

THE LIFE-BOAT.

JOURNAL

OF THE

Royal National Life-Boat Institution.

(ISSUED QUARTERLY.)

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LIFE-BOAT CREWS.

"MAN the Life-boat!" has become a household word, and it may possibly prove of some interest to those who have not had the opportunity of seeing different parts of the coast of England, or of studying the different types of the inhabitants of the coast, to have some account of the crews who are ever ready to man the Life-boats of the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

There is a considerable vagueness in the minds of a great proportion of the public about the manning and launching of Life-boats. The deep national pride in the existence of the LIFE-BOAT INSTITUTION naturally centres itself in the Life-boat men; but to the generality of people a Life-boat man is a Life-boat man without distinction. He is pictured clad in oil-skins and cork, and is known to be ready, under any circumstances, to risk his life to save others, but very little is generally known about the particular sort of man or the various difficulties to be encountered under the different aspects of Life-boat work.

That there are different sizes and types of Life-boats for the work also does not appear to be comprehended; and, although the "Life-boat Saturday" demonstrations are familiarising the inhabitants of the large inland towns with the boats and crews, still only the smaller class of Life-boat can be available for this purpose.

There is a widespread notion that all Life-boat work is done under oars, and it comes as a surprise to many to be told that the greater number of rescues have been made by sailing Life-boats, when an oar is not even touched. Perhaps in the future steam or otherwise mechanically-propelled Life-boats will be able to claim the largest number of lives saved; but it is very unlikely that sailing and pulling boats will ever be entirely superseded.

Generally speaking, at the places on the coast where the greatest amount of danger to shipping exists, there is to be found a class of men to whom Life-boat work is second nature. Take for instance the coasts of Norfolk and Suffolk, off which perhaps the greatest number of casualties occur, this locality, at any rate, having quite as unenviable a notoriety as the Goodwin sands and those in the estuary of the Thames. Along these coasts has lived for centuries the brave type of seafaring men who compose the well-known "beach companies," which are governed by communistic rules of a curious and interesting character, though they are not of so deep an interest as the men themselves, who at once strike one as being of a different race to their neighbours a few miles farther inland. The ancestors of these men practically existed by disasters to shipping; consequently to be always on the alert, to have

a thorough knowledge of the out-lying shoals, the tides, and above all how to manage a boat was the first necessity, and their descendants have up to this day cultivated those attainments.

These remarks apply equally to that part of the Kentish coast opposite the Goodwin sands and the Essex coast adjacent to the estuary of the Thames; here also are to be found men whose whole life and bringing

in a position to reach her. These mistakes are almost non-existent with the class of men described above, who are to be found in other places on the coast of Great Britain, but undoubtedly the best known are those whom we have taken for an illustration, viz., the East Anglians and the men on the Kentish and Essex coasts.

Now it must be borne in mind that these men are, as a rule, distinctly different from



up has served to produce the ideal Life-boat man. There is practically nothing about the management of boats left for them to learn, and it must be remembered that a Life-boat requires as much and as careful management as any other boat, if success is to be attained: a trifling mistake in management may cause the boat to miss the wreck and possibly lead to the loss of those whose lives are in danger through the vessel breaking up before the Life-boat is again

what is generally understood as "fishermen." If they fish at all, it is only of secondary importance. Salvage and "hovelling"—that is, assisting ships in various ways—is their true work, and there is no more satisfactory school for Life-boat men; for not only does it teach them to manage their own boats, but nearly all these men, in pursuit of their useful calling, get so much experience in handling large vessels that they can be relied

on to take them safely into port after having helped them out of their position of danger.

So here we have, on the most dangerous parts of the English coast, a race of Life-boat men ready to hand; although, generally, where there is a dangerous coast there are able Life-boat men, there are unfortunately exceptions. The nature of the coast in some places makes it impossible for a seafaring population to gain a livelihood; for instance, at the mouth of the Humber, the Hull Trinity House is obliged to maintain a paid crew especially for Life-boat work, there being no local means of obtaining a livelihood.

But to return to the manning of the boats by the beachmen (a term comprising beach companies, salvage companies and hovellers). The Life-boats worked by these men are of the largest class, from 40 to 46 feet long, and 10 to 13 feet beam; their work is nearly always on the outlying sands, which are from about half a mile to fifteen or more miles from their station, and of course is always done under sail, with occasional assistance from tugs. Fifteen to twenty men make the crew, and in places where they are formed into beach companies, the Life-boat is entirely worked by the company, which usually consists of from forty to eighty men.

To satisfactorily work one of the large sailing Life-boats, a gang of no less than fifty men should be available. The boats themselves weigh between 9 and 11 tons, and cannot be mounted on carriages like the small pulling Life-boats, but must be dragged and shoved down to the water's edge, with their keels on skids. There are a few places on the coast where the shingle beaches are so steep (Deal, Walmer, Kingsdown, Aldeburgh, Dungeness, &c.) that it is only necessary to haul the boats to the "full," or top, of the shingle; the "skids" are then laid like sleepers of a railway, from the top of the beach to the water, and, at a signal from the coxswain, the boat is let go and

her impetus takes her down the beach and into the breakers. The rest of the work is done by the boat's crew, who haul on the "warp," which is always kept laid out to an anchor about 150 fathoms seaward, until the boat is sufficiently far off the beach to be able to make sail. But at most places on the Norfolk and Suffolk coast the beach is not steep enough to admit of launching in this manner, and the boat has to be dragged actually to the water's edge; then a large pole called a "sett" is brought to bear against the stern of the boat, and by the combined efforts of the launchers pushing on the pole and the crew hauling on the warp the boat is got into the breakers, and gradually hove off until in a position to make sail.

The following description of a launch of a large sailing Life-boat on the Norfolk coast is taken from an article written and illustrated by Mr. CHAS. J. STANILAND, and published as a supplement to the *Graphic* of the 21st January, 1888:—

"The writer on retiring to roost would place a pea-jacket, unmentionables, socks and boots by the side of his humble couch, and on the first stroke of the Life-boat bell, would dive out of bed, insinuate himself into pea-jacket, etc., and rush down the narrow stairs, sometimes coming into collision with Tom Pout, Esq., on the road (poor Tom, the last time I saw him was past Life-boat work, and in sorrow, having just lost his nephew, Jack Sutton, by the disastrous yawl accident, which had plunged Caister into mourning), and out into the deep and holding sand belonging and appertaining to those parts. Holloaing, plunging and colliding, come from all points the Caister heroes (the East Anglian has lungs), in costume various, with trousers and without, with shirts and without, mostly without shoes, they make their way to the shed, where, hanging from the rafters, are their oilies and sou'-westers, and, reposing under the benches are their boots and boot-stockings.

"There is for a few minutes a pande-

monium, scuffling, shouting, shouts of 'Hurry up, boys!' from the coxswain, Philip George, and then an empty shed and a plodding line working their way through deep sugary sand to the Life-boat (you can't run on Caister sands); then, while some tumble on board, getting in masts and sails, others take away the legs that hold the boat upright, while the skids are placed in line with the boat.

"The Caister broad-backs keep the boat

one at her stern, it is caught up by two beachmen and aligned with her bows. She is kept moving steadily over her skids, and at last her bluff bows smash into the breakers, shipping tons of water. The next wave catches her, but the knowing ones are ready with the sett, they ship it on the stern-post, and, with a shout, send her off into the yeasty foam.

"Up goes the red-tanned foresail, up the orange mizen, fire flashes against the



on the level by placing their B. B.'s under the cork-jacket surrounding her, and amid shouts of 'Hold her up; keep her up, Aaron,' and sometimes stronger language, she keeps on her even way to the surf. The hauling-off warp is taken on board, the remainder of the crew tumble in, and with a genuine East Anglian shout of 'Yo, ho, hi, hi, h-i-i, h-i-i-i-i,' the boat gathers way on her porpoise-oiled skids. As she goes over and clears the

breaking spray, and, heeling over to an angle which looks fatal, she lurches off; the hauling-off warp is sent to take care of itself, and, clear of the beach, she is fighting her way, first over the Barber, then over the Scroby, away to the North Cross Sand, where for some hours a miserable, hopeless crew have been hoping against hope, and hanging on by their eyelids, as sailors say, awaiting succour from the shore.

"Succour comes none too soon. Hope is nearly dead, when the boat, anchoring to windward, veers down to the wreck, takes the exhausted crew on board and makes for shore. There a pony-cart is chartered from the village, and the rescued men are driven off to the Sailors' Home at Yarmouth, where they are cared for and forwarded to their homes."

Mr. Staniland for some time lived in one of the beachmen's houses whilst he was painting some of his well-known sea pictures, and the above account of the launch of the Caister boat is as teeming with life as his pictures, and may well be taken as a sample of what occurs when these large Life-boats are called out for service.

The character of these beachmen is much the same whether they live at Caister or Deal, and they will be found to be hard-working, self-respecting and very independent, but staunch friends when once they have "taken your measure." Up to now we have only dealt with one type of Life-boats' crew, but in a future article the part taken by the fishermen, pilots, boatmen and landsmen in working the Life-boats will be described, while the assistance given by that magnificent body of men, the coastguardmen, both in manning the boats and generally co-operating with the ROYAL NATIONAL LIFE-BOAT INSTITUTION, will also be touched on.

(To be continued.)

A GOOD EXAMPLE.

THE 29th July last was "Life-boat Sunday" at Bangor Cathedral, sermons being preached by the Rev. T. LLOYD KYFFIN, M.A., Rector of Llanfaes, Anglesey, formerly Honorary Secretary at the Cemaes Life-boat Station, and the collections realised about 20*l.* in aid of the Anglesey Branch of the ROYAL NATIONAL LIFE-BOAT INSTITUTION. The mayors of Bangor (Alderman CAMERON) and Beaumaris (Alderman T. HUGHES), both of whom are Nonconformists, with the members of the Corporations, evinced their interest in the Institution by attending in state; and, by the courtesy of Colonel SAVAGE, V.D., the band of the artillery volunteers played the civic procession from the Bangor council chamber to the cathedral, which was thronged with a large congregation. The anthem in the morning was Beethoven's "Hallelujah." The anthem in the afternoon was Spohr's "As pants the hart," the solo part being taken by Master Watkin M'Dermid, the musical service being under the direction of Mr. Westlake Morgan. The Bangor Fire Brigades, under the command of Mr. Gill, the borough engineer, and the boys of the *Clio* Industrial Training Ship, were in-

cluded in the procession, in which a detachment of county constabulary, under the command of Mr. Protheroe, chief constable of Anglesey, also took part.

