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THE "LIFE-BOAT SATURDAY" MOVEMENT RAPIDLY DEVELOPING.

IN our Annual Report published in May special attention was drawn to the fact that the Committee had appointed Organising Secretaries to promote "Life-boat Saturday" demonstrations, and to form new inland Branches. Very encouraging results have already been obtained, and many most successful and thoroughly enthusiastic demonstrations have since taken place, besides which arrangements have been made for others to be held before the year closes. In addition to the Saturday demonstrations, several influential bodies have organised parades, concerts and entertainments for the purpose of raising funds for the cause, the most important of these being the Cyclist Parade, promoted in Liverpool by the National Cyclist Union (Liverpool Centre) and the Harrier Clubs of Liverpool and district, and the entertainment given by the Queen of Hearts Burlesque (Amateur) Company at Huddersfield. The cities and towns in which "Life-boat Saturday" demonstrations and collections have already been held this year include:—Accrington, Anstruther, Batley, Birmingham, Blackburn, Darwen, Dewsbury, Edinburgh, Glasgow, Huddersfield, Leeds,

Leicester, Newport (Isle of Wight), North Berwick, Rochdale, Sheffield, Swansea, and Warrington, while similar demonstrations will, it is hoped, shortly take place at Belfast, Blackpool, Bradford, Bristol, Dumbarton, Halifax, Hull, Lakes District, Middlesbrough, Newport (Mon.), Nottingham, Plymouth, Scarborough, Southampton, and Teignmouth. The Committee are most grateful to all who have given a helping hand, either directly or indirectly, and they trust that many others will yet come forward to assist in promoting not only "Life-boat Saturday" and "Life-boat Sunday" collections, but also Ladies' Committees, which have proved an invaluable adjunct to the "Life-boat Saturday" movement. Some ladies and gentlemen have pre-eminently distinguished themselves in their self-sacrificing efforts in the interests of the cause, and of these we cannot but specially mention Mr. and Mrs. MACARA, of St. Anne's-on-the-Sea, both of whom have thrown themselves heart and soul into the work, and have done wonders in developing the "Life-boat Saturday" and Ladies' Committee movements, of which they were respectively the originators.

THE LIFE-BOAT INSTITUTION AND THE CITY OF LONDON.

A PUBLIC meeting in furtherance of the objects of the ROYAL NATIONAL LIFE-BOAT INSTITUTION was held on Wednesday afternoon, the 13th June last, in the Egyptian Hall at the Mansion House, by the special invitation of the Right Hon. the LORD MAYOR OF LONDON, who presided.

The meeting was attended by a large number of influential citizens and the general public, amongst whom were His Royal Highness the DUKE OF SAXE-COBURG AND GOTHA, K.G., Captain the Right Hon. LORD CHARLES BERESFORD, R.N., C.B., SIR EDWARD BIRKBECK, Bart., SIR THOMAS SUTHERLAND, K.C.M.G., M.P., The Venerable the ARCHDEACON OF LONDON, Colonel FITZROY CLAYTON, Admiral J. HALLIDAY CAVE, C.B., PERCEVAL ALLEYN NAIEN, Esq., Admiral SIR WILLIAM DOWELL, K.C.B., Mr. R. U. PENROSE FITZ-GERALD, M.P., Mr. W. H. LYALL, SIR SYDNEY WEBB, K.C.M.G. (Deputy Master of the Trinity House), Colonel HOZIER (Secretary of Lloyd's), Mr. L. T. CAVE, SIR ALLEN YOUNG, C.B., Mr. ROBERT ESCOMBE, Admiral CHATFIELD, C.B., Mr. JOSEPH F. GREEN, SIR GEORGE HAYTER CHUBB, Mr. CHARLES DIBDIN (Secretary of the Institution), General ROSS, Mr. W. J. SOULSBY, Lieut. GARTSIDE-TIPPING, R.N., Admiral LE HUNTE WARD, C.P., Mr. C. A. KENT (Secretary of the Trinity House), Lieut. KEPPELL, R.N. (in attendance on the DUKE OF SAXE-COBURG), SIR SIMON STUART, Bart., and many others.

The SECRETARY announced that numerous letters had been received from noblemen and gentlemen stating their great regret at being unable to be present, and expressing their most cordial sympathy with the objects of the meeting. Amongst them were the BISHOP OF LONDON, the DEAN OF ST. PAUL'S, the MARQUIS OF AILSA, Admiral Lord ALCESTER, EARL NORTHBROOK, EARL PERCY, EARL WALLISGRAVE, Lord GEORGE HAMILTON, M.P., Alderman SIR REGINALD HANSON, M.P., A. G. H. GIBBS, Esq., M.P., Dr. ADLER (Cheif Rabbi), Mr. HENRY KIMBER, M.P., the Postmaster-General, the Governor of the Bank of England, Admiral of the Fleet SIR ALEX. MILNE, the City Chamberlain, Alderman DAVIES and Alderman TRELOAR.

The LORD MAYOR, in commencing the

proceedings of the meeting, said, "It is with great pleasure that I have invited you here to-day to ask you to co-operate with me in endeavouring to assist the ROYAL NATIONAL LIFE-BOAT INSTITUTION, one of the most meritorious and useful voluntary institutions in this the greatest maritime country of the world. Indeed, there is perhaps no society which better deserves the best financial support of the citizens of London, whose interests are so closely connected with the safety of our ships and sailors. The Institution, since its establishment in 1824, has granted rewards for the saving of upwards of 38,000 lives by means of its Life-boats and in other ways, and it is to ensure the continuance of this grand work that I now plead. The speakers who will follow me will indicate more minutely the manner in which we as citizens may help the cause, but what I want to impress upon you is the absolute necessity for providing a permanent annual income for the Society, more especially in the way of annual subscriptions. Donations and gifts are very useful, but what is wanted most of all is well-sustained help in the form of annual subscriptions. I sincerely trust that the outcome of this great and influential meeting will be that our leading citizens and the City Guilds will take the matter earnestly to heart and in hand, and set a worthy example to the other cities and large towns of the United Kingdom, several of which have already enthusiastically raised large sums of money for the cause by means of 'Life-boat Saturday' demonstrations and in other ways."

H.R.H. the DUKE OF SAXE-COBURG AND GOTHA, who was received with cheers, said, "It is with great pleasure that I have responded to the invitation of SIR EDWARD BIRKBECK to come down here to-day and propose the first resolution. I do not propose to go into a long account or to give statistics of the work of this Institution, but there are some points to which I must allude. You all are well acquainted with the magnificent work—the number of lives saved has been already mentioned by the LORD MAYOR—done by this Institution, and the heroic manner in which the brave men who man

the Life-boats save so many lives which would otherwise inevitably perish. There is another point which must be particularly noticed, namely, that this Institution is supported by voluntary contributions. I think it is the proud boast of England that most, if not all, of its philanthropic work is done by means of voluntary contributions. But those who have the management of these institutions, whether they be hospitals or institutions of this description, know that with each succeeding year the claims upon the income increase, whereas the income from voluntary sources is of a fluctuating nature. The object of this meeting is specially to try to secure that this income should not be fluctuating, but should be at all times adequate for its requirements. There have been special demands made upon this Institution during the last few years in respect of new stations, including boathouses, new slipways, improvements to boats, higher pay to crews during the winter months, cost of the first steam Life-boat, and other things which render it imperative to make a more energetic appeal to the public. At Manchester and Salford the 'Life-boat Saturday' movement was initiated in 1891 by Mr. C. W. MACARA, and since then many other large towns have taken up the movement with great success. 'Life-boat Saturday' processions and public demonstrations have been carried out, and have been found to be most useful and admirable, and the other towns in Lancashire and other places have come forward in the most handsome manner. The great idea with which I understand this particular meeting has been started is to bring London into accord with those other great towns who have made an advance in this matter (cheers). I understand that London has not contributed to the Life-boat Institution in an adequate proportion to its commercial importance. In 1892, according to the Board of Trade returns, the number of vessels entering and leaving the port of London was 77,753, with a tonnage approaching 22,000,000. If public demonstrations and processions cannot easily be carried out in London as they are in Manchester, Liverpool, Glasgow, Dundee and other places where street collections are made with much success, I think a strong representative

committee should be formed in the City, at all events, and other portions of this work could probably be successfully pressed by this committee in other ways. It is to the trading communities and the companies of the City of London that we must look for a larger proportion of the much-needed assistance, without which the increasing demands on the Institution cannot be met. I have much pleasure in proposing the following resolution:—

“That this Meeting of Citizens of London is of opinion that the ROYAL NATIONAL LIFE-BOAT INSTITUTION, which is maintained entirely by voluntary contributions, deserves the most earnest and hearty support of the people of this the first maritime port in the world, and pledges itself to do its utmost to promote its objects and welfare.”

Sir T. SUTHERLAND, M.P., seconded the motion, and expressed the pleasure they all felt that though his Royal Highness was now a German sovereign, he still remained an English prince (cheers), interested particularly in those nautical affairs to which he owed his training. No doubt, owing to the strides of science, there was not as many lives lost now as formerly, but on the other hand there was an enormous increase in the tonnage of our ships and in the mileage they ran. The ROYAL NATIONAL LIFE-BOAT INSTITUTION was a sort of great national insurance against loss of life. It was not only the lives that were saved that were so valuable, but it was the knowledge that when a mariner was wrecked on our coasts he knew the Life-boat would come out to save him (cheers). He was aware that some few people thought the Institution should be managed by a Government department; but most of them who had experience of Government departments were quite satisfied that the Board of Trade had quite sufficient work of its own, and could never do the work of the Institution with the same efficiency with which it was now performed (loud cheers).

The Ven. ARCHDEACON OF LONDON supported the motion, expressing on behalf of the City clergy their hearty sympathy with the objects of the Meeting. He could personally testify to the splendid work done by the Institution on the coast.

The Resolution was carried unanimously.

Captain Lord CHARLES BERESFORD then moved:—

"That steps be at once taken to form a branch of the Institution in the City of London, and that the following gentlemen be invited to join the Committee, with power to add to their number:—The Right Hon. the LORD MAYOR, the Sheriffs of London, the Members of Parliament for the City of London, the Very Rev. the Dean of St. Paul's, the Governor of the Bank of England, the Chairman of the London Chamber of Commerce, the Chairman of Lloyd's, the Chairman of the Stock Exchange, the Chairman of the Peninsular and Oriental Steam Navigation Company, the Deputy-Master of the Mint, the Deputy-Master of the Trinity House, Vice-Admiral A. J. CHATFIELD, C.B., Mr. HENRY HUCKS GIBBS, Mr. HAMILTON NOEL HAMILTON-HOARE, the Right Hon. Sir JOHN LUBBOCK, Bart., F.R.S., M.P., Mr. FREDERICK D. MOCATTA, and Mr. PERCEVAL ALLEYN NAIRNE, Honorary Secretary, *pro tem.*, Mr. W. R. SMITH."

