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LIFE-BOAT CREWS.

No. II.

THE *fishermen* round the coasts of Great Britain and Ireland play, as may naturally be supposed, the most important part in manning the fleet of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and it is of course to their co-operation that the Institution in the first place looks. At 104 stations the entire *Life-boat's crew* is composed of fishermen, and at 85 other stations they partly man the boats, making a total of 189 stations where the LIFE-BOAT INSTITUTION depends on the fishermen to carry out the noble aims which prompt its existence.

The public is well alive to the gallant acts done by our fishermen, both in the Institution's Life-boats and on the high seas, as the Press brings home to them, from time to time, especial deeds of heroism; but, "out of sight, out of mind," unfortunately holds good in Life-boat work as well as in most other matters, and there are many small, out-of-the-way places, small fishing villages, which have been the scenes of some of the most gallant exploits in saving life that are to be found among the records of the ROYAL NATIONAL LIFE-BOAT INSTITUTION. Deeds done when no reporter has been present to extol the bravery of those who have done them, and perhaps nothing has appeared in the Press except a few lines to say that the Life-boat, at some place with an unpronounceable name, was out on

the night of the — inst., and saved — lives; nothing to say how long this work took, or what suffering from exposure, in probably a bitter cold wind and driving snow, was endured, &c., but simply the bare statement of fact. At any rate, the men who have done the work are the last to think it necessary to make a fuss about it, and would be very much surprised to be told that they had done anything out of the ordinary, for the real fisherman is as modest as he is tough and hardy.

The deep-sea fisherman is, by the nature of his work, not able to take so active a part in Life-boat work as those that only fish in the neighbourhood of their village or port, for during many months in the year he is away in the large fishing boats in which he follows his calling. At certain seasons, according to where the herrings are, or what other fishing is on hand, it is no uncommon thing to see Scotch, Lowestoft and Yarmouth, Ramsgate, Penzance, and Isle of Man fishing boats all together fishing, at one time of the year off the coast of Scotland, at another off Yarmouth, and at another on the Cornish fishing grounds, testifying as to the long distances they go from their homes, and the long absences entailed thereby.

When the deep-sea fisherman is at home, and Life-boat work is on hand, he is always to be counted on as ready to

form one of the crew or to assist in launching.

Wherever it is possible the crews of the Life-boats are *enrolled*; that is to say, there is a certain number of men who always form the regular crew of the boat; sometimes two crews are enrolled, and sometimes more, but where the men who man the Life-boats are fishermen, it is extremely difficult to carry out this plan, for the very men who are enrolled as the Life-boat's crew may be at sea at the time the services of the boat are required, and, in fact, instances have occurred of the coxswain having been rescued by his own Life-boat, which has taken him out of his fishing boat in which he has been caught by one of those sudden gales which spring up so rapidly on our coasts, and which are such a scourge to our fishermen. This inability to be able to count on the same men to man the Life-boat is one of the greatest difficulties the LIFE-BOAT INSTITUTION has to contend with, especially where the Life-boat is worked by fishermen, and is the greatest obstacle to securing that discipline without which a Life-boat station can never be thoroughly efficient.

However good a seaman or boatman a man may be, he requires a certain amount of special training for Life-boat work, and in a fishing population, which numbers some hundreds of first-rate men, it can readily be seen that it would take a long time to impart the necessary information to each of these men by means of the quarterly exercises of the Life-boat, and, although the Life-boat house is always accessible to any fisherman who might wish to make himself acquainted with the boat and her equipment, it is unfortunately true that the opportunity for doing this is seldom or never taken advantage of.

It may be thought, what can a man who has been at sea from childhood have to learn about a Life-boat? Many things. The mere fact of his having been at sea all his life, in almost one type of boat, has got him into a groove, and in that boat he knows, on the darkest night, where to

put his hand on anything required. The position of the sheets, halyards, cable, and all other necessary ropes are as familiar to him as the door-handles and bell-pulls to the "land-lubber." In the Life-boat everything will be strange to him; not only the position of the ropes, but the uses of the handles for admitting the water ballast, the manner of working the drop keels, the method of firing the sight signals and the place where they are stored, and, most important of all, the way in which the *drogue* is worked—that curious-looking brown canvas bag, that has caused much speculation as to its use in the inland towns where they have been seen as forming part of the equipment of the "Demonstration" Life-boats. The safety of the boat and her crew depends on this *drogue* when running before a heavy, breaking sea, and although *drogues* have, to a certain extent, come into use in some of the small fishing cobbles on the north-eastern coast, still a fisherman's knowledge of how to work it cannot be absolutely counted on. But, surely, a fisherman can pull an oar? Yes, assuredly; and no man will stick to it longer, but even here he requires exercise and instruction in a Life-boat, for where do you ever find ten or twelve fishermen pulling together in one boat? They have to learn to keep stroke in a Life-boat, and although the Institution tries to assimilate the nature of oar and rowlock to the local pattern, still it will not be quite the same thing to the fisherman, and he must get accustomed to the pull of a Life-boat oar. In the cobbles mentioned above, it is customary for the time to be taken from the *bow oar* instead of the stroke. This would rather upset the fresh-water oarsman's idea of things; but the reason for this strange proceeding is because the man sitting on the thwart nearest to the stern is perpetually engaged with the lines or crab-pots, whereas the bow man can always be pulling. From these remarks it will be seen that in fishing towns the LIFE-BOAT INSTITUTION suffers from an *embarras de richesse* as far as able

and willing men are concerned, but is met by this great difficulty of discipline, a subject it is striving to grapple with, and, in fact, in recent years has, in many places, already done so with considerable success.

Unlike the beach companies, mentioned in our last article, whose work is always in large sailing boats, the fishermen are called upon to work in every class of Life-boat, and to launch their boats in every conceivable way, according to the local circumstances, and what holds good in launching a boat in one place by no means follows in another. The larger proportion of boats manned by fishermen are of the pulling class, and are mounted on carriages, which are transported to the launching place either by hand or by horses. Some of the Life-boats launch from slipways, while a few can be moored afloat if the harbour is convenient, and the boat accessible at all stages of wind and tide.

Launching a boat from a carriage from an open beach into a boiling surf is by far the most difficult process of launching, and requires the greatest coolness and judgment. It is also by far the most picturesque description of Life-boat work, and anyone who saw the trials of the pulling Life-boats which took place at Montrose in the winter of 1892, would hardly forget the extraordinary sight of the seven Life-boats being launched. No horses were used, and the whole work was done by the Montrose fishermen. They found the crews and also the launching parties, and the launchers' part in the proceedings is no sinecure, for to ensure a good launch they must haul the carriage into the water until they are nearly up to their necks in water. The crew are in the boat, and up to now are fairly dry, except for the rain or snow which usually accompanies a strong north-easter at Montrose, but their time came afterwards, for when once afloat the breakers did not spare them. At these trials, and also frequently at the quarterly exercise, every bit as much risk is run as if they

were actually on life service. The breakers are the same, whether you have to get through them for practice or for saving life, but in the latter case there is a more determined look in the men's faces, and a sort of solemnity which makes the distinction between "peace and war" in Life-boat work; but whether it be to launch from a carriage on an open beach or from a slipway, or to thrash a boat out under sail over a harbour bar, the fisherman is always to the fore.

Space does not permit us to quote many of the Life-boat services done by fishermen, but the accident to the Staithes Life-boat may be in the memory of some of the readers of this journal, and as this Life-boat service combined so many extraordinary experiences, we will just give an outline of what occurred, as an example of what sort of work the fishermen are called upon to do.

Staithes is a small fishing village on the Yorkshire coast, with some 150 fishermen who fish in small boats to within a radius of ten miles of their picturesque, rocky little bay or rather creek, for "bay" one could hardly call it, as it is but a little indentation in the rock-bound coast. It is open to winds between north and north-east, and when these winds are blowing the little "bay" is a mass of broken water, the sea heading with exceptional force on the promontories of rock which run out in ledges under water, locally called "steels," and between which boats have to pass to gain the open sea or return to shore. There are certain landmarks used in the daytime for avoiding these steels, and at night certain lights in the village (when they can be seen) guide the boats in.

The times for the men to leave Staithes for the fishing ground are chiefly dependent on the tides, for it is necessary to lift lines, crab-pots, &c., at slack water, consequently the men are sometimes out all night, or have to leave in the small hours of the morning and do not return till late in the afternoon. Such was the case on 27th November, 1888. Forty-five

of the fishing cobbles had left in the morning, each with a crew of three men, and were returning in the afternoon when they were caught in a terrific north-easter, which came down like a thunder-clap. All the able-bodied fishermen being at sea and the people in Staithes seeing that the Life-boat must go out to the assistance of the fishing boats and convoy them in, the question arose who was to take her, as both the first and second coxswains were at sea. It was not, however, debated long, for the old coxswain, Mr. Verrill, whose age had compelled him to retire some years previously, at once came forward, and forming a crew of what material was left behind, chiefly men of about his own age, he launched the Life-boat and proceeded to his comrades' assistance. Luckily the greater number of the cobbles had got close home, but many were the anxious moments as each boat passed between the dreaded steels under the watchful eyes of the Life-boat men, who kept their boat in such a position as to be ready to pick up the crew of any coble that might be capsized. No disaster, however, occurred, and when it was thought that all the boats had returned safely to shore the Life-boat was beached. By this time darkness had come on, and hardly had the Life-boat been beached when it was discovered that one coble was still left outside! No sooner was this verified than Horn, the proper coxswain of the Life-boat, got a picked crew together, all of whom had been out in their cobbles since 5 A.M. and it was now nearly 6 P.M., and proceeded to launch. Staithes was in those days one of the most difficult places on the coast of Great Britain to get a Life-boat to sea from, but since then, at very great expense, the LIFE-BOAT INSTITUTION has considerably improved the slipway, but no improvement could ever make it easy. After one failure the boat was got off and rowed out through the deafening breakers into the "mother sea," and now began a period of terrible anxiety for those on shore and fearful hardship for those in the Life-boat.

