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LIFE-BOAT CREWS.

No. III.

A CONSIDERABLE number of the Life-boats of the ROYAL NATIONAL LIFE-BOAT INSTITUTION are manned by "boatmen," a term comprising men who employ several different means of obtaining their living in boats, but chiefly applied to those who work and let pleasure-boats, and in the off season do a little inshore fishing. Very often these men have excellent opportunities of becoming good and experienced beachmen, especially at places like Hastings, Eastbourne, Brighton, &c. Another description of "boatmen" is to be found in harbours where there are docks, and their employment is attending on the ships in the harbour, assisting in docking operations and taking pilots out to ships in the immediate neighbourhood. These men's experience in boats is very valuable, chiefly as regards boarding vessels and the management of boats in the open sea, but naturally their knowledge of beach work and broken water is not great. However, in most places where there is a harbour and docks, it is possible either to keep the Life-boat afloat or on a slipway from which she can be launched into smooth water at all times, her difficulties beginning when in the open sea.

There are at present thirty-four boats of the ROYAL NATIONAL LIFE-BOAT INSTI-

TUTION the crews of which are entirely composed of "boatmen," and forty-six boats in which "boatmen" partly form the crews. So it will be seen the Institution would suffer greatly if it lost the co-operation of these useful and experienced men.

There is one great advantage which "boatmen" have in forming a Life-boat crew over fishermen; it is that in nearly all the boats manned by them there is a regular *fixed crew* or double crew. Of course this is rendered practicable by the fact that the boatman's occupation does not take him far from home, nor can he ply it in really bad weather, and the Life-boat can always be exercised in bad weather—a most important point, as opportunities for practising the crew in weather too bad for ordinary boats should invariably be taken advantage of when a quarterly exercise is due. If this is neglected, it is quite impossible for the crews to know the quality of their boat, and what is to be expected from her. Many mistakes have occurred on wreck service through the men not having been given opportunities of thoroughly learning their boat when life was not at stake.

In seventeen of the Institution's Life-boats the crews are partly made up of local "pilots." It is unnecessary to explain

here the duties of so well-known an office as "pilot." Suffice it to say that only the most experienced of the local seafaring men are to be found filling this post, and that besides having to pass examinations in pilotage the ordinary exercise of their calling entails a knowledge of boat work which renders their presence in a Life-boat invaluable. There is many a "branch pilot" on the coast who if drawn out could tell of hair-breadth escapes whilst boarding or leaving some vessel in a heavy seaway, a difficult operation, as anyone who has had to do it well knows. Not only does the pilot's experience in boatwork make him a most desirable adjunct to a Life-boat's crew, but of course his professional knowledge is of the greatest advantage. Pilots are usually to be found either as coxswains or as one of the crew of Life-boats manned by boatmen (that class of boatmen mentioned above as to be found in harbours and docks) whose acquaintance with the neighbouring coast is not always to be depended on.

There are a few small ports on the coast of Great Britain—for the most part those which have a tidal harbour used by small coasting-vessels, chiefly for the purpose of landing coal—where sufficient resident seafaring men cannot be obtained to form a Life-boat's crew, but where the necessity for having a Life-boat exists because of the dangerous approaches which are so often to be found to this description of harbour. In such cases the Life-boats' crews are frequently filled up by the men from any small coaster which may happen to be in port at the time; the vague and general term of "sailors" is applied to these men, and many times have their zeal and bravery been displayed to the greatest advantage when the local Life-boat crew have required their assistance. A sailor's training does not by any means ensure that he will have much knowledge of handling a boat—in fact, it is quite the exception to find one who has; but as a member of a crew, under a competent coxswain, he can be relied upon to "pull

his pound," and they are never backward in volunteering to help.

In addition to the sources already mentioned from which the crews of the ROYAL NATIONAL LIFE-BOAT INSTITUTION are drawn, there are the "landsmen." In forty of the Life-boats it will be found that the crews could not be completed without the aid of "landsmen," and there are three Life-boats entirely manned by them. Of course there are degrees of the seafaring knowledge of landmen, as all those who are to be found in the Institution's boats naturally have their occupation within sight of the sea, and their experience varies from those who do a little fishing when their own trade—which may be painter, carpenter, small shopkeeper—is dull, to farmers, farm labourers, quarrymen and miners, and even those who only go on the sea for an occasional pleasure trip, which often proves the reverse of pleasure; but be that as it may, these brave fellows are ready to and do man the boats when necessity requires, and some very good services have been done by them. They religiously attend the quarterly exercises, and many have profited so much by their experience that it is almost a misnomer to call them "landsmen," were it not that their ordinary occupation is perfectly independent of salt water.

We now come to the part taken by Her Majesty's Coastguard, placed last in this article because in their relation to the Life-boat Service they stand entirely apart from any of those who have been previously referred to. The action taken by the coastguard men in manning or assisting to man the boats of the ROYAL NATIONAL LIFE-BOAT INSTITUTION is entirely a voluntary one. Their instructions enjoin that they may, "with the sanction of the station officer, form part of a Life-boat's crew, but it is not intended that any of the coastguard force should be diverted from their special duties when a Life-boat's crew can be made up from the neighbouring seafaring population and boatmen"; also, that

"coastguard men working the life-saving apparatus are *not* to be employed on Life-boat duties," and "on no account are men to be *ordered* on Life-boat service." That they are ever ready to help us is shown by the fact that they are regularly to be found as forming part of the crews of thirty-one Life-boats, while two Life-boats are *entirely* manned by coastguard men, and times without number it will be found that they have volunteered to fill the places of any of the regular crew who may have been incapacitated from going out or have arrived too late. Their superior discipline is of great advantage, and their habit of working together, acquired in the Royal Navy, makes their services and example of the utmost value, though of course their knowledge of boat work is not so great as that possessed by fishermen and others who have been brought up in boats since childhood, and who have much better opportunities of becoming acquainted with the neighbouring coast, set of the tides, &c.

It is not only in assisting to man and work the Life-boats that H.M. Coastguard are so important an adjunct to the Life-boat service. Just as the frigates used to be the "eyes of the fleet," so the coastguard are the eyes of the Institution's fleet, for, except for a small portion of the coast, they keep a constant look-out, and any indications of a vessel in or apparently in distress are at once reported to the local Life-boat authorities, and it is then that the responsibility of the ROYAL NATIONAL LIFE-BOAT INSTITUTION begins. Since the establishment of the coast telephone system, which was brought about by the energetic action of the Life-boat Institution, the relations between the Life-boat Service and H.M. Coastguard have been rendered considerably more important. At all the most important Life-boat centres it is now possible to have complete information not only as to the position of the wrecks, but also as to the movements of the Life-boats; and although the working of the coast communication is comparatively in its infancy, much benefit

has already accrued from it, and much more is expected in the future both in rendering assistance quicker and in stopping unnecessary launches, which not only mean unnecessary risk of life, but also useless expenditure.

From the foregoing remarks it will readily be seen that it is no wonder the Institution cultivates the co-operation of H.M. Coastguard, and it is most satisfactory to be able to state that, speaking generally, the very best feeling exists between them.

Before concluding this slight sketch, there is one most important department to touch on, which although not precisely coming under the heading of "Life-boat Crews" is closely connected with it, for in a great many cases all the efforts of the crews would be helpless without it: and this is the "horsing" of the Life-boats. There are many places on the coast, especially those with flat sandy shores, where the Life-boat often has to be transported many miles to the scene of a wreck, and at other places it is found more convenient to drag the boat into the water by horses than by hand. Teams of from four to as many as fourteen horses are used for this work, according to the weight of the boat, strength of the horses, or nature of the ground. The horses are supplied by farmers, carriers, &c., and some of the finest are lent by the railway companies. The greatest credit and gratitude is due to those who allow their horses to do this splendid service, for there is often considerable risk to the horse. Those who have not experienced it cannot well form an idea of the difficulties encountered in dragging a boat along an exposed shore in a howling gale of wind with the usual accompaniment of rain or snow and spray from the sea; it is bad enough in daylight, but almost indescribable at night. The getting the boat into deep enough water to launch is the culminating point of difficulty, for an angry breaking sea terrifies the horses, and if they stop before the boat is in far enough it may mean failure to launch, and per-

haps an hour's delay. The men who ride the horses certainly have no sinecure; it is no uncommon thing to see a sea break over man and horse, but yet it is not very often that the horses are knocked off their legs. Indeed, much credit is due to the horsemen and the intelligent horses for their part in assisting to save life.

The interest taken in Life-boat work has never been keener than at the present moment; not only are unceasing efforts being made to improve the different types of boats, but the *personnel* is having the closest attention of the Institution. Improvement in discipline and greater attention to the quarterly exercises by selecting suitable rough days are, it is hoped, having the special care of the Honorary Secretaries and the Local Committees who so generously give their time gratuitously. Life-boat work is more before the public

than it ever has been, one of the effects of which is shown by a growing spirit of friendly rivalry between Life-boat stations—a healthy feeling bound to have a good influence on the Life-boat crews.