He understood that last year, while the ordinary income of the Society was only 56,000*l.*, it was necessary to spend 83,000*l.* Of course it was bad business to spend more than was coming in, and upon calculation he found that if more money were not forthcoming than last year they would eventually have to take off many Life-boats. Much money was spent on slip-ways, from which to launch the boats, some of which cost 1,500*l.* each; in drilling the men, which was very necessary; in rewarding them for life-saving services, &c. Altogether, a very large expenditure was indispensable to keep up the 305 Stations of the Institution around the coasts. The commerce of our country represented about 1,000 millions of money, while we owned two-thirds of the shipping of the world, and employed some 216,000 seamen. Unfortunately, many of our ships went out undermanned, which was a great cause of accident. From 1876 to 1892 there were 1,300 ships missing, on which 16,000 people went down. In the same period there were 14,000 people drowned on ships, the details of the loss of which were known. During that same time the Institution saved no less than 13,000 lives (cheers). He said it was a grand thing for the people of this country to support an Institution like that. It showed what could be done by pluck, gallantry and voluntary subscriptions (cheers). The needs of the Institution were greater than ever, because our shipping was increasing, and we were more dependent on

our mercantile marine for our water-borne produce. It was sad to see that the funds were in some directions decreasing, and he hoped that would be obviated by the present meeting. He was glad to see the question of electrical communication between light-ships and the shore was being taken up, as he believed it would do a great deal to help in saving life and to make the work of the Life-boats more timely and efficacious (cheers). He would heartily oppose any proposition that the Government should take over the Life-boat Service. They did assist at present by lending coastguard men at a few of the stations to man the boats, but these men were man-of-war's men, who had not the local knowledge which was necessary in Life-boat work. What was wanted in the present state of things was a little more enthusiasm, and that was what they had come there for (cheers). A generous few gave largely, but what was wanted was the small subscriptions of the many, not so much now for new boats but to keep up properly what they had got. He concluded by urging each one present to try to get a friend to give a small annual subscription to the funds of the Society (loud cheers).

Sir GEO. H. CHUBB seconded the motion, and said they should have no hesitation in making the appeal they did on behalf of the Institution whose claims were superior to those of any other Society which appealed to Englishmen.

The Resolution was agreed to with acclamation.

The DUKE OF SAXE-COBURG AND GOTHA said, "I beg to propose a resolution thanking the LORD MAYOR for taking the chair upon this occasion, and for placing this ancient hall at the disposal of the Institution for holding the meeting. I think it is a most fitting thing that this meeting should be held in this hall under the LORD MAYOR's presidency, for this building has been so long associated with every philanthropical undertaking, and the LORD MAYOR for the time being has been at the head of such movements (cheers). It has given me great pleasure to think that in his capacity as LORD MAYOR the Chairman will have his name at the head of the Committee which has been proposed by the last resolution. I now beg to move—

"That the best thanks of this Meeting be tendered to the Right Hon. THE LORD MAYOR

for his kindness in presiding on this occasion and for permitting the Meeting to be held in the Mansion House" (cheers).

Sir EDWARD BIRKBECK, Bart., said: "I most cordially second the resolution which His Royal Highness has moved, and on behalf of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, I beg to express our deepest gratitude to the LORD MAYOR in the first instance for having on the occasion of our Annual Meeting suggested that this public meeting should be held. We thank him most heartily on behalf of all our crews, and for everybody connected with the Institution for presiding on this occasion. Since I have been in this hall a gentleman connected with the Stock Exchange in-

formed me that when our posters were put about yesterday a certain number were placed in the Stock Exchange, and they were received with rattling cheers. I can only hope, as a suggestion, that the Stock Exchange will see their way some time during the year to hold a 'Life-boat Stock Exchange Day,' and if that is the case with them I am sure they of all people will set a brilliant example to the city to come forward and support the movement suggested to-day" (cheers).

The motion having been put to the Meeting by His Royal Highness, was carried *nem. con.*, and the LORD MAYOR having suitably responded, the proceedings terminated.

THE NEW STEAM LIFE-BOAT, "CITY OF GLASGOW."

THIS Life-boat, a full description of which was given in No. 171 of our Journal last February, was sufficiently far advanced to attend the highly successful "Life-boat Saturday" demonstration which took place in Glasgow on Saturday, the 16th June last, when she was publicly named, in the presence of at least 30,000 people, by Mrs. BELL, the wife of the LORD PROVOST. It will be remembered that the cost of the boat has been raised for the Institution by the citizens of Glasgow in connection with the "Life-boat Saturday" demonstrations of 1893 and 1894.

The LORD PROVOST, in making the presentation of the boat on behalf of the subscribers, referred in terms of praise to the great work which had been accomplished in the past by the ROYAL NATIONAL LIFE-BOAT INSTITUTION. He said that up to the close of last year it had granted rewards for saving 37,855 persons from shipwrecks on our coast, and when they looked round and considered that on their side of the River Clyde there were then within view about that number of people, they had brought home to their minds how great a work that was. Again, there was not only the saving of the lives of all those people from "watery grave, but they had also the

many thousands interested in them to whom the Institution had brought joy and gladness.

The Parent Institution was represented by Colonel FITZROY CLAYTON, the Deputy Chairman of the Institution, and by Mr. KEPPEL H. FOOTE, late Lieutenant R.N., the Inspector of the Northern District.

The gift was acknowledged in grateful terms by Colonel FITZROY CLAYTON, who said that the splendid efforts put forth by Mr. MACARA and other good friends of the Institution in the North were most highly appreciated by the Central Committee. He hoped other ports would imitate the good example shown by the city of Glasgow, and that plenty of funds would be forthcoming for the maintenance of the 311 Life-boats of the Institution, including rewards to the gallant men who worked the boats and compensation to widows and orphans in case of loss of life.

The Life-boat, on her return from Glasgow, was handed over to the builders, Messrs. R. and H. GREEN, of Blackwall Yard, for completion and bringing up in all points to the specification, prior to being finally taken over by the Institution for duty. Harwich has been selected as the station at which the boat is to be placed.

A LIGHT-SHIP ELECTRICALLY CONNECTED WITH THE SHORE.

(From *The Times*, 20th March, 1894.)

THE Royal Commission on Electrical Communication with Light-houses and Light-vessels recommended that five light-vessels be immediately connected with the shore by a telegraphic cable, viz., the Goodwin, at the north end of the sand; the Kentish Knock, at the Thames entrance; the Shipwash, off the Suffolk coast; the Hasborough, off the Norfolk coast; and the Scarweather, off the northern shore of the Bristol Channel, to the southward of Swansea Bay. From the experience gained by the experimental connection of the Sunk Light-vessel with the shore for a continuous period of eighteen months, it has been found that there is no serious difficulty in maintaining the electric connection between a light-ship and the shore. But there are light-ships and light-ships—some moored in quiet waters where turbulent seas are unknown and the vessels ride easily; others where they are subjected to continual jumping over short waves; others where real ocean rollers are experienced, causing the vessel at times to be lifted up on the crest of a huge wave and to be dropped into the following depression. In the case of the Sunk Light-ship very heavy seas were seldom or never experienced, the bottom was even, and the 11 miles of electric cable lay comfortably enough on the sea-bed all the way to Walton-on-the-Naze. A light-ship is ordinarily moored with a single chain cable, the links being of $1\frac{1}{2}$ -in. iron, attached to a mushroom anchor weighing from 2 to 3 tons. The vessel is never allowed to pull taut upon her anchor; a quantity of the chain cable is allowed to lie on the bottom, and as the ship rises to a wave she pulls at the loose chain, the weight of which is sufficient to hold her and yet gives sufficiently to enable her to surmount the waves. In bad weather a greater scope of chain is veered out, and on the judicious management of the cable mainly depends the secure riding of the vessel. During the last thirty years no light-ship in the Trinity House service has broken adrift even in the worst weather. In addition to the riding of the vessel over broken water, she swings

with the tide, going round sometimes one way and sometimes another. It will, therefore, be understood that these somewhat complicated movements of the light-ship with a heavy chain cable pendent from her bows and much loose chain on the bottom constitute serious difficulties in the way of leading out from the light-ship another cable of much less strength in such a manner as to avoid entanglement with the mooring chain. Many projects have been put forward for accomplishing this, but the large majority of the projectors have failed to realise the difficulties of the problem. The plan adopted in the case of the Sunk Light-ship was on the principle that the electric cable should be so led away that it could not get entangled with the mooring chain. To effect this two mushroom anchors were laid a considerable distance apart, to each of which was attached a sufficient length of chain cable. These lengths of chain were brought together and joined to a large swivel, and from the top of the swivel a single veering chain passed into the light-ship through the hawse pipe. This swivel, designed and patented by Mr. F. Bedwell, of the Telegraph Construction and Maintenance Company, had a circular hole through its centre, and a light electric cable from the vessel was carried through this hole and spliced on to the main electric cable, which ran in quite a different direction from that of either of the two arms of mooring-chains and anchors. One great necessity appeared to be that the swivel should be always kept above the sea bottom, so as to insure that the telegraph cable was kept free from contact with the mooring chains. After some experience with this plan, of course involving some failures and fractures, it was ultimately found practicable to keep the electric cable intact without interfering materially with the safe and secure riding of the ship. As she swung round with the tide the light electric cable was passed over by hand, when necessary, to the other side.

It is now satisfactory to chronicle the fact that another and a most important light-ship has just been put in electric

communication (we hope permanently) with the shore. The Kentish Knock Light-ship is in every sense an outside vessel, and is moored in about 12 fathoms at low water. She is 18 miles from the nearest land, and marks the sandbank from which she takes her name in the sea approaches to the river Thames. She is exposed to heavy seas, especially when the wind is easterly. The nearest land is the North Foreland, and it is from the post-office at Kingsgate that the submarine cable is now taken to the light-ship. Owing to the much more exposed position of this vessel than that of the Sunk, it has been necessary to adopt greater precautions in respect of the moorings. Instead of two arms of moorings there are four—*i.e.*, there are four mushrooms placed in relation to the ship's position N.E., S.E., S.W. and N.W. Four chain cables, each about 210 fathoms long, from these mushrooms are brought together at a centre swivel (Bedwell's patent) and connected to the four outer loops of the swivel, and from the swivel two chain bridles pass into the ship. The swivel has to be kept about 6 fathoms above the sea bottom, and thus it will be seen that the vessel has to carry a great weight from her bows. The laying of these moorings and fixing the ship to them has been carried out, under the directions of the Elder Brethren of the Trinity House, by the Superintendent of the London District, Mr. Hattersley, and Mr. Reading, the master of the Trinity steamer *Vestal*. All things being ready for the reception of the electric cable, the Post Office authorities were informed, and the cable-ship *Monarch* was despatched to lay the submarine cable from Kingsgate. Under the personal directions of Captain Lumsden, Submarine Superintendent of

the Post Office, and other officers of the Department, this work was quickly done and the cable brought across the embouchure of the Thames to the Kentish Knock. A lighter cable was then reeved through the central hole in the swivel and taken inboard, the other end being spliced on to the main cable, and at 3 o'clock last Wednesday afternoon a message was sent through from the light-ship to the General Post Office, to the effect that the first of the permanent light-ship cables had been successfully laid and communication established. How long the communication will be maintained experience only can determine, but there is good reason to hope that the real difficulties have been practically overcome, and that we need not expect any prolonged failure in keeping up the connection. But, on the other hand, it must be borne in mind that the light-ship has an enormous weight from her bows, that to a certain extent she is pinned down, and cannot have the freedom of a vessel riding with only a single chain cable. Whether this will be in any way prejudicial to the safety of the ship in the worst weather remains to be seen, but the master will always be able, in case of danger, to let the swivel drop on to the bottom, and so insure the ship's safety. Such a proceeding, however, would most likely result in the breaking of the electric cable.