The boat was soon lost sight of from

shore, but the Staithes population remained on the beach, straining their eyes and no doubt haunted by terrible thoughts not soon to be dispelled, for about three quarters of an hour after the boat had been lost sight of, the coxswain *suddenly emerged out of the surf and scrambled to shore, presently followed by one of the crew.* It is difficult to imagine any more terribly dramatic scene, the people all huddled together, for there is not much open space on Staithes sea-front, especially when the tide is up, the pitch darkness only relieved by the white foam of the breakers and these two men emerging from this sort of cauldron. Poor Horn could not give a very clear account of what had happened; at any rate, he could not speak as to the fate of the rest of the Life-boat's crew and the crew of the coble. His account was, that they found the coble outside clear of the breakers, and with considerable difficulty got her crew of three into the Life-boat, and then cast the coble adrift to find her own way ashore, and made the best of their way in the Life-boat for the landing-place; but, on account of the pitchy darkness, they missed the channel and crossed the "steel" just where the sea broke heaviest, and that a mountainous sea had overwhelmed them and capsized the boat, but he fancied when he came to the surface, after he was thrown into the water, that he saw the boat had righted herself, but could not be sure. This was all that could be told to the anxious relatives of the fourteen men who were still missing. As the tide went down the coast was carefully examined, and in a little rocky inlet called Harden Loup was found the body of one of the gallant Life-boat men named Crooks.

After this all hope was given up, and although the grief-stricken people remained watching all night, there were not many who ever expected there would be any survivors. Nothing further was heard, and a terrible night was passed; but, except for the widow of poor Crooks, the dawn was not hopeless, for on the

opening of the telegraph office a wire was received from Middlesbrough announcing the arrival of the Life-boat there with all on board except *three*. These three we can account for. On the Life-boat men returning to Staithes they told how the boat had righted instantly, and how they had regained her, and had been blown out to sea by the wind suddenly shifting into the westward; how they had spent miserable hours at anchor until at last picked up by the steamer *Ethel*, of Stockton, which was bound south, but which took them in tow and towed them back to Middlesbrough. The marvel is that only one poor fellow lost his life, especi-

ally as three of those in the Life-boat—namely, the fishing-coble's crew—had no life-belts on. The force of the wind was curiously exemplified by the following incident. On the iron viaduct which spans the deep valley behind the village of Staithes is a wind-pressure gauge, which rings a bell when the pressure of the wind is so great as to make it undesirable for trains to cross the ravine; this bell, which had never been rung before, was continually ringing on the evening of the 27th November, 1888, and no trains were allowed to pass over the viaduct. That night will long be remembered in Staithes.

(To be continued.)

THE LIFE-BOAT SATURDAY MOVEMENT.

EVEN the most sanguine supporters of the "Life-boat Saturday" movement cannot fail to be gratified with the remarkable manner in which this popular organisation, aided by the Ladies' Committees, formed as an auxiliary for collecting purposes, developed during the past year. Originated in 1891, the "Life-boat Saturday" demonstrations and collections have in the short period of four years extended the field of their operations in all directions, and really wonderful results have been obtained in the face of general bad times, agricultural and commercial depression, strikes, and other adverse circumstances. In 1894, demonstrations and special street collections were held in about sixty cities and towns throughout the United Kingdom, for the most part in the industrial centres where the population is thickest. The following is a complete list of the cities and towns taking a part in the movement last year:—Aberdeen, Accrington, Anstruther, Ashton, Barmouth, Batley, Belfast, Birmingham, Blackburn, Blackpool, Bolton, Bournemouth, Bradford, Brighton, Bristol, Buckie, Burnley, Darwen, Dewsbury, Dumbarton, Dunbar, Dunoon, Eastbourne, Edinburgh, Glasgow, Grimsby, Halifax, Harwich, Herne Bay, Huddersfield, Hull, Ilfracombe, Isle of Wight, Leeds, Leicester, Liverpool (cyclist parade and collection

for steam life-boat), Manchester, Nelson, Newhaven, Newport (Mon.), New Southgate, North Berwick, Nottingham, Plymouth, Preston, Rochdale, Rothesay, Salford, Seaford, Sheffield, Shipley, Southampton, Staleybridge, Stockton, Thornaby, Teignmouth, Warrington, Whitby, Woodbridge, Workington and Worthing. There is every reason to hope that this long list will be considerably added to during the current year. The Committee of the Institution have done their very utmost to push and extend the movement, and within the last few weeks have appointed an additional organising secretary for work in the provinces. The City of London Branch, established last year at the Mansion House under Royal auspices and the patronage of the LORD MAYOR OF LONDON and other leaders of the commercial world, has not been idle. The committee have appointed an honorary secretary and an organising secretary, and active steps are being taken to have a special life-boat collection during the year in all the principal exchanges and marts of the City. "Life-boat Sunday" collections are also gaining ground, and although, for obvious reasons, they have not increased in numbers so rapidly as the sister movement, yet a fair show has been made and better things are hoped for in the future.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.



GREENORE, Co. LOUTH.—The ROYAL NATIONAL LIFE-BEAT INSTITUTION has formed a Life-boat station at Greenore, Carlingford Lough, in consequence of the urgent representation of several important authorities and local residents, who considered that the establishment of a Life-boat station here was a necessity, as an additional safeguard for life-saving purposes for that part of the coast, the adjacent Life-boats being Newcastle in Dundrum Bay on the north, and Giles' Quay (Dundalk) on the south, and there being considerable steamboat and other traffic in and out of the Lough. The Life-boat provided is 37 feet long, 9 feet wide, and rows 12 oars double-banked; she is fitted with three water-

ballast tanks and two sliding or drop keels, and she 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. A commodious house has been erected for the Life-boat on the north side of the coastguard station and adjacent thereto, the land having been readily granted for that purpose by Mrs. PURCELL. The cost of the boat and her equipment has been defrayed from a contribution received by the Institution from the General Post Office, being the amount given by Post Office servants in all parts of the United Kingdom to defray the cost of placing and assisting to maintain a Life-boat on the coast to be

named the *Sir Arthur Blackwood*, as a memorial to the late popular Secretary of the General Post Office, Sir ARTHUR BLACKWOOD, K.C.B.

PORT OF LIVERPOOL.—As indicated in the last number of *The Life-boat*, the Institution has taken over from the Mersey Dock and Harbour Board the management and control of the Life-boat stations, appertaining to the Port of Liverpool, established for the better protection of the crews and passengers on the numerous vessels which are continually entering and leaving the Mersey. In addition therefore to the New Brighton Life-boat Station, which was founded in 1863, and has ever since been maintained by the Institution, the four Life-boats respectively stationed at Point of Ayr, Helbre Island, Hoylake and Formby are now under its care. The opportunity has been taken to thoroughly overhaul and reconstitute these stations on the lines adopted by the Institution on other parts of the coast, so as to try to make them as efficient as possible. A new Life-boat house has been constructed on a fresh site at the Point of Ayr, and a new Life-boat and a transporting carriage are to be provided for the station. The cost has been defrayed from a fund contributed from the town of Wolverhampton, H. G. POWELL, Esq., of Tettenhall, having some time since offered the sum of 700*l.* to provide a Life-boat, with transporting carriage and equipment of stores, provided the inhabitants of Wolverhampton would contribute the necessary (average) cost of a boat-house, viz., 350*l.* The money was soon forthcoming, but some unavoidable delay took place before a vacancy on the coast within easy reach of Wolverhampton presented itself. The Life-boat will be named the *H. G. Powell*, after the donor, and an ornamental inscription plate has been placed on the boat-house as a record of the generous gift. This is the third Life-boat which has been given to the Institution from the town of Wolverhampton, the other two boats having been respectively placed at the Mumbles, near Swansea. The Helbre Island Life-boat has been extensively altered and improved; it is now named the *Coard William Squarey*, after a gentleman of that name who bequeathed a handsome legacy to the Institution.

New Life-boats will also be provided for the Hoylake and Formby stations.

RYDE, ISLE OF WIGHT.—On the invitation of the Local Committee which has managed this Life-boat station since its formation many years since, it has been taken into connection with the Institution, and has since been overhauled and completely renovated. The cost of this Life-boat was originally raised by public subscription to commemorate the services of the late Captain HANS BUSK as a founder of the Volunteer movement, and the boat accordingly bears his name. She was built by Mr. JOHN WHITE, of East Cowes, and is of the "Lamb and White" type. She is 28½ feet long, 6½ feet wide, and rows six oars, being also fitted with a standing lug sail, jib, and small triangular mizen. She is kept on a carriage in a boat-house most conveniently situated on Ryde Pier, and a slipway is provided down which she can be launched at any state of the tide. The boat has from time to time rendered good service to vessels and boats in distress during stormy weather.

SUNDERLAND, SOUTH OUTLET.—The Life-Boat at the "South Outlet" Station at Sunderland has been replaced by a new self-righting boat of the latest lines and type, supplied by the ROYAL NATIONAL LIFE-BOAT INSTITUTION. She is fitted with two drop keels and three water-ballast tanks; is 38 feet long and 8 feet wide; and, in addition to her masts and sails, is fitted to row 12 oars, double-banked. Her cost has been defrayed from a legacy bequeathed to the Institution by the late Mrs. HODGES, of Shepherd's Bush, London, and she is named the *Richard and Nellie Hodges*. An excellent slipway has been constructed at a large expense for the use of this boat, so that she can be readily launched at all states of the tide, and the station is now thoroughly efficient in all respects.

LYDD, DUNGENESS.—The smaller Life-boat on this station (No. 1) has recently been replaced, at the request of the crew, by a new self-righting boat of a fresh type, which has been specially built by the Institution from the designs of its Assistant Surveyor of Life-boats, Mr.

FELIX RUBIE. This boat is a very light one, only weighing 1 ton 17 cwt. without gear. She is 34 feet long, 8 feet wide, and rows 10 oars double-banked. Her harbour trial in London was in every way satisfactory, and since she has been on her station she has been out on service in a strong wind and rough sea,

and was reported to have behaved "very well indeed." Like her predecessor this boat is named the *R.A.O.B.*, in acknowledgment of the gift to the Institution of a fully-equipped Life-boat, together with some funds towards her maintenance, from members of the Royal Antediluvian Order of Buffaloes.

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

ILFRACOMBE.—On the 27th May, 1894, the coastguard reported to the coxswain of the Life-boat that a dimasted vessel was lying off Heale Bay, nearly half a mile from the point. A moderate breeze was blowing from N.N.W., the weather was squally and the sea rough. At 6.30 A.M. the Life-boat *Co-operator No. 2* was launched, and on reaching the vessel found she was the pilot cutter *Excel*, of Cardiff. The Life-boat remained by her until, having rigged up a jury mast and weighed her anchor, she safely entered the harbour.

DONNA NOOK, LINCOLNSHIRE.—On the morning of the 27th May information was received that a vessel in the vicinity of Haile Sand was firing signals of distress. The crew of the Life-boat *Richard* were summoned, and at 4.30 the boat was launched. The rocket apparatus had been brought into requisition and communication with the vessel had been effected, but her crew refused to make use of it. On reaching the ship, the s.s. *Arthur*, of North Shields, bound from Dunkirk for Blyth in ballast, the Life-boat men were requested by the master to remain by him, and they accordingly did so for about two hours, when, the gale increasing and the seas breaking over the vessel, which was lying broadside on in a very dangerous position, it was considered expedient to leave her. The master and crew—eighteen men in all—therefore got into the Life-boat and were taken safely ashore.

