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THE "LIFE-BOAT SATURDAY" MOVEMENT.

"LIFE-BOAT SATURDAY" is growing in popularity. Wherever "Life-boat Saturday" demonstrations have been held, the most remarkable enthusiasm has been excited. In view of this, the Committee of the ROYAL NATIONAL LIFE-BOAT INSTITUTION have determined to develop the movement as far as possible in all the largest industrial centres of the country. As everybody knows, the ball was first set rolling in Manchester and Salford three years ago, and the plan has since been taken up and adopted in Aberdeen, Barry Dock, Bolton, Bournemouth, Bradford, Bridlington, Bury, Cardiff, Clacton, Crail, Dundee, Glasgow, Harwich, Herne Bay, Ilfracombe, Llanelly, Leeds, Montrose, New Southgate, North Berwick, Nottingham, Preston, Redcar, Southampton, Stockport, Teignmouth, Walton-on-the-Naze, Whitburn and Whitby, besides which special collections have been made for the Institution in other cities and towns. Arrangements have been or are being made for similar demonstrations, during the current year, to be held in Birmingham, Blackburn,

Bristol, Derby, Edinburgh, Ipswich, Leicester, Lincoln, Newcastle-on-Tyne, Perth, Sheffield, Swansea and Warrington, from which it will be seen that the movement is spreading north, south, east and west. The most important adjunct of the "Life-boat Saturday" demonstration is the Ladies' Committee. Wherever these Committees have been formed the success of the Saturday collection has been assured. Hitherto the cost of maintaining the Life-boat Service has been thrown on the "monied classes" and the dwellers on the coast; but as a principle this is manifestly wrong. The entire population of the country is dependent on the ships and our sailors for most of the necessities of life, and it therefore behoves one and all to contribute to any means that may be adopted to assist those who risk their lives for the benefit of the public weal. Clergymen and ministers can give great help to the Institution by having collections made in their churches and chapels for the cause, and are cordially invited to co-operate with the Committee in this way.

THE GREAT STORM IN NOVEMBER, 1893.

At irregular periods, mercifully with a lapse of several years between them, storms of wide extent and hurricane force visit our coasts. The violence of these great gales and the enormous area affected by them is out of all proportion to the ordinary "whole gale" of which our coasts have so frequent examples, and which do quite sufficient damage and cause enough hardship and misery to the seafaring population without the necessity of these "Goliaths" among storms coming to show how insignificant are the efforts of the ordinary gale in comparison with that of the hurricane. The great gale which visited the British Isles on the 17th November, and practically lasted until the 21st, will long be remembered by the ROYAL NATIONAL LIFE-BOAT INSTITUTION, for it was one of the worst of these exceptional storms ever experienced, and there was no part of the coast of Great Britain that did not feel the effect of it. North, east, south, and west, the Life-boats were called out to the assistance of vessels in distress, and to give some idea of the range of this storm, we may mention that on the 18th November the following Life-boats were out:—St. Ives (in Cornwall), Broughty Ferry (mouth of the Tay), Holyhead, Scarborough, Stromness (in the Orkneys), and North Deal (in Kent). Many other Life-boats were also engaged in their work of rescue, but we select the above six on account of their geographical position to emphasize what we say about the gigantic area affected. The wreck service return gives the following direction of the wind and state of the sea at these places, viz.:—

St. Ives . . .	N.W., strong gale, heavy sea.
Broughty Ferry	N.E., hurricane, heavy sea.
Holyhead . . .	N.N.W., hurricane, very heavy sea.
Scarborough . .	N.N.E., hurricane, heavy sea.
Stromness . . .	N.E., gale.
Deal	N., whole gale, very heavy sea.

From which it appears the general direction of the wind was between N.W.

and N.E., and although the south coast of England first got the gale from the S.W. on the 17th, it speedily shifted to the northward, and from that quarter it blew until its force was exhausted on the 20th November.

A glance at the interesting and instructive weather charts, issued by the Meteorological Office, will show the peculiar features of this destructive storm. On the 16th November, at 6 P.M., a deep depression was rapidly approaching the south coast of Ireland from the S.W.; this was the first indication of "the approach of the enemy." By 8 A.M. on the 17th the centre of the storm was over the west of Scotland, the barometer registering 28·6, the rate of progression of the centre having been about 24 miles an hour since its appearance off the south of Ireland. That is to say, the storm was travelling on its path then at the rate of 576 miles a day; the force of the wind in that storm attaining the unprecedented (in the British Isles) velocity of 115 miles per hour in the squalls, and in several places keeping up the terrific rate of 95 miles an hour for several consecutive hours. Now when one comes to think that the velocity of the wind in an ordinary whole gale is 40 to 50 miles an hour, and what difficulty is experienced in walking along an exposed coast under these conditions, or still more, of launching a Life-boat from an open beach and pulling out through half-a-mile or more of broken water in the teeth of such a gale, one can then form some sort of comparison in one's mind as to what was experienced by numbers of the Life-boat crews who were actually out on service, with the wind blowing at the velocity of over 90 miles an hour!

To continue the course of the storm from where we left its centre on the 17th at 8 A.M., we find, by reference again to those invaluable meteorological charts, that by 6 P.M. on that day the centre had travelled on in a N.E. direction until it

was off the N.E. coast of Scotland, not far from Wick. And now occurs a very remarkable and disastrous change in its course; for, as if dissatisfied with the amount of wreck and havoc left in its wake, the course of the centre of the storm suddenly deflects, and from 6 P.M. on the 17th to 8 A.M. on the 18th it travelled in a S.S.E. direction until arriving off the Yorkshire coast, when it again changed course to the eastward, moving over to the Continent; and we find, by 8 A.M. on the 19th, the centre had arrived in Northern Germany, from whence it passed on into Central Europe on the 20th, and so on to Russia. This deflection was very unusual, and we look forward with much interest to what the Meteorological Office will have to tell us about it. In the meantime we must be content with our own imperfect theories on the subject, which are not founded on sufficiently scientific grounds to advance them in print. It is, we believe, not altogether uncustomary for the path of the cyclones which visit the Indian Ocean to take this peculiar turn when off Mauritius, and it is said that many ships, on this account, have sailed right into the centre of the storm, after having skilfully avoided it on its first course by correct observance of the well-known rules, but were caught by this peculiar action of the cyclone in doubling back on its track.

The effect on our weather by this countermarch performed by the storm was to prolong its disastrous conditions for another two days; for, had the centre taken its usual course and travelled on in a N.E. direction across the North Sea, there is no doubt that by noon on the 18th the force of the storm would have been over, as far as it concerns our islands, and many a ship which had weathered its first fury, but through the prolongation of the gale ultimately was lost, would have escaped. Many a human being would have been saved from drowning, or spared the hours of suffering and agony endured whilst clinging to their ship in the bitter north wind that

was blowing on the night of the 18th and the morning of the 19th of November; and, although the annals of Life-boat work have been much enriched by the many gallant rescues made on those days, it must not be forgotten that these are not effected without much hardship and physical pain being endured by the Life-boats' crews. A night spent in a Life-boat—which, we must remember, is an open boat—on an outlying sand, waiting for an opportunity to take the crew off a vessel over which the sea is making a clean breach, is not easily forgotten; or a repeated succession of launches from a flat beach into broken water, and the tussle which invariably follows the launch to pull out to a stranded vessel, each breaker getting heavier and heavier the further you get from the shore, is not perhaps quite what would be described as pleasure, after the first half-hour of the novelty of the thing has worn off! In such a manner were a large proportion of the crews that man the Life-boats of the ROYAL NATIONAL LIFE-BOAT INSTITUTION engaged between the 17th and 21st of November last. Eighty-two launches were made, resulting in 208 lives being rescued and 6 vessels saved, a result, we believe, which surpasses any previous record of Life-boat work done within a period of four days.

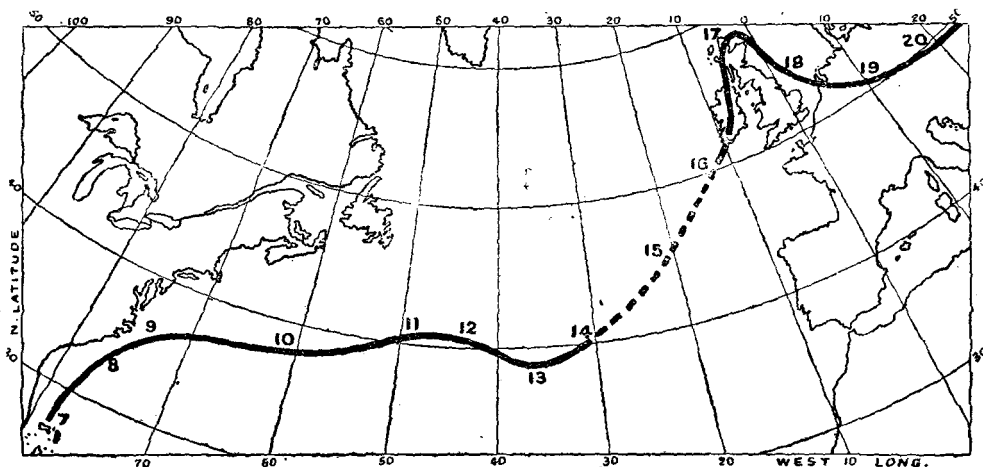
Every one—especially those connected with the sea—will join us in hoping that the next of these great storms will put off its visit for an indefinite period, the longer the better! Not only has the loss of life and the damage done to shipping been appalling, but among the depredations of this unwelcome visitor are to be counted thousands and thousands of the finest trees in Scotland laid low, and plantations to fill up the gaps made by the celebrated "Tay Bridge gale" have been completely levelled to the ground!

By the kind permission of the *Daily Graphic* we reproduce a track-chart of the storm, showing its path from the Bahamas to Great Britain, which, it will be seen, it accomplished in ten days—

that is to say, travelling about 400 miles a day or 17 knots an hour, about the speed of the ordinary fast Transatlantic steamers.

We also quote the *Daily Graphic* account of an extremely interesting paper read by Mr. Charles Harding at the meeting of the Royal Meteorological Society on the 20th December, the statistics given in this paper being of absorbing interest to all whose attention has been arrested by the character of this great gale, some of the proceedings of which we have attempted to point out:—

like the shot of a gun, and the wind afterwards attained the very high rate of 90 miles and upwards in the hour for five consecutive hours. At Holyhead the storm was terrific. The anemometer recorded a wind velocity of 89 miles in the hour, and it was 80 miles or above for eleven hours, while many of the gusts were at the rate of 115 miles an hour; and at Fleetwood a squall occurred with the wind at the rate of 120 miles in the hour. The gale was blowing constantly over the British Islands for four and a half days, and at Holyhead the full force



(The figures indicate the position of the centre of the storm at noon of each day.)

THE TRACK OF THE GREAT STORM OF NOVEMBER LAST.

"Last night Mr. Charles Harding read a paper at the meeting of the Royal Meteorological Society on the great storm of the 16th to 20th November. He said the storm was unquestionably the most violent of recent years, and, so far as anemometrical records were concerned, the wind attained a greater velocity than had previously been recorded in the British Islands, but the record could only be considered to satisfactorily represent the country during the last quarter of a century.

"The velocity of the wind was 96 miles in the hour from 8.30 to 9.30 p.m. in the Orkneys, where the hurricane burst with such suddenness that it was described as

of a gale (45 miles an hour) was maintained for seventy-six hours, while the force of a whole gale (65 miles an hour and upwards) was maintained for thirty-one hours, and for the four and a half days the mean hourly velocity was 54 miles. The storm was felt over the entire area of the United Kingdom, and the wreck returns showed that disasters had occurred with almost equal frequency on all coasts. Four weeks after the storm the official records courteously furnished by the Board of Trade gave the total loss of life on our coasts as 335, while there were 140 vessels which had been abandoned, or had foundered, stranded, or met with other severe casualty, invol-

ing either loss of life or saving of life by some extraneous assistance. There were 600 lives saved on our coasts by aid of the Life-boat Institution and other means. The gale was most severe on the 18th November, when upwards of 170 lives were lost and 330 lives were saved, while 71 vessels either foundered or met with serious casualty involving loss or saving of life. There were still about 21 vessels, many of which were large steamers,

posted on the overdue list. The storm had been tracked from the neighbourhood of the Bahamas on the 7th November, across the Atlantic and over the British Islands to Central Europe on November 20th. The Cunard steamship *Lucania* was under the influence of the storm during the whole of her passage from New York to Liverpool, having travelled eastward with the storm system."