The Trinity yacht *Irene*, with Sir Sydney Webb, Captain Vyvan and Sir Leopold M'Clintock, tested the communication on their return journey after escorting Her Majesty to Flushing.

The Trinity House and Post Office are working together in much harmony in this matter, and are now giving their attention to the connection of the Goodwin Light-ship with the shore.

THE LIFE-BOAT INSTITUTION AND THE MERSEY DOCK AND HARBOUR BOARD.

FOR several years past the officers of the MERSEY DOCK AND HARBOUR BOARD have been so much occupied and pressed by their many important duties that they have found it simply impossible to give the attention and care which they could

have wished to the Life-boat service of the Board, established for the protection of vessels entering and leaving the Mersey. This fact has been fully recognised by the Board, and the adverse but not always fair criticism which has of late been

passed upon them in the Press and elsewhere, as a result of occasional failures in connection with the Life-boat service, has led the Board to listen to the suggestion made to them through the Local Committee of the Liverpool and New Brighton Branch of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, that the Institution should take over their Life-boat Service and manage it for them. At the Annual Meeting of the Branch held in February last it was proposed by Mr. JAMES SAMUELSON that a deputation should be appointed to confer with the Board in the matter. The suggestion was at once adopted, and the deputation—or sub-committee, as it may be called—which consisted of Admiral GOUGH, C.B., Messrs. HAROLD D. BATESON, FRANCIS HENDERSON and C. H. BELOE, Captain BLENNERHASSET and Mr. EUSTACE STRACY, set to work in earnest

to bring about the suggested transfer. After careful consultation between the Dock Board authorities and the Institution's Liverpool and New Brighton Committee, an agreement was at length arrived at, and the transfer, which dates from the 1st July last, has been made. The success of the negotiations is however in no small degree due to the tact and energy of Mr. HAROLD D. BATESON, a well-known Liverpool solicitor, and the Honorary Secretary of the Liverpool Branch. Mr. BATESON threw himself heart and soul into the matter and, being well backed up by the Committees in Liverpool and London, carried it successfully through. We confidently hope that the change will result in increased efficiency in the life-saving service of the Mersey.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.

FLEETWOOD.—In accordance with the wishes of the Life-boat men, the Life-boat which is kept moored afloat at Fleetwood has been replaced by a new sailing boat, which is a modification of the large one designed in 1887 for the Southport Station, and is fitted with water ballast confined in five tanks, being also provided with a deck, relieving valves and side air-cases similar to those of the self-righting boat; she has a large drop keel and a "turtle-back" deck forward to throw off the seas which may break over her bows, and is not self-righting. She is 43 feet long, 12½ feet wide, and is fitted to row 10 oars when required. Her cost has been defrayed from a legacy bequeathed to the Institution by the late Mr. JAMES PICKUP, of Southport, and the boat, in accordance with the wishes of the testator, is named the *Maude Pickup*.

STAITHES, YORKSHIRE; BRIXHAM and ILFRACOMBE, DEVON; and FRASERBURGH and MONTROSE, SCOTLAND.—The Life-boats

on these stations have recently been replaced by new and improved boats, all of the self-righting type.

The Staithes boat is one of the 34 feet, 10-oared class, and is named the *Jonathan Stott*; her cost was met from a legacy bequeathed by the late Mr. JAMES MAUD STOTT, of Rastrick, for a boat to be thus named and stationed on the coast of Yorkshire.

The new Life-boat for Brixham is 38 feet long, 8 feet wide, and rows 12 oars double banked. She is one of the five endowed boats for the English coast provided for in the will of the late Mr. R. A. NEWBON, of Islington, and in accordance with his wishes she will always be known as the *Betsy Newbon*.

The Ilfracombe Life-boat, like her predecessor, the cost of which was provided by the Co-operative Union, Limited, is named the *Co-operator No. 2*; she is a 12-oared boat, 37 feet in length and 9 feet in width.

The new Life-boats for the Scotch coast are both 38 feet 12-oared boats, and the outlay for them has been met by legacies; that for Fraserburgh from the bequest of the late Mrs. SARAH ANN LEE, of Gunnersbury, the boat being named the *Anna Maria Lee*, and that for Montrose No. 1 SELSEY, SUSSEX.—An additional Life-boat Station has been formed at this place, a large drop-keel sailing boat having been sent there for service on the outer shoals, eight or nine miles off the land, the present 34 by 7½ feet Life-boat being retained for inshore work. The late



Station, which is to be known as the *Robert Henderson*, from the estate of the late Mr. PATRICK HENDERSON, of London, who had desired that a Life-boat thus named should be placed somewhere on the east coast of Scotland, between Peterhead and Pittenween.

Mr. NEWBON'S munificent legacy to the Institution was utilised in the purchase of this new boat, which has been named the *Lucy Newbon*. On the occasion of the harbour trial of this Life-boat in the Shadwell Basin, London, in February last, she demonstrated in a remarkable degree her power of self-righting, after she had

been upset by the aid of a powerful crane. She readily righted with masts and sails set, the rest of the gear in her, jib and mizen sheets fast, and fore sheet slack, while at the same time she had weights representing fifteen men weighing 11 stone each lashed on the thwarts, and other

weights, in addition, to represent thirty-seven men on the lee gunwale. It was also shown that it required forty-two men on the gunwale of the boat to bring it awash, with the crew and gear in their places. The conditions in salt water would necessarily be better than in fresh water.

THE GERMAN LIFE-BOAT INSTITUTION.

(From the *Shipping World*, 1st July, 1894.)

WE learn from the Annual Report (for the year 1893-4) of the Deutsche Gesellschaft zur Rettung Schiffbrüchiger, read at the annual meeting of the committee held at Frankfort-on-the-Main on the 29th May, that in the course of the year the apparatus at the life-saving stations of the association were brought into successful active use as many as sixteen times. Altogether 87 persons, whose lives were in jeopardy, were rescued—75 through the agency of the boats, and 12 by the rocket apparatus. The number of lives saved by the means at the disposal of the Institution since its foundation has therefore risen to 2108. Of the whole number, 1,800 persons were rescued from 318 stranded vessels by means of the boats, and 308 persons from 68 stranded vessels by means of the

rocket apparatus. The number of the stations were increased last year by two, viz., the double station at Heringsdorf and the Life-boat station at Kolbergermünde-West, and there are now 114 altogether. Of this total, 70 are on the Baltic and 44 on the North Sea; 49 are double stations, *i.e.*, equipped with a boat and a rocket apparatus, 49 are boat stations, and 16 rocket stations only. The receipts from all sources during the year (subscriptions, donations and collecting-boxes) were 258,943 marks 35 pfennige (12,948*l.*), against 241,878 marks 16 pfennige (12,094*l.*) in the previous year. The expenditure amounted to 216,567 marks 31 pfennige (10,829*l.*), against 149,565 marks 27 pfennige (7,479*l.*) in the previous year. Of last year's expenditure about 2,500*l.* went to establish the two new stations.

SUMMER SANDS.*

Sounds of music float along;
Seas flow in with summer song;
For the sands are gay, and children play
Where storms rage fierce on wintry day.
"A penny in the slot—a peril from the sea!"
A coin from me, a coin from thee,
And one for the lass, winsome and wee;
Then—hurrah for the boats that breast the sea!

Sounds of mirth on the rippling tide
From passing boats that smoothly glide
Where waves sing sweet round rocks' rough feet,
And sea and shore each other greet.
"A penny in the slot—a peril from the sea!"
A coin from me, a coin from thee,
And one for the lass, winsome and wee;
Then—hurrah for the boys that *bent* the sea!

'Mid flowers gay and hedgerows green,
With all around a fairy scene—
Where Ocean sleeps like sleeping child,
Forgetting storms so fierce and wild.
"A penny in the slot—a peril from the sea!"
A coin from me, a coin from thee,
And one for the lass, winsome and wee;
Then—hurrah for the cox that cheats the sea!

W. PRYSE FISHER.

* The lines, "Summer Sands," were suggested by the following extract from one of Mr. John Heywood's popular tourist's guides:—

THE LIFE-BOAT.

The wreck-chart of the British Isles shows two symbolic marks on the Southport shore. The one mark is red and satisfactory—it indicates a Life-boat station. The other is black and sorrowful—it indicates wreck and disaster—a wreck and a disaster still fresh in the memory of many a mourning family in this and a neighbouring district. The visitor, as he strolls along the promenade among lawns and flowers, or through the picturesque cemetery a mile or so inland, may meet with monuments commemorative of both the heroism and the sadness of the circumstances. He may also pass a receptacle for contributions to the great Life-boat service of the country. Let him remember that the smallest trifle deposited in those receptacles will link the giver with heroes and encourage the heroes in their heroism. A penny in the slot produces many curious results, but what result can equal a *penny in the slot—a peril from the sea?*

THE WRECK REGISTER AND CHART FOR THE YEAR ENDED
THE 30TH JUNE, 1893.

WE heartily congratulate the BOARD OF TRADE on the very satisfactory information it has been able to place before the public, in its recently-issued Annual Blue Book, relative to the shipping casualties on the coast of the United Kingdom during the year ended the 30th June, 1893. The information is satisfactory—highly satisfactory—because the Board has been able to show, not only that there was a very marked decrease in the various classes of casualties during the period under consideration as compared with previous years, but also, which is of much greater importance, that the loss of life consequent on the casualties was less than one-half what it had been in the preceding year. In passing, however, it should be pointed out that the Life-boats of the ROYAL NATIONAL LIFE-BOAT INSTITUTION and the Rocket Apparatus of the BOARD OF TRADE were in no small degree the happy means of reducing the number of those who perished to such a comparatively low figure. In our Wreck article last year we reported with regret that the total number of casualties on our coast had risen to 4,710, whereas in the present instance the total has dropped to 3,499, a very large decrease of 1,211; while the total number of lives lost as a result of the casualties fell from 565—the number for the year ended the 30th June, 1892—to 275, a net decrease of 290, or more than 50 per cent.