The following is a list showing approximately the composition of the crews of the Life-boats:—

Description of Men.	Number of Life-boats in which they form whole crew.	Number of Life-boats in which they form part of crew.
Beach companies	10	—
Boatmen. . .	34	46
Coastguard . .	2	31
Fishermen . .	104	85
Landsmen . .	3	40
Pilots . . .	—	17

THE GALLANT LIFE-BOAT MEN.

We've songs in praise of men of fame,
Of men who've fought and bled,
Whose names still live in history,
Though they themselves are dead:
But I'll not sing of heroes gone—
My burthen now shall be
Our gallant British Life-boat men,
Who plough the angry sea.

Chorus—

Long may they live to do much good!
Long live the hardy few!
The Life-boat men of Britain bold,
Of ev'ry gallant crew.

When howling winds the angry waves
Beat into mounts of foam,
And wreck a ship that's homeward bound,
In sight of dear old home,
Our brave and gallant Life-boat men
Will dare the dangerous wave,
And save the sinking mariners
From out a wat'ry grave.

*Chorus—*Long may they live, &c.

There's many a father, I'll be bound,
May thank them for a son;
And sweethearts, too—aye, not a few—
May bless the rising sun
That shines on such brave, generous hearts,
The daring, hardy few—
The coxswains of our Life-boats bold,
And all their gallant crew.

*Chorus—*Long may they live, &c.

Lowestoft.

WILL HARRIS.

ELECTRICAL COMMUNICATION ON THE COAST.

DURING the last three years good progress has been made with the all-important system of electrical communication on the coast for life-saving purposes, promoted by the ROYAL NATIONAL LIFE-BOAT INSTITUTION. The majority of the most dangerous parts of the coast of the United Kingdom are now supplied with telegraph wires and telephones connecting the coastguard stations and postal telegraph offices, which are always available day and night for calling out the Life-boats and rocket apparatus. Several of the rock lighthouses and light-vessels have also been telephonically connected with the shore, and the Third Report, recently published, of the Royal Commission, appointed at the instance of the Institution, has strongly recommended further important connections in the same direction. Many lives have already been saved by Life-boats called out by telephone and telegraph, and there is every reason to hope that before another year or two has passed the whole scheme

will be perfected and in thorough working order. The Admiral Superintendent of Naval Reserves has at the request of the Institution issued admirable instructions to the coastguard as to the use of the electrical connections placed under their charge, and much depends on the

careful carrying out of these instructions. Any departure from the rules laid down must it is to be feared tend to the loss of life, besides entailing heavy and unnecessary expense on the Institution through Life-boats being called out when their services are not required.

THE "LIFE-BOAT SATURDAY" MOVEMENT.

ALL friends of the Life-boat cause will be gratified at the announcement that H.R.H. the DUKE OF YORK, our sailor prince, who has for several years been a Vice-Patron of the Institution, has now graciously accepted the post of President of the Institution's "Life-boat Saturday" Fund, and has generously contributed to the movement. This action of His Royal Highness is another proof of the keen interest taken by the Royal Family in all movements set on foot for the well-being of the community, and will be of immense service to the "Life-boat Saturday" Fund. Successful and highly satisfactory as was the progress made by the movement in 1894, there is every reason to hope and expect that its development will be even more marked, and the proceeds secured still more largely augmented, during the current year. The old saying that "nothing succeeds like success" has certainly been well exemplified in this instance. It is but four years since the scheme was launched, when "the times" were as bad as could be almost, without much "betterment" since, yet now it is enthusiastically supported and being actively worked in most of the principal centres of industry in the United Kingdom. The Institution, backed up by willing friends all over the country, has done its utmost to push and popularise "Life-boat Saturday," and results would seem to have fully justified their action. The Organizing Secretaries, wherever they go, receive

a cordial reception; and should they occasionally find an inclination at first to give their urgent appeals a "cold shoulder," they soon succeed in effecting a change of front and are able to leave the apparently luke-warm city or town enthusiastic in the cause, and with preparations in full swing for a "Life-boat Saturday" demonstration or collection. In view of the spread of the movement and the large proportions it has attained it has been decided to work it, on and from the 1st January next, from a central office in London instead of from Manchester as hitherto, and London itself is to be attacked and pressed into the work. Already preparations are being made for a campaign in the Metropolis in 1896, and an influential Ladies' Committee has been formed for the West End to work as an auxiliary to the "Life-boat Saturday" movement in London. The announcement recently made by the Committee of the Institution that they intend to appropriate the "Life-boat Saturday" collections, as far as possible, solely to the payment of the coxswains and crews, etc., for services, for special rewards and recognitions for exercising the Life-boats, and for grants to relatives of men lost on service and to men injured in the service, has given general satisfaction, and will it is believed prove a strong inducement to the working classes to give a helping hand.

CONFERENCE AND CONVERSAZIONE
OF "LIFE-BOAT SATURDAY"
WORKERS.

WITH a view to the interchange of ideas and suggestions as to the "Life-boat Saturday" movement, a conference took place in the rooms of the Society of Arts, Adelphi, on the afternoon of the 2nd May. Representatives were present from numerous large towns in the United Kingdom, and the ROYAL NATIONAL LIFE-BOAT INSTITUTION was strongly represented by members of the Committee and officials.

Sir EDWARD BIRKBECK, Bart., Chairman of the Committee of Management of the Parent Institution, in opening the proceedings, offered to the representatives, on behalf of his colleagues, a most warm and hearty welcome. The conference had been called with a view to having a friendly interchange of ideas with regard to the increase and development of the "Life-boat Saturday" movement. As regarded the results already secured it was hardly necessary for him to say one word. Those great results had accrued from the splendid exertions of all the volunteers who had assisted in what he might almost call a great national movement. Speaking roundly, no less than a net sum of 21,000*l.* had been raised last year, and every one who was interested in the movement or its life-saving work was most grateful to those who had worked so indefatigably in bringing it to so successful an issue. It would be impossible to carry on the work of the Institution in the highest possible state of efficiency if they had not the where-withal to do it. In the past they had had to trench upon the capitalised funds, and they looked now to the increased success of this movement to put them in the position of being able to carry on their work by means of the annual income. They appreciated most deeply what had been done by one and all of the workers. Their colleague Mr. MACARA had, under the greatest difficulties possible (applause), given up an immense amount of time, some of which no doubt, he felt, should have been given to the many undertakings with which he was connected. To both Mr. MACARA and Mrs. MACARA they offered their most grateful thanks for what they had done in the past. The

extension of the movement had been the means of removing many erroneous impressions with regard to the working of the Institution, which had everything to gain from the true facts of their system of working being known. A member of Parliament had applied for a select committee to inquire into the life-saving arrangements round the coast. As regarded the Life-boat Institution, he (the Chairman) could say, as he had already said to two Cabinet Ministers, that no one would welcome a select committee so much as themselves, for by that means facts would come out that could not possibly be brought to light in any other way, and the result would be that the Life-boat Institution would come to the front in a manner that it had never done before. With the remarkable development of the "Life-boat Saturday" movement, it had been brought to their minds that so great a work should be directly represented on the Committee. There had been difficulties in the way of carrying out their wishes on that point, one of which was that the number of members of the Committee was strictly limited by charter, but they had seen their way to the nomination of four gentlemen who would share, he believed, the full confidence of every one connected with the "Life-boat Saturday" movement. They were Mr. A. B. FORWOOD, M.P., of Liverpool; Mr. C. WILSON, M.P., of Hull; Sir JOHN BURNS, Chairman of the Cunard Line; and Mr. W. KENRICK, M.P., of Birmingham (applause). The Committee thought it desirable that the scheme of arranging a system of districts to cover the whole country should be carried out on the lines of the admirable North of England district committee (applause).

Mr. J. F. PEARSON (Manchester) opened the discussion in a speech recounting some of the difficulties with which the Manchester workers had had to contend. He spoke of the stimulus the work had received from the self-denying efforts of Mr. MACARA, and of the importance of securing the assistance of the Press. The great results which had been achieved in Lancashire and Yorkshire were all the more satisfactory when it was remembered that the time had been one of serious commercial depression. He valued the conference as being a means

of promoting and cementing the fullest sympathy and confidence between the Parent Institution and the country committees.

Mr. BRADLEY (Birmingham) suggested that if some scheme could be devised whereby a portion of the money raised at "Life-boat Saturdays" could be allocated to the direct benefit of the men actually engaged in life-saving work, it would have an important effect upon their returns.

Among those who subsequently joined in the discussion were Mr. MACARA (Manchester), Mr. WILSON (Aberdeen), Mr. HARRISON HOGG (Southampton), Capt. ACLAND (City of London), Mr. SHAW (Huddersfield), Mr. PRICE (Birmingham), Mr. WEBSTER (City of London), Mr. McCULLOCH (Glasgow), Mr. MARTIN (Edinburgh), Mr. DYSON (Hull), Mr. DRAPER (Sheffield), Mr. LOCKING (Hull), and Mr. RAMSAY (Manchester).