IN MEMORIAM.

CAPTAIN THE HON. HENRY WEYLAND CHETWYND, R.N.

THE ROYAL NATIONAL LIFE-BOAT INSTITUTION has sustained a great loss by the death, on the 27th November last, of the late Captain CHETWYND, who had been a devoted and enthusiastic officer of the Committee for rather more than fourteen years. During four years of this period he served as a District-Inspector of Life-boats, and for the remaining ten years as Chief Inspector of Life-boats. The gallant Captain was born on the 8th October, 1829, and was therefore in his sixty-fifth year when he died. He was the third son of Richard Walter, 6th Viscount Chetwynd, and brother of the present peer. Having entered the Navy at the usual age, he obtained a Lieutenant's commission in 1850. At the outbreak of the Russian War he joined the *Sphinx*

as First Lieutenant, and in that vessel served both in the Baltic, where he was present at the bombardment of Bomarsund, and in the Black Sea, where he shared in the attack on the sea-front of Sebastopol. He was afterwards First Lieutenant of the *Ariadne*, in the West Indies, and subsequently commanded another ship on the same station. In 1862 he attained the rank of a Commander, and became Divisional Inspecting Officer of Coastguard at Cromer and at Mundesley, Norfolk, and in 1869 he took command of the *Winchester*, the Naval Reserve drill ship stationed at Aberdeen. In 1873 he retired from the Navy with the rank of Captain, joining the Life-boat Service, as already stated, in 1879.

ANOTHER STEAM LIFE-BOAT.

IN 1890 we had the pleasure of placing before our readers full detailed accounts of the first steam Life-boat ever built. This vessel was a hydraulic steamboat built for the Institution by Messrs. R. and H. Green, of Blackwall Yard, and named the *Duke of Northumberland*, after our President.

Owing to the great measure of success attained by this boat, both on her trials

and in actual Life-boat service, the Institution, a few months ago, placed an order with the same firm for a second Life-boat on the same principle.

The dimensions of the new boat are as follows: Length over all, 53 ft.; beam, 16 ft.; depth, 5½ ft.; and the loaded displacement is 30 tons, giving a draught of 3 ft. 3 in., at which she will carry from 30 to 40 passengers, 4 tons of coal in the

bunkers, and $\frac{1}{2}$ ton of fresh water in the reserve tank.

To concisely sum up the details of the hull of this new vessel, we may say she is a reproduction of the *Duke of Northumberland*, except that she has 1 ft. more beam, that the steam capstan is placed on the engine-house instead of on the forecandle, and that she has Mr. G. L. Watson's well-known *Dora* bow.

The machinery, however, is totally different, and the outcome of many and serious consultations between the Committee of the Life-boat Institution, the builders, and Messrs. Penn, the constructors of the machinery. In the first place, it was thought prudent to minimize the chances of fouling the intake, and for this reason it was decided to have a double turbine supplied by two intakes. It was also decided not to fit Mr. Thornycroft's patent scoop, from its liability to foul with no corresponding advantages. The two intakes in the new boat are flush with the skin of the vessel, and supply two vertical turbines, propelled by a compound engine of 200 indicated HP., working on a shaft exactly similar to that ordinarily fitted on board a paddle-steamer. It is thought by the builders that in a vertical pump the water supplied and discharged has a better and more direct lead, and the private trials have fully confirmed their opinion in this view.

To further utilize the very great advantages offered by the hydraulic system a lateral propulsion has been most successfully carried out. This power, although every effort was made to obtain it, was reluctantly abandoned in the design of the *Duke of Northumberland* as impracticable; it is therefore

with great pleasure that we inform our readers this difficulty has been at last overcome, and a most successful arrangement adopted.

The advantages of lateral propulsion must be self-evident to all, as one of the great difficulties in Life-boat service is to prevent the Life-boat being dashed to pieces against the side of the vessel she is endeavouring to assist.

Another novel feature of this new design is that it has the power of using the turbine for pumping out of the vessel any water that may enter by leak or otherwise, and, in fact, utilizing this very water to assist in driving the boat along.

In the same way that the hydraulic system is apparently the best possible mode of propulsion for a Life-boat, the water-tube is, it would seem, the only possible type for the boiler; and, without going into the particulars, we may briefly say that this is chiefly owing to the quickness with which steam can be got up and its absolute immunity from all danger of bursting.

This particular boiler is a patent of the Messrs. Penn, and the results of its trials are anxiously awaited by the Admiralty, where this water-tube system is, we understand, fully recognized as the boiler of the future.

The new steam Life-boat is to be named the *City of Glasgow*, and is the gift to the Institution of the people of Glasgow, the greater part of the cost having been already raised in Glasgow in connection with the Life-boat Saturday movement in that city. The boat, which is to be placed at Harwich—at all events, for the present—will be formally named at Glasgow next May.

LINES ON A GALLANT RESCUE BY A SHORE-BOAT.*

I.

HALF a league, half a league,
 Half a league seaward,
 In a wild storm of death
 Sail'd the five heroes.
 Onward, the Quay Brigade!
 Straight for the wreck they made:
 In a wild storm of Death
 Sail'd the five heroes.

II.

Onward the Quay Brigade!
 Was there a man dismayed?
 Scorned was the danger near,
 Loud the surf thunder'd:
 Theirs not to reason why,
 Theirs with a trust on high,
 Theirs but to save or die:
 Through hungry seas of Death,
 By their prow sunder'd.

III.

White seas to right of them,
 White seas to left of them,
 White seas in front of them,
 Broken and sunder'd;
 Whilst the rain frozen fell,
 Boldly they sped and well,
 Into the jaws of Death,
 Into the mouth of Hell,
 Through surf that thunder'd.

* The gallant services rendered at the wreck of the *Victoria*, off Bridlington Quay, on the 19th November, for which Silver Medals and other rewards were granted by the Institution, will be found recorded on p. 564.

IV.

Flash'd the sad signal flare,
 Flash'd as it spread its glare,
 Showing the sailors there
 Awaiting stern death, while
 All on shore wonder'd:
 On deck the heroes spring,
 Tidings of Hope they bring,
 And the despairing men
 Into the boat they swing,
 Frozen and hunger'd.
 Then they sail'd back, through surf,
 Surf as it thunder'd.

V.

White seas to right of them,
 White seas to left of them,
 White seas behind them,
 Broken and sunder'd;
 Whilst the rain frozen fell,
 They that had labour'd well,
 Better than words can tell,
 Came through the jaws of Death,
 Back from the mouth of Hell,
 Heroes and shipwreck'd,
 Through surf that thunder'd.

VI.

When can their glory fade?
 O the wild voyage they made!
 All on shore wonder'd.
 Honour the voyage they made!
 Honour the Quay Brigade,
 No one *there* blunder'd.

G. H. Y.

CIVIL SERVICE LIFE-BOAT FUND.

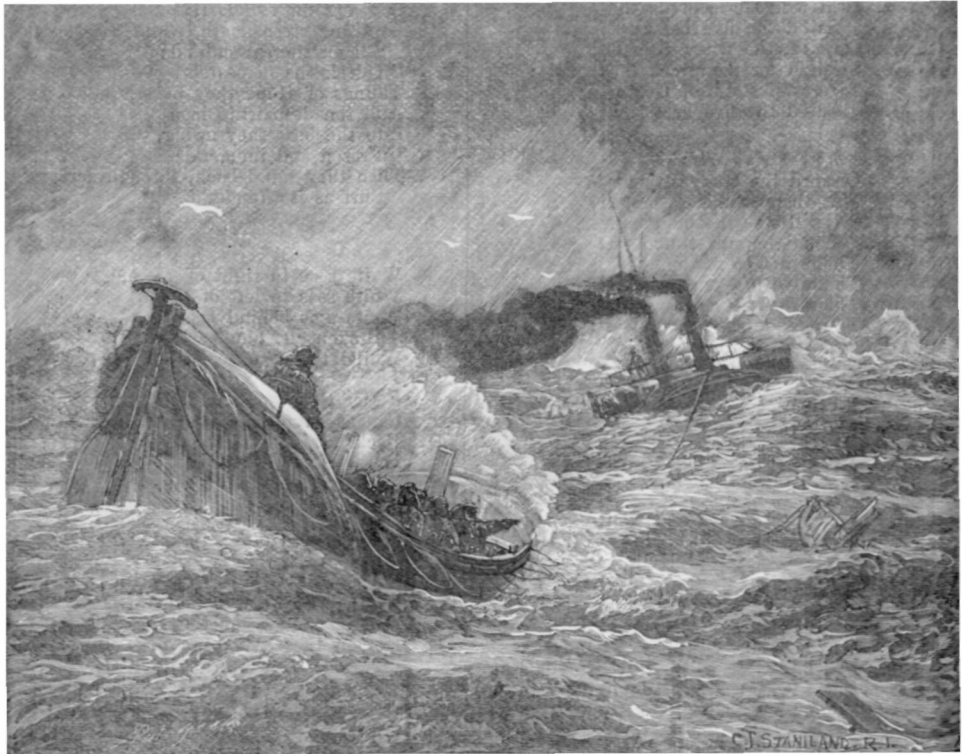
At the annual meeting of the committee of this fund, held on the 19th January last and presided over by Mr. CHARLES G. TURNER, C.B., Controller-General of Inland Revenue, Mr. CHARLES DIBDIN, the Honorary Secretary, reported that there had been a considerable increase in the number of the contributors during the past year. The total was 13,137, or 986 more than in the previous year. The Committee had paid to the ROYAL NATIONAL LIFE - BOAT INSTITUTION in 1893 the sum of 1,137*l.* 18*s.* 8*d.* Of this amount 953*l.* 7*s.* 8*d.* was devoted to the payment of expenses connected with the maintenance of the seven Life-boat stations for the building and endowing of the boats of which the fund

had already found the means. The balance of 184*l.* 11*s.* went to recoup the Institution the money paid during the year in rewarding the crews of the Civil Service boats for services. The seven Life-boats in question have been instrumental in saving 216 lives and several vessels.

The stations at which the Civil Service Life-boats are placed are as follows:—

<i>Civil Service No. 1</i> . . .	Wexford.
<i>Civil Service No. 2</i> (<i>Charles Dibdin</i>) . . .	Tynemouth.
<i>Civil Service No. 3</i> . . .	Port Patrick.
<i>Civil Service No. 4</i> . . .	Walmer.
<i>Civil Service No. 5</i> . . .	Maryport.
<i>Civil Service No. 6</i> . . .	Douglas, I.M.
<i>Civil Service No. 7</i> . . .	Kingstown.

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



CAISTER, NORFOLK. — Signal-rockets were fired by the Wold Light-vessel on the morning of the 31st May last. The weather was squally, a strong breeze blowing from the N.N.W., and there was a heavy sea. At 3 o'clock the No. 2 Life-boat *Beauchamp* was launched and towed by a steam-tug to the light-vessel when she ascertained that several rockets had been seen in the direction of the Leman and Ower Sands. The Life-boat and steamer proceeded in search of the vessel in distress and fell in with a Lowestoft fishing-vessel which had taken the crew out of a barque on the Ower Sand. The Life-boat was towed to the Sand and found the vessel, the *Alexandra*, of and from Frederikstad for London, timber laden, about a mile outside the South Leman buoy, with some fishermen on board. Having cleared away the fore

and main masts, which were hanging by the rigging over the side of the vessel, the hawser was attached to the tug and the barque was got afloat and taken to Yarmouth Roads, the Life-boat assisting to steer her. She was afterwards taken to London and safely docked.