The 3,499 casualties included those of all sorts befalling all classes of vessels, collisions, foundering, strandings, etc.; but, following our usual rule, we purpose to classify them all under three principal heads:—(1) total loss; (2) serious casualties; (3) minor casualties. In the year 1891-92 there was a considerable increase under each of these heads, but in the year 1892-93 there was a general fall; the serious casualties under heads Nos. 1 and 2 having come down from

1,866 to 1,282, a decrease of 584, while the minor casualties were reduced to 2,217, a falling off of 627. Life was lost in 89 out of the 3,499 casualties, but bad as this was, it was a considerable percentage improvement on the previous year, when there was loss of life in 163 of the total of 4,710 casualties.

As usual the collision cases were greatly in excess of any other class of accident, the total being 1,285, but this number, large as it is, is less by 295 than that shown for the previous year. Excluding collision cases, the cases of total loss fell from 362 to 189; the serious casualties from 996 to 673, and the minor casualties from 1,772 to 1,352. From these figures it will be seen that a very gratifying improvement is shown "all along the line."

Of the 3,499 casualties in the year 1892-93, 3,173 befel British and Colonial ships and steamers and 326 Foreign vessels, the former total being a large decrease of 1,036 as compared with the year before, while the latter was a falling off of 175.

The localities of the various casualties, irrespective of collisions, were:—east coast of England 547; north coast 367; west coast of England and Scotland and east coast of Ireland 827; north coast of Scotland 114; east coast of Scotland 145, and other parts 214; total 2,214, or 916 less than in the previous year.

The loss of life resulting from casualties of every description, including collisions, was as follows:—east coast of England 36, or 83 less than in the year 1891-92; south coast of England 36, or 94 less than in the previous year; west coast of England and Scotland and east coast of Ireland 98, a decrease of only 8 as compared with the year before; north coast of Scotland 34, or 13 more, this being the only increase, than in the year 1891-92; east coast of Scotland 12, or 32 less than in

the previous twelve months; other parts 59; total 275.

A black dot has been entered on the annexed chart of the United Kingdom against every spot where a shipping casualty of a serious nature happened on our coasts in the year ended the 30th June, 1893, so that our readers will at a glance see which parts of the coast have proved the most disastrous. The chart also shows the exact position of the 311 Life-boats of the Institution which serve as a protective chain around our rockbound shores.

Between 1861 and the 30th June, 1893, there were no less than 5,149 British, Colonial and Foreign vessels wrecked on our coast, every one of which resulted in the loss of life, the total number of persons so perishing being 22,789. Of the 275 lives sacrificed in the year 1892-93, 228 were from British and Colonial vessels, and 47 from Foreign vessels. If these totals are put side by side with those of the previous year it will be found that the number of lives lost from British and Colonial vessels was reduced by 244, and that those from Foreign ships showed a decrease of 46. Of the 275 lives lost 68 perished in foundered vessels, 57 in collisions, 61 in stranded vessels, 45 in missing vessels, as against 104 the year before, and the remaining 44 in explosions, washed overboard, etc.

It will be seen from the following table that during the last 40 years there has been a considerable fluctuation each year in the number of vessels meeting with casualties on the coasts of the United Kingdom, the totals being sometimes higher, sometimes lower, the general tendency, however, being an upward one; but the year we have been specially treating was a remarkable exception to the general rule, the total number of vessels meeting with casualties (3,499) being considerably less than in any year since 1873-74, excepting the year 1879-80, when the total was unusually low (3,138):—1854 (last six months), 458; 1855, 1,141; 1856, 1,153; 1857, 1,143; 1858, 1,170; 1859,

1,416; 1860, 1,379; 1861, 1,494; 1862, 1,827; 1863, 2,001; 1864, 1,741; 1865, 2,012; 1866, 2,289; 1867, 2,513; 1868, 2,131; 1869, 2,594; 1870, 1,865; 1871, 1,927; 1872, 2,381; 1873 (first six months), 1,206; 1873-4, 2,191; 1874-5, 4,259; 1875-6, 4,554; 1876-7, 5,017; 1877-8, 4,436; 1878-9, 3,716; 1879-80, 3,138; 1880-81, 4,297; 1881-2, 4,367; 1882-3, 4,363; 1883-4, 4,405; 1884-5, 3,764; 1885-6, 3,596; 1886-7, 4,224; 1887-8, 4,004; 1888-9, 4,272; 1889-90, 4,344; 1890-91, 4,198; 1891-92, 4,710, 1892-93, 3,499. Total, 115,195.

Sad as the loss of life which takes place year after year from shipwreck on our shores undoubtedly is, it is a matter for great thankfulness that notwithstanding in a little more than a generation as many as 26,628 lives have so perished, no less than 27,961 lives were saved in the same period by means of the Life-boats of the ROYAL NATIONAL LIFE-BOAT INSTITUTION and the other means employed and rewarded by the Institution. The number of lives saved, therefore, exceeded those lost by 1,333. In 1893, rewards were granted by the Committee for saving 598 lives.

The good work done by the Life-boats in the year 1892-93 was well supplemented by the aid given to distressed vessels and crews by the 303 Rocket apparatus and other stations of the BOARD OF TRADE, which resulted in the rescue of 614 lives, as against 389 lives saved by the same means in the year 1891-92, the increase being 225.

Glad as we have been to draw attention to the decrease in the loss of life last year arising from shipwreck on our shores, the fact must not be lost sight of that, notwithstanding improvements in the lighting of the coast, the establishment of electrical communication for life-saving purposes, the removal of dangerous wrecks, our large fleet of Life-boats and all the other valuable means in use to prevent the loss of life, there must and will always be shipwrecks and shipping casualties, resulting in many lost lives and sorrowing

families. The clear duty still remains therefore for all, old and young, rich and poor, to do what in them lies to minimise "sorrow on the sea" and to aid, even if the contribution be a very small one, in maintaining efficiently the LIFE-BOAT INSTITUTION, which points to its grand

life-saving record in the past as an incontestable proof of the very great benefits it has conferred and is still conferring, not only on this country but on the other countries of the world, deserving in return gratitude and loyal support.

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

RAMSGATE.—On the 2nd January, 1894, a message by telephone was received requesting that the Life-boat and tug might be sent to a vessel in danger. The steam-tug *Aid*, with the Life-boat *Bradford* in tow, left the harbour at 10.30 P.M. and proceeded through the Cudd Channel and along the land until the vessel was seen ashore near Broadstairs. The Life-boat was then slipped, and, letting go her anchor, veered alongside the vessel, which was the smack *Blue Bell*, of Ramsgate, and took off her crew of four men. A strong E. wind was blowing at the time with squalls of snow.

The Life-boat returned to her station at 1.30 A.M., and at 7 P.M. was again towed out by the steamer and rescued the crew of four men from the smack *Daisy*, of Ramsgate, which, in trying to enter the harbour at low water, took the ground and was driven on the West Rocks.

On the 23rd January, guns having been fired by the Goodwin light-vessel, the Life-boat and steam-tug went out and found the ship *Almendral*, of Bordeaux, bound from Sunderland for Valparaiso with a cargo of coal, stranded on the North Sand Head. With the united aid of the steam-tug, the Life-boat men and the crew of a tugger, the ship was got afloat and proceeded on her voyage.

On the 18th February, while a moderate gale was blowing from the E.S.E. with a rough sea, the brig *Hondeklip*, of Swansea, bound from Ghent for Dublin, was observed ashore on the north-east part of the Goodwin Sands. The steam-tug *Aid*, with the Life-boat *Bradford* in tow, proceeded to the sands, the boat was slipped and went to the vessel, but found her deserted. The boat then sailed to

leeward over the sand, and sighting the ship's boat, ran alongside and took out the master and three men. One of the men was dead when taken into the Life-boat and another died shortly afterwards.

CLACTON.—On the morning of the 4th January, while a whole gale was blowing, with a very heavy sea, the coxswain of the Life-boat saw a vessel stranded on the Buxey Sand. The crew of the Life-boat *Albert Edward* were summoned and the boat put off to the assistance of the vessel, the masts of which had already fallen over her side. The boat steered for the wreck, and, on nearing her, the crew could be seen clinging to the deck house and other portions of the vessel, the heavy seas breaking over them. The boat kept to windward, let go her anchor, and slacked away until she came to the end of her cable, but could not get near the vessel. It was then decided to lift the anchor and drop down again, but it was discovered the anchor had fouled something in the sand and could not be raised. The cable was therefore cut and sail was made, but on getting to the lee side of the ship her masts and gear, which were lying alongside, rendered it impossible to get near her in the heavy sea. Signs were made to the ship's crew to attach to a rope something which would float, and slack away until it reached the Life-boat, but this attempt to obtain communication was frustrated, for the object veered by the men fouled some of the wreckage. The boat then sailed to windward and again making for the vessel, threw the grapnel into the rigging. Three of the crew then crawled out on the mast, and a rope was thrown to them to make fast; un-

fortunately the first man instead of doing so clung to the boat and was dragged into her. The grapnel becoming unhooked, the boat was again driven away, and the other two men crawled back to the ship. Once more the Life-boat men strove to get to the vessel, and having thrown the grapnel on board, were enabled to haul the boat between the spars to the wreck, thereby enabling five men to jump into her. The master being too much exhausted to do so, a rope was thrown to him and he fastened it round his body; but, as the coxswain was about to lift him into the boat, a heavy sea came and, there being so much ice in the boat, he missed his foothold and was thrown overboard between the wreck and the boat. Fortunately he had hold of one end of the rope attached to the captain, and was hauled into the boat; he, however, received a severe blow and cut over one of his eyes. The captain was dragged through the surf by means of the rope and was also taken into the boat. The whole of the wrecked crew—seven men in all—having thus been rescued, sail was made, and at 2.30 P.M. the Life-boat arrived at Clacton pier after a fearful journey, the boat and those on board her being covered with ice. The wrecked vessel was the brigantine *St. Alexei*, of Copenhagen, bound from Valberg for Stanraer with a cargo of wood.

In recognition of the gallant conduct of the Life-boat crew an extra reward was granted to them by the Institution.