The following letter of thanks was at once addressed to the Dean of Bangor by the Committee of Management in London, and signed by the Chairman:—

ROYAL NATIONAL LIFE-BOAT INSTITUTION,
14, JOHN STREET, ADELPHI,
LONDON, W.C.

2nd August, 1894.

DEAR SIR,

I am desired by the Committee of the ROYAL NATIONAL LIFE-BOAT INSTITUTION to tender you their best and grateful thanks for so kindly permitting "Life-boat Sunday" to be observed on Sunday last in Bangor Cathedral, the sermons being preached on the occasion by the Rev. T. LLOYD KYFFIN, an old friend and former Honorary Secretary of the Institution.

The Committee trust the permission so generously accorded may be again given in future years, and that the excellent example so well set in Bangor Cathedral may be followed elsewhere.

Again thanking you,

I remain, Dear Sir,

Yours faithfully,

(Signed) EDWARD BIREBECK,
Chairman.

THE VERY REVEREND
THE DEAN OF BANGOR.

THE LIFE-BOAT SATURDAY MOVEMENT.

SINCE the publication of the last number of our quarterly journal this popular movement has been extending its operations north, south, east and west with marked success, and wherever a Life-boat Saturday demonstration or collection has been held intense interest and enthusiasm have been excited. The information as to the organisation of the Institution, its objects and its work, which has by this means been disseminated broadcast, has been of the greatest service to the cause; misapprehensions and misunderstandings have been allayed and removed, and misrepresentations and calumnies to which every good work is liable refuted. The LIFE-BOAT INSTITUTION has nothing to fear from publicity and inquiry. It stands on a sound basis; it exists entirely for the public good; it does the work it undertakes to do, and only asks the public in return to do their utmost to ensure, in the interests of humanity, a continuance of the work. The following list of cities and towns in which Life-boat Saturday demonstrations or collections have been held during the last three months will show, at a glance, the ground which has been gained:—Aberdeen, Ashton and Stalybridge, Barmouth, Belfast, Blackpool, Bolton, Bournemouth, Bradford, Brighton, Bristol, Burnley and Nelson, Dumbarton, Dunbar, Eastbourne, Grimsby, Halifax, Harwich and Dovercourt, Herne Bay, Hull, Ilfracombe, Manchester and Salford (for the fourth year, and the pioneer, under Mr. C. W. MACARA, of all the Life-boat Saturday demonstrations), Newhaven and Seaford, Newport (Mon.), New Southgate, North

Berwick, Nottingham, Plymouth, Shipley, Southampton, Teignmouth, Warrington, Whitby, Workington and Worthing.

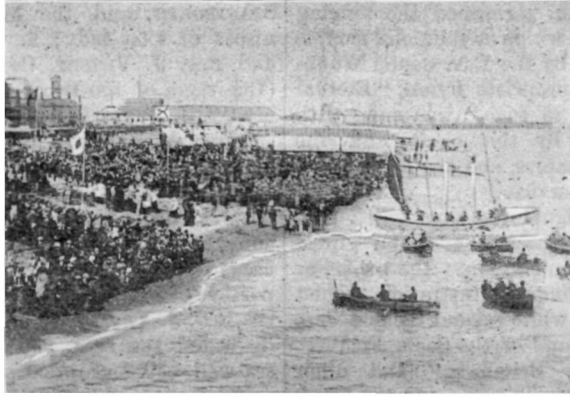
The Committee are much encouraged by the important support the Institution has thus received, and are deeply grateful to the army of voluntary helpers (including the Press) who have with self-denying assiduity and generosity brought about such a satisfactory state of affairs. The Life-boat Saturday demonstration season is of course for this year virtually over, but the coming winter months will enable the various Demonstration Committees all over the country to make and perfect their arrangements for next summer and autumn; and we would strongly urge them not to defer making the necessary preparations until a few weeks before they propose to hold their demonstrations. By taking early steps in the matter they will be saved an infinite amount of time and labour, and, at the same time, ensure success. Winter time, although not suitable for street demonstrations, is a very fit one for asking for help for the Life-boat cause in other ways, and we earnestly appeal to the clergy and ministers of all denominations to take advantage of the next few months, when the "waves roar and the tempests beat," to bring the needs of the Institution under the notice of their flocks, and impress on them the duty and privilege of helping it. It will be a satisfaction to all who have worked for the cause to feel, when listening to the "raging storm" outside, that they have, at all events, done something to relieve the necessities of "those in peril on the sea."

"LIFE-BOAT SATURDAY, ILLUSTRATED."

A SECOND issue of "Life-boat Saturday, Illustrated," published by John Heywood, of Manchester, price 6d., is now ready. This well-written and admirably got-up paper brims over with information relative to the LIFE-BOAT INSTITUTION, and contains many striking incidents and illustrations connected with it. It graphically sketches the work and difficulties of the Institution, and shows how much has been and can be done for the cause by

means of the Life-boat Saturday movement. We strongly advise our readers to buy and peruse "Life-boat Saturday, Illustrated"—they will find they have got a capital return for their money; and we would also suggest that they should recommend it to all their friends, who after reading its deeply interesting pages cannot fail to become supporters of the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.

From *The Graphic*, by permission.

FOLKESTONE.—The ROYAL NATIONAL LIFE-BOAT INSTITUTION has formed a Life-boat station at Folkestone, in accordance with the wishes of the local residents, as an additional safeguard for life-saving purposes for that part of the coast, the adjacent Life-boats being Dover on the east and Hythe on the west, and there being considerable steamboat and other traffic in and out of Folkestone Harbour. The Life-boat provided is 38 feet long, 8 feet wide, and rows 12 oars double-banked; it is fitted with three water-ballast tanks, provided with plugs and pumps, by means of which water can be readily admitted or pumped out; it also possesses the latest improvements, with all the other characteristics of the boats of the Institution in the way of self-righting, self-ejecting water, &c. Like all the modern self-righting Life-boats built by the Institution, this boat will promptly self-right if capsized with all the crew and gear in, masts up and sails set. It is furnished with a transporting and launching carriage well suited to the purpose, and a commodious house has been erected for their reception on the beach near the New Pier. The cost of the boat, carriage and equipment has been defrayed by Miss CURLING, of Denmark Hill, London, and as desired by her the boat is named the *J. McConnel Hussey*.

On the 25th July last the formal inauguration of the new Life-boat establishment took place in the presence of a large

concourse of spectators. The Mayor and Corporation and the invited guests assembled at the Town Hall, and proceeded thence to the beach adjoining the Life-boat house.

The Mayor wore his chain of office, and the Town Sergeant his gorgeous Louis XIV. uniform, and carried the ponderous mace. The Vicar of Folkestone, with his curates in their robes, the organist and choirmaster of the parish church, and the choir, all in their surplices, were stationed at the bow of the boat, and the Corporation and officials gathered round her.

In the course of his opening remarks, the Mayor referred in terms of gratitude to the munificent gift received from Miss CURLING, and regretted that the state of her health precluded her from being present on that auspicious occasion. In her name he handed over the boat to the District Inspector of Life-boats, Commander T. HOLMES, R.N., as representing the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and expressed the hope that it would be a great success, although he trusted that it would be many years before it would be wanted. If it should be, he felt sure that the brave men who formed the crew would do their utmost to save any lives which might be in danger (applause).

The gift was acknowledged in suitable terms by the District Inspector, who then transferred the boat to the care of the

Local Committee, on whose behalf Lieut.-Col. STEPHEN PRNFOLD, J.P., undertook that it should be found efficient in time of need. Miss VAUGHAN, the daughter of the Mayor, then performed the naming ceremony, after which a religious service was conducted by the Rev. Canon WOODWARD. The appropriate hymn, "Eternal Father, strong to save," was sung with striking effect by the choir and the assembled spectators, and the benediction concluded the service.

At a given signal the rope which held the boat was loosened and she glided smoothly and quickly into the waves, as shown in the annexed illustration, amidst ringing cheers, while several rockets were fired, and the band of the Scots Fusiliers played "Rule Britannia" and other appropriate airs. The pier and the beach were gaily decorated with flags, and quite a fleet of boats were on the sea waiting for the Life-boat to join them.

In the evening the Life-boat crew were entertained at the Albany Restaurant. The Mayor also invited the members of the Corporation and several of his friends to a private dinner at the Pavilion Hotel.

TEIGNMOUTH, DEVON.—The Life-boat stationed some years since at Teignmouth has just been replaced by a new one, 34 feet long, $7\frac{1}{2}$ feet wide, rowing 10 oars double-banked, and possessing the latest improvements. The cost of the boat has been defrayed by the executors of the late Mrs. STANFORTH, of Broom Lodge, Broomhall, Sheffield, who had requested them to provide from her estate a Life-boat for the south coast of England, to be named the *Alfred Staniforth*, in memory of her late husband. In addition to the full cost of the Life-boat and equipment, the executors have given the Institution the handsome sum of 1,000*l.* for the maintenance of the boat. The new Life-boat was publicly named and launched at its station on the 16th August last, the day being set apart, in accordance with the custom at this place in recent years, as "Life-boat Demonstration Day," when a thorough canvass of the town was made.

About 3 o'clock a procession was formed at the Life-boat house, and, headed by the band of the Artillery Volunteers, paraded the principal streets. There were several carriages in the procession, containing amongst others Viscount

EXMOUTH and Commander T. W. BEDDOES, R.N., Inspector of Life-boats, Western District; Dr. EDWARD THOMAS, one of the executors of the late Mrs. F. J. STANFORTH, and the Misses HIBBARD, nieces of that lady; Rev. J. METCALFE and Rev. J. VEYSEY, Captain MITCHELL (Chairman of the Local Committee), and Mr. W. J. BURDEN (local Hon. Secretary).

Viscount EXMOUTH presided, and after expressing his pleasure at being present called on the Rev. J. METCALFE to proceed with the dedication service. A hymn was sung, Mr. C. MAXWELL, A.C.C.G. (London), accompanying on the harmonium. A portion of Psalm cvii. was read, and then the Rev. J. VEYSEY, Vicar of St. Michael's, dedicated the boat, the beach, pier and sea-wall being crowded with spectators, while large numbers watched the service from boats.