Mr. C. W. MACARA said the exchange of views could not fail to be beneficial. He could assure them that in starting the "Life-boat Saturday" movement it was not intended that any set line should be laid down as to how it should be carried out. In the provinces, "Life-boat Saturdays" had proved to be the best means of arousing the sympathies of all classes of the community. It did not necessarily follow that London should follow the same lines, and he felt that if the metropolis did its duty to the "Life-boat Institution," in whatever way it was done it must be a stimulus to the "Life-boat Saturday" movement. He expressed great satisfaction at the addition of "Life-boat Saturday" representatives on the General Committee in London. Provided that the district committees realised that they were worthily represented there, any difficulties that had arisen would be largely done away with. While fully sensible that the four new members would ably represent the provinces, he hoped that in the future some consideration would be given to the claims of those who had more time at their disposal and who had taken a leading part in the movement. He also endorsed the Chairman's hope that the other district committees might soon be arranged. Properly carried on, the "Life-boat Saturday" movement must shortly become a thoroughly national one. The direct

results which had been mentioned were not the only ones arising from the movement. There were many indirect results, and he had personally been made acquainted with the intention of people to give testamentary assistance to the Institution, after having had their interest awakened by "Life-boat Saturday" work, and the Chairman had once expressed the highest opinion of the value of the public attention being so directly drawn to the Institution as it had been during the last few years (applause).

Sir EDWARD BIRKBECK, in his concluding remarks, alluded to the points mentioned by the different speakers, and promised that the various suggestions should have the most attentive consideration. He could assure the delegates that they had the full and appreciative sympathy of the Committee in the work connected with this movement. The whole work had their most complete sympathy, and it was their wish to do everything in their power to aid it and help it forward (applause). As regarded the City of London, where Capt. ACLAND had told them 500*l.* had been collected during the past week, he expressed the hope that that was but the prelude to a brilliant result (applause). He trusted that the movement might spread far and wide.

On the motion of Mr. NORBURY (Manchester), seconded by Mr. STATHERS (Hull), a hearty vote of thanks was accorded to the Chairman.

The Business Conference was followed in the evening by a *Conversazione*, held at the Galleries of the Royal Institute of Painters in Water Colours, Piccadilly. The Parent Committee of the Institution received the invited guests, both ladies and gentlemen. Music and refreshments were provided, and the workers in the "Life-boat Saturday" movement gathered from all parts of the country were afforded an opportunity of talking over and conferring as to the interests of the great and national cause which all had at heart.

IMPORTANT MEETING AT GROSVENOR HOUSE.

AN Invitation Meeting, called by the Committee of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, was held at Grosvenor House (by the kind permission of the

DUKE OF WESTMINSTER) on the 15th July last, for the purpose of forming a Ladies' Committee for the West End in connection with the London District of the Institution's "Life-boat Saturday" Fund. The meeting, which was presided over by Lord TWEEDMOUTH, was a very influential one. Amongst those present were Sir Edward Birkbeck, Bart. (Chairman of the Institution), and the Hon. Lady Birkbeck, Colonel FitzRoy Clayton (Deputy-Chairman of the Institution), the Duchess of Roxburgh, the Marchioness of Londonderry, the Marquis and Marchioness of Ormonde, the Earl and Countess of Strafford, the Earl and Countess of Romney, the Countess of Morley, Countess Waldegrave, Admiral Sir William Dowell, G.C.B., Lady Decies, Admiral J. Halliday Cave, C.B., Lady Tweedmouth, Mrs. and Miss Stracey, Mr. W. H. Lyall, Lady Corbett, Lord de Ros, Lady Flower, Mrs. Charles Cunninghame Graham, Lady Clarke, Lady Hylton, Sir Richard and Lady Magdalen Williams-Bulkeley, Mr. Bevill Fortescue, Lady de Gex, Mrs. Charles Dibdin, Mrs. Mayne and Mr. Charles Dibdin (Secretary of the Institution).

Lord TWEEDMOUTH moved the following resolution, which was seconded by the MARQUIS OF ORMONDE and carried unanimously:—

"That this Meeting recommends that the following ladies, with power to add to their

number, be invited to form a Ladies' Committee for the West End of London as an auxiliary to the London District of the Institution's 'Life-boat Saturday' Fund:—The Duchesses of Abercorn, Buccleuch, Portland, Roxburgh and Westminster; Georgiana, Marchioness of Downshire; the Marchionesses of Ailsa, Hamilton, Lansdowne, Londonderry, Ormonde and Salisbury; the Countesses of Albemarle, Annesley, Caledon, Cork, Crawford, Dartmouth, Derby, Dudley, Dunraven, Galloway, Gosforth, Grey, Ilchester, Jersey, Leven and Melville, Lonsdale, Morley, Percy, Romney, Spencer, Waldegrave and Warwick; the Baroness Burdett-Coutts; Hon. Ladies Birkbeck and Cotterell; Ladies Charles Beresford, Blythwood, Margaret Boscawen, Brassey, Campbell-Bannerman, Margaret Charteris Corbett, Decies, Dunleath, Flower, Cynthia Graham; George Hamilton, Hylton, Iveagh, Jeune, Algernon Lennox, Agneta, Montagu, Montagu de Beaulieu, Dorothy Neville, Sotheby, Adelaide Tylour, Tweedmouth and Magdalen Williams-Bulkeley; Mrs. Smith Barry, Mrs. Robert Birkbeck, Mrs. Rodney Blane, Hon. Mrs. Albert Brassey, Mrs. Cator, Mrs. J. Halliday Cave, Mrs. Laurence Cave, Hon. Mrs. Chichester, Hon. Mrs. Cecil Duncombe, Mrs. Goschen, Mrs. Hoare, Hon. Mrs. W. Lowther, Mrs. Mayne, Mrs. Savile, Mrs. Stracey, Mrs. Upton-Cottrell Dormer and Mrs. Cornwallis West.

It was afterwards moved by Sir EDWARD BIRKBECK, Bart., seconded by Colonel FITZROY CLAYTON, and resolved, *nem. con.*:

"That the best thanks of this Meeting be tendered to The Right Hon. LORD TWEEDMOUTH for kindly presiding over it, and to his Grace the DUKE OF WESTMINSTER for lending his house for the Meeting."

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

GORLESTON.—On the 1st January, 1895, the steamers *Kent*, of London, and *Kirkstall*, of Shields, which had been detained in the roadstead by stress of weather, ran short of provisions and each sent a boat ashore to obtain supplies. A moderate gale was blowing, the sea was very rough and the weather very cold, with snow. When some distance from the vessels a heavy squall caught the boats, one of which lost two of her oars, while the other boat was half filled by a heavy sea. The Life-boat *Mark Lane* put off to their assistance, succeeded in reaching them before they drifted into the

breakers, and with the help of a steam-tug, which also came to the rescue, the boats, in one of which were five men and in the other four, were brought safely into the harbour.

On the 24th March the barquentine *Isabelle*, of Swansea, coal-laden, from Sunderland for Southampton, ran into Yarmouth Roads for shelter in a severe gale from W.S.W. and a very heavy sea. Her two anchors were let go but both chains parted, and she then signalled for help. Meanwhile her lower topsail, mizen and fore staysail were set, but the two latter were blown clean from the bolt-

ropes. The *Mark Lane* Life-boat was launched, proceeded under close reefed storm sails to the vessel and succeeded in taking off her crew of nine men before she grounded on the sand, and landed them at Gorleston. The Life-boat was considerably damaged in rendering this service, and her crew described the storm as the heaviest they had ever experienced. Nothing could be seen beyond fifty yards of the boat owing to the spoon-drift, and the roar of the wind and waves was so deafening that it was with the utmost

founded about half a mile from the Corton Light Vessel.

PORT ISAAC AND PADSTOW, CORNWALL.
—On the morning of the 2nd January a barque, which proved to be the *Antoinette*, of St. John, New Brunswick, bound from Newport for Santos with coals, was observed about eight miles distant from Port Isaac. She was drifting towards the shore, and with the aid of a powerful glass it was seen that her bowsprit, fore and main topmasts and nearly all



difficulty that they could make each other understand what was said or ordered.

In the evening the weather moderated and the Life-boat again went out, taking the master and mate of the *Isabelle* to try to save the vessel which had driven over the Scroby Sand into the Pike, and reached her when within a mile and a half S.E. of the South Cross Sand buoy. A steam-tug, which had been sent for previous to the Life-boat starting, arrived and the schooner was taken in tow, but she was leaking so badly that she had to be abandoned, and shortly afterwards

her working gear had been carried away. The Port Isaac Life-boat *Richard and Sarah* was launched and proceeded towards the vessel, the crew having a hard pull against wind and sea until fairly clear of the land when sail was set and by alternately rowing and sailing the ship was reached. Just before the Life-boat came up a steam-tug arrived alongside, took the vessel in tow and made for Padstow. The Life-boat accompanied them, and on nearing Padstow the Life-boat *Arab* stationed there, which had also put off on receipt of news of there being

a vessel in distress, arrived on the scene. All went well until the entrance of the harbour was reached, when the tide being low and the vessel not being under proper control, she struck on the Doom Bar Sand. The tow-rope broke and the ship remained fast, broadside-on to the sea. It then became necessary for the crew to leave her; accordingly ten of them were taken into the Port Isaac Life-boat and the remaining four men into the Padstow Life-boat. They were all safely landed at Padstow at 3 p.m., and the Port Isaac Life-boat men, after obtaining refreshments, then made the return journey to their station, which was reached after encountering very heavy weather at 7.30 p.m.; the crew, who had been engaged in the boat about eleven hours, being by that time thoroughly wet, cold and exhausted.