ST. ANDREWS.—A yawl returning from fishing in the bay on the 27th May found herself unable to enter the harbour owing to a heavy surf; she therefore anchored

about half a mile from the pier. As the friends of the fishermen were anxious about their safety, the Life-boat *Louisa* was launched, went to their assistance, and brought the three men safely ashore. About two hours afterwards the Life-boat again went out to the boat, taking the three men back to her, and assisted to bring her into the harbour.

BROADSTAIRS.—A message by telephone was received from the North Sand Head Light-vessel on the 27th May, reporting a vessel ashore on the Goodwin Sands. A moderate gale of wind was blowing from the N.N.E., there was a heavy sea on the sands, and the weather was thick, with squalls of rain. At 2 p.m. the Life-boat *Christopher Waud*, Bradford, was launched and found the stranded vessel was the three-masted schooner *Suomi*, of Luvia, timber-laden, and carrying a crew of nine men. She was full of water and the heavy seas were breaking over her. Efforts were at once made to save the ship, and with the help of the Ramsgate steam-tug this was accomplished. She was got off the sands and taken into Ramsgate Harbour.

PORT PATRICK.—On the 2nd June, while a moderate wind was blowing from the E.N.E. and a rough sea was running, the Life-boat *Civil Service No. 3*, was launched at 10.30 A.M., with a view of carrying out the usual quarterly practice. On arriving outside the harbour she was hailed by the master of the schooner *Volusia*, of Stranraer, who stated that he was in need of assistance as the vessel was leaking badly. Two of the Life-boat's crew were put on board to help at the pumps, the Life-boat remaining by her

and assisting her into the harbour by means of a tow-rope. She was on a voyage from Troon for Drumore with a cargo of coal, and carried a crew of three men.

GORLESTON.—The dandy *Ferry Boat*, of Great Yarmouth, bound on a mackerel fishing voyage, stranded on the South Scroby Sand in thick weather, a rough sea, and a strong wind from N.E. by N., on the 7th June. She showed a signal of distress, and at 4.45 P.M. the Life-boat *Mark Lane* was launched, and proceeded to her assistance. Owing to the broken water on the sand, the Life-boat anchored to windward of the vessel, veered down to her, got a line from her, and at the master's request, remained by to see whether or not she would float when the tide flowed. When the water rose she got off the sand and was able to resume her journey. She had a crew of eight men on board.

On the 2nd August the dandy *Fraternité*, of Fécamp, whilst beating through the roads, collided with a steamer and was commencing to sink. Her crew took to their boat and were picked up by a shrimping boat and taken to Yarmouth. The Gorleston No. 2 Life-boat *Leicester* put off at 8.30, and with the assistance of the crew of another boat, succeeded by means of pumping and baling in taking the *Fraternité* into Yarmouth harbour, but she was nevertheless full of water when placed upon the hard.

On the 24th October the dandy *Sunbeam*, of Lowestoft, bound on a fishing voyage, grounded on the South Scroby Sand, in a moderate S. by W. gale, and a very heavy sea. A steam-tug was in the vicinity at the time, but finding herself unable to render assistance at once steamed to Gorleston to obtain the help of a Life-boat. The No. 1 Life-boat *Mark Lane* was already afloat when the steamer arrived—the casualty having been observed from the shore—was towed to windward of the vessel, anchored, wore alongside and took off the crew of nine men. While doing so a tremendous sea broke over the vessel and swept the mast-head and gaff—the mast having broken off under the eyes of the rigging—across the Life-boat's cable. The grapnel rope was speedily improvised as a spring to shear the boat clear of the wreckage, and then had to be cut, entailing the loss of

the boat's anchor, cable, &c. The boat also received damage by being dashed against the vessel.

RUNSWICK and STAITHES.—On the 13th June several cobs belonging to Staithes were overtaken by stormy weather and a strong sea while they were engaged in fishing. Some of the boats ran for Staithes, and others made for Runswick. At 3.45 A.M. the Runswick Life-boat *Cape of Good Hope* was launched to assist some of the boats, and at 4 o'clock the Life-boat *Jonathan Stott* put off and rendered help to the other boats.

NORTH SUNDEBLAND.—The Longstone Lighthouse signalled early on the morning of the 14th June that a vessel was in distress. At 1.35 the Life-boat *Thomas Bewick* was launched and found the barque *Formica* of Arendal, laden with battens, had drifted with the tide, there being but little wind, and struck on the Wyms, one of the Farne islands. The Life-boat men assisted to get the vessel off the rocks, and with the help of a steam-tug, which came up while this was being effected, she was taken to Berwick, for which port she was bound, arriving at 7 P.M. The state of the tide, however, prevented her from being taken into the harbour, and they therefore had to wait until the afternoon of the 16th, when there was sufficient depth of water to enable this to be accomplished. A heavy sea was running, and the vessel lost her rudder and stern-post from the continued bumping on the rocks when she struck. She was manned by a crew of ten hands.

PORTH RHUFFYDD, ANGLESEY.—On the morning of the 22nd June the coxswain of the Life-boat received intelligence that a steamer was ashore S.E. of the Life-boat station. The weather at the time was thick, a moderate wind was blowing from the S.W., and there was a moderate sea. At 5.30 the Life-boat *Norbury* was launched, and found the stranded vessel was the s.s. *Mersey*, of and for Liverpool, from Dunkirk, with a cargo of sugar. The Life-boat took out an anchor, but as the flood tide made the sea increased, and the vessel, which struck heavily on the rocks, filled with water, and by 11.30 was completely submerged. Her crew of

thirteen men were landed by means of ladders from the shore to the rocks.

On the 12th October a vessel was reported to have run on the Ramon rocks. The crew of the Life-boat *Norbury* were at once summoned, and at 6 A.M. the boat was on her way to the vessel, which was found to be the Norwegian barque *Eugenie*, laden with log-wood and manned by a crew of eleven hands. At the request of the master some of the Life-boat men boarded the ship, and with their help she was got off the rocks and was enabled to resume her voyage. A moderate S.W. wind was blowing and the sea was smooth, but the weather was thick.

RAMSGATE.—A message was received by telephone from the Goodwin Light-vessel on the morning of the 24th July, stating that a vessel was ashore on the North Goodwin Sands. At 10 o'clock the Life-boat *Bradford*, in tow of the steam-tug *John Batey*, left the harbour and reached the vessel, the barque *Hans This* of Ri-ör, laden with pit-props. The vessel's tow-rope was attached to the tug, and for about an hour efforts were made to tow her afloat, the crew of the Life-boat and the ship's crew during that time jettisoning the deck load in order to lighten her. Ultimately she was got off the sand, and was taken to an anchorage in the Downs. She was bound for Newport, and had a crew of nine men.

CAISTER, NORFOLK.—A dense fog was experienced here on the 24th July, accompanied by rain, thunder and much lightning. At about 4 o'clock in the afternoon the fog cleared, and disclosed a vessel just striking the inside of the Barber Sand. The Caister No. 2 Life-boat *Beauchamp* was launched, sailed to the spot, and found the brigantine *Navigator*, of and for Lowestoft, coal laden from Hartlepool, and having a crew of five men, hard on the sand and rolling heavily, the sea being very rough. The proffered services of the Life-boat men were accepted, and with their assistance the vessel was got afloat. Owing to the narrowness of the channel in which she was then lying it was necessary to bring her up until midnight, when the wind shifted and it then became practicable to sail her out round the north end of the

sand through the Cockle Gatway into Yarmouth Roads. A tug was then engaged and the vessel was towed to Lowestoft, the Life-boat accompanying her.

FRASERBURGH.—On the 15th August about two hundred of the fishing-boats put to sea, but as weather was threatening the remaining six hundred boats did not venture out. Towards night the wind increased until it attained the force of a gale, and great excitement prevailed at the harbour, on the piers of which thousands of spectators were assembled, in consequence of the risk incurred by the boats returning to port. This excitement reached its climax at about eleven o'clock, when flare-up lights were seen in the bay. The Life-boat *Anna Maria Lee* was launched, proceeded in the direction in which the flares were seen and found they were shown by the lugger *Dayspring*, which had lost her rudder. The Life-boat attached to the boat a long cable with which she is specially provided for such purposes, and the other end being taken by the Life-boat to the breakwater, a crowd of willing helpers soon hauled at the rope and pulled the fishing-boat alongside the pier, her crew of six men being thus enabled to land in safety. Happily no loss of life befel the fishermen who were out in these boats, but serious damage was done to their gear.

SHEBBINGHAM.—A rough sea sprung up on the evening of the 16th August, and about fifteen or twenty fishing-boats were placed in danger. At 5.15 the Life-boat *William Bennett* was launched, eight minutes sufficing to get her afloat, took the crews out of their boats, and landed them at about 8 o'clock. The boats were anchored outside the breakers, and were brought ashore when the tide ebbed late at night.

BERWICK-ON-TWEED.—The barque *Ceres*, of Rönne, bound from Cronstadt for Berwick with a cargo of battens, in trying to enter the harbour, on the evening of the 24th August, struck on the bar and was driven by the heavy seas on Spittal Beach, where she rolled and struck heavily. The Life-boat *John and Janet* put off to her assistance at 4.45, being manned and

launched with commendable promptitude, took off her crew of nine men, and landed them safely at 5.30.

LLANAELHAIARN, CARNARVONSHIRE.—The fishing boat *Annie Jones*, of Carnarvon, was seen in great danger about two or three miles from land, in squally weather, on the 24th August. Her mainsail was torn to pieces; she was drifting out to sea, and in all probability, in the absence of help, she would have sunk and her crew of two men would have been drowned. At about 6.30 P.M. the Life-boat *Cyprian* was launched and brought the boat and her two occupants safely ashore.

GREAT YARMOUTH.—Flares and rockets having been observed in the roadstead while a strong N. to N.N.W. breeze was blowing, with a rough sea, on the 8th September, the Life-boat *John Burch* was launched at 9.35 P.M. and proceeded in the direction in which the signals had been shown. The ketch *Sir Garnet*, of Goole, bound from London for Berwick with a cargo of cement, was found in a sinking condition and lying at anchor close by was a Belgian training-ship, which hailed the Life-boat, and reported that she had on board the other vessel's crew of four men, also the master's wife and three children. The two vessels had been in collision. The ketch sank while the Life-boat was out, and the eight persons were taken from the training-ship into the Life-boat and landed at 11 P.M.

