" 8.	8.45 a.m.	Dutch schooner <i>Wietska</i> .	Southend (Essex) Life-boat saved .		5
" 8.	10 a.m.	Ship <i>Charles H. Marshall</i> , of New York.	Ramsgate Life-boat rendered assistance.		
" 8.	12.30 p.m.	Trawler <i>Agenora</i> , of Tenby.	Dunmore Life-boat rescued .		3
" 8.	2 p.m.	Ketch <i>Honor</i> , of Cardiff.	Tenby Life-boat saved .		3
" 8.	3.30 p.m.	Trawler <i>Swift</i> , of Douglas.	Castletown Life-boat saved .		5
" 8.	3.30 p.m.	Schooner <i>Julia</i> , of Runcorn.	Do. Do.		3
" 8.	4 p.m.	Smack <i>Henry Florence</i> , of Wick.	Thurso Life-boat saved .		3
" 8.		Schooner <i>Margaret Garton</i> , of Isle of Man.	Do. Do.		4
" 8.		Schooner <i>Lyra</i> , of Isle of Man.	Do. Do.		4
" 9.	6.30 a.m.	Ship <i>Pegasus</i> , of Liverpool.	Holyhead Life-boat rescued .		21
" 9.	6.30 a.m.	Schooner <i>Jane Anwyl</i> .	Do. Do. rendered assistance.		
" 9.	7 a.m.	Barque <i>Fremad</i> , of Tönsberg.	Burnham Life-boat rescued .		11
" 9.	10 p.m.	Barque <i>Mezico</i> , of Hamburg.	Lytham Life-boat saved .		12
" 10.	2 p.m.	Steamer <i>Watford</i> , of Sunderland.	Caister No. 2 Life-boat remained by vessel.		
" 14.	9 a.m.	Barque <i>Samanco</i> , of Liverpool.	Carnsore Life-boat saved .		9
" 15.	10.15 p.m.	Schooner <i>Rainbow</i> , of Harwich.	Scarborough Life-boat saved .		5
" 16.	10 p.m.	Steamer <i>Ben Macdui</i> , of Aberdeen.	Caister Life-boat assisted to save vessel and .		12
" 18.	4.45 a.m.	Three-masted schooner <i>Charlie Blackwood</i> , of Hull.	Donna Nook Life-boat rendered assistance.		
" 19.	6.15 p.m.	S.S. <i>Shoreham</i> , of London.	Whitburn Life-boat saved .		17
" 22.	5 a.m.	S.S. <i>Acaster</i> , of Hartlepool.	Newbiggin Life-boat saved .		19
" 22.	1.15 p.m.	Schooner <i>Swift</i> , of Laurvig.	Cresswell Life-boat rescued .		11
" 22.	2.15 p.m.	Schooner <i>Pacific</i> , of Aberystwyth.	Bull Bay Life-boat landed .		5
" 22.	3.30 p.m.	Schooner <i>Ocean Belle</i> , of Amlwch.	Do. Do.		4
" 22.	3.55 p.m.	Schooner <i>Jubilee</i> , of Preston.	Penmon Life-boat assisted to save vessel		3
" 22.	5.30 p.m.	Schooner <i>Industry</i> , of Aberystwyth.	Porthdinllaen Life-boat saved .		4
" 23.	5.30 a.m.	Schooner <i>Richard and Emily</i> , of London.	Winterton No. 2 Life-boat saved vessel and		2
" 23.	7 a.m.	Brigantine <i>Ella</i> , of Maldon.	Winterton No. 1 Life-boat saved vessel and		7
" 27.	9.30 a.m.	Steamer <i>Albion</i> , of Hull.	Penmon Life-boat saved .		3
" 27.	9.30 a.m.	Schooner <i>Day Star</i> , of Ipswich.	Southwold No. 1 Life-boat saved .		4
" 27.	9.30 a.m.	Do. Do.	Dunwich Life-boat saved .		1
" 29.		Barque <i>Catarina</i> , of Savona.	Ilfracombe Life-boat remained by vessel.		

Total lives saved by the Life-boats in 1886, in addition to 33 vessels . . . . . 601

Rewards were also granted by the Institution in the same period for saving by means of Fishing and other Boats . . . . . 160

Total lives saved in 1886 . . . . . 761

## NOTICE.

The next number of the LIFE-BOAT JOURNAL, containing the Annual Report, &c., will be published on the 2nd May 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.  
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**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 (1886) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £34,932 on various Life-boat Establishments on the Coasts of England, Scotland, and Ireland. During the same period it contributed to the saving of 761 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 1886.

		£.	s.	d.
Number of lives rescued by Life-boats, in addition to				
33 Vessels saved by them	601	...	...	...
Number of Lives saved by Shore-boats, &c.	160	...	...	...
Amount of Pecuniary Rewards for Saving Life during the Year	...	6,785	11	11
Honorary Rewards:—Silver Medals and Clasps	14	...	...	...
Binocular Glass	9	...	...	...
Votes of Thanks on Vellum	13	...	...	...
<b>Total</b>	<b>36</b>	<b>761</b>	<b>£6,785</b>	<b>11 11</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 293 boats on the shores of the United Kingdom. Deeply sensible, however, of the great responsibility that rests on them to maintain the Life-boats in a thoroughly efficient state, and their crews practised in the management of their boats, which can only be effected by a large and *permanent Annual Income*, they earnestly appeal to all classes of their countrymen to continue to aid them in upholding and perpetuating so great and truly national a Work.

The number of Lives saved either by the Life-boats of the Society, or by special exertions, for which it has granted rewards since its formation, is 32,671: for which services 97 Gold Medals, 987 Silver Medals, 23 Binocular Glasses, 8 Telescopes and upwards of £93,500 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.—February, 1887.