During the afternoon five men put off in a boat from Padstow with the intention of trying to save the *Antoinette*, but a heavy ground sea suddenly sprung up, and as they were in considerable danger the Padstow Life-boat went to their assistance and rescued them from their perilous position. The vessel was then filling with water, and soon afterwards she became a total wreck.

CULLERCOATS.—At 8.30 p.m. on the 5th January, the Life-boat *Co-operator No. 1* was launched and proceeded to the assistance of the Danish s.s. *Niord*, bound from Copenhagen for the Tyne with a general cargo, which had stranded on a rock known as the Bear's Back, at Cullercoats, and was rolling heavily. The master having engaged the services of the Life-boat men to get the vessel afloat, they laid out a kedge anchor about a hundred fathoms aft with wire rope fast to the steam-winch, and by this means the vessel's stern was hauled off into deep water; but she still held fast forward. At the request of the master, who feared that the propeller had been lost, the services of a steam-tug were obtained before further efforts were made to get the ship afloat, and at about 10.15 p.m. the steamer was towed off the rock. The coxswain of the Life-boat boarded her, and she was taken into the Tyne and laid on the mud at Salmon's Quay, South Shields, as she was leaking badly.

THURSO.—The schooner *Clarence G.*

Sinclair, of Wick, coal laden from the Tyne for Thurso, while lying at anchor in Scrabster Roadstead, signalled for help, as a strong gale was blowing from the N.E., there was a heavy sea to which the vessel was fully exposed, and she was in imminent danger of driving ashore. The Life-boat *Co-operator No. 3* proceeded to her assistance and took off her crew of five men. The boat then went to the schooner *Isabella Stuart*, which had signalled, took off her crew of three men, and afterwards made for Scrabster, where all the men were landed.

BOULMER, CULLERCOATS, NORTH SUNDERLAND, SCARBOROUGH, and TYNEMOUTH.—On the 7th January a sudden gale sprung up accompanied by a high sea, and between 9.30 a.m. and 4.45 p.m. five Life-boats—the *Melissent*, stationed at Boulmer, the *Co-operator No. 1*, at Cullercoats, the *Thomas Bewick*, of North Sunderland, the *Queensbury*, of Scarborough, and the *Charles Dibdin*, of Tynemouth (No. 1 station) were launched and rendered help to many fishing boats which had been overtaken by the storm and were in considerable danger. In some cases the boats were assisted into harbour and in other instances the Life-boats remained in attendance, giving confidence to the fishermen in the knowledge that help was at hand should any casualty befall them while making for port.

WEXFORD.—While a strong gale was blowing from the S.S.E., on the 11th January, a pilot wherry which was in tow of a steamer was observed to let go the tow-rope and come to an anchor, being unable to tow any further in such a heavy sea as was then running. The Life-boat *Andrew Pickard* was promptly manned, and at 4.45 p.m. proceeded to the spot where the boat had been seen; but, as it was then dark, failed to find her. Lights were burned, the Life-boat cruised about for a considerable time and eventually discovered her lying astern of a schooner, full of water. The four men, who were in an exhausted condition, were taken into the Life-boat and brought ashore.

FRASERBURGH.—The Life-boat *Anna Maria Lee* was launched at 1 p.m. on the 12th January, a telegram having been

received from Pitullie stating that four fishing yawls which had left that place in the morning were unable to return owing to a strong S.E. gale which was then blowing, accompanied by a heavy sea, and were therefore making for Fraserburgh. The Life-boat stood by the boats until they had entered the harbour. Great fears had been entertained for their safety, for had they been caught by the large waves which were breaking, they would inevitably have foundered.

POOLE.—The barque *Brilliant*, of Grimsstadt, while on a voyage from Cuba to Bremen with a cargo of cedar logs, went aground on the Hook Sands, at the mouth of Poole harbour, in a heavy gale from S.E. by E. and a very high sea on the 12th January. The Life-boat *Boy's Own No. 2*, was launched at 1.40 P.M. and was towed by the steam-tug *Telegraph* to Poole bar when she was slipped from the steamer and proceeded under oars to the barque. Owing to the high sea running, it was a work of considerable difficulty to rescue the vessel's crew and this was not accomplished without accident. The captain, who had previously broken one of his ribs, fell into the water while sliding down a rope from the ship's stern to the Life-boat, but was got safely into the boat; and one of the crew had one of his legs broken by becoming entangled in the rope. Ultimately the ten men were got into the boat, which then pulled to the steamer and was towed to Poole harbour in a blinding snowstorm.

FISHGUARD.—While a heavy gale was blowing from the S.E. with a rough sea and snow on the afternoon of the 12th January, signals of distress were shown by the smack *Prosperity* and ketch *Mercy*, both of Carnarvon, which were riding at anchor in the roadstead. The crews of both vessels, six men in all, were taken into the Life-boat and landed at Fishguard as a precautionary measure, there being a danger of the craft parting their cables or meeting with other casualty in the storm then raging.

ABERSOCH.—Signals of distress were seen in the vicinity of St. Tudwall's Sound and rockets were fired from St. Tudwall's Lighthouse on the morning of the 13th January. The Life-boat

Oldham was launched at 6 o'clock in a heavy sea, the wind blowing a strong gale from E.S.E. with heavy snowstorms, and rescued the crew of three men from the ketch *Peter Varkevisser*, of Milford, bound from Portmadoc for Cardiff with slates, which foundered near Penrhyn du Point.

SOUTHWOLD.—On the morning of the 13th January information was received that a vessel was on the outer shoal about a mile N.E. of the town. The No. 1 Life-boat *Alfred Corry* put off at 7.30 and found that the vessel was the brig *James and Eleanor*, of Shields. A whole gale of wind was blowing from the S.E. by S., and a terrific sea was breaking on the shoal where she was lying, her crew having taken refuge in the fore-rigging. The Life-boat let go her anchor, and while sheering alongside the vessel the latter's foremast broke off close to the deck, throwing the crew into the sea. One of the men, who was swimming, was taken into the boat, which then went amongst the wreckage and rescued another man, but before any others could be saved the boat was driven broadside on to the beach. Two of the shipwrecked crew were rescued by men wading from the shore into the surf with lines, but the master and two men unhappily lost their lives.

DROGHEDA.—The barque *Emanuele Accame*, of Genoa, bound from Bremerhaven for Swansea, in ballast, was riding at anchor in a dangerous position, about two miles N. of the Boyne bar, having lost three of her four masts, on the 13th January. The No. 2 Life-boat *Charity* was launched about 10.30 A.M., but the strong gale, which was dead against the boat, and the strong tide rendered it impossible for her then to cross the bar. Another attempt was made shortly after 12 o'clock, but she was again unable to effect a crossing. At about 2.30 a third attempt was made, the weather having moderated, when the Life-boat succeeded in reaching the vessel and brought ashore eighteen of her crew.

ST. IVES, CORNWALL.—Early on the morning of the 21st January several fishing-boats left the harbour, and whilst they were in the bay the wind suddenly increased to a very heavy gale from the N.N.E., with a tremendous sea on the ridge. At about 8 A.M. it was seen that

one of the boats, the *W. T.*, would incur great danger in crossing the ridge, and the Life-boat *Exeter* was therefore promptly launched and proceeded to her assistance, but unfortunately the boat upset before she could be reached, and two of her crew were drowned, the third man being washed ashore on Porthminster beach. The Life-boat then proceeded to the assistance of the gigs *Robert Henry* and *Children's Friend*, took out of the former the crew of five men and from the latter six men, and landed them at the Extension Pier. A fresh crew then manned the Life-boat and went to the help of the gig *Boy Willie*, which had a crew of six hands on board, and accompanied the boat safely into the harbour.

ROKER.—The Life-boat *William Hedley* put off at 12.20 P.M. on the 21st January to the assistance of the s.s. *Manhattan*, of London, bound from Hull for Sunderland with oil, which had stranded between Roker Pier and the North Pier in a strong N.E. wind and a high sea. The master and three other men were brought ashore by the Life-boat, observation was kept on the vessel, the remainder of the crew having stayed on board, and at 7 P.M. the boat again went to her, taking the captain back to the ship with a pilot.

PWLLHELL, CARNARVONSHIRE.—A schooner was seen to be dragging her anchors and drifting rapidly towards St. Patrick's Causeway, while a moderate gale was blowing from the N.W., with terrific squalls and a heavy sea, on the 24th January. She was showing signals of distress. The crew of the Life-boat *Margaret Platt* of *Staleybridge* were, immediately summoned and the boat was launched at 3.45 P.M., proceeded to the vessel and found she was the *Alnwick*, of Beaumaris, in ballast, from Balbriggan, bound for Amlwch. Her sails had been blown away, she had lost some of her spars, and as it was evident that any attempt to weigh her anchor would result in her going ashore, the crew of three men decided to leave her and were taken into the Life-boat. On the following day the schooner was towed into safety by a steam-tug.