SCARBOROUGH.—On the morning of the 28th September several Scotch fishing-boats were making for the harbour in a moderate gale from the N.E. and a heavy sea. As it was apparent that danger would be incurred by them in entering the harbour the Life-boat *Queensbury* was launched at 8 o'clock, and remained near the pier end until all the boats were in safety.

WHITHORN.—A vessel having been reported dismasted in Wigtown Bay on the 9th October, the Life-boat *Henry and John Leighton* was launched at 3.10 P.M., being in the water in ten minutes from the time the signals were fired to summon the crew, and proceeded with all speed to

the vessel. She was the smack *Ellen*, of Beaumaris, coal laden, and carrying a crew of two men. Some of the Life-boat men boarded her, assisted to clear away wreckage, and then towed her to Gorleston.

HOYLAKE, CHESHIRE.—The schooner *Thomas Mason*, of Beaumaris, stranded on the West Hoyle bank in a W.N.W. wind, misty weather, and a choppy sea on the 14th October. At 8.30 A.M. the Life-boat proceeded to her, and remained by her until high water, but as she did not float her crew decided to throw out her cargo of coal, with the view of getting her off at the next tide. Arrangements were made that if they required the services of the Life-boat, they should signal for her, and the boat returned ashore. A good look out was kept, and at 10.55 the Life-boat again went out, a message from Helbre Island having been received, reporting that the vessel had moved about a hundred yards, that all her sails had been taken down, with the exception of the topsail, which was fluttering about in the wind and that she appeared to be sinking. When the boat arrived the schooner had sunk, and her crew of two men and a boy were in the rigging. They were taken into the Life-boat and landed soon after midnight.

ALDEBURGH, SUFFOLK.—The Life-boat *Aldeburgh* was launched at 9.45 A.M. on the 20th October to the assistance of three fishing-boats which were making for the shore, and would evidently encounter considerable danger, as a rough sea was breaking. The Life-boat took two of the boats in tow, and the third one proceeded round Orfordness to Shingle Street. In response to signals and a message received by telephone on the 25th October the Life-boat *Aldeburgh* was launched at 1.30 A.M. and sailed to the Shipwash Sand. The barque *Giusto*, of Trieste, bound from Sundswall for Cape Town, laden with wood, was found near the Shipwash light-vessel. She had been on the Inner Gabbard Sand, had cut away her masts, and was in a very dangerous position, water-logged, and drifting towards the Shipwash Sands. The Life-boat rendered all possible assistance, and with the aid of a steam-tug the vessel was taken to Harwich, where she arrived at 6.30 P.M.

"TIT-BITS" PRIZE LIFE-BOAT SONG.*

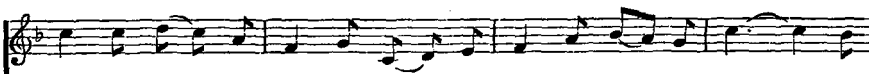
Words by Mr. H. ROSS CLYNE.
Allegro moderato.


Music composed by Mr. GEORGE HALFORD, MUS. BAC., F.R.C.O.

VOICE. 

PIANO. 

1. The
2. But
3. Oh,


 sun is high in the bright blue sky, Old Nep-tune lies at rest... And
 chang'd, a-las! ere a few hours pass, Is the face that Na-ture wore!... And
 daunt-less crew, brave work ye do, In mount-ing ev'-ry wave, . . . Through




 on the main un-fur'd in vain Are the sails up-on his breast; . . . And
 dark clouds fall like a fun-'ral pall On the ter-ri-fied sea and shore, . . . Like
 dan-ger vast they reach at last The lives they came to save! . . . But




 all se-rene, like a fai-ry scene, The beau-ty is far and wide! . . . But the
 light-ning's flare thro' the star-tled air Flash sig-nals from the seas! . . . And her
 ere they start the tim-bers part, Of the bark that will sail no more! . . . But their



* Reprinted, with the kind permission of the Proprietor, from TIT-BITS of Nov. 10, 1894. A prize of £10, offered by that publication for the best Life-Boat Song, Words and Music, was awarded for this Composition.

coast-guard knowere the tide shall flow, A gale o'er the sea shall ride, . . . But the crew so staunch soon the life - boat launch, To bat - tle with the breeze, . . . And her task is done and the vic - try won, For the life - boat's reach'd the shore, . . . But their

coastguard knowere the tide shall flow, A gale o'er the sea shall ride! crew so staunch soon the life - boat launch, To bat - tle with the breeze. task is done, and the vic - t'ry won, For the life - boat's reach'd the shore!

rall. e cres.

f
a tempo.
Ped.

(May be sung as a Chorus.)

But the } hearts are brave and true, . . . Of the gal - lant life - boat
For the }
For the }

Soa.
f
*

crew; . . . They'll be rea - dy at the call of dan - ger, . . . Once a -

- gain to cross the foam, . . . Leav-ing wife and bairns and home, . . . To fight with Death it-

- self to save the stran - ger; . . . They have cour - age firm and true, . . . And their

rall. e

marcato. arms are stur - dy, too, . . . *f parlando.* So, lands - men, pray God's bless - ing on the *a tempo.*

life - boat crew.

ELECTRICAL COMMUNICATION BETWEEN LIGHTHOUSES AND LIGHT-VESSELS AND THE SHORE.

THE following is a copy of a placard circulated in November last by the Elder Brethren of the Trinity House, calling attention to an important concession to shipowners and others, whereby they are allowed on occasions of shipping casualties to utilise, at a very moderate charge, the telegraphic system recently introduced in the case of the undermentioned lighthouses and light-vessels, the arrangement being altogether independent of the use of the wires for the Life-boat Service:—

NOTICE TO MARINERS. (No. 46.)

COASTS OF ENGLAND AND WALES.

CASUALTIES AT SEA.

ELECTRICAL COMMUNICATION WITH LIGHTHOUSES AND LIGHT-VESSELS.

TRINITY HOUSE, LONDON.
5th November, 1894.

The undermentioned Lighthouses and Light-vessels under the jurisdiction of this Corporation being now or about to be electrically connected with the Postal Telegraph System, Mariners are informed that arrangements have been made with Her Majesty's Postmaster-General, whereby they can have casualties at sea reported by Telegraph to Owners or others through any of the stations named.

Payment at the rate for ordinary inland telegrams (plus twopence per message) will be demanded on the delivery of the telegram.

Telegrams in reply will be accepted from the Owners or others for transmission, if possible, to the vessel in distress, and will be subject to the same charges.

It is, however, necessary to state that the present staff at a Lighthouse does not admit of a constant look-out being kept, and it must be distinctly understood that no messages will be transmitted other than those which relate to Shipping casualties, and that neither the Post Office nor the Trinity House will be liable for any loss or damage incurred or sustained by reason, or on account of, any mistake or default in the transmission, delivery, or signalling of a message.

The arrangement here described is supplementary to that under which messages from the Light-keepers themselves, to summon Life-boats, are transmitted free of charge.

LIST OF STATIONS.

Lighthouses.

East Coast— Souther Point. Orford. Gundfleet.	Bristol Channel— Lundy. Hartland. Bull Point. Nash.
South Coast— Needles. Anvil Point. Start Point. St. Anthony's Point.	West Coast— Menai. South Stack. North Stack Fog Gun Station. St. Bees.

Light-vessels (East Coast).

Haisbro'. Shipwash.	Kentish Knock. Goodwin (N. Sand Head).
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By Order,
CHAS. A. KENT,
Secretary.

CIVIL SERVICE LIFE-BOAT FUND.

At the Twenty-eighth Annual Meeting of the Committee of this Fund, held on the 17th January, and presided over by Mr. CHARLES G. TURNER, C.B., Mr. CHARLES DIBDIN, the Honorary Secretary, reported that there had been no falling off in the number of the contributors—now exceeding 13,000—during the past year, and that the Committee had paid to the ROYAL NATIONAL LIFE-BOAT INSTITUTION in 1894 the sum of 808*l.* 11*s.* 7*d.* Of this amount 620*l.* 4*s.* 1*d.* was devoted to the payment of expenses incurred by the Institution during part of the year 1893 and the year 1894 connected with the main-

tenance of the seven Life-boat stations, for the building and endowing of the boats for which the Fund had already found the means. The balance of 188*l.* 7*s.* 6*d.* went to recoup the Institution the money paid during the year in rewarding the crews of the Civil Service boats for services. The seven Life-boats in question have been instrumental in saving 232 lives and several vessels, sixteen lives having been saved by them in 1894. The boats are stationed at Douglas, Kingstown, Maryport, Port Patrick, Tynemouth, Walmer and Wexford.

SUMMARY OF THE MEETINGS OF THE COMMITTEE.

THURSDAY, 6th September, 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 report of the Deputy Chief Inspector of Life-boats on his recent visits to Queenstown, Courtmacsherry, Valentia, Fenit (Tralee Bay), Baltimore (Co. Cork), Helbre Island and Point of Ayr.

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

Northern District.—Eyemouth, Dunbar, Balcary, Kirkcudbright, Whithorn, Port Patrick Port Logan, Ayr, Ballantrae, Troon, Girvan, Irvine, Huna and Ackergill.

Eastern District.—Folkestone, Broadstairs, Ramsgate, Newhaven, Eastbourne, Hastings, Kingsdowne, Walmer, Dover, North Deal, Hythe, Winterton (two boats), Caister (two boats), Great Yarmouth, Gorleston (three boats), Lowestoft (two boats) and Kessingland (three boats.)

Western District.—Aberystwith, New Quay, Aberdovey, Barmouth, Burry Port, Weston-Super-Mare, Teignmouth, Pwllheli and Porthillan.

Irish District.—Formby, Hoylake, Helbre Island, Point of Ayr, Queenstown (two boats), Courtmacsherry, Fenit and Valentia.

Also the reports of the Organising Secretaries on their visits to Halifax, Bradford, Blackpool, Grimsby, Hull, Nottingham, Preston, Liverpool, St. Anne's, Gloucester, Swansea, Newport, St. Helier's, Bristol, Exeter, Plymouth, Bournemouth, Southampton, Portsmouth, Burnley, Dumbarton, Dundee, St. Andrew's, Aberdeen and Rothesay.