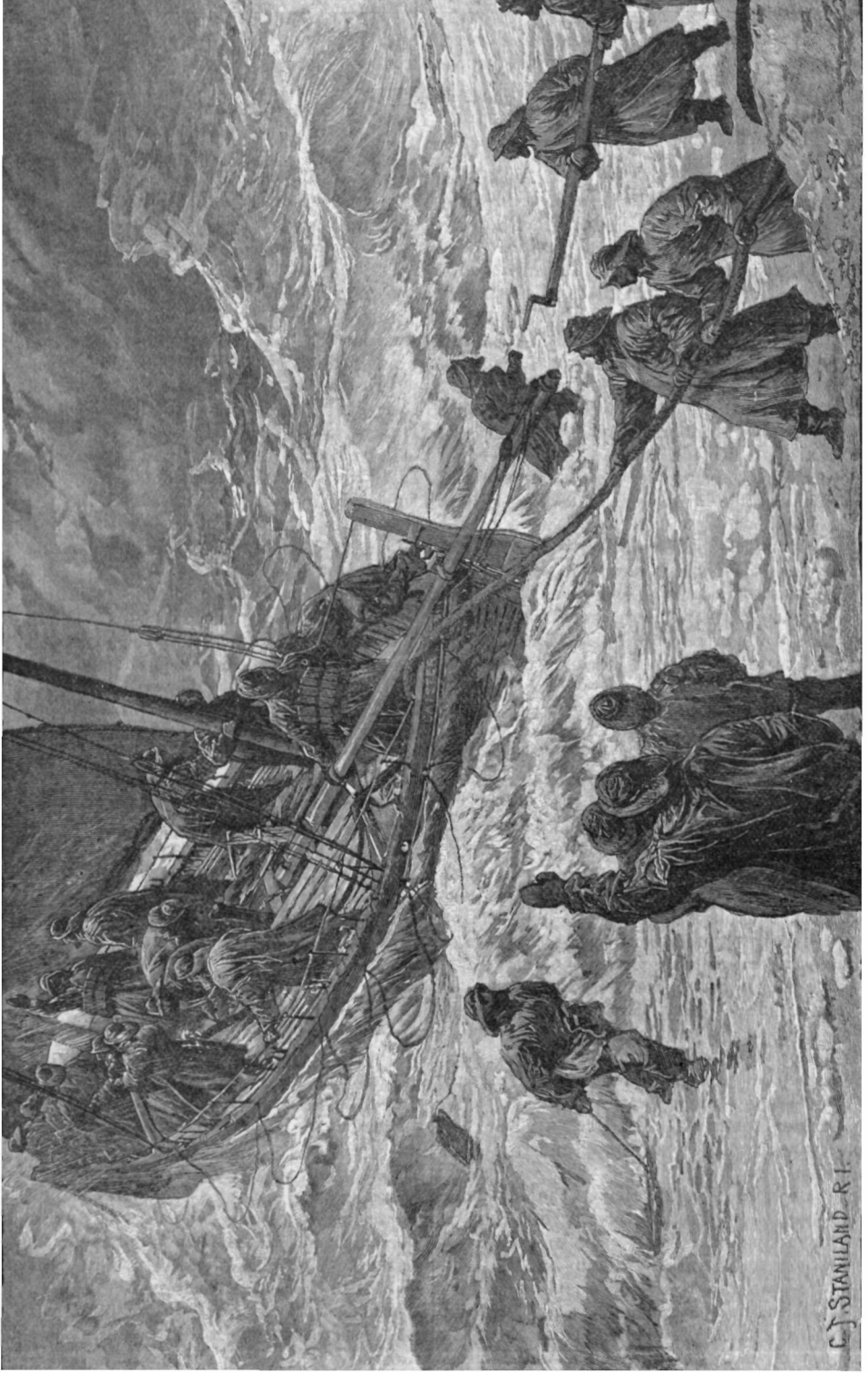
His Majesty the King of Denmark graciously awarded a silver medal to Mr. W. SCHOFIELD, Coxswain of the Life-boat, and the sum of 10*l.* to the crew of the boat in acknowledgment of their brave services on this occasion. These rewards were publicly presented to the Life-boat men by the COUNTESS OF WARWICK, who at the same time presented silver medals granted by the Institution to the Coxswain in recognition of his general gallant services, and to MAURICE NICHOLLS, ROBERT OSBORNE and JOHN GRIER, who had been members of the Life-boat crew for many years and had been out in the boat on very many occasions of service. Other medals presented by public subscription were also handed to the Life-boat crew together with a pecuniary reward generously given by the MAYORESS OF COLCHESTER.

GORLESTON.—The dandy *Albany*, of Lowestoft, while returning from fishing, on the 4th January, in a strong E.S.E. gale and a very heavy sea, had her mainsail blown away and lost her rudder. She was taken in tow by another smack and anchored abreast the south pier at Gorleston. Her anchors, however, failing to hold she made signals of distress, in response to which the Life-boat *Mark Lane* was launched at about 10.30 A.M., and was towed by a steam-tug to the vessel. Anchoring to windward, the boat dropped alongside, took off the crew of five men and landed them at Yarmouth.

On the 10th February, two boys in a small boat persisted in going out of the harbour, in spite of warnings which they received from men on the pier, and drifted helplessly towards the Scroby sands on which a rough sea was breaking. Five men manned a boat, proceeded to their rescue and took their boat in tow, but springing two of their oars they became disabled and signalled for help by holding up a broken oar. The Life-boat *Mark Lane* then put off, reached them when within half-a-mile of the sands and brought them safely ashore.

On the 16th April, while a moderate gale was blowing from S. by W. with a rough sea, the trawler *Ethel*, of Great Yarmouth, anchored about 1½ miles N. of the harbour awaiting the tide. When the flood tide had made she got under weigh, but had only passed a third of the distance across the roads when the whole of her canvas was blown away. The coxswain of the Life-boat was informed of this and the *Mark Lane* was promptly launched. On reaching the cutter, it was found she had water in her nearly up to the thwarts. Two of the Life-boat men, each with a life-line attached to his waist, and each taking with him a bucket, jumped into her, saved her from foundering by baling her, and ultimately brought the boat, which had only one man on board, safely into port.

ALDEBURGH.—The ketch *Oak*, of Lowestoft, was observed disabled and shipping heavy seas while a strong E. gale was blowing, on the 4th January. The Life-boat *Aldeburgh* was launched at about 12.40 P.M., and overtook the ketch near the Whiting Sand, on which she would in all probability have stranded. The Life-



C. J. STANILAND. R. I.

boat men warned the master of his danger, advised him to steer more to the southward, and at his request put four men on board to take the vessel to Harwich, the Life-boat accompanying her.

PALLING.—While a whole gale was blowing from the E.S.E., accompanied by a very heavy sea, on the 5th January, intelligence was received that a vessel had gone ashore about a quarter of a mile from Hasborough, and that the services of the Life-boat were required. The No. 1 Life-boat *Good Hope* was promptly manued and proceeded to the vessel, which proved to be the brigantine *Sophia*, of Fredericia, bound from Sundswall for Aberdovey with a cargo of timber. Owing to the heavy sea and floating wreckage the task of rescuing the shipwrecked crew was one of considerable difficulty and danger, and several attempts had to be made by the gallant Life-boat men before they succeeded in taking off the six men, who were greatly exhausted from long exposure. They were landed at Hasborough amid the ringing cheers of a large crowd which had, in spite of the intensely cold, stormy weather, assembled to witness the rescue.

An extra reward was granted to the Life-boat men and the silver medal of the Institution was awarded to Mr. THOMAS BISHOP, the 2nd coxswain, who was in charge of the boat, in recognition of his gallantry on this and on many previous occasions.

On the 10th February, at 7.30 A.M., the No. 2 Life-boat *Hearts of Oak* was launched to a steamer which had been in collision with another vessel and was proceeding southward. On arriving alongside, the master stated that he was not in need of assistance, but that the barque with which he had collided off Mundesley was flying signals of distress. The Life-boat therefore went to the barque, the *Pomona*, of Glasgow, and at the request of the master took ashore a telegram for the owners, awaited a reply, and returned with it to the vessel.

On the 17th February, the schooner *Christina*, of Timmel, bound from Shields for Teignmouth, with coal, was observed ashore on the Hasborough Sands. The Life-boat *Hearts of Oak* was launched at 10 A.M., in a very heavy sea, the wind blowing a moderate gale from the S.E., and on reaching the vessel found three

men in the rigging. Considerable difficulty was experienced in taking them off, as it was necessary to do so by means of ropes thrown to them from the boat, and the men were in a greatly exhausted condition from long exposure. The captain was in an unconscious state when landed, but with the aid of medical attendance he soon recovered. Two of the vessel's crew had been washed overboard and drowned.

CAISTER.—On the morning of the 6th January, the No. 2 Life-boat *Beauchamp* was launched in a very heavy sea and proceeded to the North Scroby Sand where the barque *Wallace J. John*, of Glückstadt, had been totally wrecked. It was found that her crew of twelve men had succeeded in reaching the Cockle Light-vessel; they were taken into the Life-boat, and afterwards eleven of the men were transferred to a steam-tug and taken to Yarmouth, the master coming ashore in the Life-boat.

On the 9th February, while a strong gale was blowing from W.S.W., the s.s. *Resolven*, of Cardiff, 1,032 tons register, bound from North Shields for Lisbon with coal, stranded on the Barber Sand. The No. 2 Life-boat *Beauchamp* proceeded to her, and her crew were engaged to remain by her and to assist in throwing overboard some of the cargo so as to lighten the vessel, several labourers being afterwards brought on board to help to jettison the coal. As there were eighty-one labourers and her crew of twenty-one persons on board the vessel, the No. 1 Life-boat *Covent Garden* put off to her, at the request of Lloyd's agent, about noon on the 10th, so as to be at hand should her services be required. About 150 tons of the coal were thrown overboard, and three tugs endeavoured to tow the vessel off, but without success; on the morning of the 10th the engines became disabled, the stoke-hole and engine-room began to fill, and at midnight the water in the ship was level with the water outside. At 11 o'clock the following morning the sea was breaking over her, and as she showed signs of breaking up, thirty-five of the labourers were taken off by the *Beauchamp* Life-boat and put on board a steam-tug; the *Covent Garden* taking off forty-six men who were also placed on a tug. The *Beauchamp* then returned to her station and the *Covent Garden* went back to the wreck to rescue

the master and crew. They, however, wished to see the last of their ship, and the Life-boat therefore remained by her until noon, when the seas began to sweep over her and the master and his crew of twenty men got into the Boat and were landed at Yarmouth harbour. The Life-boat also brought ashore two pigs and three dogs from the vessel.

On the 19th April, at 10 15 A.M., the barquentine *Clachnacuddin*, of Guernsey, coal laden from Shields for Jersey, was observed in the fog, apparently stranded on the Scroby Sand. The fog lifting a little, signals were fired by the Cockle light-vessel. The Life-boat *Beauchamp* was at once launched and was towed to the sand by a steam-tug, which on observing the vessel also signalled the Life-boat and waited for her. On reaching the schooner, it was found that her boats had been lowered, that some of her crew were in them, others being left on board the vessel. All the men, eight in number, were taken into the Life-boat with their effects; their boats soon afterwards being filled by the heavy seas. As the men were very wet, they were placed on board the tug with the exception of the master who remained in the Life-boat, having requested the coxswain to stay by his vessel until high water. When the tide made, however, the ship was full of water and the seas were breaking clean over her.