Dr. E. THOMAS formally handed the boat over to the Institution, and expressed, on behalf of himself and the Misses HIBBARD, his thanks for the kindness they had received.

The Life-boat Inspector and the Chairman of the Local Committee expressed the thanks of the Parent and Branch Institutions for the munificent gifts from the late Mrs. STANFORTH'S estate.

Miss EVELINE ADA HIBBARD then named the boat *Alfred Staniforth* by breaking a bottle of champagne on the rudder. As soon as this had been done the boat was successfully launched amid loud cheering. Looking gay with her flags, she was rowed over to the pier-head, where she was capsized and tested, great interest being taken in the proceedings.

The sum of 92*l.* 12*s.* 8*d.* was gathered in for the cause by the ladies and gentlemen and children who kindly acted as honorary collectors on this occasion, Mrs. W. J. BURDEN, the wife of the local honorary secretary, heading the list, her collection amounting to 7*l.* 18*s.*

GORLESTON, SUFFOLK.—The ROYAL NATIONAL LIFE-BOAT INSTITUTION has provided a new Life-boat, of the improved Norfolk and Suffolk type, for Gorleston. It is 31 feet long and 9 feet wide, and is fitted to row 12 oars double-banked. It was built by Mr. H. CRITTEN, of Great Yarmouth, and takes the place of one which was provided some years since from the special fund which was collected at

Leicester. The new boat, like its predecessor, will be known as the *Leicester*.

The Life-boats stationed some years since at Dunwich, Falmouth, Mullion and Port Logan have also been replaced by new ones provided by the Institution. They are all of the self-righting type, their sizes respectively being 34 feet long and 8 feet wide, 37 by 9 feet, 38 by 8 feet, and 34 by 8 feet, the smaller boats rowing 10 oars and the larger ones 12 oars double-banked.

The Dunwich Life-boat is named the *Lily Bird*, after the daughter of the donor, SAMUEL BIRD, Esq., of Cowes.

The cost of the Falmouth and Mullion boats has been defrayed from a legacy bequeathed to the Institution by the late Mr. R. A. NEWBON, of London; and they, in accordance with the instructions of the testator, are named respectively the *Bob Newbon* and *Nancy Newbon*.

The Port Logan new boat has been provided from the late Miss E. C. ALLEN'S Legacy, the boat being named the *Frederick Allen*.

"THE BOOK OF THE LIFE-BOAT." *

THIS interesting work, which is beautifully illustrated, is, as its title indicates, well calculated to fulfil the object for which it was written. Any seeking information relative to the LIFE-BOAT INSTITUTION, its operations and its work, will find all they want in its thrilling pages. In addition to much other engrossing matter, the gallant exploits of

the Life-boat crews are graphically described, and cannot fail to excite a lively interest in the cause. We can cordially recommend the perusal of "The Book of the Life-boat," to the many readers of the LIFE-BOAT JOURNAL, and indeed to all who care for the well-being of their fellow-creatures.

LIFE-BELTS FOR FISHERMEN.

IN 1882 the Committee of the Institution, being deeply impressed with the serious loss of life from drowning taking place year by year from the Fishing Vessels working to and from the coasts of the United Kingdom, decided, with the hope of minimising, or at all events reducing, such loss of life as far as possible, to supply the Owners and Masters of Fishing Vessels with really reliable Aneroid Barometers, manufactured by the most experienced makers, at nearly one-third the retail price of the instruments; and they subsequently in 1883 decided to extend the privilege to the Owners and Masters of Coasting Vessels under 100 tons burden. The liberal terms thus offered have been greatly appreciated, as shown by the fact that by the 31st December last, no less than 3,349 of these valuable instruments had been applied for and provided, and

there is every reason to believe that by this means many wrecks have been averted, and the loss of life on our coasts among the crews of small vessels lessened.

With a view to still further diminishing the loss of life amongst our Fishermen employed in *small* boats, the Committee have now determined to supply them—at less than one-half the retail cost—with thoroughly efficient Life-belts, having a maximum of 28 lbs. buoyancy, and a minimum of 25 lbs. It is to be understood, however, that after the Life-belts have been received by the purchasers the Institution disclaims all responsibility for them. In the first instance, it has been decided to make the announcement of the sale of the Life-belts in the cable districts only as an experiment, and in order to prevent persons applying for them whom it is not intended to benefit, the belts will only be supplied to the *Owners* of small Fishing Boats, who must send in their application to the Institution through the Local Branch Honorary Secretaries.

* Edited and arranged by J. C. Dibdin and John Ayling, in aid of the ROYAL NATIONAL LIFE-BOAT INSTITUTION. Price 4s. 6d. Publishers: Oliphant, Anderson and Ferrier, London and Edinburgh.

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



PADSTOW.—On the 13th Jan. 1894, the Life-boat *Arab* rendered assistance to the ketch *St. Petroc*, of Padstow. The master of the vessel was in need of the services of more men or of a tug, but only a small tug was available and it was considered unsafe for her to go out in the then state of the sea and tide. Five men volunteered for the service and were taken off by the Life-boat, which remained by the vessel until sail was set and the tug was able to get to her and take her in tow.

On the 24th April signals of distress were shown by the yawl *Oneida*, of Sennen Cove, which had left Padstow in the morning intending to pick up her nets which she had left in the bay on the previous evening. When she started, the wind was blowing strongly from the S.W., but in the afternoon it increased to a gale

with a heavy ground sea, and the crew, finding they could not return to Padstow, brought up their boat under the land with two anchors; as they did not hold, the men signalled for assistance. The Life-boat *Arab* put off at 3.15 P.M., and on reaching the vessel found that her crew of three men were thoroughly exhausted. The yawl was taken in tow and was brought into the harbour at 4.30.

VALENTIA, Co. KERRY.—On the morning of the 13th January the Life-boat *Crosby Leonard* was launched and proceeded to the barque *Berna*, of Drammen, bound from Jamaica for Havre with a cargo of logwood. The vessel, which was about a mile S. of the Skelligs Lighthouse, had lost several of her spars, sails and gear, and had been abandoned by her crew, who as was subsequently ascer-

tained, safely reached the shore in their own boat. With the assistance of a steamer and the Life-boat men the vessel was ultimately taken into Valentia.

GILES' QUAY, DUNDALK.—The schooner *Velocity*, of and from Carnarvon, bound for Dundalk, laden with slates, while endeavouring to enter her port of destination, a whole gale of wind blowing from the S., accompanied by a heavy sea and thick weather, on the 15th January, struck on the bar and sank. The Life-boat *Providence* was launched to her assistance, took off her crew of three hands and safely landed them at Dundalk.

BROOKE, ISLE OF WIGHT.—At about 2.30 A.M. on the 17th January a vessel was sighted coming into the bay. The weather was foggy, the sea rough and a strong breeze was blowing from the S.S.W. At 3 o'clock she sent up rockets indicating that assistance was required, and in response to these signals the Life-boat *William Stanley Lewis* was launched and found that the vessel was the s.s. *Ossian*, of and for Leith, from Bordeaux, with a general cargo. She had taken the ground about 200 yards eastward of the coastguard flagstaff. Seven of the crew who were desirous of leaving the vessel got into the Life-boat and were taken ashore, the master and eight other men remaining on board until half ebb tide. At about 9 A.M. they again signalled, the Life-boat promptly proceeded to them and brought them also safely to land. The shipwrecked men expressed their warm thanks to the Life-boat men and to the inhabitants of Brooke for the kindness shown to them during their stay in the village. A week after stranding the vessel was safely towed off the ledge, it having been impossible to get her afloat sooner in consequence of continued stormy weather.

SOUTHEND, ESSEX.—Signals having been fired by the Nore Light-vessel on the night of the 19th January, the Life-boat *Theodore and Herbert* was launched at 11 o'clock in a rough sea and a strong S.S.W. breeze, which afterwards increased to a gale. The boat was taken in tow by the steamer *Vestal*, belonging to the Trinity House, and proceeded to the Mouse Light-vessel which reported a

vessel ashore on the Black Tail Sands. On reaching the sand, the schooner *Vectis*, of Teignmouth, laden with coal from Seaham for Ramsgate, was found stranded there with seven feet of water in her hold. The crew of four men were taken into the Life-boat which had to wait until the flood tide enabled her to cross the sand when she was again taken in tow by the steamer, which had anchored near the South-East Maplin Buoy waiting for her, and regained her station with the rescued men at 10.30 on the following morning.

NEW BRIGHTON.—On the arrival of the steam ferry boat *Thistle* from Liverpool on the morning of the 27th January, the master reported that a vessel was ashore on Taylor's Bank. The coxswain of the steam Life-boat *Duke of Northumberland* was at once informed of the fact and the Life-boat proceeded through a heavy sea, the wind blowing a gale from the S.W., in the direction of the Formby light-vessel, and found the schooner *Lamb*, of Barrow, ashore, in a perilous position with the heavy seas breaking over her. She was on a voyage from Fowey to Runcorn, laden with china clay, but having lost her rudder head she became unmanageable and finally stranded. She had on board a crew of six men, all of whom were taken into the Life-boat, together with a fine retriever dog to which the crew were greatly attached. They were landed at New Brighton and subsequently crossed to Liverpool in the ferry boat *Thistle*, which, as has been already stated, was the means of conveying to New Brighton intelligence of the stranding of their vessel.

On the 13th February, in response to signals from the Formby light vessel, the steam Life-boat *Duke of Northumberland* put off and found the s.s. *Lady Louisa*, of and for Liverpool from Fleetwood, laden with gravel, on the edge of Taylor's Bank abandoned; the vessel was taken in tow, and, with the help of the steamer *Alert*, was brought to Egremont beach.

On the 23rd February, the steam Life-boat was called out by signals from the Formby and Crosby light vessels, and on reaching the latter found she had a shipwrecked crew on board. Their vessel, the schooner *Caroline*, of Fowey, had lost her sails in a heavy squall and stranded on

Taylor's Bank, and as it was evident that she would become a total wreck the men took to their boat and succeeded in boarding the light-ship. They were taken into the Life-boat and landed at New Brighton at midnight in a very exhausted condition.