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

	£.	s.	d.
Executors of the late Miss LAVINIA ANN WARRINGTON, of Torquay	1000	-	-
JAMES PAUL, M.D., of Barnes, Surrey, for a Life-boat to be named the <i>St. Paul</i> , and placed on the N.E. Coast of Scotland, or, failing that, any part of the English Coast	700	-	-
Mrs. HANNAH DUNCAN, in memory of her late husband	50	-	-
Messrs. KNOWLES and FOSTER	50	-	-
Mrs. C. E. LAYTON	25	-	-
Proceeds of Demonstration on 12th August, at Cromer, by Loyal Baring Lodge of Odd Fellows, Loyal Albion Lodge and Juvenile Branches, "Bond Cabbell," and Sheppard Lodges, per Cromer Branch	15	-	-

	£.	s.	d.
Half of amount collected at services on board the s.s. <i>St. Rogwald</i> , during her recent trips to Norway, per J. T. WOOLEYCH PEROWNE, Esq.	13	13	-
Collected on board the s.s. <i>Brier</i> , at Morecambe, per Captain MCLARTY	8	-	-

Life-boat Saturday Collections.

Batley and Dewsbury, per A. KERSON, Esq.	348	6	8
Rochdale, per BENJAMIN HEAPE, Esq.	313	15	3
Harwich and Dovercourt, per the Misses NALBOROUGH	30	-	-
Culleu, per Buckie Branch.	15	14	-

Life-boat Sunday Collections.

Hauxley Branch, various collections	8	16	7
Fylingdales, Yorkshire, per the Rev. R. JERMYN COOPER, M.A.	3	6	9
Harby, Melton Mowbray, per the Rev. M. O. NORMAN, B.A.	2	-	-

—To be severally thanked.

Also the receipt of the following legacies:—

	£.	s.	d.
The late A. G. MEDWIN, Esq., M.D., of Bruton Street, W.	1000	-	-
The late HUGH CUNNYGHAME, Esq., of Campden Hill, W.	1000	-	-
The late ROBERT BUSSELL, Esq., of New Cross.	200	-	-
The late Miss M. GREENE, of Lancaster	100	-	-
The late W. R. LLOYD, Esq., of Clifton	50	-	-
The late Mrs. MARY TAIT, of York Terrace, Regent's Park (additional)	22	13	1
The late Miss IVY WEBSTER, of Exeter (additional)	17	3	7
The late Mrs. M. JONES, of Highbury Hill (additional)	16	6	11

Reported the transmission to their Stations of the Gorleston No. 2, Port Logan and Teignmouth new Life-boats.

Also that the Kirkcudbright Life-boat had been returned to her Station after having been altered and fitted with all modern improvements.

Voted the thanks of the Committee to SIR LLEWELYN TURNER and JOHN JACKSON, Esq., in recognition of their past valuable co-operation extending over many years, as Chairman and Honorary Secretary respectively, of the Carnarvon and Llanddwyn Branch of the Institution.

Also to the Rev. WILLIAM JONES, and ALEXANDER MACFIE, Esq., in acknowledgment of their long and valuable services as Honorary Secretaries of the Porthcawl and Isle of Whit-horn Branches of the Institution.

Deep regret was expressed at the death by drowning of the Rev. R. E. TAYLOR, M.A., who had been the esteemed Honorary Secretary of the Cresswell Branch of the Institution for 11 years and a letter of sympathy was ordered to be sent to his Widow.

Paid 4681l. for sundry charges on various Life-boat Establishments.

Voted 55l. 6s. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Berwick - on - Tweed	Barque <i>Ceres</i> , of Rönne	9
Fraserburgh	Lugger <i>Dayspring</i> , of Buckie, assisted to save vessel and	6
Llanallhaiarn	Fishing-boat <i>Annie Jones</i> , of Carnarvon, saved vessel and	2
Sheringham	Fishing-boats, rendered assistance.	

The Gorleston No. 2 Life-boat assisted to save the disabled dandy, *Fraternité*, of Fécamp.

Voted 193l. 9s. 6d. to defray the expenses of either assemblies of their crews or launches on service by the following Life-boats:—

Brightstone Grange, Cemaes, Cloughy, Dungeness No. 2, Formby, Gorleston No. 2, Llandudno (Orme's Head), Margate, New Brighton No. 1, New Romney, Walton-on-the-Naze, Wexford No. 1 and Winterton No. 2.

Voted also 10s. to two men for saving a man who had fallen overboard from a steam-launch in Wexford Harbour in a fresh S.W. breeze and a moderate sea on the 18th August.

THURSDAY, 11th October.

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

Read and confirmed the Minutes of the previous meeting.

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

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

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

Northern District:—Thurso, Dornoch, Kildonan, Ardrossan, Southend (Cantyre), Campbelltown, Dunbar, Holy Island, Berwick-on-Tweed, Sunderland (South Pier and South Outlet) and Roker.

Eastern District:—Pakefield (two boats), Southold (two boats), Dunwich, Aldeburgh, Thorpeness, Harwich, Clacton-on-Sea, Walton-on-Naze, Dungeness (two boats), New Romney, Rye, Winchelsea, Margate and Kingsgate.

Western District:—Abersoch, Llanallhaiarn, Criccieth, Ferryside, Burry Port, Swansea, Port Eynon, Porthcawl, Penarth, Littlehaven, Tenby, Angle, St. David's, Fishguard (two boats), Cardigan and Newport (Pembrokeshire).

Irish District.—Bull Bay, Cempln, Cemaes, Moelfre, Penmon, Beaumaris, Llanddulas, Llandudno, Workington, Whitehaven, Seasdale and Maryport.

Also the reports of the Organising Secretaries on their recent visits to Halifax, Hull, Grimsby, Manchester, St. Anne's, Nottingham, Swansea, Newport (Monmouthshire), Bristol, Portsmouth, Southampton, Burnley, Liverpool, Aston, Staleybridge, Exeter, Stockton, Thornaby, Blackpool, Cleethorpes, Plymouth, Aberdeen, Belfast, Dumbarton, Rothesay, Dunoon and Dundee.

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

	£	s.	d.
Trustees of the late Mrs. F. J. STANFORTH, of Sheffield, for the maintenance of the <i>Alfred Staniforth</i> Life-boat at Teignmouth	1000	-	-
Proceeds of concert given by the Penang Marine Association, per Captain EDDIE, President	21	6	6
Captain W. H. COPE, and passengers, officers and whole of the crew of the ship <i>Torrens</i> , during a voyage to Australia and back. Collected at Masquerade ride of Cromer Bicycle Club, per Cromer Branch	15	12	-
	8	-	-

Life-boat Saturday Collection.

Bristol, per W. H. FRANK, Esq., (first instalment)	1000	-	-
Southampton, per J. H. HARRISON HOGGE, Esq.	300	-	-
Eastbourne, per H. M. EMARY, Esq.	95	13	2
Worthing (22 August), per GEORGE PIGGOTT, Esq.	60	-	-
Barmouth, per B. J. ALSOP, Esq.	45	1	5

Life-boat Sunday Collections.

Llanfrecfa Lower, Diocese of Llandaff, per F. J. Mitchell, Esq.	5	8	-
West London District Schools, per the Rev. HUGH J. FLYNN, D.D.	2	11	1
Long Houghton Church and Boulmer Schoolroom, per Boulmer Branch	2	7	6
Dunwich, per the Rev. J. F. NOOTT, B.A.	1	-	-

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late PATRICK HENDERSON, Esq., of Danes Inu	1008	6	7
The late RICHARD HOPKINS, Esq., of Emscote, Warwick	500	-	-
The late W. A. MILLWARD, Esq., of Chapel-en-le-Frith	191	2	6
The late KENNETH R. H. LEAKE, Esq., of Dundee	100	-	-
The late Mrs. SARAH FIELDE, of Neasden	45	-	-

The Committee expressed deep regret at the decease of Mr. JOHN SINNOTT, Honorary Secretary of the Cahore Branch of the Institution and decided that a letter of sympathy be sent to his family.

Voted the thanks of the Committee to J. T. KILNER, Esq., H. A. PERRY, Esq., and Mr. JOHN FOUNTAIN, in recognition of their past valuable co-operation as Honorary Secretaries respectively, of the Huddersfield, Brighton and Filey Branches of the Institution.

Also to J. H. HARRISON HOGGE, Esq., in acknowledgment of his valuable co-operation as Honorary Secretary of the Southampton Life-boat Saturday Fund for two years.

Voted the Second Service Clasp of the Institution, with a certificate of service and a gratuity to Mr. JOHN BRINES, in recognition of his good services during the long period of 35 years, in which he occupied the post of Coxswain of the Thurso Life-boat. He had been out in the Life-boats at that Station 32 times on service and assisted to rescue 304 lives.

Reported that new Life-boats had been sent since the last meeting to the Dunwich, Falmouth and Mullion stations.

Also that the Ryde Life-boat had been altered, prior to the boat being taken charge of by the Institution and returned to her station.

Also that the St. Ives Life-boat had been returned to her station after having been altered and fitted with all modern improvements.

Paid 4,790*l.* for sundry charges on various Life-boat establishments.

Voted 30*l.* 15*s.* to pay the expenses of the Scarborough and Great Yarmouth Life-boats. The former remained by four Scotch fishing-boats which were in danger in a gale, and the latter landed eight persons whose vessel had been in collision with another and sunk.

Voted also 106*l.* 2*s.* to defray the expenses of assemblies of the crews, watching during stormy weather, and of launches on service by the following Life-boats:—Clacton-on-sea, Kimeridge, North Deal, Saltburn, Sheringham, Walton-on-the-Naze, Wexford No. 1, and Whitby No. 1.

Voted the Silver Medal of the Institution, accompanied by a copy of the vote, inscribed on vellum and framed, to J. H. LONG, Esq., Honorary Secretary of the Youghal, Co. Cork, Branch of the Institution for gallantly saving a young man from drowning on the occasion of the foundering of the yacht *Seagull*, belonging to Mr. LONG, on the 5th September. Learning that the man in question was unable to swim, Mr. LONG resolved to save him, but incurred imminent risk of his own life in doing so. The man first clutched Mr. LONG by the neck, but was persuaded to get on to the latter's back so that he might swim with him, but again becoming frightened, he climbed on his rescuer's shoulders, shouting for help. Ultimately another yacht reached them and picked up the man, but sailed over Mr. LONG, who caught hold of her bobstay, but was compelled to release his hold, the vessel sailing at considerable speed. Five minutes elapsed before the boat could put back, and when Mr. LONG was picked up, he was in a greatly exhausted condition.

Voted £10 to an ex-Coastguardman who was for many years one of the crew of the Ardrosan Life-boat, and was injured while engaged on service with that boat.

THURSDAY, 8th Nov.