The *Beauchamp* Life-boat was again called out for service on the morning of the 14th October. The watchman having observed a light in the direction of the Middle Cross Sand, the coxswain, who had just arrived at the beach, looked through the telescope and saw a schooner on the south part of the sand with a signal flying at the maintopmast head. The crew of the Life-boat were at once summoned and the boat was launched at 6.30. Meanwhile, one of the beach boats put off and took three men to a steam-tug which was proceeding to the help of the

stranded vessel. The weather became very thick, the wind, which was blowing from the S.W., increased to a strong breeze, and on reaching the sand, on which a heavy sea was breaking, the Life-boat men were unable to discern the vessel; they cruised about the sands in search of her for some time, but failing to find her, returned to the shore to wait until the weather cleared. At 10 o'clock the haze was dispelled, and then the tug could be seen towing the schooner into Hasborough Gat. The Life-boat thereupon again went out to render help if required. On reaching the vessel a request was made that some of the Life-boat men would board her and assist at the pumps, as she was leaking badly. This request was complied with, and the schooner, which was the *W. D. Potts*, of Carnarvon, bound from Portmadoc for Wisbech with a cargo of slates, and carrying a crew of six men, was taken safely into the harbour.

YOUGHAL, CO. CORK.—On the evening of the 13th July, the coastguard reported that an open boat, containing five soldiers, was in danger about five miles from land. The wind was blowing from the N.W. at the time, and there was a choppy sea. The crew of the Life-boat *Mary Luckombe* were summoned; the boat was launched at 8.30, and at 11.30 returned to the shore with the distressed boat in tow, her occupants being in a greatly exhausted condition.

MONTROSE.—The fishing-boat *Useful*, of Kirkcaldy, while going out of the harbour on the afternoon of the 27th July in a moderate S.E. wind and a rough sea, went ashore on the Annat Bank. The seas were breaking heavily on the sand and the vessel's crew were evidently in considerable danger. The Montrose No. 2 Life-boat *Bessie Webster* immediately put off and at 3.15 was on her way to the help of the fishermen. When the Life-boat reached her the seas were washing completely over the fishing-boat, rendering it a difficult task to take the crew out of her, but ultimately this was accomplished, and the six men were landed safely at 4 o'clock.

MOELFRE, ANGLESEY.—Two gentlemen and two boys started in a boat from

Penllech, Carnarvonshire, at 2.30 P.M., on the 4th August, intending to sail along the bay; but the wind blowing off the shore with a strong tide the boat was carried outside the Castle rocks and across Red Wharf Bay. In returning she was driven further from the shore, and her position having been observed, a mounted messenger at once proceeded to Moelfre to obtain the services of the Life-boat.

At 5 P.M., the Life-boat *Star of Hope* was launched, picked up the boat which had arrived off Moelfre and was about four or five miles from the land, and towed her safely ashore.

WALMER, NORTH DEAL AND KINGSDOWNE.—At about 2.45 on the morning of the 2nd September, signal guns and rockets were fired by the East Goodwin Light-vessel. Signals were also fired by the South Sand Head Light-ship and by a vessel on the Goodwin Sands. The Life-boat *Civil Service* No. 4, stationed at Walmer; the North Deal Life-boat, *Mary Somerville*, and the Life-boat *Charles Hargrave*, of Kingsdowne, were launched in response to these signals and found the schooner-rigged s.s. *Cerigo*, of Liverpool, bound from Gaza for Grimsby, with a cargo of barley, stranded on the South-eastern part of the Goodwins. A moderate to strong breeze was then blowing, the weather was thick and at times a heavy sea broke upon the sands. The services of the crews of the three Life-boats were engaged by the master of the vessel to throw overboard some of the cargo, in order to lighten his ship, and to lay out a kedge anchor and warp. When the tide had risen sufficiently, the Dover harbour tug, which had also been employed, attached her hawser and after towing for some time the vessel was got clear of the sands and was able to resume her journey. The Life-boats regained their stations at about 4 P.M.

MEVAGISSEY, CORNWALL.—The sloop *Jessie*, of and for Truro, from Plymouth, with a general cargo, showed signals of distress on the evening of the 10th October. The Life-boat *John Arthur* put off to her assistance at 7.30 and found that she was near Porthmellyn Beach. She was driving and, as a strong gale was blowing and the sea rough, she was in a position of considerable danger, and

but for the timely help of the Life-boat men would, in all probability, have become a wreck. Assistance, however, was promptly rendered, and the sloop, with her crew of two men, was taken into the inner harbour at Mevagissey.

THORPENESS, SUFFOLK.—The Life-boat *Christopher North Graham* was called out on service on the morning of the 11th October, while a moderate gale was blowing from the S.W., accompanied by a heavy sea. The boat was launched at 6.30, and half-an-hour afterwards reached the distressed vessel—the brig *St. Louis*, of Fécamp, bound from Newcastle for Courseulles, Calvados, with a cargo of coal—stranded on the Sizewell Bank. She was lying on her beam ends, her yards were in the water, and the sea around her was covered with floating wreckage; but no person could be seen on board. After sailing round her for some time the Life-boat men observed a ketch about a mile to the northward of her with a flag in the main rigging and proceeding to this vessel found that the brig's crew had taken refuge on board her. They had abandoned their vessel in their own boat and reached the ketch just in time, for their boat was half-full of water. The men, six in number, were taken into the Life-boat and safely landed at Thorpeness. The brig soon afterwards broke up, her stern being washed ashore at Southwold.

HOLYHEAD.—Signals of distress were shown by the schooner *Moses Parry*, of Carnarvon, on the evening of the 13th October, the vessel, which was on a voyage from Youghal for Conway, having stranded on the end of the breakwater, in a fresh gale from the S.W. with a rough sea. The Holyhead No. 1 Life-boat, *Thomas Fielden*, put off to her assistance at 7.40, took a rope from her to a steam-tug, and she was towed into the old harbour at 10.30.

The schooner *Jane Douglas*, of Gloucester, bound from Plymouth for Liverpool, showed signals of distress at 5.40 on the morning of the 17th November. The Holyhead No. 1 Life-boat, *Thomas Fielden*, immediately put off, and on reaching the vessel found that she had lost her sails, and was riding heavily at her anchor in

Church Bay. As the wind was blowing a gale from the W.S.W. and there was a heavy sea, the vessel's crew of five men got on board the Life-boat and were brought to land.

On the following day a very severe gale was experienced here, the wind blowing with hurricane force from the N.N.W. and the sea being very heavy. The *Thomas Fielden* Life-boat was called out five times. On three occasions no service was rendered. At 2.45 p.m. the boat went out the fourth time, a signal of distress having been shown by the brigantine *Henry Harvey*, of Hayle, which was at anchor in the outer roads. When about half way to her, the signal was hauled down, but the boat went alongside her and brought ashore the master's wife and a boy. Having landed them, the boat again went out, signals having been shown by the schooner *Rebecca*, which was also lying at anchor in the outer roads, and brought ashore her crew of four men who feared that the cables would part and their vessel be driven ashore. While on their way out the Life-boat men saw that the *Henry Harvey* was again showing signals of distress. Having taken off the crew of the *Rebecca*, the boat went once more to the *Henry Harvey* and took off her crew of six men who were dreading the breakage of their cables and the possible wreck of the ship.

IRVINE, Ayrshire.—The schooner *Guiding Star*, of and from Runcorn, for Irvine with salt, while endeavouring to enter the harbour, stranded on the bar, in a strong N.W. gale and a heavy sea on the 1st November. The Life-boat *Busbie* put off to her assistance at 6.15 p.m., and at 7.30 returned, bringing ashore the vessel's crew of four men.

HARWICH.—Signals having been shown by the Cork Light-vessel, the Life-boat *Springwell* was launched at 2 p.m. on the 4th November, was taken in tow by the steam-tug *Harwich*, and proceeded to the Long Sand where the s.s. *Rockcliff*, of West Hartlepool, was found stranded. The master of the tug was put on board the steamer, and the Life-boat laid by for about four hours. Five of the Life-boat men then boarded the tug, a hawser was taken to her from the *Rockcliff*, and at

high water the steamer was towed off the sands and proceeded for Falmouth. The Life-boat was towed back to her station by the tug, arriving at 2 o'clock on the following morning.

On the 10th November, signals of distress having been shown by the Cork Light, the Life-boat *Springwell* was launched at 2.45 A.M., and on arriving at the Cork Light found that they were answering signals from the Sunk Light. When the boat arrived there the men were informed that a vessel was on the Long Sand. They discovered the wreck, which was the barque *St. Olof*, of Mariehamn, but could not approach it until the tide rose. The fore and mizen masts of the wreck were alone standing. After waiting a considerable time until there was sufficient water to get the boat across the sands, she wore away to the vessel, steered alongside and took off ten of her crew, the master and one man having afterwards to be drawn through the surf to the Life-boat. Whilst the boat was lying alongside, the vessel began to break up, threatening to fall on her and crush her. To avoid this risk, the cable of the *Springwell* had to be cut, and the Life-boat was then towed back to Harwich by the steam-tug *Merrimac*, of Ipswich. This service, which was rendered under difficult and dangerous conditions in a heavy gale from the E. and high seas, occupied over 14 hours, the boat not returning to its station until 5 P.M.

The following gratifying letter appeared in the *Shipping and Mercantile Gazette* of the 13th November:—

"SIR,—I shall be glad if you will allow me, through your valuable paper, to tender my own and my crew's heartfelt thanks to the coxswain and crew of the Harwich Life-boat, and also to Captain Tovee, of the tug *Merrimac*, for the brave and gallant manner in which they rescued us from the barque *St. Olof*, of Mariehamn, wrecked on the Long Sand during a heavy gale of wind from the E.N.E., on the 10th November, 1893.—I am, dear Sir, your obedient servant,

(Signed) "R. J. KARLSSON.
"Master of barque *St. Olof*, of
Mariehamn."

RUNSWICK.—While a gale of wind was blowing from the N.E., with a heavy sea,

on the 5th November, the schooner *Jane and Ellen*, of and for Whitby, from Seaham, with a cargo of coal, lost her sails and became unmanageable. She showed signals of distress, and at 6.40 P.M. the Life-boat *Cape of Good Hope* put off to her assistance, and brought safely ashore her crew of two men. The vessel became a total wreck.

On the 18th November, while a furious gale was blowing from the N.E., accompanied by such a sea as has seldom been seen here, the brig *Carula*, of and from Wyborg, bound for Middlesbrough with a cargo of pit props, was seen entering the bay. She was driven on the beach, only a short distance from the Life-boat house, and on taking the ground broached to. The Life-boat *Cape of Good Hope* had been promptly launched at 2 P.M., immediately the vessel was seen, but with the tremendous seas running and the rocking of the brig it was very dangerous to go near her. By skilful manœuvring, however, the boat was taken alongside and rescued six men who were on board. She was then run ashore on the beach and hauled into a safe position in a small creek. There she had to be left for a time, the opening of the creek soon being filled with wreckage. The vessel completely broke up during the night.

This was an extremely dangerous and difficult service and is reported by the Honorary Secretary of the Branch, who was an eye-witness, to be one of the most creditable deeds accomplished by the Life-boat crew. In recognition of their special services, double payment was awarded to the coxswain and crew of the Life-boat and the Silver Medal of the Institution was presented to Mr. GEORGE TOSSE, the coxswain, in acknowledgment of his long and gallant services in the Life-boat.

GORLESTON.—On the 15th November at 2 A.M., while a fresh and increasing breeze was blowing from the N.N.E., with a rough sea and foggy weather, flares were seen in the direction of the North Sand. The crew of the Gorleston No. 2 Life-boat *Leicester* were summoned, the boat was launched and proceeded in tow of a steam-tug to the vessel, which was the dandy *Hiram*, of Lowestoft, returning from a fishing voyage. A tow rope was taken

to the tug, which tried for some time to move the vessel but failed to do so. As the tide was falling, nothing further could be done until daylight, when an anchor was laid out and, at the flood tide, the smack was got off the sand and was towed into the harbour.

On the 19th November, the No. 1 Life-boat *Mark Lane* was called out on service at 10 A.M., by signals shown by the dandy *M. A. Watkin*, of Grimsby, which, having lost all her canvas in the storm of the previous night, had been compelled to run under bare poles to Yarmouth Roads where she had anchored. The wind was still blowing a perfect storm from the N.N.E., and the sea was very heavy, rendering it perilous for the crew, five in number, to remain on board their vessel, and they were therefore taken into the Life-boat and brought safely ashore.