HAYLE, CORNWALL.—The Life-boat *E. F. Harrison* was called out to the assistance of the s.s. *Escurial*, of Glasgow,

which, having been disabled in a heavy gale, drifted ashore off Portreath on the 25th January. The boat was taken on her carriage to Portreath, a distance of about eleven miles, and was launched with considerable difficulty, the water being low and the beach being soft. A strong gale was blowing from N.N.W. with a terrific sea. She had got about fifty yards from the beach when she was struck by a sea on the port bow. At that critical time one of the ship's crew was seen in the water, and while rescuing him the boat was thrown broadside-on; all endeavours to get her head again to the sea failed, and she drifted broadside-on to the beach. An attempt was made to launch her again, but the soft state of the sand, into which one of the wheels of the carriage sunk, rendered it of no avail. Every assistance was rendered by those on shore by rushing into the surf to rescue the shipwrecked men, who were seen swimming from the ship, and by these means seven of them were saved, but unhappily eleven others lost their lives in attempting to reach the land.

HOLYHEAD.—Signals of distress being seen in the bay, the No. 1 Life-boat *Thomas Fielden* was launched at 9.10 P.M. on the 25th January, while a strong gale from N.E. was blowing with severe squalls, a heavy sea, and snow. The boat sailed in the direction in which the signals had been observed, and found they were shown by the schooner *Miss Hunt*. As the vessel was dragging her anchors and drifting towards the shore, her crew of four men were taken into the Life-boat and landed in the Old Harbour, where the boat was moored for the night, the sea being too heavy to return her to the Life-boat house.

WINTERTON.—At the termination of a very heavy snowstorm at about 5 P.M. on the 25th January a light and rockets were shown by a vessel which had stranded on the beach about three-quarters of a mile S. of the light-house. The No. 1 Life-boat *Edward Birkbeck* was launched, proceeded to her assistance, and found she was a large screw steamer, the *Quantock*, of and from London for Newcastle, in ballast. The No. 2 Life-boat *Margaret* afterwards went to assist, and with the joint help of the Life-boatmen and four steam-tugs, the vessel was got afloat at about 7.30 on the following evening.

On the 24th April an intimation by telephone was received that a large vessel was aground on the North Leman Sand. The No. 2 Life-boat *Margaret* was launched, and after sailing about seventeen miles, fell in with the Yarmouth steam-tug *Meteor* which took her in tow to the Sand, where the barque *Chipperkyle*, of Liverpool, bound from Hamburg for Melbourne with a general cargo, was found stranded. With the help of two steam-tugs the vessel was got off the sand and was taken towards Yarmouth. When about five miles from Winterton a dense fog rendered it imperative to bring the barque to an anchor; but when the weather cleared the tugs were again made fast and she was taken into Yarmouth Roads, arriving there at about 6 p.m. on the following day. The Life-boat then returned to her station, which was reached at 8.30 p.m.

MONTROSE.—At about 9.30 a.m. on the 27th January a smack was seen turning towards the river, and when a little way from Scurdyness Lighthouse she missed stays and drifted on to the Annat Bank. The No. 1 Life-boat *Robert Henderson* was launched, but when about a hundred yards from the smack, a pilot boat which had been lying at the harbour entrance, went alongside her and took off her crew of two men. The Life-boatmen therefore turned their attention to saving the vessel, and having ran out a kedge, hove on the warp, but failed to move her. They signalled for further help, and ultimately the smack was got afloat, and was towed up the river to the Old Harbour, where she was safely moored. She was the *Polar Star*, belonging to Montrose, and laden with oil from Newcastle.

On the 31st January, two rockets, indicating that the services of the Life-boat were required, were fired from Scurdyness. The No. 1 Life-boat *Robert Henderson* was launched at 2.45 p.m., and rendered assistance to the fishing-boats *Red Jacket* and *Ebenezer*, and the steam-trawlers *Southesk* and *Mare*, which had been overtaken by a very heavy sea, and would probably have been unable to cross the bar in the absence of the Life-boat.

On the 28th March a message by telephone was received stating that a schooner was close in shore evidently making for Montrose. As a strong gale was blowing

from the E. and there was a very heavy sea on the bar, the Life-boat *Robert Henderson* was launched and proceeded to the assistance of the vessel, which proved to be the *Wagrien*, of Aberdeen, bound from Middlesbrough for Fraserburgh. In sailing into Montrose she had taken the ground on the tail of the Annat Bank, but in consequence of the strong wind she bumped over and was safely moored at the jetty. She was leaking badly.

On the 8th May, at about half-past five o'clock in the afternoon, the light-keeper at Scurdyness telephoned that a boat was in danger on the Annat Bank. The Life-boat *Robert Henderson* was launched and on nearing the boat it could be seen that there were four men on board, and that the sea was breaking over her. When the Life-boat came up one of the men had been washed overboard and the boat was full of water. The man in the water was first picked up, and ropes were then thrown to the others, by means of which they were dragged into the Life-boat, which promptly returned ashore with them, as they were all greatly exhausted. The boat was a pleasure one and had been hired by the four men who rowed down the river, but the strong ebb tide carried her into the broken water and on to the Annat Bank, and in the absence of the Life-boat the trip would in all probability have had a fatal termination.

BRIXHAM, SOUTH DEVON.—The ketch *Nellie*, of Littlehampton, bound from Portsmouth for Falmouth in ballast, was seen in the bay riding at anchor and flying her ensign, union down, in her mizen rigging, on the afternoon of the 30th January. The Life-boat *Betsey Newbon* was launched at 2.25, and when about half way to the vessel the flag was taken down and a trawler's boat with five men in her was seen proceeding to her. When the Life-boat reached her, the master stated that he wanted help to get his vessel into safety. Two of the Life-boatmen therefore went on board, and with the assistance of the five fishermen, who had already boarded her, the anchors were got up and the ketch was taken into the outer harbour and safely moored. A moderate gale was blowing from E. at the time, and there was a heavy sea.

PORHOUSTOCK, CORNWALL.—The Life-boat *Charlotte* was launched at 8.15 P.M. on the 30th January in a heavy sea, the wind blowing a strong gale from N.E. and the weather bitterly cold, a large vessel having stranded on the Curracluge rocks, inside the Manacles. In the unavoidable absence of the two coxswains the Life-boat was taken charge of by the bowman, who acted as coxswain, the coxswain's son acting as second coxswain. The stranded vessel proved to be the ship *Andola*, of Liverpool, bound from Tacoma for Hull with a cargo of wheat. Her crew of twenty-eight men were taken into the Life-boat and safely landed at Porthoustock, amid the cheers of a crowd of people who in spite of the darkness of the night and the inclemency

of the weather had awaited the return of the Boat. The ship afterwards broke up and became a total wreck, the shore being strewn with wreckage. The Life-boat was admirably managed and was at one time in considerable danger, for while passing through a very narrow passage with rocks on either side she shipped two very heavy seas; her crew, however, were smart, and before the next sea came on the rocks had been passed. The shipwrecked crew, some of whom were injured—two being hurt by an explosion in the magazine—were taken to their boats when the Life-boat arrived, and in all probability some of them would have been drowned, the boats being half full of water and surrounded by sunken rocks.

UNITED STATES LIFE-SAVING SERVICE.

It appears from the Annual Report of the operations of the United States Life-Saving Service for the year ended the 30th June, 1893, issued a few months since from the Government Printing Office at Washington, that there are now 243 life-saving stations in the States, 182 being on the Atlantic and Gulf coasts, 48 on the coasts of the Great Lakes, 12 on the Pacific, and 1 at the Falls of the Ohio, Louisville, Kentucky. Since the last Report three new stations have been formed, viz., at Brant Rock, Massachusetts; Fort Niagara, New York; and Kewaunee, Wisconsin.

During the year there had been 427 disasters to vessels coming within the field of station operations, this number being 90 more than in the previous twelve months. There were 3,565 persons on board these vessels, of whom 23 were lost. The number of vessels totally lost was 88, being an increase of 28 as compared with the previous year. In addition there were, during the year reported on, 154 disasters to smaller craft, such as sail-boats, row-boats, &c., which had 327 persons on board, only 6 of whom were lost, not including two accidents to life-saving boats, with loss of life, referred to later on. The total number

of persons succoured at the stations was 663.

Besides the lives saved from vessels, the life-saving crews were instrumental in rescuing 47 persons who had fallen from wharves, &c., and would have probably perished had it not been for the prompt aid given.

In accordance with the usual custom, a careful investigation was held in the fourteen cases where life was lost, and it was satisfactorily demonstrated that in no case was the disaster attributable to any lack of promptness, courage or skill on the part of the members of the Life-saving Service.