On the 27th May, while a strong gale was blowing from the N.N.E., with a very heavy sea and thick weather, a vessel was seen making for the Cockle Gat. Her sails were blowing about, and when the weather cleared a flag was observed in the rigging. The Life-boat *Beauchamp* was launched and, after encountering many heavy seas in crossing the Barber Sands, reached the vessel, which was full of water and gradually sinking. A collier steamer had been assisting her and was standing by. Some of the Life-boat men boarded the vessel, manned the pumps and just managed to keep the water down until, with the help of a steam-tug, Yarmouth harbour was reached. She was the ketch *Water Lily*, of Goole, coal laden, for Faversham and carrying a crew of four men.

FILEY.—The coble *Eliza*, having on board a crew of three men who were fishing, on the 8th January, was lost sight of,

and as darkness was approaching and the wind and sea were increasing it was considered advisable to take out the Life-boat *Hollon the Second*. At 5.5 P.M. the boat was launched, met the coble, handed life-belts to the fishermen and shortly afterwards all safely landed on the beach.

HOLYHEAD.—Signals of distress having been observed at the end of the breakwater, the Life-boat *Thomas Fielden* was launched at 5 A.M. on the 10th January, in a strong S.W. gale and a heavy sea and found the schooner *Alfred* stranded on the breakwater. The Life-boat remained by her until she was towed afloat by a steam-tug.

Signals being then seen in Church Bay, the Life-boat proceeded there and found the schooner *Cyral* bound from Aberystwyth for Liverpool, in a dangerous position. Her crew of three men took to the Life-boat and were safely landed at Holyhead at 8.20 A.M.

On the 12th February, signals of distress were shown by the three-masted schooner *Mary Watkinson*, of Barrow, and the Life-boat *Thomas Fielden* therefore went to her assistance. She was drifting towards the shore at Penrhos Point, dragging her anchors, and, as a strong gale was blowing from W.N.W., and a very heavy sea was running, her crew of four men got on board the Life-boat and were brought ashore.

LITTLEHAMPTON.—At 1.50 A.M. on the 11th January, the Life-boat *James, Mercer and Elizabeth* was launched, signals of distress having been shown close to the West Pier, in a moderate S.W. gale and a heavy sea. It was found that the brigantine *C.H.S.*, of Llanelly, laden with culm from Burryport for Littlehampton, in making for the harbour had stranded, considerably damaging herself and the pier against which she struck. Four of her crew were brought ashore by the Life-boat, one man succeeded in getting on the pier, and two others decided to remain on board the vessel.

CREESWELL, NORTHUMBERLAND.—A flare was observed by a fisherman at about 4.30 A.M. on the 11th January, apparently caused by burning tar-barrels on board a vessel on the rocks at Nabb Point. The weather at the time was foggy, the wind

was blowing S. by E., and there was a good deal of swell on the sea. The Life-boat *Ellen and Eliza* was promptly launched and on reaching the spot found that the barque *Agerøen* having lost her reckoning in the fog had stranded on the rocks. Her masts and gear were lying over her side and considerably hampered the Life-boat men in their efforts to save the crew, but ultimately the whole of the ten men, one of whom fell overboard, were taken into the Life-boat and safely landed at 6 o'clock.

DARTMOUTH. — Signals having been fired, denoting that a vessel was in danger, the crew of the Life-boat *Henry and Amanda Shaw* were summoned, and at about 10.45 A.M. on the 11th January, the boat left her moorings and proceeded to the rescue. Meanwhile a steam-tug had gone to the help of the vessel, which had stranded on the rocks at Kingswear Castle point, and was towing her towards the

harbour when the Life-boat came up. The services of four of the Life-boat men were engaged to assist in pumping the vessel which appeared to be considerably damaged, and at 11.30 she was placed in safety. She was the ketch *Prince of Wales*, of Brixham, bound for the fishing ground off Dartmouth.

DUNGARVAN, CO. WATERFORD.—On the 12th January, at 5.30 P.M., the fishing lugger *Shamrock*, of Peel, arrived at Ballinacourty and anchored about a hundred yards from the fishery pier. At about 8.30 one of her anchors parted and the vessel dragged the other one until she struck the ground. The master thereupon made signals of distress by burning hand-lights. A strong S. gale was then blowing, there was a heavy sea and the weather was thick, with rain. The Life-boat *William Dunville* put off to her assistance and brought ashore her crew consisting of three men.

SUMMARY OF THE MEETINGS OF THE COMMITTEE.

THURSDAY, 11th January, 1894.

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 Keward Sub-Committees and ordered their recommendations to be carried into effect.

Read the report of the Deputy Chief Inspector of Life-boats on his recent visits to the Dungeness and Dunmore East stations.

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

Northern District.—Boulmer, Bamburgh Castle and Cresswell.

Eastern District.—Sutton, Donna Nook, Skegness, Chapel, Blakeney, Wells, Brancaster and Hunstanton.

Western District.—Bude, Clovelly, Appledore, Braunton, Morthoe, Ilfracombe and Watchet.

Irish District.—Fethard, Dunmore East, Tramore, Wexford (two boats), Carnsore and Kilmore.

Reported the receipt of 1,137l. 18s. 8d. from the Civil Service Life-boat Fund, per CHARLES DIBDIN, Esq., Honorary Secretary, to recoup the Institution the total amount expended by it during the years 1892 and 1893, under all

heads in the maintenance of the stations at which the seven Life-boats presented and endowed by the Fund are placed. The total sum thus contributed to the Institution by Gentlemen in Her Majesty's Civil Service amounts to 16,896l. 19s. 6d.

Decided, that the grateful thanks of the Institution be conveyed to the contributors, and particularly to Mr. DIBDIN, for their continued valuable support to the Life-boat cause.

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

	£	s.	d.
Licensed Victuallers, per ALFRED L. ANNETT, Esq., in aid of support of <i>Licensed Victualler</i> Life-boat at Hunstanton (additional)	50	-	-
Scottish Co-operative Wholesale Society (Limited)	50	-	-
Members and Officials of the Town Council of Kingston-on-Thames, per W. ALLARD, Esq., Mayor	28	8	6
W. WARDE-ALDAM, Esq.	25	-	-
Loyal Order of Ancient Shepherds (Ashton Unity)	8	8	-
St. Michael's, Paddington, Life-boat Fund, in aid of support of <i>St. Michael's, Paddington</i> , Life-boat at Kessingland, per the Rev. G. F. PRESCOTT, M.A.	18	11	9
Royston Military Band "Waits" Collection, per Mr. W. H. HINKINS	5	17	3

Life-boat Sunday Collections.

	£	s.	d.
Saxmundham Parish Church, per the Rev. G. F. RICHARDSON, M.A.	4	9	10
Woodstock, per the Rev. ARTHUR MAJENDIE, A.K.C.L.	4	-	8
Wroxham, per the Rev. T. F. BODDINGTON, M.A.	1	18	6
Chilton (Suffolk), per the Rev. H. SMITH, M.A.	-	15	-

Life-boat Saturday Collection.

Bolton, per THOMAS H. WINDER, Esq., on account	163	16	-
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—To be severally thanked.

Also the receipt of the following Legacies :—

	£	s.	d.
The late Madame VOLBRACHT of Essex Road, N.	826	3	8
The late ALFRED OLIVER, Esq., of Lawrence Lane, E.C.	101	6	8
The late Mrs. ANN E. DREWBY, of Carrington, Nottinghamshire, on account	75	8	1
The late JOHN GOVAN, Esq., of Glasgow	45	-	-
The late HENRY MOORE, Esq., of Romford Road, E. (additional)	1	1	8

Deep regret was expressed at the decease of Captain RICHARD D'OLIER GEORGE, and Miss MARY BRYNING, who had respectively long been the valued Honorary Secretaries of the Cahore and Millom Branches of the Institution, and it was deemed that the sincere sympathy of the Committee be conveyed to their families.

Voted the thanks of the Institution to E. E. JOHNSON, Esq., in recognition of his valuable co-operation during the period in which he occupied the office of Honorary Secretary of the Pakefield Branch of the Institution.

Also to Mr. G. DAVIES and Colonel HAMPTON LEWIS for so kindly accepting the office of Honorary Secretary respectively of the Pakefield and Rhoscolyn Branches.

Also to Mr. JOSEPH BRITT for his kind co-operation whilst holding the office of Assistant-Secretary of the New Brighton Branch.

The Committee also specially recognised the good services rendered by Mr. JOHN FOX and Mr. HUGH DAVIS during the long periods in which they served respectively as Coxswains of the Margate and Porthdinllaen Life-boats, and Mr. JOHN MOODY, as 2nd Coxswain of the Skegness Life-boat.

Also the long services of Mr. HUGH HUGHES as Second Coxswain of the Porthdinllaen Life-boat.

Reported that the Criccieth Life-boat had been returned to its station after having been altered and fitted with all modern improvements.

Paid £5,300 18s. for sundry charges in various Life-boat Establishments.

Voted the Second Service Clasp of the Institution to Mr. RICHARD ROBERTS, Coxswain of the Deal Life-boat, in acknowledgment of his long-continued services in the Life-boat with which he has been connected for upwards of thirty-years, in which period he seems to have assisted in saving 409 lives.

Also the Silver Medal to MAURICE NICHOLLS,

ROBERT OSBORNE and JOHN GRIER, who have been out on service in the Clacton Life-boat respectively 77, 74 and 67 times.

Also the Silver Medal to CHARLES WARD, bowman of the Aldeburgh Life-boat, in consideration of his gallant services, for many years past, in the Life-boat and in shore boats in saving more than 100 lives. He served as Assistant-Coxswain and Coxswain of the Life-boat until compelled to resign because his fishing took him away so often from the station.

The Committee also specially recognised the good services rendered to the Life-boat cause during the past eleven years by Mr. W. AHEARN, Station Officer of H.M. Coastguard at Aldeburgh, who was retiring on account of ill health.

Voted 13l. 10s. to two men who were injured while on service with the Ramsey Life-boat on the 10th December.

Also 30l. 18s. to defray the expenses of the following Life-boat services :—

Life-boat.	Vessel.	Lives saved.
Caister No. 2	Barque <i>Wallace J. John</i> . Crew landed from light-ship.	
Clacton	Danish brigantine <i>St. Alexei</i>	7
Gorleston No. 1	Smack <i>Albany</i> , of Lowestoft	5
Palling No. 1	Danish brigantine <i>Sophia</i>	6
Port Eynon	Barque <i>Althea</i> , of Grimstad	10
Ramsey	Schooner <i>Not Forgotten</i> , of Chester	3
Walton-on-the-Naze	Schooner <i>Branch</i> , of Dartmouth	5
Wexford No. 1	Yawls <i>Willie and Brothers</i> . Rend. assist.	

The following services had also been rendered by other Life-boats :—

Life-boat.	Vessel.	Lives saved.
Aldeburgh	Ketch <i>Oak</i> . Assisted to save vessel and	5
Exmouth	Sch. <i>Conquest</i> , of Padstow. Rend. assist.	
Ramsgate	Smacks <i>Blue Bell</i> and <i>Daisy</i> , of Ramsgate	8

(Details of most of these services were given in the last Annual Report.)