MOELFRE, ANGLESEY.—The Life-boat *Star of Hope*, was launched at 11.15 A.M. on the 27th January, in a strong gale from the S.W. and a heavy sea, to the assistance of the brigantine *Warree*, of and from Dundalk for Liverpool, timber laden, which had lost all her sails, and being in considerable danger as her anchor had given way made signals of distress. The boat returned at 12.30 P.M., bringing ashore the vessel's crew consisting of five men.

MONTROSE.—On the 27th of January, the No. 1 Life-boat *Augusta* rendered assistance to the barque *Frida*, of and for Christiania, coal laden, from Grangemouth, which had stranded on the Annat Bank in a strong W.S.W. gale and a rough sea. Five men were brought ashore by the Life-boat, but seven others remained on board the vessel and were landed by a coble when the tide had fallen.

Two days afterwards nineteen men were on board the vessel employed in stripping her, when the wind suddenly rose and the sea increased so much that it washed completely over the ship, seriously jeopardizing the lives of those who were on board. At 3 P.M., a signal of distress having been hoisted, the Life-boat *Augusta* at once put off to their assistance, and after experiencing considerable difficulty in getting alongside, on account of the strong current which was running, eventually succeeded in taking off the men and landed them at 4 o'clock.

On the 16th February nearly all the fishing-boats belonging to the port left the harbour in the morning, the weather being then moderate with the wind from the S., but at 10 A.M. the wind suddenly changed to S.S.E., blowing strongly. At 11 o'clock some of the boats returned, reported that there was a very heavy sea breaking across the bar and recommended that the Life-boat should be taken out to assist the other boats as they came in. The *Augusta* was therefore launched, proceeded outside the bar and accompanied

the boats—about thirty in number—over the bar, remaining afloat until all of them had arrived safely in the harbour.

RAMSEY, ISLE OF MAN.—At daybreak on the 30th January the barque *Celestina*, of Fiume, which had been riding in the bay for some days, was seen dismasted but riding easily at her anchor. Subsequently signals were shown, and, in response to them, the Life-boat *Two Sisters* proceeded to the vessel and found that the master wished to make arrangements with his owners for getting the ship towed to Ayr, whither she was bound with a cargo of bones from the River Plate. The masts had been cut away on the previous night to avoid her being driven on the Bahama Bank in the gale then prevailing.

On the 7th February, at 12.45 P.M., the Life-boat *Mary Isabella* put off in a strong W.S.W. gale and a rough sea to the assistance of the *Annie Jane*, of Peel, which, in beating up for the harbour, carried away her foremast, and signalled for help. A steam-trawler reached her before the Life-boat arrived and arranged to tow her into the harbour. The Life-boat remained by until she was out of danger, and afterwards proceeded to the assistance of the smack *Dolphin*, of Dublin, which signalled for help. One of her anchors had parted, and her crew of four men, who were thoroughly exhausted, got into the Life-boat and were landed at 3.30.

ANGLE, MILFORD HAVEN.—The full-rigged iron ship *Loch Shiel*, of and from Glasgow, bound for Adelaide and Melbourne, with a general cargo of about 1,600 tons, stranded on Thorn Island, at the entrance to Milford Haven, in a heavy sea on the night of the 30th January. On the vessel striking, the master tried the pump, and found a quantity of water and that the ship was rapidly sinking by the stern. The boats were at once ordered out and a mattress soaked with paraffin was burnt as a signal of distress. The flare was seen by the coastguard at St. Anne's Head, who communicated the intelligence by telegraph to Angle, and at 10.45 the Life-boat *Henry Martin Harvey* put off to the rescue. On nearing the vessel, the

anchor was dropped, the boat's bow was brought to the mizen rigging and six men were taken out of the top, considerable difficulty being experienced in rescuing one of them, an invalid passenger. The boat then pulled to the lee side of the island to take off the remainder of the crew and passengers who had climbed over the jibboom and landed on the rocks. Mr. R. W. MIREHOUSE, J.P., Honorary Secretary of the Angle Branch, who had accompanied the boat, and EDWARD BALL and THOMAS REES, two of the crew, landed, taking with them a rope and a lantern, and crawled along the edge of the cliff, the path in some parts being barely a foot wide and the night intensely dark, until they arrived above the spot where the people had taken refuge. They then lowered the rope down the cliff and hauled up the twenty-seven persons, one of whom, a lady passenger, was in a very weak and exhausted condition. The return journey had then to be made along the narrow and dangerous pathway, the difficulties of the passage being increased by having to safely guide the rescued persons, but happily all eventually safely reached the place where the Life-boat was lying. Twenty persons were got on board her but, as a heavy surf was running, it was considered that the boat was sufficiently loaded; she therefore proceeded with them to Angle, landed them and returned immediately to the island to fetch the others. By 6.30 on the following morning all the thirty-three persons, seven of whom were passengers, were in safety on the mainland.

Some of the rescued people were taken to the Hall, Angle, the residence of Mr. MIREHOUSE, and were most kindly cared for by him and his family; others were kindly taken charge of by other residents.

The following letter was subsequently received by Mr. MIREHOUSE, the Hon. Secretary, from the Master of the vessel:

"GLASGOW, 21st February, 1894.

"DEAR SIR,—You and your dear lady and your household and all the inhabitants of Angle, please accept my humble thanks for the great kindness you all did to me and my crew and passengers, on the 30th and 31st January, 1894: firstly, in taking us from the wreck of the ship *Loch Shiel*, on Thorn Island, and then having us at your house and other houses

in Angle for some considerable time, 33 people in all.—I am, Dear Sir,

(Signed) "THOMAS DAVIES,

"Master of the ill-fated ship *Loch Shiel*,
of Glasgow."

A highly gratifying letter was also received by the Hon. Secretary from the owners of the vessel, conveying their thanks for the services rendered to the crew and passengers. Also from the crew of the ship, expressing their thanks to the Life-boat crew for saving their lives and to those who afterwards so kindly and considerately ministered to their wants.

The Silver Medal of the Institution was awarded to Mr. MIREHOUSE, THOMAS REES and EDWARD BALL, in recognition of the intrepidity displayed by them on this occasion.

PORT LOGAN.—A telegram having been received on the morning of the 6th February from Sandhead, reporting that a vessel about three miles north of that place was showing signals of distress, the Life-boat *Edinburgh* and *R. M. Ballantyne* was taken to Chapel Rossan Bay, launched and proceeded to the vessel. She proved to be the schooner *Jannetta*, of Belfast, bound from Maryport for Donaghadee; having had to encounter a strong S.S.E. gale, she became unmanageable and finally ran ashore. Her crew, consisting of three men, were taken into the Life-boat and were landed at Sandhead.

JOHNSHAVEN.—Between 1 and 2 o'clock on the morning of the 7th February, a small steamer, the *Sarah*, of Montrose, bound from Bridgeness for Fraserburgh with coal, was observed by the watch at the coastguard station to be dangerously near the land. Soon afterwards she struck on the outlying rocks and began to fill with water, whereupon the skipper headed for the shore, blew his whistle and showed flare-lights. The life-saving apparatus was taken out and three rockets were fired, but the vessel, which had then stranded, was too far distant for the lines to reach her. The Life-boat *Meanwell*, of *Glenbervie*, put off, rescued the vessel's crew of five men and landed them in the harbour, the Life-boat men having a long and hard pull against the wind, which was blowing a strong gale

from S.W., and a rough sea on the return journey.

On the 13th April the Life-boat was launched at 7.40 A.M. to the assistance of the fishing-boat *Janet Anderson*, of Gourdon, which being unable to return to her own port in consequence of a heavy sea made for Johnshaven. The Life-boat put a pilot on board and saw the fishing-boat safely into the harbour at 8.30. Another boat having been reported, the Life-boat remained in the harbour, and when she arrived in sight again went out, put a pilot on board and returned with her to the harbour at 11 o'clock. The second boat was named the *Greyhound*.

GIRVAN.—In consequence of a gale from the S.W. and a heavy fresh in the river on the 9th February, there was a dangerous surf on the bar of the harbour. The small steam-launch *Nimrod*, which plies between Girvan and Ailsa Craig, was at sea, as were also some of the fishing-boats. At ebb tide they were seen approaching the harbour, and as the surf was becoming more dangerous the Life-boat *Sir Home Popham* was launched at 2.30 P.M. pulled to the bar and stood by until they all safely entered the harbour.

NORTH DEAL.—Signal rockets and guns having been fired by the Gull Light-vessel while a whole gale from the S.W. was blowing, accompanied by a very heavy sea, on the 11th February, the Life-boat *Mary Somerville* was launched at about 10.15 P.M. While proceeding towards the lightship a vessel burning large flares was observed, and the Life-boat at once steered in her direction, got alongside and with some difficulty put some of her crew on board. The vessel was afloat but was driving broadside-on to the wind towards the off part of the north-west spit of the Goodwin Sands. All that was possible was done to save her, but she laboured so heavily that all efforts failed and the Life-boat men went back to their boat accompanied by the vessel's crew of seven men. To get clear of the vessel was then a work of considerable difficulty—in fact, the Life-boat was considerably damaged by driving against her; she eventually however got free and made for Ramsgate, where the rescued

men were landed. The Life-boat remained in that port during the night, and on the following morning, while returning to their station, the crew observed the vessel, which was the brigantine *Franz von Mathies*, of Ribnitz, in charge of a steam-tug and some boatmen, who afterwards succeeded in taking her into Ramsgate harbour.

CULDAFF, CO. DONEGAL.—On Sunday, the 11th February, as a flag of distress was seen flying on Innistrathull Island, efforts were made on the mainland to ascertain by signals what was the matter, but these failed owing to the state of the weather. Some fishermen who had left the island three weeks previously for the purpose of procuring provisions, and had been unable to return owing to stormy weather, afterwards stated that the inhabitants were almost destitute of food and fuel. Supplies were obtained and the crew of the Life-boat *William Montgomery* assembled with the intention of taking them off, but the wind was then blowing a hurricane, the barometer was falling very rapidly, and it was evident that the island could not be reached that night. At 5 o'clock in the morning the crew again assembled, the Life-boat was launched and proceeded under shortened sail for the island, but, meeting a head wind and an adverse tide, she was compelled to return when half the distance had been traversed. At 3.45 P.M., when the ebb tide had made, the boat again started and, after experiencing very heavy weather in Innistrathull Sound, and being repeatedly submerged by the heavy seas, arrived at the island, and with considerable difficulty on account of the darkness and the rough seas succeeded in effecting a landing. The provisions were distributed amongst the islanders, who were in a pitiable condition, and the boat returned to her station early the next morning.