Unfortunately on two occasions while gallant efforts were being made to render assistance to the crews of vessels in distress, the salvors themselves met with disaster. In one case only did the men belong to the United States Life-Saving Service; in the other they were in the employ of the Humane Society of Massachusetts, a voluntary organisation which was founded many years before the Government Life-Saving Service came into existence. The first accident resulted in the loss of four out of six men who had launched their surf boat at Cleveland

(Ohio) during a gale of wind to the assistance of two young men whose boat had become unmanageable and was being swept out into Lake Erie from the River Cuyahoga which was in a swollen condition from heavy rains and was running into the lake with irresistible force. Before the small boat could be overtaken it was upset and those on board perished, while the rescuing craft was also capsized when it reached the spot where the "turmoil of contention" between the waters of the lake and the river was fiercest and, as already indicated, four of the gallant crew perished, the remaining two men being saved by a steam-tug which put off to their help.

The second fatality occurred to the crew of a Life-boat of the Massachusetts Humane Society which was promptly launched from Cuttyhunk when the British brig *Aquatic* was seen to be in distress. From the time when they started, soon after 9 p.m., until the dawn of the next day nothing whatever was seen or heard of them from the shore, and the first intimation of the disaster was when the dead body of one of her crew was found on the beach. It afterwards appeared that when they were nearing the stranded ship their boat was upset and rolled over and over. Only one out of the six men in her was saved, and curiously enough he was the only one who could not swim; he was drifted towards the vessel and getting alongside was hauled on board and he and the shipwrecked crew were rescued the next day by the boat from the nearest U.S. Life-saving Station, assisted by a steam-tug and a lighter engaged for the service.

There was also a fatal shipwreck during the time when the adjacent life-saving station was closed for the four summer months in accordance with the usual custom on the Atlantic seaboard, only the keeper being left in charge. This is done for the sake of economy, as the men in this service receive regular weekly pay. The keeper used all possible expedition in getting volunteers to help him, but on that sparsely populated coast valuable time

was necessarily lost in getting a crew together, and unhappily the four shipwrecked men perished before they could be succoured.

The Service had to mourn the loss by death during the year of three of its officers, viz., Captain JOHN W. WHITE, of the U.S. Revenue Cutter Service, detailed for special duty in the life-saving service as Assistant Inspector to No. 12 District and Superintendent of Construction at the Stations on the Pacific Coast; Captain DAVID P. DOBBINS, late Superintendent of the 9th Life-saving District, comprising Lakes Erie and Ontario; and Captain JOSIAH W. ETHERIDGE, Superintendent of No. 6 District, embracing the North Carolina coast and the shore of Virginia south of Cape Henry.

The telephone lines provided for the service had been maintained in good order and several new connections and minor extensions had been made. The Report adds that "the value of this important feature of the Service, both as an aid to the efficiency of the life-saving crews, and incidentally as a means of affording early and desirable information to the maritime interests of the country, is constantly being demonstrated on critical occasions along the coast, and has attracted the marked attention of officers of life-saving institutions in foreign countries."

The station which Congress, in the Act authorising the World's Columbian Exposition, directed to be placed on exhibition in the grounds allotted for the purpose, fully equipped with the apparatus, furniture and appliances used in the Life-saving Service, and subsequently provided should be continued as a permanent station, was duly established, equipped and manned, and during the fair was visited by great numbers and examined with marked interest by the representatives of kindred institutions of other countries. The tri-weekly drills, illustrating the methods of rescue, were a special attraction, and never failed to gather upon the lake shore enormous

crowds of interested spectators. While thus satisfactorily serving its original purpose, it had opportunity also on several occasions to prove its practical utility by effecting rescues from actual shipwrecks which occurred within the scope of its operations. The old station at the mouth of the Chicago River, erected in the earlier days of the Service, was utilised during the continuance of the "Exposition" as an outpost of the new station, to which two of the crew

were detailed as a constant guard to look out for such accidents as might occur at the immediate harbour entrance, being connected with the main station by telephone. The continuance of this plan has since been regarded as necessary.

In conclusion the Report bears emphatic testimony to the fidelity with which the officers and employés of the Service had discharged their duties, always arduous, and often involving personal hardship and peril.

SUMMARY OF THE MEETINGS OF THE COMMITTEE.

THURSDAY, 13th December, 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 Harwich, Seascale, Silloth and Barrow.

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

Northern District—Bamburgh Castle, Cresswell, North Sunderland and Cullercoats.

Eastern District—Bridlington, Hornsea, Withernsea, Poole, Brighton, Shoreham, Worthing, Littlehampton, Selsey (two boats), Hayling, Southsea and Swanage.

Western District—Falmouth, Port Isaac, Padstow, Teignmouth, Burnham, Polkerris, New Quay (Cornwall), Mevagissey, Hayle, Seamen Cove, Penzance, St. Agnes and St. Mary's (Scilly Islands).

Irish District—Wicklow.

Also the reports of the Organising Secretaries on their visits to Bradford, Wakefield, Dewsbury, Batley, Halifax, St. Anne's, Leeds, Derby, Burton-on-Trent, Nottingham, Stockton, Thornaby, Middlesbrough, Manchester, Preston, Liverpool, Warrington, Wigan, Chorley, Chester, Crewe, Macclesfield, Dundee, London and Edinburgh.

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

	£	s.	d.
H. G. POWELL, Esq., Wolverhampton, for a new Life-boat, transporting-carriage and equipment for the Point of Ayr Station, per Wolverhampton Branch	700	-	-
Collected in the town of Wolverhampton, and to be appropriated to a new Life-boat house for the Point of Ayr Station, per Wolverhampton Branch	350	-	-

	£	s.	d.
CHARLES DENNY, Esq.	50	-	-
"A. C."	50	-	-
Independent Order of Odd Fellows (M. U.) Ann. Sub.	50	-	-
Ditto, Donation.	27	-	6
	77	-	6

Collected in Grangemouth, per F. QUIN, Esq., H.M. Customs

Colonel VERNON

Trustees of the late Mrs. MARTHA NORTON

The Misses SUGDEN

Runcorn Cycling Club Lantern Parade and Cycling Carnival (half proceeds), per H. WRIGHT, Esq.

Collected on board the R.M.S. Tantallon Castle, per Captain J. C. ROBINSON

Collected in Newport (Mon.) Mercantile Marine Office, per W. POWELL, Esq.

Contents of Contribution Box on board H.M.S. Swift

	£	s.	d.	Life-boat.	Vessel.	Lives saved.
Peckham.—Linden Grove Sunday School Teachers and Scholars, per E. A. HUTCHINSON, Esq.	2	10	—	Eastbourne . .	Steam yacht <i>Ray</i> , of Dover	2
H.M.S. <i>Cambridge</i> , Offertory on board, per the Rev. F. C. STEBBING, R.N., M.A.	1	—	—	Gorleston No. 1	Schooner <i>Jane Duff</i> , of London. Assisted to save vessel and	4
—To be severally thanked.				Lowestoft No. 1	Brigantine <i>Alf</i> , of Mandal	8
Also the receipt of the following legacies:—				Port Patrick . .	S.S. <i>Strathspey</i> , of Glasgow	12
	£	s.	d.	Porthoustock . .	Brig <i>Dryad</i> , of Whitehaven	7
The late ST. JOHN TIPTON, Esq., of Wellington, Salop	500	—	—	Pwllheli	Smack <i>Alpha</i> , of Pwllheli	2
The late Miss M. A. BECK, of Fulham	225	—	—	Totland Bay . .	Schooner <i>Samson</i> , of Kjerterminde. Rendered assistance.	
The late E. H. PENFOLD, Esq., of Winchester	210	—	—	Tramore	S.S. <i>Scott Harley</i> , of Cork	12
The late CHARLES GIBSON, Esq., of Edinburgh	200	—	—	Wexford No. 1	Smack <i>Brothers</i> , of Wexford. Rend. assistance.	
The late WILLIAM MATTHEWSON, Esq., of Calcutta	150	—	—	„	S.S. <i>Gilberto</i> . Remained by vessel.	
The late H. M. ARTHUR, Esq., of Leytonstone	100	—	—			
The late Mrs. JANE BONNER, of Brockley	100	—	—			
The late JOHN WHITEHEAD, Esq., of Hale, Bowdon	40	—	—			
The late L. F. H. SHORT, Esq., of Queensland, New South Wales	27	—	—			
The late Mrs. FERNIE, of Stirling	20	—	—			
The late Mrs. H. W. HOOPFELL, of Plymouth	5	—	—			

Deep regret was expressed at the death of Mr. E. MADELEY, who had been Honorary Secretary of the Burton-on-Trent Branch of the Institution for twenty-five years, and it was decided to send a letter of sympathy to his family.

Voted the thanks of the Committee to Captain E. P. STOKES, in recognition of his valuable co-operation during the long period of twenty-four years in which he held the office of Honorary Secretary of the Barrow Branch of the Institution.

The Committee also suitably recognised the good services of Mr. JAMES THORNTON whilst serving as Coxswain of the Hope Cove Life-boat for seventeen years.