On the 21st November the services of the *Mark Lane* were again called into requisition, signals having been fired by the light vessels. The boat went out at 12.45 A.M., in tow of a steam-tug, and fell in with the derelict barque *Alpha*, of Moss, Norway, drifting near the Scroby Sand. She was taken in tow and was brought into the harbour at 11 o'clock.

GOURDON, KINCARDINESHIRE.—The fishing lugger *Dauntless*, of Gourdon, was returning to port with her catch of fish on the afternoon of the 16th November. The wind was blowing from the S.S.E. and the sea, which had sprung up suddenly, was breaking so heavily near the bar as to render it dangerous for the boat to cross. The Life-boat *Theophilus Sydney Echallaz* was therefore launched at 1.40, and remained by the lugger until she was in safety.

WITHERNSEA.—A vessel having been reported ashore about a mile S. of WitherNSEA, the Life-boat *Admiral Rous* was lannched at about 1.10 A.M. on the 17th November, in a heavy sea, the wind blowing half a gale from the S.E., and saved the crew of four men and two boys from the dandy *Harry Sinclair*, of Grimsby. The smack had lost her mast and was much encumbered with wreckage.

PEEL, ISLE OF MAN.—Signals of distress having been shown by the schooner *Talacre*, of Beaumaris, bound from Conway for

Larne with a cargo of slates, the Life-boat *John Monk* put off at 8.15 A.M., in a strong W. breeze and a heavy sea, on the 17th November, and safely landed her crew, consisting of two men. The vessel had lost her sails and spars and ultimately drove ashore.

FLEETWOOD.—The schooner *Theda*, of Carnarvon, bound from Hamburg for Glasson Dock, stranded on the North edge of Sunderland Bank during hazy weather on the 17th November, and at 11.45 A.M. showed signals of distress. The Life-boat *Edith* promptly went to her assistance and found her full of water. Her crew of seven men and a pilot were taken into the Life-boat and landed at 3.30 P.M.

PORT EYNON.—The Life-boat *A Daughter's Offering* put off at 12.45 P.M. on the 17th November, while a moderate gale was blowing from the W.N.W., and saved a man from the boat belonging to the ketch *Favourite*, of Milford. In returning to the shore the Life-boat shipped a heavy sea which knocked all the oars out of the men's hands; two of the oars were lost and one was broken and the crew were completely drenched. The rescued man on arriving at his home at Ilfracombe, wrote to the Honorary Secretary of the Port Eynon Branch of the Institution, who went out in the Life-boat, thanking him and the remainder of the crew, amongst whom were two other volunteers, for the service they had rendered to him. He was in a greatly exhausted condition when picked up by the Life-boat men. The master and only other man of the *Favourite's* crew had been taken off by a schooner.

ST. IVES, CORNWALL.—On the 17th November, while a strong gale was blowing from the N.W. and a heavy sea was running, the Life-boat temporarily placed here during the absence of the station's boat which was being altered and improved, was launched soon after 9 P.M., it having been reported that three gigs, fishing on the east side of the bay, were in great danger, the wind having suddenly increased. One of the gigs, however, returned to the harbour, and her crew, who were much exhausted, stated that

the other two boats were riding at anchor in a very perilous position. The Life-boat proceeded to these two boats, the *Boy Philip* and the *Bessie Jane*, and rescued the crew of four men from each boat. The gigs were afterwards driven on shore very much damaged, everything having been washed out of them.

GIRVAN, Ayrshire.—While a gale was blowing from the N.W., with a very rough sea on the morning of the 17th November, the smack *Prosperity*, of Carnarvon, was seen in the offing labouring against the wind, and shortly afterwards she showed a signal of distress. At 9.45 the Life-boat, *Sir Home Popham*, was launched, crossed the bar, on which a heavy swell was encountered, and reached the vessel which was then embayed in Ardmillan Bay, about three miles south of Girvan, and had lost part of her sails. The master requested the Life-boat to stand by until his vessel had got a sufficient distance from the shore to enable him to weather Turnberry Point. This accordingly was done, the boat remaining by the smack for more than an hour.

BROUGHTY FERRY.—At one o'clock on the morning of the 18th November, the pilot-cutter No. 2 of Dundee, dragged its anchor and stranded on Abertay Sands. Heeling over until it lay broadside to the gale, the vessel encountered the full force of wind and sea. The tide was ebbing at the time. Huge sheets of water swept the decks, the spray blew clean over the mastsheads, and the crew were in imminent danger of being washed overboard. Rockets were sent up at intervals and coloured signals were burned, but the blinding fury of the seas, precluded these from being witnessed from the shore. The crew took to the rigging, the hold beginning to fill with water; and as the hours slipped away the position of the men became desperate in the extreme. About daybreak, one of the distress rockets was fortunately descried from Broughty Ferry. The Life-boat *Samuel Shawcross* was promptly launched and manned, and about half-past eight left Broughty Pier. With sail set the Life-boat sped rapidly down the river, and in about half an hour had reached the sands. As the boat approached them the sail was furled and the oars were brought into requisition. The furious sea, how-

ever, preventing the Life-boat from getting within 20 yards of the cutter, a line was hove to the vessel, and one by one the shipwrecked crew, numbering seven men, were dragged through the surf and taken safely on board the Life-boat. This work occupied about half an hour. The steam-tug *Excelsior*, which had been despatched from Dundee on news of the disaster being received there, then took the Life-boat in tow, and in three-quarters of an hour they were abreast of Broughty Pier. Hundreds of people collected on the pier, and when the Life-boat drew near and it was seen that it had been successful in its mission a ringing cheer was raised.

ALDEBURGH, Suffolk.—On the 20th November, whilst one of the most violent storms that has visited this coast for many years past was raging, the hull of a vessel was seen off Aldeburgh at about 6.30 A.M.; she appeared to be waterlogged, her masts were gone, and occasionally she was almost hidden from view by the terrific seas which broke over her. The crew of the Life-boat *Aldeburgh* were at once summoned, the boat was successfully launched and mounting the seas in grand style made her way to the wreck, which was fast drifting on the outer shoals and already breaking up. Being skilfully handled, the boat was quickly got under the lee of the vessel and in a few minutes had taken off the shipwrecked men, fourteen in number. That the rescue was indeed a timely one may be gathered from the fact that in ten minutes after the men had been taken into the Life-boat, the vessel struck on the outer shoals and went to pieces. She was a Russian barque named the *Venscapen*. As the sea on the shoals was so heavy the coxswain decided that the most prudent course would be to run for Harwich and the boat was therefore steered in that direction. While on the way, she fell in with the pilot cutter *Fox*, of Hull, with seven men on board, which was in need of assistance, having lost her sails, boat and anchors and having a quantity of water in her which could not be got rid of, the pumps being disabled. Two of the Life-boat men went on board, and the vessel was taken to Harwich. During the afternoon intelligence was received that another vessel was in distress between the

Shipwash and Bawdsey Sands, and shortly afterwards the Shipwash light-vessel fired signal rockets, and a vessel lying eastward of the light-ship also sent up rockets. The *Aldeburgh* put off from Harwich at 5 p.m., beat to windward in the height of the gale and against the tide to the Shipwash, examined the Sands, also searched the Rough Sands, but found no vessel although a large quantity of wreckage was seen. The boat therefore again made for Harwich, arriving there at midnight, and on the following day returned to her station, which was reached at 1 p.m.

In recognition of his continued gallant services in saving life from shipwreck, the Silver Second Service Clasp of the Institution was awarded to Mr. JAMES CABLE, the coxswain of the Life-boat. The Institution's Silver Medal was presented to him for gallantry in December, 1891.

CLACTON-ON-SEA.—The gale of the 20th November was severely felt here, the wind blowing from the E.N.E. with a very heavy sea. At 8 o'clock in the morning the Life-boat *Albert Edward* was launched, a three-masted schooner, which proved to be the *Nora*, of Mandal, bound from Nantes for Leith with a cargo of wooden hoops, having been seen drifting towards the Gunfleet Sands. The Life-boat proceeded under sail, but while on her way a sudden squall broke her foremast which smashed the foreyard as it fell. Using the longest piece of the mast and lashing two of the oars, a jury-mast was rigged up, and with close-reefed sails the boat was able to make the vessel which had then only about one foot of water under her; her sails had been blown away and she was otherwise disabled. The master having requested the Life-boat men to try to save the ship, they rigged a foresail, slipped the anchor, the other having parted, and ultimately got her into deep water. As Sheerness was the nearest port it was decided to take her there, and on the way a barque was observed on the Barrow Sands to windward of the Life-boat. It being impossible, under the circumstances, to proceed to her then, the journey to Sheerness was continued, and at 3 p.m. the *Nora* was left in Queenborough Swale. The Life-boat coxswain then applied to the dockyard authorities for the assistance of a steamer to tow the boat to the

Barrow Sand and, the request being readily and kindly complied with, a start was made at 5.30. On reaching the Swin light-vessel, the Life-boat was cast off, went in search of the stranded vessel and, after beating about for an hour, found her, but nobody was on board. It was subsequently ascertained that her crew had been rescued by the Walton-on-the-Naze Life-boat of the Institution. The boat then made for Clacton, and in passing the Whittaker Spit found another stranded barque with her topmast and gear hanging over her side. The boat sailed round her several times and hailed her, but got no answer, and it was evident that she was abandoned. Clacton was reached at 3.30 a.m. by the Life-boat crew, who were cold, wet and tired. At 5 o'clock, signal rockets having been fired by the Swin Middle Light-vessel, the crew again went out in the Life-boat, and found the barque *Harald Haarfager* stranded about half-a-mile S.W. of the Whittaker Beacon; she was full of water, and was fast breaking up. With considerable difficulty the boat got alongside, being somewhat damaged while doing so, and rescued the shipwrecked crew of eleven men. On arriving in the Swin Channel the s.s. *Aberdour*, of Aberdeen, was fallen in with, and kindly towed the boat as far as the Gunfleet Spit buoy. Once more Clacton was regained at 1.30 p.m.

At 1.45 on the following afternoon the barque *Anna*, of Copenhagen, having stranded on the West Gunfleet Sands, the Life-boat was once again taken out, and proceeded to her assistance. It was decided to remain by her until the tide flowed, in the hope that she would then float, but at 8 o'clock, the tide being at that time half flood, she had twelve feet of water in her hold. Her crew of ten men were therefore taken into the boat, which was towed back to the station by the steam-tug *Merrimac*, of Ipswich. She arrived at 9 o'clock, landed the rescued men, and half-an-hour afterwards again went out in response to rockets fired by the Swin Middle light-vessel, and found a large steamer anchored in the Whittaker Channel. The Life-boat men asked those on board whether or no the vessel had been ashore, but received no reply. No other vessel could be seen, and it was concluded that the steamer had stranded,

but had got off without assistance. The Life-boat men gladly reached home again at about 3.30 the next morning, all of them being worn out by their long-continued exertions, the same men having manned the boat on each of these occasions.

The Silver Medal of the Institution was awarded to Mr. JAMES SCHOFIELD, coxswain of the Life-boat, in special recognition of his zeal and activity.

TENBY.—The trawler *Elizabeth*, of Tenby, which was lying at anchor while a whole gale was blowing from the N.N.E., with a very heavy sea, on the 18th November, hoisted a signal of distress as her anchor was dragging. At 11 A.M., the Life-boat placed here temporarily during the absence of the station's boat for alteration and improvement, was launched, proceeded to the cutter, and brought safely ashore her crew of three men and a boy.

SUMMARY OF THE MEETINGS OF THE COMMITTEE.

THURSDAY, 14th September, 1893.

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

Read and confirmed the Minutes of the previous Meeting.

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

Read the Reports of the Organising Inspector on his recent visits to the following places:—

Southampton, Portsmouth, Ryde, Cowes, Newcastle-on-Tyne, Leeds, Scarborough, Birmingham, Bradford, Preston, Fleetwood, St. Anne's, Nottingham, Edinburgh, Glasgow, Dundee and Perth.

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

Northern District.—Ardrossan, Kildonan, Thurso, Stromness, Longhope, Huna, Ackergill, Dornoch, Stornoway, Middlesbrough, Saltburn, Redcar, Seaton Carew, West Hartlepool (two boats), Hartlepool (three boats), Seaham and Whitburn.