CULLERCOATS.—After the fishing-boats had left the harbour on the morning of the 13th February, a high sea sprung up, rendering it dangerous for the boats to return. It was therefore considered expedient to launch the Life-boat *Co-operator No. 1*, and at 9.15 she proceeded to the bar and rendered assistance to the boats as they arrived.

NORTH SUNDERLAND.—While the fishing-boats were out on the 13th February, the sea became so heavy that the Life-boat *Thomas Bewick* was launched at 1 P.M., and assisted six of the boats to enter the harbour in safety.

TOTLAND BAY, ISLE OF WIGHT.—At 12 noon on the 15th February the Life-boat *Charles Luckombe* was taken out to the assistance of the brigantine *Constance Ellen*, of Runcorn, bound from Woolwich for Belfast with iron and cement, stranded on the Shingles. The boat remained by the vessel until 6 P.M., when her crew, consisting of six men, decided to leave her for the night; they accordingly got into the Life-boat and were taken ashore.

GOURDON.—Early on the morning of the 16th February fifty fishing-boats proceeded to sea, but in the forenoon the wind increased considerably, the sea became heavy and about twenty of the boats, which had not then returned to port, were in a perilous situation. The Life-boat *Theophilus Sidney Echalaz* was launched at 11 o'clock, and remained out until the boats had got into safety.

HOLY ISLAND.—Great anxiety was felt here on the 16th February regarding one of the fishing-cobles, the *Guiding Star*, with four men on board, which had not returned to the harbour. Night was drawing near, the wind, which had sprung up suddenly, increased to a strong gale and the sea became very rough. At about 6 o'clock the No. 1 Life-boat *Grace Darling* was launched, searched for the missing boat, found her, and piloted her safely into the harbour at 8 o'clock.

ST. ANDREW'S.—Four fishing-boats, the *Brothers' Pride*, *Comet*, *Harriet Miller* and *Gem*, belonging to St. Andrew's, were returning from haddock-fishing on the evening of the 16th February when they were overtaken by a gale of wind from the S.E. and a heavy sea. There was not sufficient water then to enable them to enter the harbour and it was feared that if any of them were struck by a sea on approaching they might be driven on the rocks with disastrous results. The Life-boat *Louisa* was therefore launched at 6.30, communicated with the boats,

and remained at the harbour mouth until they were able to safely enter. By 8.30 all of them were in safety.

ANSTRUTHER.—On the 17th February a strong gale from the S.E. raged in the Firth of Forth and a very heavy sea was running. Fifty of the fishing-boats and seven steamers were then at sea, and, in order to inspire confidence in their crews in the knowledge that assistance was at hand should any casualty befall them in taking the harbour, the Life-boat *Royal Stuart* was launched. Forty-one boats and three steamers returned to the harbour, the Life-boat remaining afloat until they had entered. One of them was driven to the back of the pier, sustaining considerable damage, while another received slight injury.

HARWICH.—On the 19th February a telephone message was received from the Gunfleet Lighthouse and signals were shown by the Sunk Light-vessel. At 8.45 A.M. the Life-boat *Springwell* put out, and was towed by the steam-tug *Harwich* to the Sunk, where they were informed that a barque was on the Long Sand. On arriving there the barque *Ebor*, of Liverpool, bound from Rotterdam for the West Coast of Africa with a general cargo, was found stranded. Eleven of the Life-boat men boarded her, stowed the sails, got up the anchors, &c., and tow-ropes having been attached from the steam-tugs *Harwich* and *Merrimac*, the barque was towed off the sand and was taken into Harwich Harbour.

ARDROSSAN.—On the morning of the 23rd February the barque *Prindsesse Louise*, of Farsund, coal laden from Ardrossan for Demerara, was observed ashore at Chapelton, about three miles north of Ardrossan. The Ardrossan Harbour Company's steam-tug went out to render assistance, and the Life-boat *Charles Skirrow* was launched. The tug returned and reported that there was nobody on board the vessel, and then went off again to her, taking the Life-boat in tow. The Life-boat men assisted in pumping the barque, which was leaking badly, and she was brought into the harbour at 1 P.M. It was afterwards ascertained that the vessel, which sailed from Ardrossan on the previous day at 1 P.M., had been

damaged by collision with a steamer off Holy Island, Arran, at about 8.30, and, finding that she was filling with water, the crew left in their boat and landed on Cumbrae Island about midnight.

WEXFORD.—Signals of distress were shown by the fishing-yawl *Liberator*, of Wexford, which had struck on the bar, there being an insufficient depth of water to enable her to cross, at 2.30 P.M. on the 23rd February. The No. 1 Life-boat *Andrew Pickard* was promptly manned, and sailed to the vessel. On nearing her however the boat's mast-head split, necessitating the taking in of the sail, lowering the mast and securing it with lashings; this having been done, sail was again made, and the boat arrived alongside the yawl and took off her crew consisting of six men.

KESSEINGLAND.—The brigantine *Alberta*, of and for Whitstable, from Sunderland, coal laden, stranded on the south end of the Newcome Sand in a strong wind from S.W. by S., thick weather and a heavy sea on the night of the 23rd February. Her signals of distress being seen, the No. 1 Life-boat *Bolton* was launched at 9.45, took off the vessel's crew, consisting of eight men, and landed them at Lowestoft.

DUNGENESS.—In response to signals of distress, the No. 1 Life-boat *R. A. O. B.* was launched at 2.40 A.M. on the 24th February, and found the four-masted barque *Kelton*, of Glasgow, stranded on the Newcome Sands. At the master's request the Life-boat men boarded the vessel, which was on a voyage from Calcutta to Boulogne, and rendered assistance in getting her off the sand.

IRVINE.—On the 26th February signals of distress were shown by the barquentine *Caroline*, of Belfast, which had stranded on the north perch at the entrance to Irvine Harbour. The Life-boat *Busbie* put off to her assistance at 9 P.M., a strong S.W. gale blowing and there being a very heavy sea at the time, and rescued her crew of six men. The vessel, which was bound from Belfast for Irvine, partly loaded with grain, became a total wreck.

FISHGUARD.—On the morning of the 2nd March the coxswain of the Life-boat was informed by a messenger that a vessel was on her beam ends, with all her sails blown to rags, east of Strumble Head. Shortly afterwards another messenger arrived and confirmed the report. The crew of the No. 2 Life-boat *Appin* were therefore summoned, and at 10.45 the boat put off in a moderate wind with a rough sea, after a gale on the preceding night, and proceeding under canvas came up with the vessel at 2 o'clock. She proved to be the schooner *Alice Eleanor*, of and from Wexford, in ballast for Newport; she was anchored off Portsichan, and had been abandoned by her crew. On boarding her, the Life-boat men found that several of her spars were lost, her sails were in shreds, her sand ballast shifted, and she was in a sinking condition, her gunwale being under water. The pumps were at once got to work and the water was pumped and baled out, jury sails were rigged, and the vessel was taken into Fishguard Bay and afterwards warped into the harbour.

PORT EYNON, GLAMORGANSHIRE.—On the 22nd March the schooner *Glenravail Miner*, of Barrow, was observed to miss stays and strand at Overton Cliffs, a mile and a half west of Port Eynon Point; she was rolling very much and her crew were seen endeavouring to get their boat out. It was evident, however, that they could not safely effect a landing, as the sea was too heavy all along that part of the coast. The Life-boat *A Daughter's Offering* was therefore launched, but before she reached the vessel another schooner signalled, and on proceeding to her it was found that she had the crew, three in number, of the stranded schooner on board, they having reached her with their effects in their own boat. They were taken into the Life-boat and landed at 3.15 P.M. Their vessel filled and sunk where she struck; at high water only portions of her masts were visible, and she afterwards broke up.

CEMLYN, ANGLESEY.—In the afternoon of the 4th April, during thick but calm weather, a vessel was reported to be stranded on the Skerries, and signal-guns were heard. At 2.30 the Life-boat *B. J. Nicholson* was launched, found the schooner *Star*, of Douglas, ashore at the

east point of the island, and safely landed her crew of three men.

ROBIN HOOD'S BAY, YORKSHIRE.—On the night of the 7th April a vessel was seen to take the ground at the north cheek of Robin Hood's Bay. There was a thick haze at the time, a light wind was blowing from the E.S.E., and a heavy sea was running along the coast. At 12.15 the Life-boat *Ephraim and Hannah Fox* was launched and proceeded towards the vessel, but, owing to the shallowness of the water, was unable to get near her. When the tide flowed the boat went alongside, took off her crew, consisting of five men, and landed them at 3 A.M.

FENIT (TRALEE BAY).—On the evening of the 24th April the schooner *Giles Lang*, of St. Ives, bound from Galway for Cardiff, laden with hay, which had put into Fenit from stress of weather, dragged her anchor and sent up signals of distress; she ultimately stranded about a mile east of the pier. A whole gale of wind was blowing from the S.W., the sea was very heavy, the weather thick, and rain was falling. The Life-boat *Louisa and Emma* put off to her, and found that the master and crew had got into their own boat, which was hanging on to the stern of the vessel. They were taken into the Life-boat, but the captain jumped into his own boat again and drifted ashore; the crew, four in number, were landed by the Life-boat.

SUMMARY OF THE MEETINGS OF THE COMMITTEE.

THURSDAY, 12th April, 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 Reward Sub-Committees, and ordered that their recommendations be carried into effect.

Read the reports of the Deputy Chief Inspector of Life-boats on his recent visits to the Falmouth, Mevagissey and Bude Life-boat stations.

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

Northern District—St. Andrews, Anstruther, Crail, Broughty Ferry, Eyemouth, North Berwick, Dunbar, Berwick-on-Tweed, Southend (Cantyre), Campbeltown, Ardrossan, Kildonan, North Sunderland, Holy Island (two boats), Huna and Ackergill.

Eastern District—Dungeness (two boats), Eastbourne, Hastings, Rye, Winchelsea, New Romney, Newhaven, Margate, Ramsgate, Hornsea, Broadstairs, Kingsgate, Caister (two boats), Yarmouth, Winterton (two boats), Gorleston (three boats) and Lowestoft (two boats).