Colonel FITZROY 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 report of the Deputy-Chief Inspector of Life-boats on his recent visits to the St. Ives, Newport (Pembrokeshire), Torquay, and Dartmouth stations.

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

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

Eastern District—Southend, Ryde, Staithes, Runswick, Whitby (two boats), Uppang, Robin Hood's Bay, Scarborough, Filey, Flamborough (two boats) and Barmston.

Western District—Looe, Porthoustock, Cadwith, Polpear, and Church Cove (Lizard), Mullion, Porthleven and St. Ives.

Irish District—Barrow, Rhyl (two boats), Llandudno, Llanddwyn, Porth Rhuffydd Holyhead (two boats), Rhoscolyn and Rhosneigr.

Also the reports of the Organising Secretaries on their visits to Manchester, Ashton, Stalybridge, Warrington, Burnley, Liverpool, Runcorn, Stockton, Thornaby, Preston, Belfast, Aberdeen, Dundee, Greenock, Paisley, Glasgow, and Kilmaleolm.

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

	£	s.	d.
The "Coral" Fund, per Mrs. R. BRAITHWAITE BATTY, to provide a new transporting carriage for the Wells Life-boat	150	-	-
T. W. R. (additional)	50	-	-
Proceeds of Children's Bazaar, at Alwyne College, Canonbury, per Miss HERAPATH	26	-	-
Nett proceeds of entertainment by White Star Minstrels Amateur Society, at Harwich (Mr. JEFFERY, manager), per W. GROOM, Esq., Mayor of Harwich	10	10	-
Collected after a Smoking Concert held at Lewisham Conservative Club, per ANDREW ROBERTSON, Esq.	2	14	-
Collected in Sunningdale School Chapel, per the Rev. H. W. GIRDLESTONE, D.D.	1	2	10

Life-boat Saturday Collection.
Herne Bay, per H. C. JONES, Esq. 7 3 5

Life-boat Sunday Collections.
Breinton, Hureford, moiety of Harvest Thanksgiving offerings, per the Rev. HENRY NORTH, M.A. 2 - 3
Hauxley Life-boat Sunday Fund, various collections, per the Rev. J. WESLEY WADDELL, Amble 1 3 10
St. Matthew's Church, Denmark Hill, collected at Children's Harvest Thanksgiving Service, per Mr. W. H. BENHAM - 12 -

To be severally thanked.

Also the receipt of the following legacies:—

	£.	d.
The late G. W. COLLISON, Esq., of Cromer (on account)	1,500	—
The late W. C. TEDDER, Esq., of Camberwell	25	—

The Committee specially recognised the valuable services rendered by Messrs. J. WOODGATE, CROMPTON WYVILL, WILLIAM WARFORD and H. REVELY, whilst serving respectively as Coxswains of the Dover, Filey, Pakefield No. 2 and West Hartlepool No. 1 Life-boats.

Reported that the Gorleston No. 1, and Dungarvan Life-boats had been returned to their stations after having been extensively altered and improved.

Decided to take into connection with the Institution the Wick Life-boat Station (which is at present under the management of the Trustees of the Wick and Pulteneytown Harbours), and to replace the Life-boat now there with a new one possessing all the latest improvements.

Also to abolish the present Life-boat Station at Newport (Pembrokeshire).

Also to remove the Abersoch Life-boat Station to Black Point, about a mile and a half from the present position.

Paid 6,914*l.* for sundry charges on various Life-boat establishments.

Voted 207*l.* 19*s.* 3*d.* to reward the crews of the following Life-boats for the services indicated:—

Life-boat.	Vessel.	Lives saved.
Aldeburgh	Two fishing-boats. Rendered assistance.	
Beaumaris	Cutter <i>Letty</i> , of Liverpool	2
Cromer	Fishing-boats. Rendered assistance.	
Gorleston No. 1	Dandy <i>Sunbeam</i> , of Lowestoft	9
Hoylake	Schooner <i>Thomas Mason</i> , of Beaumaris	3
Newbiggin	Fishing-boats. Remained afloat.	
Southwold No. 1	Barque <i>Nina</i> , of Christiania	3
Southwold No. 2	Yawl <i>Courage non pur</i> , of Lowestoft. Saved vessel and	5
Whithorn	Smack <i>Ellen</i> , of Beaumaris. Assisted to save vessel and	2
Wicklow	Fishing-boat	2

The Aldeburgh, Broadstairs, Ramsgate, Hartlepool No. 2, Lowestoft No. 1, Porth Rhufydd and Stromness Life-boats rendered the following services:—

Barque *Giusto*, of Trieste, assisted to save vessel and crew, 13; pilot schooner, No. 15, of Flushing, rendered assistance; s.s. *Stromshalh*, of Whitby, assisted to save vessel; s.s. *Isabelle*, of Liverpool, assisted to save vessel; Norwegian barque, *Eugenie*, assisted to save vessel; schooner *Industry*, of Peterhead, rendered assistance.

Voted 639*l.* 5*s.* 3*d.* for assemblies of the crews or launches to distressed vessels by the under-mentioned Life-boats:—

Alnmouth, Angle (Milford Haven), Bamburgh

Castle, Bridlington Quay, Caister No. 2, Dartmouth, Dungarvan, Dunwich, Gorleston Nos. 1 and 2, Harwich, Kingsdowne, Llanael-haearn, Lowestoft No. 1, Newhaven, North Deal, North Sunderland, Padstow, Pakefield No. 1, Palling No. 2, Port Erroll, Redcar, Rhoscelyn, Runswick, Salcombe, Saltburn, Skegness, Sunderland, South Outlet, Thorpe-ness, Totland Bay, Walmer, Wicklow and Winterton No. 2.

Voted also 3*l.* 15*s.* to five Coastguardmen, for putting off in their boat from Helvick Head, Co. Waterford, and saving the crew of four men from the Schooner *Problem*, which had stranded on the Gainers Rocks, Dungarvan Bay, in a gale from the E.S.E., and a rough sea on the 23rd October.

Also 2*l.* to a man who put off in a small boat and saved the crew of six men from the fishing-lugger, *Elizabeth and Mary*, of Shoreham, which foundered off Ramsgate in a strong E. breeze and a choppy sea on the 23rd October.

KNIGHT OF THE SEA.

KNIGHT of the Sea! though "Sir"-less thou be,

Thy heart beats brave, and is strong to save
From the deadly wave and the deep-sea grave.

Knight of the Sea! true son of the free!
The storm thou'lt dare when the signals flare,
And the shrill winds wail through shroud and sail.

Knight of the Sea! though nameless thou be.—
Storms in their might roll forth to the fight,
With crash and with roar they break on the shore,

So out with the steed and seaward with speed—
Souls stand in need of chivalrous deed,
For wild is the wave that whirls o'er the brave.

On, on flies the boat, though Death's afloat:
Fearless and grand she leaps from the strand,
And braves the wave, determined to save.

Now beside the wreck, with shattered deck,
The storm-tossed knight, with armour dight,
His guerdon finds 'mid waves and winds.

Knight of the Sea! thy title shall be—
Forget-ter of self! faithful to Me—
A title of high and god-like degree.

On the bright scroll of Britain's fair fame
Briton ne'er wrote worthier name
Than Knight of the Sea, loyal to Me.

W. PRYSE FISHER.

NOTICE.

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

Vol. XV., price 15*s.*, of THE LIFE-BOAT JOURNAL, will shortly be ready and procurable at the Institution, or by order of any bookseller. The Title-page and Index of that Volume will also be obtainable separately.

Services of the Life-boats of the Institution during 1894.



				Lives saved.
1894.				
Jan.	2.	10.30 p.m.	Smack <i>Blue Bell</i> , of Ramsgate. Ramsgate Life-boat saved . . .	4
"	3.	7 p.m.	Smack <i>Daisy</i> . Ditto Ditto . . .	4
"	4.	9 a.m.	Brigantine <i>St. Alexei</i> , of Copenhagen. Clacton Life-boat saved . . .	7
"	4.	10.30 a.m.	Dandy <i>Albany</i> , of Lowestoft. Gorleston No. 1 Life-boat saved . . .	5
"	4.	12.40 p.m.	Ketch <i>Oak</i> , of Lowestoft. Aldeburgh Life-boat assisted to save vessel and . . .	5
"	5.	11.30 a.m.	Brigantine <i>Sophia</i> , of Fredericia. Palling No. 1 Life-boat saved . . .	6
"	6.	2 a.m.	Barque <i>Wallace J. John</i> , of Glückstadt. Caister No. 2 Life-boat took crew (12) from Cockle light vessel.	
"	8.	5.5 p.m.	Fishing-coble <i>Eliza</i> . Filey Life-boat rendered assistance.	
"	10.	5 a.m.	Schooner <i>Alfred</i> . Holyhead No. 1 Life-boat remained by vessel.	
"	10.	5 a.m.	Schooner <i>Cyral</i> . Ditto Ditto . . . saved	3
"	11.	1.50 a.m.	Brigantine <i>C. H. S.</i> , of Llanelly. Littlehampton Life-boat saved . . .	4
"	11.	4.35 a.m.	Norwegian barque <i>Ageröen</i> . Cresswell Life-boat saved . . .	10
"	11.	10.45 a.m.	Ketch <i>Prince of Wales</i> , of Brixham. Dartmouth Life-boat rendered assistance.	
"	12.	9 p.m.	Yawl <i>Shamrock</i> , of Peel. Dungarvan Life-boat saved . . .	3
"	13.	11.30 a.m.	Ketch, <i>St. Petroc</i> , of Padstow. Padstow Life-boat rendered assistance.	
"	13-14.		Barque <i>Berna</i> , of Drammen. Valentia Life-boat assisted to save vessel.	
"	15.	2.50 p.m.	Schooner <i>Velocity</i> , of Carnarvon. Giles Quay Life-boat saved . . .	3
"	17.	3.40 a.m.	S.S. <i>Ossian</i> , of Leith. Brooke Life-boat saved . . .	7
"	17.	9 a.m.	Ditto. Ditto . . .	9
"	19.	11 p.m.	Schooner <i>Vectis</i> , of Teignmouth. Southend (Essex) Life-boat saved	4
"	23.	8 a.m.	Ship <i>Atmédral</i> , of Bordeaux. Ramsgate Life-boat rendered assistance.	
"	27.	7 a.m.	Barque <i>Frida</i> , of Christiania. Montrose No. 1 Life-boat rendered assistance.	
"	27.	9.10 a.m.	Schooner <i>Maria Lamb</i> , of Barrow. New Brighton Steam Life-boat saved	6
"	27.	11.15 a.m.	Brigantine <i>Warree</i> , of Dundalk. Moelfre Life-boat saved . . .	5
"	29.	3 p.m.	Barque <i>Frida</i> , of Christiania. Montrose No. 1 Life-boat saved . . .	19
"	30.	1.45 p.m.	Barque <i>Celestina</i> , of Fiume. Ramsey Life-boat rendered assistance.	
"	30.	10.45 p.m.	Ship <i>Loch Shiel</i> , of Glasgow. Angle Life-boat saved . . .	33
Feb.	6.	9.20 a.m.	Schooner <i>Janetta</i> , of Belfast. Port Logan Life-boat saved . . .	3
"	7.	2.10 a.m.	S.S. <i>Sarah</i> , of Montrose. Johnshaven Life-boat saved . . .	5
"	7.	12.45 p.m.	Nicky <i>Annie Jane</i> , of Peel. Ramsey Life-boat remained by vessel.	
"	7.		Smack <i>Dolphin</i> , of Dublin. Ditto saved . . .	4
"	9.	2.30 p.m.	Steam-launch <i>Nimrod</i> , of Girvan, and several Girvan fishing-boats. Girvan Life-boat remained by vessels.	
"	10.	7.30 a.m.	Barque <i>Pomona</i> , of Glasgow. Palling No. 2 Life-boat rendered assistance.	
"	10.	5.30 p.m.	A boat. Gorleston No. 1 Life-boat saved . . .	2
"	11.	10.15 p.m.	Brigantine <i>Franz von Mathies</i> , of Ribnitz. North Deal Life-boat saved	7
"	11.		S.S. <i>Resolven</i> , of Cardiff. Caister No. 1 Life-boat saved . . .	67
"	11.		Ditto Ditto Ditto No. 2 Ditto . . .	35
"	12.	7.30 a.m.	Three-masted Schooner <i>Mary Watkinson</i> , of Barrow. Holyhead No. 1 Life-boat landed crew (4).	
"	12.	3.45 p.m.	Innistrahull. Culdaff Life-boat conveyed provisions to islanders.	