Eastern District.—Winterton (two boats), Gorleston (three boats), Pakefield (two boats), Lowestoft (two boats), Kessingland (three boats), Southwold (two boats), Dunwich, Aldeburgh, Thorpeness, Harwich, Walton-on-Naze, Southend, Clacton-on-Sea and Hastings.

Western District.—Exmouth, Plymouth, Yealm River, Weymouth, Teignmouth, Salcombe, Hope Cove, Dartmouth, Brixham, Port Eynon, Swansea, Burry Port, Ferryside, Tenby, Angle, St. David's, Fishguard (two boats), Newport (Pem.), Cardigan and New Quay.

Irish District.—New Brighton, Rhyl (two boats), Llandudno, Llanddulas, Llanddwyn, Rhosneigr, Rhoscolyn, Porth Rhuffydd, Penmon, Beaumaris, Bull Bay, Cemdes, Cemlyn, Moelfre, Holyhead (two boats) and Aranmore.

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

	£	s.	d.
Oldham Branch, per R. W. COWPER, Esq., one year's maintenance of			
Oldham Life-boat at Abersoch	70	-	-

	£	s.	d.
Cyclist Life-boat Fund, per H. STURMEY, Esq., one year's maintenance of <i>Cyclist</i> Life-boat at Hartlepool	70	-	-
Passengers, Officers and whole of the Crew of the Ship <i>Torrens</i> during a voyage to Australia and back 1892-3	34	-	-
The Rev. C. WHATELY, M.A. (additional)	20	-	-
Proceeds of Concerts at Mablethorpe, per Mablethorpe Branch	7	5	-

Life-boat Sunday Collections.

Ryde—Parish Church and St. Thomas' Chapel-of-Ease, per Rev. J. SHEARME, M.A.	15	17	5
Fylingdales—Whitby, July 30th, per the Rev. R. J. COOPER, M.A.	2	17	10
Warkworth—August 27th, per the Rev. R. W. DIXON, M.A.	3	15	6
Amble—August 27th, per the Rev. J. FAIRBROTHER	1	14	4
through Hauxley Branch.			

Life-boat Saturday Collections.

Teignmouth—per W. J. BURDEN, Esq.	80	-	-
Solent (from various sources)	40	16	4
Redcar—per J. M. MEEK, Esq.	7	4	4

Life-boat Thursday Collection.

Aberdeen—per W. S. LUNAN, Esq.	50	-	-
—To be severally thanked.			

Also the receipt of the following legacies:—

	£	s.	d.
The late Mrs. ISABELLA BLACK, of Eastbourne	1000	-	-
The late A. D. G. PALMER, Esq., of Cheltenham	900	-	-
The late Miss L. H. F. BENNETT, of Florence	899	11	11
The late HENRY MOORE, Esq., of Romford Road	100	-	-
The late J. N. GRIFFIN, Esq., of East Molesey	100	-	-

	£.	s.	d.
The late Mrs. MARY YOUNG, of Sunderland	45	-	-
The late R. E. MELLERSH, Esq., of Godalming	19	19	-

Decided that the best thanks of the Committee be conveyed to CHARLES W. MACARA, Esq., J.P., a member of the Committee of Management of the Institution and Chairman of the Executive Committee of the Manchester and Salford Life-boat Saturday Fund, for the untiring zeal and energy which he has shown during the past two years in creating the enthusiasm which now exists in favour of the Life-boat Saturday Movement in the north of England, in Scotland and in Wales.

Also the best thanks of the Committee to Mr. ROBERT HUGHES, Mr. GRIFFITH GRIFFITH and Mr. HENRY PIERS, in recognition of their long and valuable co-operation whilst respectively serving as Honorary Secretaries of the Rhyl, Barmouth and Burnham Branches of the Institution.

Reported the transmission to their Stations of the Kessingland No. 1 and Swanage new Life-boats.

Also that the Southend (Essex), Southsea and Withorn Life-boats had been returned to their Stations after having been altered and fitted with the latest improvements.

Paid 4,856l. 10s. 6d. for sundry charges on various Life-boat Establishments.

Voted 12l. 7s. to pay the expenses of the Moelfre Life-boat in saving a boat containing four persons in danger during stormy weather.

The North Deal, Walmer and Kingsdowne Life-boats rendered assistance to the s.s. *Cerigo*, of Liverpool, which had stranded on the Goodwin Sands.

(Accounts of these services are furnished on page 553.)

Voted also 194l. 19s. 9d. to pay the expenses of the Palling No. 2, Rye, Winchelsea, Lowestoft No. 2, Whitehaven, Polpear, Cadgwith, Caister No. 2, Newhaven, Broadstairs, Walmer, North Deal and Plymouth Life-boats in assembling their crews or putting off to the assistance of vessels which did not eventually require their aid.

The Ramsgate Life-boat was also taken out, but her services were not ultimately needed.

Read letter from the Board of Trade, transmitting a draft for 18l. 15s. received through the Foreign Office, being a reward granted by His Imperial Majesty the German Emperor to the Coxswains and Crew of the Institution's Brancaster Life-boat in recognition of their services in saving the crew of five men from the schooner *Rensche*, of Papenburg, on the 14th October, 1892.

Voted the Silver Medal of the Institution, a framed copy of the vote inscribed on vellum, and the sum of 1l. to THOMAS VARLEY, a miner of Marsden Colliery, Durham, for gallantly putting off in a rowing-boat, measuring only eight feet over all, and, at great risk, saving two men from the pilot cable *Polly*, of South Shields, which had been capsized in a squall during a whole gale from the W.S.W. with a rough choppy sea, near Marsden Bay, on the 21st August.

Also 3l. 15s. to five men of the Royal Artillery for saving a boat, containing one man, which was in danger about a mile and a half East of Newhaven harbour in a strong W. wind and a heavy broken sea on the 24th August.

Also 1l. 10s. to three men for putting off in a boat and saving one of three men from a pilot-boat which had been capsized near Southwick, Sussex, in a N.W. wind and a moderate sea on the 25th August.

THURSDAY, 12th October.

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

Read and confirmed the Minutes of the previous Meeting.

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

Read the Reports of the Organising Inspector on his recent visits to the following places:—

Ipswich, Norwich, Lincoln, Nottingham, Edinburgh, Glasgow and Southampton.

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

Northern District.—Holy Island (two boats).

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

Western District.—Littlehaven, Porthcawl and Penarth.

Irish District.—Fenit (Tralee Bay).

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

	£	s.	d.
Miss MARY CORCORAN	103	-	-
Collected at Concert at Ipswich by the Band of the East Anglian Provincial Lodge of the R.A.O. Buffaloes, per Mr. J. TYE, through Harwich Branch	17	12	3
Collected on board the s.s. <i>Anchoria</i> per Captain CAMPBELL	5	10	-

Life-boat Sunday Collections.

Walton-le-Dale, Preston, per the Rev. S. F. HARRIS, M.A.	7	5	8
West London School Chapel, Ashford, per the Rev. HUGH J. FLYNN, D.D.	1	17	8

Life-boat Saturday Collection.

Harwich, per J. N. JUSTICE, Esq.	21	1	7
—To be severally thanked.			

Also the receipt of the following legacies:—

	£	s.	d.
The late Major-General W. L. BRIGGS, C.B.	750	-	-
The late JOHN GILL, Esq., of Battersea	200	-	-

Voted the best thanks of the Committee to Mr. J. S. DAWSON, in recognition of his long and valuable co-operation during the period in which he occupied the office of Honorary Secretary of the Gorleston Branch of the Institution.

Deep regret was expressed at the death of Mr. JAMES A. SMALL, who had been the valued Treasurer of the Glasgow Branch of the Institution for 15 years and it was decided to send a letter of sympathy to his widow.

The Committee also expressed their regret at the death of JOHN DAVID HAY, Second Coxswain of the Douglas Life-boat, who had succumbed to the effects of a cold believed to have been caught in the Life-boat service. The Committee also decided to grant 100*l.* for the benefit of the widow and children of the deceased man.

Reported that the Bridlington Quay, Plymouth, Porthoustock and Walton-on-the-Naze Life-boats had been returned to their stations after having been altered and fitted with all the latest improvements.

Also that a Life-boat Saturday Collection had been made at Bournemouth on the 23rd September and that similar demonstrations were held at Dundee, Glasgow, Herne Bay and Nottingham on the 30th September.

Paid 5,626*l.* 8*s.* 7*d.* for sundry charges on various Life-boat Establishments.

Voted 67*l.* 9*s.* to pay the expenses of the Kingsgate, New Brighton (Steam Life-boat), Great Yarmouth, Whitby, Dungarvan, Ballantrae, Caister No. 2 and Seascale Life-boats in assembling their crews or putting off with the view of rendering service.

The Ramsgate Life-boat was also called out, but her assistance was not required.

Voted the thanks of the Institution to Mr. H. CURNOW, Chief Officer H.M. Coastguard at Carlingford, and 1*l.* to a Coastguard man and three other men for putting off in a boat and saving a man whose boat had been capsized on Carlingford Lough on the 5th October.

THURSDAY, 9th November.

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

Read and confirmed the minutes of the previous Meeting.

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

Read the Report of the Deputy Chief Inspector of Life-boats on his recent visit to the Appledore station.

Also the Reports of the Organising Inspector on his visits to the following places:—

Bradford, Manchester, Stockport, Southampton, Colchester, Bath and Bristol.

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

Northern District.—Buddon Ness, Anstruther, St. Andrews, Broughty Ferry, Dunbar, North Berwick, Crail, Eyemouth, Berwick-on-

Tweed, Sunderland (South Outlet), Sunderland (South Pier), Roker and North Sunderland.

Eastern District.—Worthing, Littlehampton, Selsey, Hayling Island, Swanage, Kimeridge, Poole, Brooke, Brighstone Grange, Totland Bay, Atherfield, Bembridge and Southsea.

Western District.—Church Cove, Polpear, Porthoustock, Cadgwith, Mullion, St. Agnes, Falmouth, Penzance, Porthleven, Sennen Cove, St. Ives, New Quay (Cornwall), Polkerris, St. Mary's, Looe, Mevagissey, Padstow and Hayle.

Irish District.—Valentia, Queenstown (two boats), Courtmacsherry, Ardmore, Youghal, Ballycotton and Dungarvan.

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

	£	s.	d.
Anonymous, per Messrs. ALLEN & SON, Solicitors, of Soho . . .	465	-	-
EDWARD JAMES, Esq., J.P., per W. T. DOUGLASS, Esq.	100	-	-
"T. W. R."	50	-	-

Life-boat Sunday Collection.

H.M.S. <i>Impregnable</i> , per the Rev. J. M. CLARKSON, M.A., R.N. . .	-	14	6
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Life-boat Saturday Collections.

Nottingham, per Col. C. J. WRIGHT	700	-	-
Bradford, per J. H. LINCEY, Esq. (first instalment)	500	-	-
Cardiff, per W. H. RENWICK, Esq.	100	-	-
Bournemouth, per J. MCWILLIAM, Esq.	38	8	8
East and West Riding of Yorkshire Life-boat Demonstration, per Lieut. G. H. YONGE, R.N. (first instalment)	30	-	-

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late JOHN AVINS, Esq., of Moseley, Worcestershire . . .	1,000	-	-
The late HENRY CARNLEY, Esq., M.D., of Kingston-upon-Hull . .	600	-	-

The Silver Medal of the Institution, accompanied by a copy of the vote, inscribed on vellum and framed, was awarded to WILLIAM CRAWFORD, Esq., on his retirement from the post of Honorary Secretary of the Margate Branch of the Institution. He had held that office for many years, was previously a member of the Local Committee and had been out in the Life-boat on many occasions to the assistance of the crews of vessels in distress.

The thanks of the Committee were also voted to Sir GEORGE PILKINGTON, R. HOPE ROBERTSON, Esq., and Captain RODNEY EDEN, in recognition of their past valuable co-operation whilst respectively serving as Honorary Secretaries of the Southport, Glasgow and Sheringham Branches of the Institution.

The Committee specially recognised the good services rendered by Mr. CHARLES JACKSON during the 25 years he occupied the post of Coxswain of the Brixham Life-boat.

Reported that *Life-boat Saturday* demonstrations had been held at Barry Dock, Bolton, Bradford, Cardiff, Manchester and Southampton.