Western District—Plymouth, Yealm River, Falmouth, Mevagissey, Bude, Polkerris, New Quay (Cornwall), Port Isaac, Padstow, Looe, Porthoustock, Church Cove, Cadgwith, Mullion, St. Mary's and St. Agnes (Scilly Islands), Penzance and Porthleven.

Irish District—Fleetwood, St. Ann's (two boats), Lytham, Blackpool and Southport (two boats).

Also the Reports of the Organising Secretaries on their visits to Huddersfield, Sheffield, Keighley, Brighouse, Grimsby, Hull, Leeds,

Birmingham, Halifax, Dewsbury, Batley, Wakefield, Liverpool, Bristol, Barrow, Warrington, Southport, Glasgow and Belfast.

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

	£	s.	d.
HER MAJESTY THE QUEEN (annual subscription)	50	-	-
JOHN A. FIELDEN, Esq., of Todmorden, for building, endowing and maintaining a Life-boat, to be called in perpetuity the <i>John Fielden</i> , in memory of his late uncle, JOHN FIELDEN, Esq., of Dobroyd Castle, Todmorden	3900	-	-
Stewards of the "Covent Garden" Life-boat Fund, in aid of the support of the <i>Covent Garden</i> Life-boat at Caister (additional)	70	18	-
Sheffield Amateur Dramatic Society, proceeds of two performances of the "Merchant of Venice" on the 14th and 15th February.	63	18	6
MISS MARY CORCORAN (additional)	57	-	-
Mrs. STEWART SAVILE (annual subscription)	20	-	-
Proceeds of Private Subscription Dance at Bangor, co. Down, per C. ALLEN, Esq., through Belfast and Groomsport Branch	20	-	-
Members of the Réunion Pilgrimage on board the cruising yacht s.s. <i>St. Sunniva</i> , on a trip to the Holy Land, &c., per Lieut. W. C. HAYNES, R.N.R.	6	10	-
FRANK GARRETT, Esq., D.L., J.P., Aldringham, proceeds of Arbitration in the parish of Leiston.	5	-	-
Collected on board R.M.S. <i>Oruba</i> , by Captain LINDSAY-HAY	4	10	-
Collected on board the ship <i>Loch Torridon</i> , by Captain PATTIMAN	2	1	-

Life-boat Sunday Collections.

	£	s.	d.
Kingston, Surbiton and District Life-boat Sunday Fund, per Vice-Admiral Sir GEORGE S. NARES, K.C.B., and ROBERT ESCOMBE, Esq. (additional, making a total of 168 <i>l.</i> 4 <i>s.</i> 8 <i>d.</i>)	109	-	3
Paisley, Evening Collection in the Abbey, on the 11th March, after sermon by the Rev. T. S. MARJORIBANKS, per WALTER KING, Esq.	3	7	6

Life-boat Saturday Collections.

Stockport, per F. R. MORLEY, Esq. (additional)	189	10	-
Southampton, per J. H. HARRISON-HOGGE, Esq. (additional).	50	-	-
Newry, per H. DE MOULPIED, Esq. —To be severally thanked.	2	-	7

Also the receipt of the following legacies:—

	£.	s.	d.
The late ARTHUR HUTCHINSON, Esq., of Hereford	300	-	-
The late O. J. CROSLY, Esq., of Brussels	20	-	-

Voted the thanks of the Committee to P. FRASER MACKENNA, Esq., M.A., LL.B., in recognition of his valuable co-operation during the period in which he occupied the office of Honorary Secretary of the Girvan Branch of the Institution.

Also to the Rev. F. B. LIPSCOMB, M.A., in acknowledgment of the valuable assistance rendered by him for many years past in the management of the Brightstone Grange (Isle of Wight) Branch of the Institution.

Reported that Mr. SAMUEL BROCK, Chief Officer of Her Majesty's Coastguard at Looe, had been appointed Honorary Secretary of the Looe Branch of the Institution, vice Mr. ROBERT THOMAS, resigned.—To be thanked.

The Committee specially recognised the good services rendered by Mr. ROBERT WALLIS during the eleven years in which he served as Coxswain of the Bridlington Life-boat. During that period he had been out in the Life-boat fifteen times on service, and assisted to save 44 lives.

Reported that new Life-boats had been sent to the Fleetwood and Selsey Stations.

Paid 5,193*l.* 5*s.* 3*d.* for sundry charges on various Life-boat Establishments.

Voted 61*l.* 15*s.* 10*d.* to reward the crews of the following Life-boats for the services indicated:—

Life-boat.	Vessel.	Lives saved.
Anstruther	Steamers and fishing-boats in distress. Rendered assistance.	
Cemlyn	Schooner <i>Star</i> , of Douglas. Landed crew (3).	
Port Eynon	Sch. <i>Glenrivil Miner</i> , of Barrow. Landed 3 men who had taken refuge on another vessel.	
Robin Hood's Bay }	Ketch <i>Doric</i> , of London	5

Also 196*l.* 14*s.* for assemblies of the crews or launches to distressed vessels by the Life-boats at Atherfield, Bridlington, Brightstone Grange, Cemaes, Cemlyn, Gorleston, Lowestoft, North Deal and Wexford.

Also the Silver Medal of the Institution, accompanied by a copy of the Vote inscribed on vellum and framed, to Mr. WILLIAM MARTIN, Coxswain of the Institution's Life-boats at New Brighton, in recognition of his gallant services in saving life from shipwreck.

The Silver Medal was also awarded to Mr. WINSPEARE FOLEY and to ALEXANDER MOORE, Divisional Carpenter, H.M. Coastguard, accompanied in each case by a copy of the Vote inscribed on vellum and framed, and in the latter case by a gratuity of 1*l.*, in recognition of their gallantry in putting off in a boat and at considerable risk saving four of the crew of the fishing-boat *Mary*, of Doonfeeny, which had been capsized at Ballycastle, Co. Mayo, in a gale of wind and a heavy sea on the 20th February.

Also 1*l.* 10*s.* to a Coastguardman, who received an injury on the occasion of the launch of the Palling No. 2 Life-boat on service on the 16th February.

Also 3*l.* to four men who put off in a boat and saved four persons, whose boat, the *Daring*, of Cullercoats, had capsized near Whitley Rocks in a moderate wind and sea on the 23rd March.

Also 2*l.* to JAMES NEWTON and ERNEST WATTS for wading out in a heavy surf and assisting to save 15 men from a boat, which, while attempting to land at Seaton, Devon, with 19 men on board belonging to the Norwegian s.s. *Edison* and Barque *Ran*, which had been in collision, was capsized on the beach on the night of the 10th January. Unfortunately the remaining four men were drowned.

Also 2*l.* to JOHN JONES and RICHARD OWEN, the first and second Coxswains of the Porthdinllaen Life-boat, for putting off in a boat and landing the crew of 2 men from the smack *Ann and Betsy*, of Cardigan, which had grounded on the Oyster Bank in a strong N.N.E. wind and a rough sea on the 13th March.

Also 1*l.* 10*s.* to three men for a gallant attempt to launch a boat to the rescue of the crew of the stranded Barque *Eidsiva*, of Drammen, in Clanyard Bay, on the 1st March; in doing so the heavy seas filled the boat and washed her back on the beach, and before another trial could be made the life-saving apparatus arrived and saved the shipwrecked crew.

Also 1*l.* 10*s.* to two men who went off in a boat and saved the crew of 5 men from the Fishing-boat *Ranger*, of Inverness, when that vessel was capsized off Kessock, Inverness-shire, in a strong gale from the N.W. and a rough sea on the 30th January.

Also 1*l.* to two men belonging to Teignmouth, who promptly launched a boat to the rescue of a gentleman whose boat had been carried over the bar at that place, and was in considerable peril, in a rough sea on the 22nd March.

SATURDAY, 21st April.

The Annual General Meeting of the friends and supporters of the ROYAL NATIONAL LIFE-BOAT INSTITUTION took place this day at St. Martin's Town Hall, Charing Cross Road, His Grace the DUKE OF WESTMINSTER, K.G., in the Chair.

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

The meeting was also addressed by the Right Hon. the Earl Spencer, K.G., First Lord of the Admiralty; the Right Hon. Lord HERSCHELL, Lord High Chancellor; the Right Hon. the Earl of MORLEY; the Right Hon. the LORD MAYOR OF LONDON; the Right Hon. Lord SUFFIELD; Sir EDWARD BIRKBECK, Bart., and Colonel FITZROY CLAYTON.

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

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

THURSDAY, 10th May.

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

Read and confirmed the Minutes of the previous meeting.

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

Read the report of the Deputy Chief Inspector of Life-boats on his recent visit to Ryde.

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

Northern District.—Longhope, Stromness, Thurso, Dornoch, Stornoway, Sunderland (South Outlet), Sunderland (South Pier), Roker, Blyth (two boats) and Newbiggin.

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

Western District.—Sennen Cove, Hayle, St. Ives, Penarth, Porthcawl, Swansea, Port Eynon, Bury Port, Ferryside, Tenby, Angle, Littlehaven, Fishguard and St. David's.

Irish District.—Cahore, Courtown, Portrush, Greencastle, Cudaff, Groomsport, Tyrella, Newcastle, Ballywalter and Cloughy.

Also the reports of the Organising Secretaries on their visits to Huddersfield, Halifax, Dewsbury, Batley, Hull, Sheffield, York, Burnley, Rochdale, Oldham, Blackburn, Leicester, Bradford, Birmingham, Bristol, Liverpool, Southport, Plymouth, Dumbarton and Edinburgh.

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

	£	s.	d.
"H. B." for a Life-boat to be called the <i>John and Henrietta</i> , and towards its maintenance	1,100	—	—
Mrs. CHURCH DIXON (additional)	100	—	—
Anonymous	50	—	—
The Rt. Hon. the Earl SPENCER, K.G.	25	—	—
Sir B. SAMUELSON, Bart., M.P., in memory of his daughter FLORENCE ADELAIDE, deceased	26	5	—
Contents of Contribution Boxes at Annual Meeting of Institution	2	16	11
Collected on board the s.s. <i>Ceylon</i> , per A. HAMILTON-THACKER, Esq.	2	11	—

Life-boat Sunday Collections.