1894				Lives saved.
Feb. 13.	9.15 a.m.	Fishing-boats of Cullercoats.	Cullercoats Life-boats rendered assistance.	
„ 13.	1 p.m.	Six Fishing-boats of North Sunderland.	North Sunderland Life-boat rendered assistance.	
„ 13-14.		S.S. <i>Lady Louisa</i> , of Liverpool.	New Brighton Steam Life-boat assisted to save vessel.	
„ 15.	12 noon	Brigantine <i>Constance Ellen</i> , of Runcorn.	Totland Bay Life-boat rendered assistance and landed crew (6).	
„ 16.	11 a.m.	Twenty Fishing-boats.	Gourdon Life-boat rendered assistance.	
„ 16.	11.30 a.m.	Fishing-boats of Montrose.	Montrose No. 1 Life-boat rendered assistance.	
„ 16.	6 p.m.	Fishing-coble <i>Guiding Star</i> , of Holy Island.	Holy Island No. 1 Life-boat rendered assistance.	
„ 16.	6.30 p.m.	Fishing-boats <i>Brother's Pride</i> , <i>Comet</i> , <i>Harriet Miller</i> , and <i>Gem</i> , of St. Andrew's.	St. Andrew's Life-boat rendered assistance.	
„ 17.	10 a.m.	Forty-one Fishing-boats and three steam Fishing-boats.	Anstruther Life-boat rendered assistance.	
„ 17.	10 a.m.	Schooner <i>Christina</i> , of Timmel.	Palling No. 2 Life-boat saved . . .	3
„ 18.	7.20 a.m.	Brig <i>Hondeklip</i> , of Swansea.	Ramsgate Life-boat saved . . .	2
„ 19.	8.45 a.m.	Barque <i>Eboe</i> , of Liverpool.	Harwich Life-boat assisted to save vessel and . . .	13
„ 23.	7.45 a.m.	Barque <i>Prindsesse Lovise</i> , of Farsund.	Ardrossan Life-boat assisted to save vessel.	
„ 23.	8.45 a.m.	Schooner <i>Caroline</i> , of Fowey.	New Brighton Steam Life-boat landed crew (5) from Crosby light vessel.	
„ 23.	2.30 p.m.	Yawl <i>Liberator</i> , of Wexford.	Wexford No. 1 Life-boat saved . . .	6
„ 23.	9.45 p.m.	Brigantine <i>Alberta</i> , of Whitstable.	Kessingland No. 1 Life-boat saved . . .	8
„ 24.	2.40 a.m.	Barque <i>Kelton</i> , of Glasgow.	Dungeness No. 1 Life-boat rendered assistance.	
„ 26.	9 p.m.	Barquentine <i>Caroline</i> , of Belfast.	Irvine Life-boat saved . . .	6
Mar. 2.	10.45 a.m.	Schooner <i>Alice Eleanor</i> , of Wexford.	Fishguard No. 2 Life-boat saved vessel.	
„ 22.	1.45 p.m.	Schooner <i>Glenrivil Miner</i> , of Barrow.	Port Eynon Life-boat landed crew. (3) from another vessel.	
Apl. 4.	2.30 p.m.	Schooner <i>Star</i> , of Douglas.	Cemlyn Life-boat landed crew (3).	
„ 8.	12.15 a.m.	Ketch <i>Doric</i> , of London.	Robin Hood's Bay Life-boat saved . . .	5
„ 13.	7.40 a.m.	Fishing-boat <i>Janet Anderson</i> , of Gourdon.	Johnshaven Life-boat rendered assistance.	
„ 13.	10.30 a.m.	Fishing-boat <i>Greyhound</i> , of Gourdon.	Ditto.	
„ 16.	2.50 p.m.	Cutter <i>Ethel</i> , of Yarmouth.	Gorleston No. 1 Life-boat saved vessel and . . .	1
„ 19.	10.30 a.m.	Barquentine <i>Clacknacuddin</i> , of Guernsey.	Caister No. 2 Life-boat saved . . .	8
„ 24.	3.15 p.m.	Yawl <i>Oneida</i> , of Sennen Cove.	Paistow Life-boat saved vessel and . . .	3
„ 24.	7.30 p.m.	Schooner <i>Giles Lang</i> , of St. Ives.	Fenit Life-boat landed . . .	
May 27.	4.30 a.m.	S.S. <i>Arthur</i> , of North Shields.	Donna Nook Life-boat saved . . .	18
„ 27.	6.30 a.m.	Pilot-cutter <i>Exeel</i> , of Cardiff.	Ilfracombe Life-boat remained by vessel.	
„ 27.	2 p.m.	3-masted Schooner <i>Suomi</i> , of Luvia.	Broadstairs Life-boat assisted to save vessel and . . .	9
„ 27.	3 p.m.	Ketch <i>Water Lily</i> , of Goole.	Caister No. 2 Life-boat assisted to save vessel and . . .	4
„ 27.		Fishing-yawl, of St. Andrew's.	St. Andrew's Life-boat rendered assistance.	
June 2.	10.30 a.m.	Schooner <i>Volusia</i> , of Stranraer.	Port Patrick Life-boat rendered assistance.	
„ 7.	4.45 p.m.	Dandy <i>Ferry Boat</i> , of Great Yarmouth.	Gorleston No. 1 Life-boat remained by vessel.	
„ 13.	3.45 a.m.	Six fishing cobbles, of Staithes.	Runswick Life-boat rendered assistance.	
„ 13.	4 a.m.	Five Ditto	Staithes Life-boat rendered assistance.	
„ 14.	1.35 a.m.	Barque <i>Formica</i> , of Arendal.	North Sunderland Life-boat assisted to save vessel and . . .	10
„ 22.	5.30 a.m.	S.S. <i>Mersey</i> , of Liverpool.	Porth Rhuffydd Life-boat rendered assistance.	
July 24.	10 a.m.	Barque <i>Hans Thiss</i> , of Risör.	Ramsgate Life-boat assisted to save vessel.	
„ 24.	4.30 p.m.	Brigantine <i>Navigator</i> , of Lowestoft.	Caister No. 2 Life-boat saved vessel and . . .	5