Also that the alterations and improvements of the Selsey No. 1 and Gorleston No. 1 Life-boats had been completed and the boats returned to their stations.

Paid 5,186*l.* 13*s.* for sundry charges on various Life-boat Establishments.

Voted 89*l.* 1*s.* 6*d.* to pay the expenses of the Thorpeness, Irvine, Runswick and Holyhead No. 1 Life-boats in rendering the following services:—

	Lives saved.
Brig <i>St. Louis</i> , of Fécamp. Landed crew of 6 men.	
Schooner <i>Guiding Star</i> , of Runcorn . . .	4
Schooner <i>Jane and Ellen</i> , of Whitby . . .	2
Schooner <i>Moses Parry</i> , of Carnarvon.	
Rendered assistance.	

The Mevagissey, Caister No. 2 and Harwich Life-boats rendered the following services:—Sloop *Jessie*, of Truro, saved vessel and crew, 2; schooner *W. D. Potts*, of Carnarvon, assisted to save vessel and 6; s.s. *Rockcliffe*, of West Hartlepool, rendered assistance.

(Accounts of these services are furnished on pages 552–555.)

Also 350*l.* 0*s.* 9*d.* to pay the expenses of the Gorleston Nos. 1 and 2, Aldeburgh, Palling Nos. 1 and 2, Portrush, Winterton No. 2, Caister No. 2, Great Yarmouth, Irvine and Walton-on-the-Naze Life-boats in putting off to the aid of vessels which did not ultimately require help.

Voted the Silver Medal of the Institution, accompanied by a copy of the vote inscribed on vellum and framed, to Mr. WILLIAM TYRRELL, Coxswain of the Harwich Life-boat, in recognition of his long and gallant services in saving life from shipwreck.

Voted also 2*l.* 10*s.* to five men for putting off in two boats and saving two men from the fishing boat *Hilda*, of Paignton, which had been capsized in a moderate N.E. breeze and a heavy sea off Paignton on the 9th October.

Also 2*l.* to four men for saving the crew of three men from the fishing boat *Ellen Jane*, of Annalong, which had been capsized in a moderate W. breeze and a moderate sea off Leestown, co. Down, on the 27th September.

Also 1*l.* 10*s.* to two men for saving the crew of three men from the fishing smack *Margaret*, of Swansea, which foundered off Skokholm Island, Pembrokeshire, in a moderate S.S.W. gale and a heavy cross sea on the 20th August.

Also 1*l.* to two men for saving two men whose boat had been capsized in a squall off Flamborough Head on the 28th September.

Also 10*s.* to a man who put off in a small boat from a yacht and saved a man from a small boat which had been capsized by a squall in Poole Harbour, Dorset, on the 3rd October.

Also 10*s.* to two men for saving four men from a boat which had been capsized in Youghal Harbour, co. Cork, in a strong W. breeze and a smooth sea on the 31st August.

THURSDAY, 14th December.

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

Read and confirmed the Minutes of the previous Meeting.

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

The Committee heard with the deepest regret of the decease of Admiral Sir JOHN CORBETT, K.C.B., and Captain the Honourable HENRY W. CHETWYND, R.N., who had been respectively for many years a member of the Committee of Management of the Institution and Chief Inspector of Life-boats and it was decided that the heartfelt sympathy of the Committee be conveyed to the families of the two deceased officers.

Commander ST. VINCENT NEPEAN, R.N., Deputy Chief Inspector of Life-boats, was appointed Chief Inspector of Life-boats, and Mr. CHARLES E. F. CUNNINGHAME GRAHAM, late Lieut. R.N., Organising Inspector, was appointed Deputy Chief Inspector of Life-boats.

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

Northern District.—Newbiggin, Hauxley, Alnmouth, Tynemouth (two boats), Blyth (two boats) and Cullercoats.

Eastern District.—Cromer, Sheringham, Hasborough, Palling (two boats), Mundesley, Dungeness (two boats), Grimsby and Mablethorpe.

Western District.—Port Isaac, Appledore, Weston-super-Mare and Burnham.

Irish District.—Kingstown, Balbriggan and Skerries.

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

	£	s.	d.
"J. D. W."	100	—	—
Independent Order of Odd Fellows (Manchester Unity) in aid of the support of the "Manchester Unity" Life-boat at Grimsby, per THOMAS COLLINS, Esq., annual subscription	50	—	—
Donation	30	3	6
	80	3	6
CHALEY FOX, Esq., and his brothers and sisters (additional)	50	—	—
A Lady, in aid of endowment of Whitburn Life-boat (additional)	50	—	—
Mrs. ROGET (additional)	30	—	—
"M., E. and A." (additional)	25	—	—
Collected at Poplar Mercantile Marine Office, per JAMES SWAIN, Esq. (additional)	21	—	—
JOHN SYKES, Esq., M.D. (additional)	20	—	—
Proceeds of Gala at Oxford in July, 1893, per Mr. JAMES PORTER	13	10	—
Boys and Girls at Ewell National School, per Mr. S. BUXTON	—	14	7

Life-boat Sunday Collections.

	£	s.	d.
Haslingden Wesleyan Chapel on occasion of Mayoral visit on 5th November, per T. B. HAMILTON, Esq., Mayor	15	4	8
Hadnall, Salop, per the Rev. BROOKE C. MORTIMER, M.A.	11	6	2
Laleham, Staines, per the Rev. H. DALGETY MCCHEANE, A.K.C.L.	5	16	3
Cawthorne, per the Rev. C. T. PRATT, M.A.	2	16	9
Offley, Hitchin, per the Rev. C. R. W. HARDY, B.A.	2	5	9
Maer, per the Rev. J. A. SERBY	1	7	6

Life-boat Saturday Collections.

Manchester, per A. MUIR, Esq.	2,800	-	-
Glasgow, per WILLIAM MARTIN, Esq., on account of cost of new Steam Life-boat to be named the "City of Glasgow," and stationed at Harwich	2,400	-	-
Bradford, per J. N. LINCHEY, Esq., second remittance.	1,350	-	-
Southampton, per J. H. HARRISON, HOGGE, Esq.	300	-	-
Dundee, per Mr. C. W. MILLAR	180	-	-
Barry, per Messrs. T. G. DUNCAN, and E. W. WAITE.	140	-	-
New Southgate, per T. BRANDRETH GIBBS, Esq.	25	-	-

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late A. F. MILLNS, Esq., of Windsor (additional)	670	-	-
The late A. SANDEMAN, Esq., of Perth	500	-	-
The late W. A. MILLWARD, Esq., of Chapel-en-le-Frith	187	10	-
The late Miss REBECCA HOWARD, of Southampton	112	10	-
The late Mrs. MARTHA JONES, of Highbury Hill (additional)	37	10	-
The late Mrs. P. S. CROKER, of Folkestone	25	-	-
The late Miss ELIZA HUTCHINSON, of Howden, Yorkshire	19	19	-

Voted the thanks of the Committee to CHARLES BARWELL, Esq., WILLIAM BARWELL, Esq., Colonel T. H. MARSHALL and FREDERICK JOYES, Esq., in recognition of their past long and valuable co-operation as Honorary Secretaries respectively of the Birmingham, Rhoscolyn and Carlisle and Silloth Branches of the Institution.

The Committee also specially recognised the good services rendered by Mr. HENRY BROWN, Mr. GEORGE EASTERBROOK and Mr. STEPHEN LONGLEY, whilst serving as Coxswains of the Cresswell, Dungarvan and Winchelsea Life-boats.

Also the good services of Mr. GRIFFITH THOMAS during the period in which he held the post of Second Coxswain of the New Quay (Cardiganshire) Life-boat.

Decided, on the recommendation of the Committee of the Dundee Branch of the Insti-

tution, that the Buddon Ness Life-boat Station be discontinued.

Reported the transmission to their stations of the Folkestone and Ilfracombe new Life-boats.

Also that the alterations and improvements of the Gorleston No. 3 and Totland Bay Life-boats had been completed and the boats returned to their stations.

Paid 7,619*l.* 5*s.* 1*d.* for sundry charges on various Life-boat Establishments.

Read the reports of the Deputy Chief Inspector of Life-boats and the District Inspectors on the special inquiries which had been held relative to the unfortunate accidents which happened to the Grimsby, Lydd (Dungeness) and Dunmore East Life-boats while out on service during the recent severe gales, unhappily resulting in the loss of three out of the forty-nine brave men who formed their crews on those occasions.

In addition to defraying the expenses, amounting altogether to 190*l.*, in connection with those launches, grants amounting to 400*l.* were made by the Institution in aid of the local subscriptions for the benefit of the relatives of the three drowned men.

Reported that during the prevalence of the heavy gales experienced on the coast since the last Meeting the Life-boats of the Institution were launched on 139 occasions and saved altogether 255 lives, besides helping to rescue many vessels from destruction. In addition, the crews assembled on 29 other occasions with the view of going out in the boats, when their services were not eventually needed. Rewards, amounting in the aggregate to 3,486*l.*, were voted to defray the expenses of these several launches and assemblies, including grants to men injured in the service.

Voted also 100*l.* to the widow of ERNEST BUTCHER, who died through bursting a blood-vessel after assisting to haul up the Aldeburgh Life-boat on the occasion of her return from service on the 11th November.

Also the Second Service Clasp of the Institution to Mr. JAMES CABLE, Coxswain of the Aldeburgh Life-boat, and to Mr. JAMES WOODGATE, Coxswain of the Dover Life-boat; and the Silver Medal to Mr. GEORGE JOSE, Coxswain of the Runswick Life-boat, and to Mr. W. SCHOFIELD, Coxswain of the Clacton Life-boat, in recognition of their gallant services in the boats.

Also the special thanks of the Committee to EUSTACE W. C. STRACEY, Esq., District Inspector of Life-boats, for his services in the Holyhead and Porth Rhuffydd Life-boats on the 18th and 19th November.

Also the thanks of the Institution, inscribed on vellum, to R. W. MIREHOUSE, Esq., Honorary Secretary of the Angle (Milford Haven) Branch, and to Mr. W. WOLFE, in recognition of a gallant attempt to save life from Grasholme Island on the 9th December, on which occasion Mr. MIREHOUSE went out in the Life-boat in a gale of wind and heavy sea, and Mr. WOLFE, owner of the steam trawler *Her Majesty*, allowed his vessel to tow the Life-boat, he going out in her and doing all in his power to effect the rescue.

Also the Silver Medal and 3*l.* to Mr. FRANK

KENT, Chief Officer of H.M. Coastguard, and 3l. each to four other Coastguard men of Sandwich station, for putting off in the Coastguard gig to the assistance of the stranded ketch *Eclipse*, of Ramsgate, in a whole gale from N. and a very heavy sea on the night of the 18th November. They were unable, owing to the gale, to reach the vessel, finally lost sight of her and returned ashore. At daylight she was seen again; they at once put off, and with much difficulty and danger rescued the only man on board.

Also the Silver Medal and 30s. each to Mr. CHRISTOPHER BROWN, Mr. FRED BROWN, Mr. THOMAS CLARK, Mr. RICHARD PURVIS and Mr. JOHN USHER, for putting off in a 24-ft. coble and saving, at very great risk, the crew of six men from the *Victoria*, of Aberdeen, which was in a sinking state off Bridlington in a strong gale and a very heavy sea on the 19th November.

Also 5l. 11s. in consideration of the good services rendered by the skiff of the *Moss Rose*, of Margate, which was taken over the rocks and saved the crew of five men of the brig *Druid*, of Cardiff, which had stranded off Margate during the heavy gale on the 18th November.

Also 2l. 5s. each to WILLIAM CRAWFORD and fourteen other men for putting off in the surf boat *Friends* and saving three of the crew of the schooner *Hickman*, of Goole, which stranded and sank on Wells Bar, in a very strong E.N.E. gale and a very heavy sea, on the 20th November. The salvors afterwards returned to the wreck and brought ashore the body of one of the crew who had died in the rigging.

Also the thanks of the Institution, inscribed on vellum, and 1l. to RICHARD WHITTAKER, a Coastguard man at Saltburn, and 1l. each to four other men for saving the crew of four men from the schooner *Bertha*, of Leer, Germany, which stranded in Skinningrove bay. WHITTAKER, observing the vessel, borrowed a coble, called for volunteers, the other four men responding to his call, and brought ashore the crew; the master of the vessel refused to leave, but was afterwards landed by the rocket apparatus.