Voted 606l. 8s. 5d. to defray expenses of the undermentioned Life-boats for assemblies of their crews or for launches on service when the boats were not ultimately needed :—Aranmore, Balbriggan, Brixham, Broadstairs, Clacton, Exmouth, Filey, Hasborough, Holyhead No. 2, Jersey, Kessingland No. 1, Lowestoft Nos. 1 and 2, North Berwick, Padstow, Palling No. 2, Plymouth, Port Logan, Porth Rhuffydd, Scarborough, Shoreham, Southend, Southwold No. 1, Thorpe, Wexford No. 1 and Weymouth.

Also the Silver Medal, a copy of the vote inscribed on vellum and framed, and 1l. each to JOHN BRADFORD, URIAH BRADFORD and GEORGE PROWSE, for gallantly launching a small 15-foot boat and, after repeated attempts and incurring considerable risk, saving the crew of six men from the schooner *Grossind*, of Svendborg,

which had been driven on the Pole Sands, off Exmouth, in a strong south-easterly gale and a very heavy sea on the 4th January.

Also the thanks of the Institution inscribed on vellum (framed) to Mr. J. M. CRUIKSHANK, and thanks to Messrs. FRED BREW, JOHN BREW, W. LAUGHLIN, W. QUIRK, W. H. KNEALL and T. SEABE, and 7l. 10s. to nine other men, for wading into the surf and, with the help of lines, saving the crew of seven men belonging to the brig *Gier*, of Svelig, which stranded near the Point of Ayre, Isle of Man, in a south-easterly gale and very heavy sea on the 10th December.

Also the thanks of the Institution to Mr. W. H. MARYN, and 6l. to four other men, for contributing to the rescue of the crew of three men from the ketch *Liberty*, of Guernsey, shortly before that vessel went on the Doom Bar, where she became a total wreck, during a gale of wind from the N. on the 20th December.

THURSDAY, 8th February.

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 their recommendations to be carried into effect.

Read the Report of the Deputy Chief Inspector of Life-boats on his recent visits to the Folkestone, Sheringham, Wells and Yarmouth stations.

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

Northern District—Mid-dlesbrough, Saltburn, Redcar, Seaton Carew, Seaham, Whitburn, West Hartlepool (two boats), Hartlepool (three boats), Newburgh, Port Erroll, Peterhead, Whitelink Bay, Fraserburgh, Nairn, Lossiemouth, Banff and Buckie.

Eastern District—North Deal, Walmer, Kingsdowne, Hythe and Dover.

Western District—New Quay (Cardiganshire), Aberystwith, Aberdovey, Criccieth, Porthdiullaen and Pwllheli.

Irish District—Blackrock, Giles Quay, Drogheda (two boats), Kingstown, Greystones, Howth and Poolbeg.

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

	£	s.	d.
The Misses SMITHEMAN, for a Life-boat to be named the <i>Elizabeth and Blanche</i>	700	—	—
Mrs. W. DEBENHAM	100	—	—
Trustees of the late W. THORNGATE, Esq. (annual subscription)	80	—	—
C. CARR ASHLEY, Esq. (one year's maintenance of the <i>Susan Ashley</i> Life-boat at Lyme Regis)	70	—	—
W. W. SHAW, Esq. (additional)	25	—	—
Worshipful Company of Armourers and Brasiers	10	10	—

	£	s.	d.
Collected on board the P. and O. Ship <i>Japan</i> , on her voyage to China and back, per Captain VERNON W. HALL	3	15	—
Collected on board the s.s. <i>Harby</i> on New Year's Day, per Captain P. BROWNE (including his own subscription)	3	10	—

Life-boat Sunday Collections.

Saul, Gloucestershire, per the Rev. R. HALL, M.A.	3	8	2
Adderley, Market Drayton, per the Rev. A. CORBET, M.A.	2	10	6
Bladon, St. Martin, per the Rev. ARTHUR MAJENDIE, A.R.C.L.	1	14	2
Bradwell, per the Rev. J. WALKER, M.A.	1	0	0

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late CHARLES H. HORSFALL, Esq., of Liverpool	250	—	—
The late Mrs. M. E. SCOBELL, of Torquay	200	—	—
The late JAMES BAILEY, Esq., of Warwick	100	—	—
The late Rev. F. P. E. LUSCOMBE, of Exmouth	90	—	—
The late THOMAS EBSWORTHY, Esq., of Barnstaple	10	—	—

In view of the remarkable success attending and resulting from the introduction of the Life-boat Saturday movement and the formation of Ladies' Committees initiated in Manchester and Salford in 1891, and so strongly advocated last year by H.R.H. THE PRINCE OF WALES, the Committee decided to take steps to develop the movement in all the principal centres of industry and population throughout the country. With this end in view they appointed, in the first instance, three Organising Secretaries—Mr. WILLIAM MARTIN, of Glasgow, for Scotland, &c., and Messrs. A. J. BOYLE and J. REGINALD ROBERTS for Districts in England and Wales. These gentlemen entered on their duties at once.

Voted the thanks of the Committee to SETH WARD, Esq., and W. A. A. THEED, Esq., in acknowledgment of their past valuable co-operation whilst acting as Honorary Secretaries of the Dewsbury and Hayle Branches of the Institution.

The Committee expressed great regret at the death of CHARLES NEILL, Esq., who had been Honorary Secretary of the Dornoch, Firth and Embo Branch of the Institution from its formation in 1886, and it was decided to send a letter of sympathy to his family.

The Committee specially recognised the good services rendered by Mr. MATTHEW WHITE whilst serving as Coxswain of the Howth Life-boat.

Also the continued valuable co-operation of Captain Cox, of the pleasure steamer *Victoria*, of Weymouth, in collecting contributions on board his vessel for the Weymouth Branch of the Institution.

Reported that the alterations and improvements of the Church Cove (Lizard) Life-boat had been completed and the boat returned to its station.

Decided, on the recommendation of the Local Committee and the District Inspector of Life-boats, that the West Hartlepool No. 1 Life-boat Station be abolished, it being considered that there are sufficient Life-boats in that locality without the boat in question.

Paid £4,020 for sundry charges on various Life-boat Establishments.

Voted the silver medal of the Institution, accompanied by a copy of the vote inscribed on vellum, to R. W. MIREHOUSE, Esq., J.P., Honorary Secretary of the Angle (Milford Haven) Branch, and E. BALL and T. REES, two of the crew of the Life-boat, along with 48l. 6s. 6d. to defray the expenses of the boat on the occasion of the rescue of the crew of 26 men and 7 passengers from the ship *Loch Shiel*, of Glasgow, which had stranded at Thorn Island in a heavy ground sea. Prior to the arrival of the Life-boat 27 persons had landed on the rocks, and they were hauled thence by ropes taken to them by Mr. MIREHOUSE and BALL and REES, who to do so had to crawl round the edge of the cliff, the path at times being scarcely a foot wide, and the night pitch dark. The remaining six men, one of whom was an invalid, were taken from the mizen-top of the wreck into the Life-boat.

Also the Silver Medal to THOMAS BISHOP, Assistant Coxswain of the Palling Life-boats, in acknowledgment of his gallant services during the past 18 years in assisting to save 272 lives from shipwrecks on the coast.

Also 299l. 11s. to defray the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Brooke . . .	S.S. <i>Ossian</i> , of Leith . . .	16
Creswell . . .	Barque <i>Ageiden</i> . . .	10
Dartmouth . . .	Ketch <i>Prince of Wales</i> —rendered assistance.	
Dungarvan . . .	Lugger <i>Shamrock</i> , of Peel . . .	3
Filey . . .	Coble <i>Eliza</i> —rendered assistance.	
Giles' Quay . . .	Schooner <i>Velocity</i> , of Carnarvon . . .	3
Holyhead No. 1	{ Schooner <i>Alfred</i> —re- mained by vessel. Schooner <i>Cyril</i> . . .	3
Littlehampton	Brigantine <i>C.H.S.</i> , of Llanelly . . .	4
Moelfre . . .	Brigantine <i>Warree</i> , of Dundalk . . .	5
Montrose No. 1	Barque <i>Frida</i> , of Christiania . . .	19
New Brighton . (Steam Life-boat.)	Schooner <i>Maria Lamb</i> , of Barrow . . .	6
Port Logan . . .	Schooner <i>Janetta</i> , of Belfast . . .	3
Southend . . .	Schooner <i>Vectis</i> , of Teignmouth . . .	4

The undermentioned services had also been performed by other Life-boats:—

Life-boat.	Vessel.	Lives saved.
Padstow . . .	Ketch <i>St. Petroc</i> —ren- dered assistance.	

Life-boat.	Vessel.	Lives saved.
Ramsay . . .	Barque <i>Celestina</i> —ditto.	
Ramsgate . . .	Ship <i>Almendral</i> —ditto.	
Valentia . . .	Barque <i>Berna</i> —assisted to save vessel.	

Voted 882l. 3s. 1d. to defray the expenses of other assemblies or launches on service by the crews of the following Lifeboats:—Abersoch, Aldeburgh, Appledore Nos. 1 and 2, Barmouth, Blackrock, Braunton, Brightstone Grange, Broadstairs, Clacton, Dover, Eyemouth, Fenit, Gorleston No. 1, Ilfracombe, Kessingland No. 2, Kildonan, Kingsdowne, Looe, Lowestoft No. 2, Margate, Morthoe, Newhaven, Newquay (Cornwall), North Deal, Padstow, Palling No. 2, Peterhead, Portmadoc, Pwllheli, Ramsey, Stornoway, Thorpeess, Tramore, Walmer, Walton-on-the-Naze, Winterton No. 2 and Workington.

Also 32l. 4s. to cover special grants and allowances to seven men at Clacton, Hasborough, Ilfracombe and Uppang, who had been injured while engaged in the Life-boat service.

Also the Silver Medal of the Institution, a copy of the vote inscribed on vellum, and 2l. to Mr. JOHN BUNT and Mr. JOHN FLORY, for putting off three times in a boat, and gallantly saving the crew of four men, one of whom had become deranged, from the rigging of the brig *Harriet*, of Jersey, which stranded and filled off Portishead in a strong north-easterly gale and a very heavy sea on the 18th November.

Also 10l. 10s. to 42 Lowestoft beachmen for saving by means of ropes the crew of 5 men from the Smack *Albion*, of Lowestoft, which was wrecked while returning to port on the 10th December.

Also 3l. 15s. to five men who put off in a boat and were instrumental in saving the lives of two men belonging to a lighter which had sunk in Belfast Lough, while the wind was blowing a moderate gale from the N.W. and a heavy sea was running, on the 25th January.

Also 1l. to two men for putting off in a small boat and saving two men from a barge which was swamped and sunk at Crosstown, co. Wexford, in a whole gale and a very heavy sea on the 28th January.

THURSDAY, 8th March.

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

Read and confirmed the Minutes of the previous Meeting.