			Lives saved.
1894.			
Aug. 2.	8.30 a.m.	Dandy <i>Fraternité</i> , of Fécamp. Gorleston No. 2 Life-boat assisted to save vessel.	
„ 15.	12 p.m.	Lugger <i>Dayspring</i> , of Buckie. Fraserburgh Life-boat assisted to save vessel and	6
„ 16.	5.15 p.m.	Fishing-boats of Sheringham. Sheringham Life-boat rendered assistance.	
„ 24.	4.45 p.m.	Barque <i>Ceres</i> , of Rönne. Berwick-on-Tweed Life-boat saved.	9
„ 24.	6.30 p.m.	Fishing-boat <i>Annie Jones</i> , of Carnarvon. Llanaelhaiarn Life-boat saved boat and	2
Sept. 8.	9.35 p.m.	Ketch <i>Sir Garnet</i> , of Goole. Great Yarmouth Life-boat landed 8.	
„ 28.	8 a.m.	Four Scotch fishing-boats. Scarborough Life-boat remained by vessels.	
Oct. 9.	3.10 p.m.	Smack <i>Ellen</i> , of Beaumaris. Whithorn Life-boat assisted to save vessel and	2
„ 12.	6 a.m.	Norwegian Barque, <i>Eugenie</i> . Porth Rhuffydd Life-boat assisted to save vessel.	
„ 14.	5.50 a.m.	Flushing Pilot Schooner, No. 15. Broadstairs Life-boat rendered assistance.	
„ 14.	6 a.m.	Ditto Ramsgate Life-boat rendered assistance.	
„ 14.	10.55 p.m.	Schooner <i>Thomas Mason</i> , of Beaumaris. Hoylake Life-boat saved	3
„ 14.	midnight.	S.S. <i>Isabelle</i> , of Liverpool. Lowestoft No. 1 Life-boat assisted to save vessel and	12
„ 15.	10.50 a.m.	S.S. <i>Streonshalh</i> , of Whitby. Hartlepool No. 2 Life-boat assisted to save vessel.	
„ 20.	9.45 a.m.	Two Fishing-boats of Aldeburgh. Aldeburgh Life-boat rendered assistance.	
„ 24.	7 a.m.	Barque <i>Nina</i> , of Christiania. Southwold No. 1 Life-boat saved	3
„ 24.	9.30 a.m.	Dandy <i>Sunbeam</i> , of Lowestoft. Gorleston No. 1 Life-boat saved	9
„ 24.	4.30 p.m.	A Fishing-boat. Wicklow Life-boat saved	2
„ 24.	12.45 p.m.	Yawl <i>Courage non pur</i> , of Lowestoft. Southwold No. 2 Life-boat saved vessel and	5
„ 25.	1.30 a.m.	Barque <i>Giusto</i> , of Trieste. Aldeburgh Life-boat assisted to save vessel and	13
„ 26.	2.15 p.m.	Five Fishing-boats, of Cromer. Cromer Life-boat rendered assistance.	
„ 31.	10 a.m.	Fishing-cobles of Newbiggin. Newbiggin Life-boat remained afloat.	
Nov. 1.	1.30 p.m.	Cutter <i>Letty</i> , of Liverpool. Beaumaris Life-boat saved	2
„ 4-5.		Schooner <i>Industry</i> , of Peterhead. Stromness Life-boat rendered assistance.	
„ 7.	2.30 p.m.	Steam-yacht <i>Ray</i> , of Dover. Eastbourne Life-boat saved	2
„ 13.	8 p.m.	S.S. <i>Scott Harley</i> , of Cork. Tramore Life-boat saved	12
„ 13.	10.30 p.m.	Fishing-smack <i>Alpha</i> , of Pwllheli. Pwllheli Life-boat saved	2
„ 14.	5.5 a.m.	Brigantine <i>Alf</i> , of Mandal. Lowestoft No. 1 Life-boat saved	8
„ 14.	1.40 p.m.	Schooner <i>Jane Duff</i> , of Loudon. Gorleston No. 1 Life-boat assisted to save vessel and	4
„ 14.	2.45 p.m.	Sloop <i>Rival</i> , of Rye. Walmer Life-boat assisted to save vessel and	4
„ 14.	7 p.m.	Brigantine <i>Cypress</i> , of Folkestone. Ramsgate Life-boat rendered assistance.	
„ 14.	7.15 p.m.	Three-masted schooner <i>Clacton</i> , of Harwich. North Deal Life-boat assisted to save vessel and	8
„ 14.	10 p.m.	Brigantine <i>Alf</i> , of Mandal. Lowestoft No. 1 Life-boat assisted to save vessel.	
„ 15.	4.30 p.m.	Brigantine <i>Sultan</i> , of Portsmouth. Kingsdowne Life-boat assisted to save vessel and	5
„ 17.	9.30 a.m.	Ketch <i>Ariel</i> , of Carnarvon. Kirkcudbright Life-boat assisted to save vessel and	3
„ 18.	11.30 a.m.	Schooner <i>Samson</i> , of Kjerteminde. Totland Bay Life-boat rendered assistance.	
„ 19.	1 p.m.	Fishing-smack <i>Brothers</i> , of Wexford. Wexford No. 1 Life-boat rendered assistance.	
„ 21.	9 a.m.	Schooner <i>Jilt</i> , of Douglas. Arklow Life-boat saved vessel.	
„ 25.	7 p.m.	S.S. <i>Gilberto</i> . Wexford No. 1 Life-boat remained by vessel.	
„ 26.	8 p.m.	Steam-trawler <i>Lionel</i> , of South Shields. Newburgh Life-boat rendered assistance.	
„ 26-27.		S.S. <i>Llanthwery</i> , of Newport. Kingsdowne Life-boat assisted to save vessel.	
„ 26-27.		Ditto North Deal Life-boat ditto	
„ 30.	7.45 a.m.	Brig <i>Dryad</i> , of Whitehaven (Boat of). Porthoustock Life-boat saved	7
„ 30.	10 a.m.	Cobles <i>George and Jane</i> and <i>Star of Hope</i> , of Cullercoats. Cullercoats Life-boat rendered assistance.	

1894.			Lives saved.
Dec. 2.	midnight.	S.S. <i>Albertina</i> , of Newcastle.	Gt. Yarmouth Life-boat rem. by vessel.
" 2-3.		S.S. <i>Mula</i> , of South Shields.	Hasborough Life-boat ass. to save vessel.
" 2-3.		Ditto Ditto.	Palling No. 1 Ditto Ditto
" 3.	11 a.m.	S.S. <i>Strathspey</i> , of Glasgow.	Port Patrick Life-boat saved
" 9.	7.5 p.m.	Schooner <i>Pride of the Dee</i> .	Holyhead No. 1 Life-boat rendered assist.
" 13.	9.17 a.m.	Schooner <i>Mary Jane</i> , of Ramsey.	Castletown Life-boat saved
" 13.	10.50 a.m.	Brigantine <i>Mary Holland</i> , of Maryport.	Whithorn Life-boat saved
" 18.	8.40 a.m.	Schooner <i>Marian</i> , of Padstow.	Totland Bay Life-boat r-m. by vessel.
" 20.	11 p.m.	Steam Trawler <i>Bonito</i> , of Aberdeen.	Newburgh Life-boat landed crew (8).
" 21.	10.30 p.m.	Smack <i>St. Margaret</i> , of Waterford.	Dungarvan Life-boat saved
" 22.	3.20 a.m.	Schooner <i>Faith</i> , of Beaumaris.	New Brighton Steam Life-boat saved
" 22.	7.25 a.m.	Ketch <i>Scotian</i> , of Hoylake.	Orme's Head Life-boat saved
" 22.	9 a.m.	Schooner <i>Margaret Jones</i> , of Carnarvon.	Ramsey Life-boat saved
" 22.	9 a.m.	Schooner <i>Excelsior</i> , of Chester.	Ditto saved
" 22.	9.40 a.m.	Schooner <i>Industry</i> , of Belfast.	Port Logan Life-boat saved
" 22.	10.30 a.m.	Schooner <i>John Wignall</i> , of Fleetwood.	Moelfre Life-boat saved
" 22.	10.30 a.m.	Norwegian Barquentine <i>Valhalla</i> .	Holyhead No. 1 Life-boat saved.
" 22.	11 a.m.	Schooner <i>Roseneath</i> , of Hull.	Fraserburgh Life-boat saved
" 22.	12.30 p.m.	Norwegian barque <i>Titania</i> .	Holyhead No. 2 Life-boat saved
" 22.	1 p.m.	Smack <i>Dauntless</i> , of Jersey.	Porthduillaen Life-boat saved vessel and
" 22.	1.30 p.m.	Smack <i>United Friends</i> , of Plymouth.	Port Eynon Life-boat saved
" 22.	1.30 p.m.	Schooner <i>James and Mary</i> , of Fleetwood.	Southport No. 1 Life-boat saved
" 22.	2 p.m.	<i>Christiana Davies</i> , of Barrow.	Moelfre Life-boat landed crew (4).
" 22.	5 p.m.	Schooner <i>City of Chester</i> , of Chester.	Point of Ayre Life-boat saved
" 22.	6.30 p.m.	Schooner <i>Annie Park</i> , of Barrow.	Fleetwood Life-boat rend. assist.
" 22.	6.50 p.m.	Ketch <i>Resolute</i> .	Gorleston No. 1 Life-boat assisted to save vessel and
" 22.	7 p.m.	Barquentine <i>Cosmo</i> , of Charlotte Town, Prince Edward Island.	Formby Life-boat landed 6.
" 22.	8.5 p.m.	Barque <i>Abana</i> , of Farsund.	Blackpool Life-boat saved
" 22.	9.30 p.m.	Steamer <i>Brook</i> , of Dundee.	Berwick-on-Tweed Life-boat saved
" 22.	11.30 p.m.	Barque <i>Agnes</i> , of Fredericksvaern.	Peel Life-boat saved
" 24.	8.15 a.m.	Yawl <i>Gannet</i> , of Wexford.	Wexford No. 1 Life-boat rend. assistance.
" 24.	9 p.m.	H.M.S. <i>Lynx</i> .	Sennen Cove Life-boat rendered assistance.
" 24.	10.30 p.m.	S.S. <i>Progress</i> , of Glasgow.	Staithe Life-boat landed 4.
" 27.	7 p.m.	Smack <i>Favorite</i> , of Arklow.	Dungarvan Life-boat landed crew (5).
" 28.	6.40 a.m.	Schooner <i>Coila</i> , of Faversham.	Aldeburgh Life-boat assisted to save vessel.
" 28.	10.20 a.m.	Ship <i>Frey</i> , of Tönsberg.	Irvine Life-boat saved
" 28.	2.15 p.m.	Fishing Cobles.	Filey Life-boat remained by vessels.
" 28-29.		Schooner <i>Fair City</i> , of Gloucester.	Cromer Life-boat rem. by vessel.
" 29.	1.15 a.m.	Lugger <i>Mackerel</i> , of Shoreham.	Newhaven Life-boat saved
" 29.	2 a.m.	Schooner <i>Isabella Stuart</i> , of Greenock.	Thurso Life-boat saved
" 29.	8.30 a.m.	Schooner <i>Fair City</i> , of Gloucester.	Palling No. 2 Life-boat saved
" 29.	2.30 p.m.	Coble <i>Edward Shortt</i> , of Newbiggin.	Newbiggin Life-boat rendered assistance.
" 30.	11.30 p.m.	Schooner <i>Union</i> , of Sunderland.	Ramsgate Life-boat saved
" 31.	2.30 p.m.	{3-masted Schooner <i>Jubilee</i> , of Harwich.} {Schooner <i>Ballinbreich Castle</i> , of Padstow.}	Broadstairs Life-boat rendered assistance.

Total lives saved by the Life-boats in 1894, in addition to 84 vessels 637

Rewards were also granted by the Institution in the same period for saving by means of Fishing and other Boats 141

Total for 1894 778

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 CLAYTON, V.P.

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



APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that during the past year (1894) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £64,059 on its 307 Life-boat Establishments.

GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING 1894.

		£	s.	d.
Number of Lives rescued by Life-boats, in addition to				
34 Vessels saved by them	637			
Number of Lives saved by Shore-boats, &c.	141			
Amount of Rewards granted during the Year		8,862	13	1
Honorary Rewards:—Silver Medals and Clasps	19			
Binocular Glasses	13			
Aneroid Barometer	1			
Votes of Thanks on Vellum	33			
Certificates of Service	8			
Total	74	778	£8,862	13 1

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 38,633; for which services 98 Gold Medals and Clasps, 1,139 Silver Medals and Clasps, 231 Binocular Glasses, 15 Telescopes, 6 Aneroid Barometers, 1,480 Votes of Thanks, inscribed on vellum and framed, 47 Certificates of Service framed, and £148,495 have been given as Rewards.

The Committee earnestly appeal to the British Public for Funds to enable them to maintain their 307 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. COURTS and Co., 59 Strand; and by all the other Bankers in the United Kingdom.—1st February, 1895.