Reported the transmission to their stations of the Dungeness No. 1, Greenore and Sunderland (South Outlet) new Life-boats.

The South Eastern Railway Company granted a free conveyance to the Dungeness boat and brought back the old boat to London free of charge.—To be thanked.

Also that the Aberystwith, Aldeburgh, Hoylake and Lytham Life-boats had been returned to their stations, after having been altered and fitted with all modern improvements.

Decided that the Seascale Life-boat Station be abolished, it being considered unnecessary any longer to maintain a Life-boat at that place.

Paid 4,300*l.* for sundry charges on various Life-boat establishments.

Voted 20*l.* 7*s.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Cullercoats	Two fishing-cobles. Rendered assistance.	

The Arklow, Hasborough, Holyhead No. 1, Kingsdowne, Kirkcudbright, Lowestoft, Newburgh, North Deal, Palling, Ramsgate, Walmer and Great Yarmouth Life-boats rendered the following services:—Schooner *Jilt*, of Douglas saved vessel; s.s. *Mula*, of South Shields, assisted to save vessel; schooner *Pride of the Dee*, rendered assistance; s.s. *Llanthevery*, of Newport, assisted to save vessel; brigantine *Sultan*, of Portsmouth, assisted to save vessel and crew (5); steam trawler *Lionel*, of South Shields, rendered assistance; ketch *Ariel*, of Carnarvon, assisted to save vessel and 3; brigantine *Alf*, of Mandal, assisted to save vessel; schooner *Clacton*, of Harwich, assisted to save vessel and 8; brigantine *Cypress*, of Folkestone, rendered assistance; sloop *Rival*, of Rye, assisted to save vessel and 4; s.s. *Albertina*, of Newcastle, remained by vessel.

Voted 14*l.* 14*s.*, in addition to medical charges, to one of the crew of the Gorleston No. 1 Life-boat, who was injured while on service in the boat.

Also 1*l.* to a man injured at a launch of the Dungeness Life-boat on service.

Also 783*l.* 17*s.* 1*d.* to pay the expenses of assemblies of crews or launches to distressed vessels by the undermentioned Life-boats:—Aldeburgh, Broadstairs, Caister No. 2, Cemaes, Cemlyn, Dover, Dungeness, Formby, Gorleston No. 1, Harwich, Holyhead No. 1, Hoylake, Hunstanton, Kessingland No. 1, Kingsdowne, New Brighton (steam Life-boat), New Romney, North Sunderland, Padstow, Pakefield No. 1, Palling No. 2, Port Logan, Skegness, Winterton No. 2 and Great Yarmouth.

The Ramsgate Life-boat was also taken out of harbour on several occasions to the help of vessels in distress, which however did not require her services.

Voted 2*l.* to four men for saving the crew of four men from the fishing-boat *Sea Belle*, of Derrygoe, co. Down, which was sinking off that place in a strong N.E. breeze with heavy squalls, a rough sea and thick weather on the 14th October.

Also 1*l.* 17*s.* 6*d.* to five men for saving by means of lines the crew of seven men from the brig *May*, of Christiania, which had stranded on the Harkess Rocks, near Bamburgh Castle,

Northumberland, in a strong gale and a heavy sea on the 21st October.

Also 10s. to two men for saving the crew of two men of the fishing-boat *Ethel*, of Hallsands, which was capsized off Start Point in a squall on the 19th November.

THURSDAY, 10th January, 1895.

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—Boulmer and Alnmouth.
Eastern District — Kimeridge, Brooke, Brightstone Grange, Totland Bay, Atherfield, Bembridge, Ryde, Mablethorpe, Donna Nook, Sutton, Grimsby, Skegness, Chapel, Hunstanton and Brancaster.

Western District—Weston-super-Mare, Bude, Morthoe, Appledore (three boats) and Ilfracombe.

Irish District — Fethard, Dunmore East, Point of Ayr, Kingstown, Wexford (two boats), Carnsore, Kilmore, Tramore, Dungarvan, Ardmore, Ballycotton and Youghal.

Also the reports of the Organising Secretaries on their visits to Wakefield, Barnsley, Leeds, York, Doncaster, Northampton, Cambridge, Ipswich, Norwich, Middlesbrough, Stockton-on-Tees, Sunderland, Shields, Bradford, Liverpool, Nelson, Accrington, Preston, Clitheroe, Darwen, Haslingden, Manchester, Stoke, Burslem, Hanley, Leek, Walsall, Wolverhampton, Wednesbury, West Bromwich, Dudley, Bilston, Stafford, Longton, Newcastle - under - Lyme, Crewe, Millom, Seascale, Whitehaven, Workington, Maryport, Carlisle, Silloth, St. Anne's, Bacup, Heywood, Goole, Beverley, Selby, Harrogate, Knaresborough, Patley Bridge, Ripon, Atherton, Church, Oswaldtwistle, Castleton, Perth and Dundee.

Reported the receipt of 808*l.* 11*s.* 7*d.* from the Civil Service Life-boat Fund, per CHARLES DIBDIN, Esq., Honorary Secretary, to recoup the Institution the total amount expended by it during the year 1894 in the maintenance of the seven stations at which the seven Life-boats presented and endowed by the fund are placed. The total sum thus contributed to the Institution by gentlemen in Her Majesty's Civil Service has been 17,705*l.* 17*s.* 1*d.*

Decided that the cordial thanks of the Committee be given to the contributors, and particularly to Mr. DIBDIN, for their continued valuable assistance to the Life-boat cause.

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

	£	s.	d.
Licensed Victuallers Life-boat Fund per A. L. ANNETT, Esq., in aid of the support of the <i>Licensed Victualler Life-boat</i> at Hunstanton (additional)	50	-	-

	£	s.	d.
JOHN BENTLEY, Esq. (additional)	31	10	-
JAMES FLEMING, Esq.	25	-	-
Loyal Order of Ancient Shepherds (A. U.) per D. KENNEDY, Esq.	10	-	-
Worshipful Company of Saddlers (additional)	5	-	-

Life-boat Saturday Collections.

North of England District Committee, per A. MUIR, Esq., Treasurer, proceeds of various collections in all parts of the country	15,418	8	2
Warrington, per J. L. LYON WHITTLE, Esq.	65	-	-

Life-boat Sunday Collections.

Bursledon, Southampton, per the Rev. LORAIN ESTRIDGE, M.A.	4	4	4
Offley, Hitchin, per the Rev. C. R. HARDY, M.A.	1	10	-
Holloway, Junction Road Congregational Sunday School, per J. FORDER, Esq.	1	1	5
Denny, U. P. Church Bible Class, per the Rev. D. MACKELLER	1	-	-
Chilton, Sudbury, per the Rev. H. SMITH, M.A.	-	15	-

Church Collections on Christmas Day.

Brockdish, Norfolk, per J. H. WHITE, Esq.	2	19	11
Elvetham, Winchfield, per the Rev. WM. GILL, L.Th.	4	5	-
Woodstock, per the Rev. ARTHUR MAJENDIE, A.K.C.L.	4	8	1

—To be severally thanked.

Also the receipt of the following Legacies:—

	£	s.	d.
The late Mrs. MARY SCALES, of Armley, Leeds	1,000	-	-
The late HENRY DANSON, Esq., M.D., of St. John's Wood	100	-	-
The late Mrs. ANNA MCCASKY, of Dublin	50	-	-
The late Mrs. ANNIE TURTILL	10	-	-

The Committee expressed great regret at the death of Mr. J. B. RISLEY, who had been Honorary Secretary of the Ferryside (Carmarthen Bay) Branch of the Institution for twenty-three years, and decided to send a letter of condolence to his family.

Voted the thanks of the Committee to Mr. R. G. A. HUTCHINSON, in recognition of his long and valuable co-operation whilst acting as Honorary Secretary of the Bangor Castle Branch of the Institution.

Also to Miss MEYRICK, of Bodorgan Hall, Anglesey, for kindly presenting a suit of oil-skin clothing to each member of the crew of the Rhosneigr Life-boat.

The Committee also specially recognised the good services of Mr. EDWARD COUDRON and Mr. FRANK CARTER whilst respectively serving as coxswains of the Wicklow and Weymouth Life-boats.

Decided, that the Mundesley Life-boat station be abolished.

Reported that the Padstow Life-boat had

been returned to its station after having been altered and fitted with modern improvements.

Paid 8,933*l.* for sundry charges on various Life-boat Establishments.

Voted the Silver Medal of the Institution to Mr. DAVID SINCLAIR, Coxswain of the Irvine Life-boat, in recognition of his services on the occasion of the rescue, under dangerous circumstances, of the crew of the ship *Frey*, of Tönsberg, on the 28th December last.

Also the Silver Medal to Mr. A. SIMMONS, Chief Engineer of the Steam Life-boat *Duke of Northumberland*, who had been in charge of the engines on each of the twenty-eight occasions when the boat had been on service, and had thus contributed to the saving of fifty-one lives.