Also the thanks of the Institution to Commander A. BLENNERHASSET, R.N., Divisional Officer of H.M. Coastguard, and 15s. each to four of his men, for putting off in their boat from Hoylake and saving the crew of two men from the shrimp boat *Primrose*, of Warrington, which stranded on the Hoyle bank and became a total wreck in a fresh and strong gale from W.S.W. and a rough sea on the 25th October.

Also 1l. each to ROBERT THOMAS and JAMES MCOWEN for saving the crew of four men of the fishing lugger *Trust* in *Providence*, of Padstow, which had been capsized on the Doom Bar, Padstow, in a fresh breeze and a choppy sea on the 10th November.

Also 1l. to PETER BUTLER and 15s. each to two other men for saving one of two men from a boat which had sunk in the Ulverston part of Morecambe Bay in a strong S.W. gale and very heavy sea on the 25th October.

Also 1l. each to EDWARD AMIS, WILLIAM KERRISON and FREDERICK HEATHER, and 15s. each to seven other men for saving by means of lines from the shore the crew of eight men from the barque *Vizcaya*, of Littlehampton, which had stranded at Horsey Beach in a whole N.E. gale and a very heavy sea; the three first-named men obtained communication with the vessel, and the others assisted to get the crew ashore.

Also 1l. each to A. STEPHENSON and two other men for saving three men from a fishing coble off Flambro, which was leaking badly and sank soon after the crew were taken off, in a strong N. gale and a heavy sea on the 18th November.

Also 15s. each to JOHN HUGHES and five other men for putting off to the assistance of the s.s. *Ivanhoe*, stranded under Orme's Head in a whole gale from the N. and a rough sea on the 18th November. The crew of the vessel did not leave her, but the master sent ashore a message for a tug.

Also 15s. to ALBERT PARROTT for wading into the surf and saving the only survivor of the crew of the barquentine *Olive Branch*, of Bridport, which was wrecked at Saltfleet in a whole gale and a very heavy sea on the 20th November.

Also 10s. each to DAVID MARKWELL and seven other men for putting off in a boat and saving the crew of three men from the *Peace and Plenty*, of Montrose, stranded at Black Law Point in a strong N. gale and a rough sea on the 22nd November.

Also 10s. each to ROBERT ROBERTS and three other men for saving the crew of two men from the smack *Darling*, of Beaumaris, which sank on Lavan Sands in a strong N.W. breeze and a smooth sea on the 22nd November.

Also 10s. each to F. B. ROUSE and two other men for wading into the sea and saving two of the crew of the s.s. *Cintra*, at Carrick Gladden Beach, St. Ives Bay, in a fearful gale from N.N.W. and a tremendous sea on the 18th November.

Also 10s. to THOS. H. PICKNETT and 5s. each to two other men for putting off in a boat and saving five persons whose boat had struck on rocks at the West Scar Head and was knocked to pieces in squally weather on the 8th August.

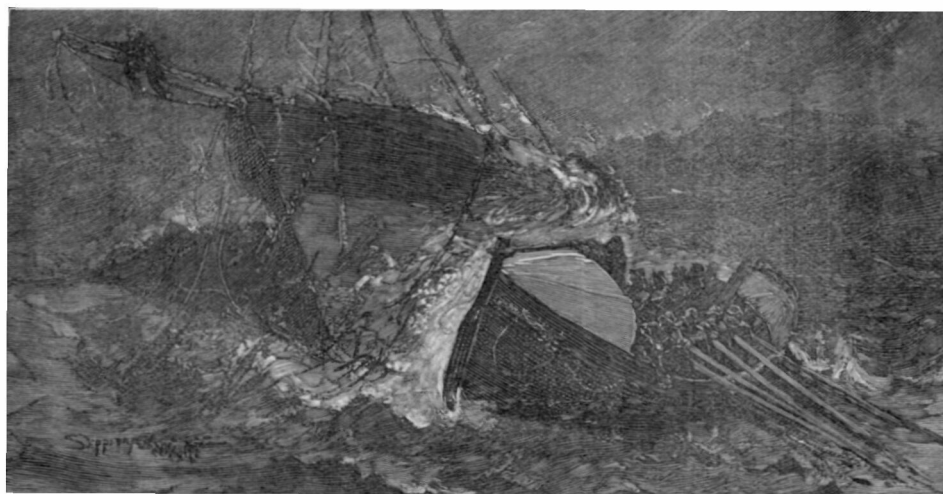
Also 5s. each to OWEN CONWAY and seven other men for putting off in two boats and landing the crew of four men of a Coastguard whale-boat belonging to Ross's point, co. Sligo, which had been capsized in a strong W.N.W. breeze, with heavy squalls, on the 19th September.

Also 1l. to THOMAS H. PICKNETT and three other men for putting off in a boat and rendering assistance to six persons who were in danger in another boat on the Salt Scarr rocks, Redcar, in a rough sea on the 27th August.

NOTICE.

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

Services of the Life-boats of the Institution during 1893



				Lives saved.
1893.				
Jan.	11.	12 noon.	Seven Fishing-cobles of Cullercoats. Cullercoats Life-boat rendered assistance.	
	"	11.	3 p.m. Fishing-coble of Cullercoats. Cullercoats Life-boat saved boat and .	4
	"	14.	7.45 p.m. Fishing-cobles <i>William</i> , and <i>Rosa Marion</i> , of Whitby. Whitby No. 1 Life-boat saved boats and	6
	"	14.	7.45 p.m. Schooner <i>Sarah Elizabeth</i> , of Chester. Ramsgate Life-boat saved.	4
	"	15.	12.10 a.m. Ditto Ditto Broadstairs Life-boat saved	1
	"	17.	7.30 a.m. <i>Dandy Mystery</i> , of Harwich. Lowestoft No. 1 Life-boat assisted to save vessel and	4
	"	23.	4.20 a.m. S.S. <i>Helsingør</i> , of Elsinore. Harwich Life-boat landed crew (18) from Long Sand light-vessel.	
	"	24.	5 a.m. <i>Dandy Energy</i> , of Grimsby. Caister No. 2 Life-boat saved	7
	"	26.	5.30 a.m. Schooner <i>Cymbeline</i> , of London. Caister No. 2 Life-boat remained by vessel.	
	"	26.	9 a.m. Schooner <i>Sarah</i> , of Fowey. Holyhead Steam Life-boat saved	5
	"	26.	10.15 a.m. Ditto Ditto Ditto assisted to save vessel.	
	"	26.	10.15 a.m. Schooner <i>Industry</i> , of Belfast. Port Logan Life-boat remained by vessel.	
Feb.	1.	7 p.m.	Smack <i>Daniel</i> , of Bangor. Llanddwyon Life-boat remained by vessel.	
	"	6.	11.25 p.m. Schooner <i>Broughty Castle</i> , of Londonderry. Douglas No. 1 Life-boat saved vessel.	
	"	7.	1.30 a.m. S.S. <i>Cabenda</i> , of London. Silloth Life-boat rendered assistance.	
	"	10.	3.45 p.m. Lugger <i>Young John</i> , of St. Ives. Wexford No. 1 Life-boat rendered assistance.	
	"	14.	1.30 p.m. Coble <i>Lyra</i> , of Newbiggin. Hauxley Life-boat saved vessel and.	3
	"	14.	1.30 p.m. Seventeen Fishing-boats of Newbiggin. Newbiggin Life-boat rendered assistance.	
	"	15.	8 p.m. Brigantine <i>Lizzie Lee</i> , of Goole. Mablethorpe Life-boat rendered assistance.	
	"	26.	9.30 a.m. Schooner <i>Maria Farleigh</i> , of Fowey. Groomsport Life-boat saved vessel and	4
	"	26.	3.30 p.m. S.S. <i>Valentia</i> , of Greenock. Portrush Life-boat landed	3
Mar.	1.	9.15 a.m.	Two Fishing-cobles of Newbiggin. Newbiggin Life-boat rendered assistance.	
	"	4.	8 a.m. S.S. <i>Gustav Bitter</i> , of Newcastle-on-Tyne. Polpear Life-boat saved	3
	"	4.	8.10 a.m. Ditto Ditto Cadgwith Life-boat saved	9

				Lives saved.
1893.				
Mar. 5.	6 a.m.	S.S. <i>Auricular</i> , of Sunderland.	Walmer Life-boat remained by vessel.	
" 11.	10.30 a.m.	Five Fishing-cobles of Staithes.	Staithes Life-boat rendered assistance.	
" 11.	11.30 a.m.	Seven Fishing-cobles of Staithes.	Runswick Life-boat rendered assistance.	
" 15.	9 a.m.	S.S. <i>Glendarroch</i> , of London.	Barmouth Life-boat saved	6
" 16.	6.30 a.m.	Ditto.	Pwllheli Life-boat saved	11
" 18.	1.10 p.m.	Barque <i>Hakon Jarl</i> , of Arendal.	Great Yarmouth Life-boat assisted to save vessel and	10
" 27.	3 a.m.	S.S. <i>Cameroon</i> , of Glasgow.	Cemlyn Life-boat landed 10 passengers.	
" 27.	3 a.m.	Ditto.	Cemaes Life-boat landed 9 passengers.	
Apr. 4.	10.45 a.m.	Ship <i>Horsa</i> , of Liverpool.	St. Mary's Life-boat saved	3
" 9.	9.45 p.m.	Brigantine <i>Agnes Cairns</i> , of Fowey.	Walton-on-the-Naze Life-boat assisted to save vessel and	7
" 11.	11 p.m.	Barque <i>Vanadis</i> , of Cimbrishamn.	Gorleston No. 1 Life-boat brought ashore 16 persons from N. Haisborough Light Vessel.	
" 14.	12.45 a.m.	S.S. <i>Rovan</i> , of Glasgow.	Redcar Life-boat saved	17
" 17.	12.45 p.m.	Ketch <i>Zephyr</i> , of Boston.	Winterton No. 2 Life-boat assisted to save vessel and	3
" 17.	3.50 p.m.	Schooner <i>Annie</i> , of Lancaster.	Ramsey Life-boat saved	3
" 22.	9.45 a.m.	Ketch <i>Canterbury Bell</i> , of Plymouth.	Barmouth Life-boat rendered assistance.	
May 5.	9.30 p.m.	Fishing Lugger <i>Mary</i> , of Johnshaven.	Johnshaven Life-boat rendered assistance.	
" 21.	8.30 p.m.	Schooner <i>Lapwing</i> , of Arklow.	Wexford No. 2 Life-boat rendered assistance.	
" 31.	3 a.m.	Barque <i>Alexandra</i> , of Frederickstad.	Caister No. 2 Life-boat assisted to save vessel.	
Jun. 7.	10 a.m.	Steamer <i>Moss Rose</i> , of Liverpool.	Cemlyn Life-boat remained by vessel.	
" 19.	12.15 p.m.	Schooner <i>Marie Kerstine</i> , of Glasgow.	Port Logan Life-boat saved vessel and	3
" 24.	2.15 a.m.	One fishing-coble of Staithes.	Runswick Life-boat saved boat and	3
" 24.	2.15 a.m.	Fourteen fishing-cobles.	Ditto. rendered assistance.	
" 28.	8.20 a.m.	Cutter <i>Naar Myn Genoegen</i> , of Ostend.	Gorleston No. 1 Life-boat saved from boat of	2
" 28.	1 p.m.	Ditto.	Ditto.	2
July 13.	8.30 p.m.	An open shore boat.	Youghal Life-boat saved boat and	5
" 27.	3.15 p.m.	Fishing-boat <i>Useful</i> , of Kirkcaldy.	Montrose No. 2 Life-boat saved	6
Aug. 4.	5 p.m.	A boat of Penllech.	Moelfre Life-boat saved boat and	4
Sept. 2.	3 a.m.	S.S. <i>Cerigo</i> , of Liverpool.	Walmer Life-boat rendered assistance.	
" 2.	3.15 a.m.	Ditto.	North Deal Life-boat rendered assistance.	
" 2.	3.40 a.m.	Ditto.	Kingsdowne Ditto. Ditto.	
Oct. 10.	7.30 p.m.	Sloop <i>Jessie</i> , of Truro.	Mevagissey Life-boat saved vessel and	2
" 11.	6.30 a.m.	Brig <i>St. Louis</i> , of Fecamp.	Thorpeness Life-boat assisted to save	6
" 13.	7.40 p.m.	Schooner <i>Moses Parry</i> , of Carnarvon.	Holyhead No. 1 Life-boat rendered assistance.	
" 14.	6.30 a.m.	Schooner <i>W. D. Potts</i> , of Carnarvon.	Caister No. 2 Life-boat assisted to save vessel and 6.	
Nov. 1.	11.30 a.m.	S.S. <i>Odd</i> , of Bergen.	Fleetwood Life-boat remained by vessel.	
" 1.	6.15 p.m.	Schooner <i>Guiding Star</i> , of Runcorn.	Irvine Life-boat saved	4
" 4.	2 p.m.	S.S. <i>Rockcliff</i> , of West Hartlepool.	Harwich Life-boat rendered assistance.	
" 5.	6.40 p.m.	Schooner <i>Jane and Ellen</i> , of Whitby.	Runswick Life-boat saved	2
" 10.	2.45 a.m.	Barque <i>St. Olaf</i> , of Mariehamn.	Harwich Life-boat saved	12
" 10.	7.45 a.m.	Barque <i>Martha Brockleman</i> .	Walton-on-the-Naze Life-boat saved a dog.	
" 11.	5.12 p.m.	Barque <i>St. Olaf</i> .	Walton-on-the-Naze Life-boat assisted to save vessel.	
" 15.	2.20 a.m.	Dandy <i>Hiram</i> , of Lowestoft.	Gorleston No. 2 Life-boat assisted to save vessel and	5
" 16.	1.40 p.m.	Lugger <i>Damtleess</i> , of Gourdon.	Gourdon Life-boat remained by vessel.	
" 17.	1.10 a.m.	Smack <i>Harry Sinclair</i> , of Grimsby.	Withernsea Life-boat saved	6
" 17.	5.40 a.m.	Schooner <i>Jane Douglass</i> , of Gloucester.	Holyhead No. 1 Life-boat saved	5
" 17.	8.15 a.m.	Schooner <i>Talacre</i> , of Beaumaris.	Peel Life-boat saved	2
" 17.	9.45 a.m.	Smack <i>Prosperity</i> , of Carnarvon.	Girvan Life-boat remained by vessel.	
" 17.	11.30 a.m.	Three fishing-boats.	Stromness Life-boat rendered assistance.	
" 17.	11.45 a.m.	Schooner <i>Theda</i> , of Carnarvon.	Fleetwood Life-boat saved	8
" 17.	12.45 p.m.	Boat of Ketch <i>Favourite</i> , of Milford.	Port Eynon Life-boat saved	1
" 17.	9 p.m.	Gig <i>Boy Philip</i> .	St. Ives Life-boat saved	4
" 17.	9 p.m.	Gig <i>Bessie Jane</i> .	Do. Do.	4