H.M.S. <i>Howe</i> , per the Rev. H. S. WANSBROUGH, R.N.	3	13	6
Laleham, Staines, per the Rev. H. DALGETY MCCHEANE, A.K.C.L.	4	1	2
St. Andrew's Church, Hamble, per the Rev. J. J. CURLING, B.A.	2	2	11

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late J. B. BARKWORTH, Esq., of Havant, Hants	1,000	—	—
The late WILLIAM WALLIS, Esq., of Brighton	1,000	—	—
The late EDMUND HICKS, Esq., of Brean, Somerset	179	4	—
The late Mrs. ANN GORTON, per Edinburgh Branch	89	18	10
The late WILLIAM FLETCHER, Esq., of Turnham Green	50	—	—
The late JOHN BROWN, Esq., of Southall	45	—	—
The late J. F. COLEMAN, Esq., of Highbury New Park	10	12	5
The late ROBERT BAXTER, Esq., of Ealing	9	—	—
The late THOMAS HARBOR, Esq., of Reading	9	—	—
The late AMOS GREENWOOD, Esq., of Merton Bingley	8	15	—

Reported that Mr. JAMES SMITH and Mr. WILLIAM IRVING had been appointed respectively Honorary Secretaries of the Girvan and Sillith Branches of the Institution, vice Mr. P. F. MACKENNA and Mr. F. JOYES, resigned.—To be thanked.

Reported the transmission to their stations of the new Life-boats for Montrose and Staithes.

Also that the Lynmouth and Appledore No. 2 Life-boats had been returned to their stations, after having been altered and fitted with all the latest improvements.

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

Paid 3,821*l.* for sundry charges on various Life-boat Establishments.

Voted 71l. 7s. 6d. to pay the expenses of the following Life-boat services :—

Life-boat.	Vessel.	Lives saved.
Caister No. 2 .	Barquentine <i>Clachnacuddin</i> , of Guernsey .	8
Fenit . . .	Schooner <i>Giles Lang</i> , of St. Ives. Landed crew.	
Gorleston No. 1	Cutter <i>Ethel</i> , of Great Yarmouth. Saved vessel and . . .	1
Johnshaven .	Fishing - boats <i>Janet Anderson</i> and <i>Greyhound</i> , of Gourdou. Rendered assistance.	
Padstow . .	Yawl <i>Oneida</i> , of Sennen Cove. Saved vessel and	3

Also 162l. 10s. to defray the expenses of other assemblies or launches on service by the following Life-boats :—Dungeness No. 2, Filey, Gorleston No. 1, Kingsdowne, Margate, Montrose No. 1, Newcastle (Dundrum), North Deal, Polkerris, Port Eynon, St. David's, Saltburn and Tyrella.

The Ramsgate Life-boat had also been taken out on service.

Voted 15l. to one of the crew of the Ilfracombe Life-boat who was injured on the occasion of the boat being called out for service on the 25th January. Also 4l. 4s. to defray his expenses while in hospital.

Also 10l. to the widow of the second coxswain of the Montrose Life-boats, in recognition of her husband's good services during the eighteen years he was connected with the Life-boats.

Also 12l. to sixteen men for putting off in two boats and, at considerable risk, saving three of the crew of the pilot-boat *Barney*, which had been capsized on Montrose bar in a heavy sea on the 23rd April.

Also 12l. to eleven men in recognition of their services on the occasion of the wreck of the barque *Christian Wilhelm* on Sandy Island rocks, Co. Cork, in a whole gale of wind and a very heavy sea on the 24th April. Four of the men put off in a boat from Hare Island, landed six of the vessel's crew and returned to fetch the remainder, after three ineffectual attempts in each of which the boat was beaten back; but after taking four of them on board the boat was capsized and destroyed, the four salvors and the other men getting on board the barque by means of lines hanging from her. Another boat manned by seven men then proceeded to the rescue and saved all on board the vessel, consisting of five of her crew and the four men who had attempted to rescue them.

Also 2l. 10s. to five men for putting off in a boat from Ballintoy, Co. Antrim, and saving three of the crew of a fishing-boat which had been capsized off Ballintoy in a strong breeze and a rough sea on the 31st March.

Also 2l. to the brothers MALCOLM and NORMAN MORISON, of Luing Island, Argyllshire, for putting off in a boat and saving a man whose boat had been thrown on her beam ends by a gust of wind and filled with water on a stormy and dark morning on the 22nd March.

Also 10s. to the fireman of a steam-launch for rescuing two men from a boat which had been capsized off Southsea on the 8th April.

THURSDAY, 14th June.

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

Read and confirmed the Minutes of the previous meeting.

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

Read the report of the Deputy Chief Inspector of Life-boats on his recent visit to the Penarth Station.

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

Northern District.—Hauxley, Cullercoats, Bamburgh, Boulmer, Cresswell, Alnmouth, Tynemouth (two boats), Middlesbrough, Saltburn, Redcar, West Hartlepool (two boats), Whitburn, Hartlepool (three boats), Seaton Carew and Seaham.

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

Western District.—Fishguard, Cardigan, Newport (Pem.), Burnham, Ilfracombe, Mort-hoe, Braunton, Appledore (two boats), Lynmouth, Clovelly and Watchet.

Irish District.—Poolbeg, Arklow, Castle-town, Douglas (two boats), Port Erin, Ramsey and Peel.

Also the reports of the Organising Secretaries on their recent visits to Dewsbury, Huddersfield, Bradford, Leeds, Hull, Rochdale, Birmingham, Leicester, Halifax, Nottingham, Sheffield, Burnley, Blackpool, Liverpool, Plymouth, Bristol, Cardiff, Newport (Mon.), Swansea, Southport, Warrington, Runcorn, Widnes, Dumbarton, Rothesay, Edinburgh and Dunoon.

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

	£	s.	d.
Hearts of Oak Benefit Society, per T. GALLOWAY, Esq., towards endowment of <i>Hearts of Oak</i> Life-boat at Palling	50	-	-
Half of amount collected at the Public Inspection of the Great Eastern Railway Company's new steamers <i>Berlin</i> , <i>Amsterdam</i> and <i>Chelmsford</i> at Rotterdam, per D. HOWARD, Esq., Marine Superintendent	13	2	11
Collected at Concert on board the Orient s.s. <i>Garonne</i> during a recent yachting cruise, per H. W. LIVETT, Esq.	4	4	-

	£	s.	d.
Blackwood Memorial Fund (balance of gift for the <i>Sir Arthur Blackwood</i> Life-boat for Greenore, and towards its maintenance (total, 1,118 <i>l.</i> 17 <i>s.</i> 1 <i>d.</i>)	3	11	1
Ward-room officers of H. M. S. <i>Repulse</i> , per Lieut. ARTHUR A. T. STUART, R.N.	1	6	8

Life-boat Sunday Collections.

Sunningdale School Chapel, per the Rev. W. H. GIRDLESTONE, D.D.	1	-	-
Barningham, Suffolk, per the Rev. A. W. EDWARDS, M.A.	1	-	5

Life-boat Saturday Collection.

Yorkshire, East and West Riding, per Lieut. G. H. YONGE, R.N. (balance)	18	5	-
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—To be severally thanked.

Also the receipt of the following Legacies :—

	£	s.	d.
The late JAMES MOON, Esq., of Belsize Park	900	-	-
The late Miss S. M. BEETENSON, of Wem, Salop	500	-	-
The late Miss C. A. SHEPPARD, of Northampton	100	-	-
The late ALEXANDER FORBES, Esq., of Morken (per Aberdeen Branch)	50	-	-
The late Mr. FREDERICK BAYLY, of Bath.	36	11	4
The late Miss FRANCES MACDONALD, of Victoria Gardens, Notting Hill	25	-	-

Voted the thanks of the Committee to WILLIAM CARGILL, Esq., in recognition of his valuable services during the long period in which he occupied the office of Honorary Secretary of the Arbroath Branch of the Institution.

The Committee also specially recognised the good services of Mr. EDWARD HICKS whilst serving as coxswain of the Saltburn Life-boat.

Reported the transmission to its station of the Fraserburgh new Life-boat.

Also that the Barmston, Dunmore East and Lowestoft No. 1 Life-boats had been returned to their stations, after having been altered and fitted with all modern improvements.

Paid 4,821*l.* for sundry charges on various Life-boat establishments.

Voted 87*l.* 12*s.* to pay the expenses of the following Life-boat services :—

Life-boat.	Vessel.	Lives saved.
Donna Nook	S.S. <i>Arthur</i> , of North Shields	18
Gorleston No. 1	Ferry-boat of Great Yarmouth. Remained by vessel.	
Ilfracombe	Pilot-cutter <i>Excel</i> , of Cardiff. Remained by vessel.	
Port Patrick	Schooner <i>Volusia</i> , of Stranraer. Rendered assistance.	
St. Andrew's	A fishing-boat of St. Andrew's. Rendered assistance.	

The Caister No. 2 Life-boat assisted to save the ketch *Water Lily*, of Goole, and her crew of four men; and the Broadstairs Life-boat assisted to save the schooner *Suomi*, of Luvia, and her crew of nine men.

Voted 284*l.* 8*s.* 6*d.* to defray the expenses of the undermentioned Life-boats for assemblies of their crews, or for launches on service :— Broadstairs, Caister No. 2, Castletown, Cemaes, Cemlyn, Gorleston No. 1, Harwich, Lowestoft No. 1, Margate, North Deal, Palling No. 2, St. David's, Swanage and Walton-on-the-Naze.

Read letter from the Board of Trade transmitting a silver medal, received through the Foreign Office, from His Majesty the KING of DENMARK, for presentation to Mr. WILLIAM SCHOFIELD, coxswain of the Clacton Life-boat; together with a draft for 10*l.* to be distributed amongst the crew of the boat, in recognition of their services in saving the crew of the schooner *St. Alexei*, of Copenhagen, on the 4th January last.

Voted 3*l.* to six men for putting off in a boat and saving two of three lads, whose boat had been capsized off Cullercoats in a strong breeze from the S.E. and a choppy sea, on the 14th May.

THURSDAY, 12th July.

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

Read and confirmed the Minutes of the previous Meeting.

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

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

Northern District.—Newburgh, Port Errol, Fraserburgh, Whitelink Bay, Peterhead and Stonehaven.