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

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

Northern District.—Johnshaven, Gourdon, Stonehaven, Arbroath, Montrose (three boats), Balcarry, Kirkcudbright, Whithorn, Port Patrick, Port Logan, Troon, Girvan, Ballantrae, Ayr and Irvine.

Eastern District.—Folkestone.

Western District.—Abersoch, Llanaelhaiarn, Barmouth, Teignmouth, Brixham, Torquay,

Exmouth, Lyme Regis, Sidmouth, Weymouth, Hope Cove, Salcombe and Dartmouth.

Also the Reports of the Organising Secretaries on their visits to Huddersfield, Halifax, Dewsbury, Batley, Bradford, Liverpool, Barrow-in-Furness and Southport.

Read letter from the General Post Office, of 12th February, forwarding a remittance of £1,115L, being the amount contributed by Post Office Officials in all parts of the United Kingdom to defray the cost of placing a Life-boat on the coast to be named the *Sir Arthur Blackwood*, as a memorial of the late Permanent Secretary of the General Post Office, Sir ARTHUR BLACKWOOD, K.C.B. The Donors wished the gift to be appropriated to the new Life-boat about to be sent by the Institution to Greenore, Ireland, and towards its maintenance.

Decided that the best thanks of the Committee be conveyed to the contributors for their valued gift, and that it be applied in accordance with their wishes.

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

	£	s.	d.
Trustees of the late Mr. F. J. STANFIRTH, of Sheffield, for the <i>Alfred Stanifirth</i> Life-boat for Teignmouth	700	—	—
“E. P.”	100	—	—
Miss C. E. SINGLETON	100	—	—
R. A. B. PRESTON, Esq., annual subscription in aid of Cornish Life-boats	50	—	—
W. M. JOHNSON, Esq. and Miss JOHNSON	52	10	—
Worshipful Company of Leather-sellers	21	—	—
Submarine Telegraph Engineering Staff of the India Rubber, Gutta Percha and Telegraph Works Co. (Limited), per H. P. DALEY, Esq. Contents of contribution box on board the s.s. <i>Aorangi</i> , per Captain SUTCLIFFE	4	17	6

Life-boat Sunday Collections.

St. Andrew's, Surbiton, per L. C. CATLEY, Esq.	6	15	6
Midhurst, per the Rev. S. M. CAMPBELL	2	3	0
Hempstead and Lessingham, Norfolk, per the Rev. J. P. WHITNEY, M.A.	1	—	1
Paisley Free Middle Congregational Sabbath School, per T. W. Paterson, Esq.	1	—	—
Clifton Mission Room, Berkeley Court, per the Rev. REGINALD SMITH, M.A.	—	11	8

Life-boat Saturday Collection.

Preston, per JAMES CARTER, Esq. 120 —
—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late SAMUEL FARLEY, Esq., of Stoke Newington	2,500	—	—
The late Miss ELIZABETH ANDERSON, of York Place, W.	500	—	—

	£.	s.	d.
The late Mrs. HAND, of Glynivior, Burry Park	100	—	—
The late THOMAS WESTCOMBE, Esq., of Worcester	100	—	—
The late J. G. RICHARDSON, Esq., of Bournemouth	100	—	—
The late HENRY FOSTER, Esq., of Ladbroke Square, W.	50	—	—
The late Mr. JOHN WEST, of Bemerton, near Salisbury	42	18	1

Voted the thanks of the Committee to the Rev. JONATHAN SIMPSON, J. P.; ROBERT THOMAS, Esq.; Mr. JOHN MEROHANT; and Mr. THOMAS DUNN in recognition of their long and valuable co-operation whilst serving as Honorary Secretaries of the Portrush, Looe, Clovelly, and Dunmore East branches of the Institution, which offices they had just resigned.

The Committee also specially recognised the valuable services extending over many years, of the following Honorary Secretaries: R. G. A. HUTCHINSON, Esq., Bamburgh Castle; Captain THOMAS JEWITT, Grimsby; Mr. WILLIAM JOSEPH, Cardigan; J. T. KILNER, Esq., Huddersfield; E. B. LOYNES, Esq., Wells; J. W. LUDOLF, Esq., Leeds; M. C. PRESTON, Esq., Lyme Regis; Mrs. WINTER SANDERSON, Cavan; Mr. J. S. SINNOTT, Cahore; Mr. H. R. TRIGG, Hayling Island; Mr. GEORGE L. TRUBRUM, Port Erin; Captain GEORGE USBORNE, R.N., Cork and Queenstown; and Mr. JOHN WILSON, Buckie

Also the good services rendered by Mr. JOHN HOPKINS during the long period he served as Coxswain of the Portrush Life-boat. He had assisted in the Life-boats on that Station to save thirty-eight lives from different wrecks.

Decided, on the application of the Ryde Life-boat Committee, to undertake the management of the Ryde Life-boat Station. The Life-boat is named the *Hans Busk*, having been presented to the town of Ryde through the late Captain HANS BUSK.

Reported the transmission to its Station of the Brixham new Life-boat.

Also that the Tenby Life-boat had been returned to its Station, after having been altered and fitted with all the latest improvements.

Paid 2,870L. 8s. 7d. for sundry charges on various Life-boat Establishments.

Voted 536L. 7s. 6d. to cover the expenses connected with the undermentioned Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Caister	S.S. <i>Resolven</i> , of Cardiff	102
Culdaff	Conveyed provisions to starving islanders at Innistrathull.	
Cullercoats	Fishing-boats. Rendered assistance.	
Girvan	Steam-launch <i>Nimrod</i> and fishing-boats. Remained in attendance.	
Gorleston No. 1	Boat of Gorleston	
Gourdon	Fishing-boats. Rendered assistance.	
Holyhead No. 1	Schooner <i>Mary Watkinson</i> , of Barrow. Landed crew (4).	

Life-boat.	Vessel.	Lives saved.
Holy Island } No. 1	Coble <i>Guiding Star</i> . Rendered assistance.	
Irvine . . .	Barquentine <i>Caroline</i> , of Belfast . . .	6
Johnshaven .	S.S. <i>Sarah</i> , of Montrose.	5
Kessingland } No. 1	Brigantine <i>Alberta</i> , of Whitstable. . .	8
Montrose No. 1	Fishing - boats. Rendered assistance.	
New Brighton } (Steam Life-boat)	Schooner <i>Caroline</i> , of Fowey. Landed crew (5).	
North Deal .	Brigantine <i>Franz von Mathias</i> , of Ribnitz . .	7
N. Sunderland	Fishing - boats. Rendered assistance.	
Palling No. 2.	Barque <i>Pomona</i> , of Glasgow. Rend. assist. Schooner <i>Christina</i> , of Timmel . . .	3
Ramsey . . .	Nicky <i>Annie Jane</i> , of Peel. Remained by vessel.	
St. Andrew's .	Smack <i>Dolphin</i> , of Dublin	4
Totland . . .	Fishing - boats. Rendered assistance.	
Wexford No. 1	Brigantine <i>Constance Ellen</i> , of Runcorn. Rendered assistance and landed crew (6). Yawl <i>Liberator</i> , of Wexford.	6

The following Life-boats had also performed service during the month, viz. :—

Life-boat.	Vessel.
Ardrossan . .	Barque <i>Princess Lovise</i> , of Farsund. Assisted to save vessel.
Dungeness No.1	Ship <i>Kelton</i> , of Glasgow. Rendered assistance.
Fishguard No.2	Schooner <i>Alice Eleanor</i> , of Wexford. Saved vessel.
Harwich . . .	Barque <i>Ehoo</i> , of Liverpool. Assisted to save vessel and 13 hands.
New Brighton } (Steam Life-boat)	S.S. <i>Lady Louisa</i> , of Liverpool. Assisted to save vessel.
Ramsgate . . .	Brig <i>Hondeklip</i> , of Swansea. Saved 2 lives.

Voted 904l. 19s. in payment of the charges appertaining to the following assemblies and launches of Life-boats and of helping vessels in distress :— Ayr, Bembridge, Broadstairs, Broughty Ferry, Campbeltown, Clacton, Cromer, Dungeness, Flamborough, Gorleston No. 1, Harwich, Hayling, Huna, Kingsdowne, Margate,

Maryport, Montrose No. 1, New Brighton (steamer), New Romney, North Deal, Palling No. 2, Port Logan, Port Patrick, Rye, Sennen, Sheringham, Southend, Silloth, Valentia, Walmer, Walton-on-the-Naze, Winchelsea and Winterton No. 2.

Also 3l. to two Life-boat men at Dartmouth and North Deal who had been slightly injured while on service in those boats.

Also 5l. to five men for putting off in a boat and saving one of the crew of a rowing boat, which was capsized in West Angle Bay, Milford Haven, in a moderate wind from the W., accompanied by a heavy ground swell, on the 8th February.

Also 1l. each to Mr. JAMES ROBB, Mate of the s.s. *Helen Craig*, and two seamen, for putting off in a boat belonging to the steamer and saving two of the crew of the schooner *Xanthus*, who were clinging to the rigging, their vessel having been sunk by collision with a steamer about two miles N.E. of Bangor during a W.S.W. gale and a rough sea, on the 24th January.

Also 2l. 5s. to nine men for going out in the fishing lugger *Rambler*, of Peel, and rendering assistance to the fishing boat *North Dalrymple*, of that port, which was in a disabled state and unable to make the harbour in a S.W. gale and a rough sea, on the 23rd February.

“ LIFE - BOAT SATURDAY ”

HELP! HELP!

ERE long around our island home
Tempestuous winds shall blow;
Ships safe to-day, far, far away
May then to pieces go.

Would you one seaman should perish,
On rock or Goodwin Sand,
For lack of a “Royal” Life-boat,
Or aid of helping hand?

Somebody dear to somebody,
Toss'd by the angry sea,
Praying to God for a Life-boat,
Speaks both to you and me.

Help! help Life-boat men with gold, then,
Oh, loving hearts and true,
For they may save from wat'ry grave
Somebody dear to you.

Glasgow. JAMES H. STENHOUSE.

NOTICE.

The next number of the LIFE-BOAT JOURNAL will be published 1st November, 1894.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

UNION—Her Most Excellent Majesty the Queen.

WIZ-PRINCES—
 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.
 CAPTAIN HIS ROYAL HIGHNESS THE DUKE OF YORK, R.N., K.G.

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

Chairman SIR EDWARD BIRKBECK, BART., V.P.

SENIOR-CHAIRMAN—Colonel FITZ-ROY CLATTON, 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 311 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	428			
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	598	£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 38,298; for which services 98 Gold Medals and Clasps, 1,137 Silver Medals and Clasps, 242 Binocular Glasses, 15 Telescopes, 6 Aneroid Barometers, 1,472 Votes of Thanks, inscribed on vellum and framed, 43 Certificates of Service framed, and £143,218 have been given as Rewards.

The Committee earnestly appeal to the British Public for Funds to enable them to maintain their 311 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. COURTS and Co., 59 Strand; and by all the other Bankers in the United Kingdom.—1st August, 1894.