			Lives saved.
1893.			
Nov. 18.	7 a.m.	No. 2 Pilot Cutter, of Dundee. Broughty Ferry Life-boat saved . . .	7
" 18.	8 a.m.	S.S. <i>Warrenspoint</i> , of Newry. Fishguard No. 2 Life-boat saved . . .	8
" 18.	11 a.m.	Cutter <i>Elizabeth</i> , of Tenby. Tenby Life-boat saved . . .	4
" 18.	11 a.m.	Fishing lugger <i>Masher</i> , of Banff. Scarborough Life-boat rendered assistance.	
" 18.	2 p.m.	Brig <i>Carula</i> , of Wyborg. Runswick Life-boat saved . . .	6
" 18.	2.45 p.m.	Brigantine <i>Henry Harvey</i> , of Hayle. Holyhead No. 1 Life-boat saved . . .	2
" 18.	3.30 p.m.	Trawler of Overstrand. Cromer Life-boat saved . . .	5
" 18.	3.30 p.m.	Trawler of Runton. Cromer Life-boat saved . . .	3
" 18.	4.30 p.m.	S.S. <i>Gannet</i> , of North Shields. Redcar Life-boat saved . . .	7
" 18.	5 p.m.	Schooner <i>Rebecca</i> . Holyhead No. 1 Life-boat saved . . .	4
" 18.	5 p.m.	Brigantine <i>Henry Harvey</i> , of Hayle. Holyhead No. 1 Life-boat saved . . .	6
" 18.	7.45 p.m.	Brig <i>Romulus</i> , of Dover. Robin Hood's Bay Life-boat saved . . .	6
" 18.	12.15 a.m.	Schooner <i>Marie</i> , of Lynn. Lowestoft No. 2 Life-boat saved . . .	5
" 19.	6 a.m.	Schooner <i>Minerva</i> , of Goole. Pakefield No. 1 Life-boat rendered assistance.	
" 19.	6.30 a.m.	Ketch <i>Dayspring</i> , of Hull. Lowestoft No. 2 Life-boat saved . . .	3
" 19.	8 a.m.	Brigantine <i>Lizzie Lee</i> , of Goole. Sutton Life-boat saved . . .	5
" 19.	10 a.m.	Dandy <i>M. A. Watkin</i> , of Grimsby. Gorleston No. 1 Life-boat saved.	5
" 19.	10 a.m.	Fishing-boat <i>Stephen and Sarah</i> , of Ramsgate. Walmer Life-boat saved . . .	2
" 19.	10.45 a.m.	Lugger <i>Bantam</i> , of Hastings. Eastbourne Life-boat saved . . .	4
" 19.	noon	Ketch <i>Frank</i> , of Grimsby. Skegness Life-boat saved . . .	7
" 19.	1.35 p.m.	Smaek <i>Sir Wilfred Lawson</i> , of Grimsby. Lowestoft No. 2 Life-boat saved . . .	7
" 19.	3 p.m.	Ketch <i>Dayspring</i> , of Hull. Lowestoft No. 2 Life-boat assisted to save vessel.	
" 20.	7 a.m.	Russian Barque <i>Venscapen</i> . Aldeburgh Life-boat saved . . .	14
" 20.	7 a.m.	Pilot-cutter <i>Fox</i> , of Hull. Aldeburgh Life-boat assisted to save vessel and . . .	7
" 20.	8 a.m.	Schooner <i>Nora</i> , of Mandal. Clacton Life-boat saved vessel and . . .	7
" 20.	8 a.m.	Steamer <i>Helvetia</i> , of Liverpool. Newquay (Cornwall) Life-boat saved . . .	2
" 20.	10 a.m.	Steamer <i>Rayner</i> . Bridlington Quay Life-boat assisted to save vessel and . . .	17
" 20.	11.45 a.m.	Barque <i>Elphinstone</i> , of Christiana. Walton-on-the-Naze Life-boat saved . . .	14
" 20.	3.30 p.m.	Ketch <i>Excel</i> , of Poole. Scarborough Life-boat saved . . .	3
" 21.	12.45 a.m.	Barque <i>Alpha</i> , of Moss. Gorleston No. 1 Life-boat assisted to save vessel.	
" 21.	5 a.m.	Barque <i>Harold Haarfager</i> . Clacton Life-boat saved . . .	11
" 21.	9 a.m.	Barque <i>Alpha</i> , of Hernosand. Southwold No. 1 Life-boat assisted to save vessel.	
" 21.	9 a.m.	Barque <i>Johanne Marie</i> , of Christiania. Dover Life-boat saved . . .	7
" 22.	12 noon	Schooner <i>Jean McCrae</i> , of Ardrossan. Ramsey Life-boat saved . . .	4
" 22.	1.45 p.m.	Barque <i>Anna</i> , of Copenhagen. Clacton Life-boat saved . . .	10
" 23.	6 a.m.	Brig <i>Kate and Anna</i> , of Malmo. Hunstanton Life-boat saved . . .	7
" 23.	11.30 p.m.	Fishing-boat <i>Mon Ami</i> . Montrose No. 1 Life-boat rendered assistance.	
" 26.	12.45 p.m.	S.S. <i>Macrae</i> , of Glasgow. Ramsey Life-boat assisted to save vessel.	
" 27.	8.45 p.m.	Ketch <i>Ceres</i> , of Bude. Bude Life-boat saved . . .	3
Dec. 1.	9.30 a.m.	Three fishing cobs. Cullercoats Life-boat rendered assistance.	
" 1.	9.45 a.m.	Fishing cobs. Newbiggin Life-boat remained afloat.	
" 6.	2 p.m.	S.S. <i>Marion</i> , of Bristol. Ferryside Life-boat landed crew, 6.	
" 8.	10.30 a.m.	Barque <i>Eivion</i> , of Carnarvon. Orme's Head Life-boat rendered assistance.	
" 8.	12.30 p.m.	Barge <i>J. D. Gough</i> , of Rochester. Southend (Essex) Life-boat saved vessel and crew . . .	2
" 10.	10.15 a.m.	Brigantine <i>Sultana Reina</i> , of Liverpool. Ramsey Life-boat saved . . .	6
" 10.	11.30 a.m.	Six fishing-boats. Arbroath Life-boat rendered assistance.	
" 14.	12. 2 a.m.	Boat of barque <i>Althea</i> , of Grinstead. Port Eynon Life-boat saved. . .	10
" 15.	5.30 p.m.	Schooner <i>Not Forgot</i> , of Chester. Ramsey Life-boat saved . . .	3
" 16.	8.30 p.m.	Schooner <i>Conquest</i> , of Padstow. Exmouth Life-boat rendered assistance.	
" 18.	8.45 a.m.	Schooner <i>Branch</i> , of Dartmouth. Walton-on-the-Naze Life-boat saved . . .	5
" 18.	3.30 p.m.	Yawls <i>Willie and Brothers</i> . Wexford No. 1 Life-boat rendered assistance.	
Total lives saved by the Life-boats in 1893, in addition to 28 vessels			427
Rewards were also granted by the Institution in the same period for saving by means of Fishing and other Boats			170
Total for 1893			597

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patron—Her Most Gracious Majesty the Queen.

Vice-Patrons—
 { HIS ROYAL HIGHNESS THE PRINCE OF WALES, K.G.
 HER ROYAL HIGHNESS THE PRINCESS OF WALES.
 H.R.H. THE DUKE OF SAXE-COBURG AND GOTHA, DUKE OF EDINBURGH, K.G.
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Chairman—SIR EDWARD BIRKBECK, BART., V.P.

Deputy-Chairman—Colonel FITZ-ROY CLAYTON, V.P.

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



APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that during the past year (1893) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £65,703 on its 303 Life-boat Establishments.

GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING 1893.

		£	s.	d.
Number of Lives rescued by Life-boats, in addition to				
28 Vessels saved by them	427	...	...	...
Number of Lives saved by Shore-boats, &c.	170	...	...	...
Amount of Rewards granted during the Year . . . . .	...	9,408	18	-
Honorary Rewards:—Silver Medals and Clasps	29	...	...	...
Binocular Glasses	15	...	...	...
Aneroid Barometer	1	...	...	...
Votes of Thanks on Vellum	53	...	...	...
Certificate of Service	7	...	...	...
Total	105	597	£9,408	18 -

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 37,854; for which services 98 Gold Medals and Clasps, 1,120 Silver Medals and Clasps, 231 Binocular Glasses, 15 Telescopes, 6 Aneroid Barometers, 1,447 Votes of Thanks, inscribed on vellum and framed, 39 Certificates of Service framed, and £139,632 have been given as Rewards.

The Committee earnestly appeal to the British Public for Funds to enable them to maintain their 303 Life-boats now on the Coast and their Crews in the most perfect state of efficiency. This can only be effected by a large and *permanent annual income*. The Annual Subscriptions, Donations and Dividends are quite inadequate for the purpose. The Committee are confident that in their endeavour to provide the brave Life-boatmen, who nobly hazard their lives in order that they may save others, with the best possible means for carrying on their great work, they will meet with the entire approval of the people of this the greatest maritime country in the world, and that their appeal will not be made in vain, so that the scope and efficiency of our great Life-saving Service, of which the Nation has always been so proud, may not have to be curtailed.

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. COVUTTS and Co., 59 Strand; and by all the other Bankers in the United Kingdom.—1st February, 1894.