Eastern District.—Selsey (two boats), Swanage, Kimeridge, Poole, Brooke, Brightstone Grange, Totland Bay, Atherfield, Bembridge, Southsea, Grimsby, Mablethorpe and Donna Nook.

Western District.—Weymouth, St. Helier's, St. Peter's and Bude.

Irish District.—Wicklow, Sillith, Maryport and Workington.

Also the reports of the Organising Secretaries on their visits to Birmingham, Leicester, Manchester, Dewsbury, Batley, Huddersfield, Sheffield, Bradford, Nottingham, Leeds, Rochdale, Blackpool, St. Anne's, Blackburn, Accrington, Darwen, Burnley, Nelson, Runcorn, Sunderland, Middlesbrough, Stockton, Thornaby, Huddersfield, Glasgow and Edinburgh.

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

	£	s.	d.
Worshipful Company of Drapers (annual subscription)	52	10	-
International Maritime Congress, London Meeting, 1893, per C. F. FINDLAY, Esq., Secretary	34	19	7

	£	s.	d.
Anstruther Life-boat Day (Friday, 20th April, 1894), per H. B. MACKINTOSH, Esq.	31	12	8
Readers of <i>The Christian</i> , per Messrs. MORGAN & SCOTT	8	11	-
Compositors of <i>Glasgow Evening Times</i> (additional)	1	1	-

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late W. J. WHITAKER, Esq., of Pylewell Park, Hants.	4,500	-	-
The late Miss A. G. BOLLESTON, of Hyde Park Terrace	1,500	-	-
The late Mrs. J. BAINTON, of Rickmansworth	76	8	5
The late Mrs. B. WOODWARD, of Knowle, Warwickshire	25	-	-
The late Mrs. MARY CURTIS, of Worthing (additional)	-	12	6

Reported that Captain FRANK E. D. ACLAND, late R.A., had been appointed Honorary Secretary of the City of London Branch of the Institution.

Voted the thanks of the Committee to the Rev. W. C. BARRISCOMBE, in recognition of his valuable co-operation during the period in which he occupied the office of Honorary Secretary of the Selsey Branch of the Institution.

The Committee also specially recognised the good services rendered by Mr. JOHN GALLOWAY, whilst serving as Coxswain of the Port Logan Life-boat.

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

Paid 4,800l. for sundry charges on various Life-boat Establishments.

Voted 44l. 16s. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	
Porth Rhuffydd	S.S. <i>Mersey</i> , of Liverpool.	Rendered assistance.
Runswick . . .	Fishing - cobles.	Rendered assistance.
Staithe . . .	Fishing - cobles.	Rendered assistance.

The North Sunderland Life-boat assisted to save the barque *Formica*, of Arendal, and her crew of 10 men.

Voted 207l. 15s. to defray the expenses of either assemblies or launches on service by the following Life-boats:—Cemaes, Hoylake No. 1, Kimeridge, Kingsdowne, Margate, Newburgh, North Deal, Palling No. 2, Porthcawl, Rhoscolyn, Salcombe, Skegness and Walmer.

The Ramsgate Life-boat had also been taken out on service.

Voted also 8l. to the Coxswain of the Newbiggin Life-boat, who was injured on service on the 18th November.

Also 1l. 1s. to defray the medical expenses incurred by the Coxswain of the Palling Life-boat, in consequence of being hurt while on service on the 6th June.

Also 1l. 10s. to three men for rendering assist-

ance to a boat containing the crew, thirteen in number, of the barque *Ornen*, of Sandefjord, which had stranded on the Goodwin Sands in a fresh S.W. wind and a rough sea, on the 24th June.

THURSDAY, 2nd August.

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

Read and confirmed the minutes of the previous Meeting.

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

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

Northern District.—Nairn, Buckie, Lossiemouth, Banff, Gourdon, Montrose (two boats), Johnshaven, Arbroath, Crail, Anstruther, St. Andrew's, Broughty Ferry and North Berwick.

Eastern District.—Sutton, Chapel, Skegness, Blakeney, Wells, Brancaster, Hunstanton, Sheringham, Mundesley, Cromer, Palling (two boats) and Hasbrough.

Western District.—Sidmouth, Lyme Regis, Exmouth, Torquay, Brixham, Dartmouth, Hope Cove, Salcombe, Yealm River and Plymouth.

Irish District.—Liverpool, New Brighton (two boats) and Fleetwood.

Also the reports of the Organising Secretaries, on their visits to Bradford, Manchester, Birmingham, Leicester, Blackburn, Accrington, Darwen, Burnley, Nelson, Preston, Liverpool, Ashton, Stalybridge, St. Helen's, Warrington, Widnes, Middlesbrough, Bury, Bolton, Dewsbury, Batley, Sheffield, Rochdale and Newcastle-on-Tyne.

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

	£	s.	d.
Mrs. ROGET, for the endowment of her Life-boat at Clovelly, the <i>Elinor Roget</i>	2,000	-	-
Collected by S. PENFOLD, Esq., late Mayor of Folkestone, in aid of Folkestone new Life-boat Establishment	421	9	4
Ancient Order of Foresters (annual subscription)	200	-	-
His Grace the DUKE of WESTMINSTER, K.G. (donation, 100l.; annual subscription, 10l.)	110	-	-
E. F. WHITE, Esq., and Miss WHITE (annual subscription)	75	-	-
Dublin Port and Docks Board (annual subscription)	75	-	-
"In memoriam, ELLEN BRIDGES".	50	-	-
A. C. ALLEN, Esq., contents of contribution box (additional)	7	7	-

Life-boat Saturday Collection.

Woodbridge, per Mr. J. LODER. 41 9 9

—To be severally thanked.

Also the receipt of the following legacies :—

	£	s.	d.
The late JAMES STEVENS, Esq., of Birmingham	50,000	-	-
The late Miss IVY WEBSTER, of Exeter	1,350	-	-
The late W. H. RAWSON, Esq., of Torquay	500	-	-
The late STEPHEN BENNETT, Esq., of Knighton	200	-	-
The late Mrs. E. GEE, of Lytham.	100	-	-

Voted the thanks of the Committee to HAROLD D. BATESON, Esq., in acknowledgment of his valuable co-operation during the period in which he had occupied the office of Honorary Secretary of the Liverpool and New Brighton Branch of the Institution.

The Committee expressed deep regret at the death of Mr. A. D. MILNE, who had been Honorary Secretary of the Aberdeen Branch of the Institution for fourteen years.

Paid 1,424*l.* for sundry charges on various Life-boat Establishments.

Reported that the Ramsgate Life-boat had assisted to save the barque *Hans Thiis*, of Risör, and that the Caister No. 2 Life-boat had saved the brigantine *Navigator*, of Lowestoft, and her crew of five men.

Voted 11*l.* 13*s.* to defray the expenses of launches on service by the following Life-boats:—Dungeness No. 2, Fethard, Gorleston No. 2, Hythe, New Romney, Swansea and Walmer.

Voted 1*l.* to a girl and 10*s.* to her brother for putting off in a boat to the rescue of two

children, each about four years of age, who, having got into a small punt at Bembridge, Isle of Wight, on the 17th July, pushed off from the shore and were drifting seaward. On reaching the children their boat was taken in tow, but the wind being off shore, although the sea was smooth, was too much for the would-be rescuers and the two boats would have incurred a risk of being swamped in the tide-race beyond Bembridge Ledge, but for the timely arrival of two sons of Major Windham, of Bembridge, who observing them from their house immediately proceeded to the shore, obtained a boat and went to their assistance. They anchored one of the boats and took the other in tow, when they were met by another boat, manned by a fisherman and a schoolmaster, who had also gone to the rescue; and ultimately all safely reached the land. The thanks of the Institution were voted to Messrs. Windham, and the sum of 10*s.* to those who put off in the last-mentioned boat.

Voted also 2*l.* 10*s.* to five men for putting off in a boat and rendering assistance to the yacht *Shrimp*, with two men on board, which was in danger off the Point of Ayr, Isle of Man, in a moderate S.S.W. breeze, on the 7th July.

Also 15*s.* to two men for putting off in a boat from St. Anne's, and saving three men from a boat which had stranded on the Salthouse Bank in a strong W. breeze and a rough sea, on the 7th July.

Also 10*s.* to a man for saving five persons from the skiff *Thistle*, of Gorleston, which was in danger between Gorleston and Great Yarmouth in squally weather, a rough sea and a thunder-storm, on the 12th July.

THE LIFE-BOAT.

GALLANT hearts are pulling—

Pulling might and main,
Through the boiling breakers,
Through the blinding rain;
Anxious eyes are watching—
Watching from the shore,
Fiercely blows the tempest,
Loud the ocean's roar.

Gallant hearts are pulling—

Pulling o'er the deep,
Vanishing in darkness,
Vanishing they sweep;
Mercy's wings are flying—
Flying forth to save;
God protect our heroes
On the wind-lash'd wave!

Yonder lies the doom'd ship,

Yonder lies the wreck,
Signal-lights are flashing—
Flashing from her deck.
Wistful eyes are peering
O'er the scudding foam,
Prayers for help are uttered,
Prayers for those at home.

Gallant hearts are pulling—

Pulling for the shore,
Lips are breathing blessings,
Blessings evermore.
Safe aboard the Life-boat,
Safe upon the strand;
Tell such deeds in marble,
Write them not in sand.

CHARLES SKELLY.

NOTICE.

The next number of the LIFE-BOAT JOURNAL will be published 1st February, 1895.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patron—Her Most Gracious Majesty the Queen.

Vice-Patrons—
 HIS ROYAL HIGHNESS THE PRINCE OF WALES, K.G.
 HER ROYAL HIGHNESS THE PRINCESS OF WALES.
 H.R.H. THE DUKE OF SAXE-COBURG AND GOTHA, DUKE OF EDINBURGH, K.G.
 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.

Deputy-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 308 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 38,347; for which services 98 Gold Medals and Clasps, 1,139 Silver Medals and Clasps, 244 Binocular Glasses, 15 Telescopes, 7 Aneroid Barometers, 1,479 Votes of Thanks, inscribed on vellum and framed, 44 Certificates of Service framed, and £144,953 have been given as Rewards.

The Committee earnestly appeal to the British Public for Funds to enable them to maintain their 308 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-boat men, 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. COTTES and Co., 59 Strand; and by all the other Bankers in the United Kingdom.—1st November, 1894.