Voted 1,029*l.* 15*s.* 6*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Berwick-on-Tweed	Steamer <i>Brook</i> , of Dundee	5
Blackpool	Barque <i>Abana</i> , of Farsund	17
"	Smack <i>Petrel</i> , of Fleetwood. Crew saved by Life-boat men.	
Castletown	Schooner <i>Mary Jane</i> , of Ramsey	3
Cromer	Schooner <i>Fair City</i> , of Gloucester. Remained by vessel.	
Cullercoats	Fishing-cobles. Assisted boats.	
Dungarvan	Smack <i>St. Margaret</i> , of Waterford	4
"	Smack <i>Favourite</i> , of Arklow. Landed 5 men.	
Filey	Fishing-cobles. Remained by boats.	
Fleetwood	Schooner <i>Annie Park</i> , of Barrow. Rend. assist.	
Formby	Barquentine <i>Cosmo</i> , of Charlotte Town, P.E.I. Landed 6 men.	
Fraserburgh	Schooner <i>Roseneath</i> , of Hull	4
Gorleston No. 1	Ketch <i>Resolute</i> . Assisted to save vessel and	4
"	S.S. <i>Kent</i> , of London. Saved a boat and	5
"	S.S. <i>Kirkstall</i> , of Shields. Saved a boat and	4
Holyhead No. 1	Norwegian barquentine <i>Valhalla</i>	10
" No. 2	Norwegian barque <i>Titania</i>	11
Irvine	Ship <i>Frey</i> , of Tönsberg	15
Moelfre	Schooner <i>John Wignall</i> , of Fleetwood	5
"	Schooner <i>Christiana Davies</i> , of Barrow. Landed 4 men.	
New Brighton (Steam Life-boat)	Schooner <i>Faith</i> , of Beaumaris	3
Newbiggin	Coble <i>Edward Shortt</i> , of Newbiggin. Rendered assistance.	
Newburgh	S.S. <i>Bonito</i> , of Aberdeen. Landed crew (8).	
Newhaven	Lugger <i>Mackerel</i> , of Shoreham	3

Life-boat.	Vessel.	Lives saved.
Orme's Head	Ketch <i>Scotian</i> , of Hoylake	4
Padstow	Barque <i>Antoinette</i> , of St. John, N.B.	9
Palling No. 2	Schooner <i>Fair City</i> , of Gloucester	4
Peel	Barque <i>Agnes</i> , of Fredericksvaern	11
Point of Ayr	Schooner <i>City of Chester</i> , of Chester	3
Port Eynon	Smack <i>United Friends</i> , of Plymouth	3
Port Isaac	Barque <i>Antoinette</i> , of St. John, N.B.	10
Port Logan	Schooner <i>Industry</i> , of Belfast	4
Porthdinllaen	Smack <i>Dauntless</i> , of Jersey. Saved vessel and	3
Ramsey	Schooner <i>Margaret Jones</i> , of Carnarvon	3
"	Schooner <i>Excelsior</i> , of Chester	4
Sennen Cove	H.M.S. <i>Lynx</i> . Rend. assist.	
Southport No. 1	Schooner <i>James and Mary</i> , of Fleetwood	5
Staithes	S.S. <i>Progress</i> , of Glasgow. Landed 4 men.	
Thurso	Schooner <i>Isabella Stuart</i> , of Greenock	4
Totland Bay	Schooner <i>Marian</i> , of Padstow. Rem. by vessel.	
Wexford No. 1	Yawl <i>Gannet</i> , of Wexford. Rendered assistance.	
Whithorn	Brigantine <i>Mary Holland</i> , of Maryport	5

The Ramsgate Life-boat rescued the crew of four men from the stranded schooner *Union*, of Sunderland.

The Aldeburgh, Broadstairs and Cullercoats Life-boats rendered the following services:—Schooner *Coila*, of Faversham, assisted to save vessel; schooners *Jubilee*, of Harwich, and *Ballinbreich Castle*, of Padstow, rendered assistance; Danish schooner *Njord*, saved vessel.

Voted also 1,283*l.* 10*s.* 9*d.* for assemblies of the crews or launches to distressed vessels by the following Life-boats:—Aberdovey, Ardrossan, Barmouth, Buckie, Caister Nos. 1 and 2, Clacton, Cloughy, Donna Nook, Douglas No. 2, Dungeness No. 1, Gorleston No. 1, Greencastle, Harwich, Holyhead Nos. 1 and 2, Hoylake, Lowestoft No. 1, Lytham, Mablethorpe, Margate, Nairn, New Brighton No. 1, New Brighton Steam Life-boat, North Deal, North Sunderland, Padstow, Palling Nos. 1 and 2, Penarth, Port Logan, Porthdinllaen, Porth Rhuffydd, Ramsey, Rhoscolyn, Rhosneigr, Rhyl, Ryde, Saltburn, Southport No. 2, St. Anne's, Thurso, Troon, Walton-on-the-Naze, Whithorn, Winterton Nos. 1 and 2 and Great Yarmouth.

Also 1*l.* to two men, with thanks to one of them, for saving the crew of three men from a coastguard boat which was capsized off Shanagan Point, co. Antrim, in a squall on the 8th November.

Also 3*l.* to seven men for saving the trawler *Catherine*, of Courtmacsherry, and her crew of four men, which was disabled in a moderate gale from the S.W. and a rough sea on the 21st December.

Also 8l. 10s. to seventeen men for rendering assistance to the crew of the schooner *Seamew*, of Belfast, which broke from her moorings off Port Patrick, Wigtownshire, in a whole gale from N. by W. and a very heavy sea on the 22nd December.

Also 8l. to sixteen men for wading into the surf and assisting the crew of the schooner *Tyrconnel*, of Glasgow, which stranded in Ward Bay, Wigtownshire, in a whole gale from N. by W. and a very heavy sea on the 22nd December.

Also 9l. to six men for saving three of the crew of the brig *Loven*, of Christiania, which sunk at Horse Island, off Ardrossan, in a storm from N.W. and a rough sea on the 22nd December.

Also 5l. 12s. 6d. to fifteen men for saving the crew of five men from the schooner *Kate*, of Wick, which was totally wrecked off Nairn in a whole gale from N. by E. and a very heavy sea on the 22nd December.

The sum of 2l. 2s. was also paid for transporting and launching the boat used by the salvors.

THURSDAY, 14th February, 1895.

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 Ardrossan, Irvine, Girvan, Dunmore East, Dungarvan, Ballycotton, Ardmore, Youghal, New Quay (Cornwall), Hayle, Portreath and St. Ives.

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

Northern District — Irvine, Girvan, Ayr, Balcary, Kirkeudbright, Troon, Ballantrae, Port Patrick, Port Logan and Whithorn.

Eastern District—Blakeney, Wells, Mundesley, Cromer, Palling (two boats), Hasborough and Sheringham.

Western District — Aberdovey, Criccieth, Llanaelhaiarn, Pwllheli, Porthdinllaen, Abersoch, Barmouth, Aberystwyth, St. Helier's (Jersey) and St. Peter's (Guernsey).

Irish District — Howth, Dunmore East, Douglas (two boats), Castletown, Port Erin, Ramsey, Rhyl (two boats) and Kingstown.

Also the reports of the Organising Secretaries on their visits to Barrow-in-Furness, Lincoln, Bradford, London, Brighton, Portsmouth, Darlington, Newcastle-on-Tyne, Bury, Wigan, Warrington, Chester, Sheffield, Burton-on-Trent, Manchester, Carlisle, Kidderminster, Leamington, Wellingborough, Kettering, Belper, Chesterfield, Loughborough, Newark, Peterborough, Wisbech, Darwen, Harrogate, Beverley, Beckenham, Brighton, Portsmouth, Merthyr Tydvil, Swansea, Cardiff, Barry, Southampton, Plymouth, Reading, Eastbourne,

Ilkley, Otley, Todmorden, Goole, Morley, Sowerby Bridge, Littleborough, Hyde, Heywood, Hindley, Ince, Bedford, Leigh, Cleckheaton, Heckmondwike, Mirfield, Liversidge, Keighley, Perth, Dundee, Glasgow and Carmunock.

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

	£	s.	d.
"In memoriam, Rev. WILLIAM HEYGATE BENN"	300	-	-
Trustees of the late WILLIAM THORNGATE, Esq.—annual subscription	80	-	-
Miss BIRKBECK	50	-	-
W. W. SHAW, Esq.	25	-	-
W. INGHAM WHITAKER, Esq.	25	-	-
Worshipful Company of Armourers and Brasiers	10	10	-
Principals and Workmen of Messrs. WILLIAM WHITMARSH and Co., South Street Brewery, Sheffield	3	10	6

Life-boat Sunday Collections.

Paisley, St. James's United Presbyterian Congregation, per JAMES URE, Esq.	26	11	6
Saul, Gloucestershire, per the Rev. E. HALL M.A.	4	4	5
Sudbourne, Suffolk, per the Rev. E. M. SCOTT	-	15	10
Orford, per the Rev. E. M. SCOTT	2	1	2
Hackney, Mare Street Sunday School, per J. F. SORRELL, Esq.	1	5	8

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late HENRY CARNLEY, Esq., M.D., of Kingston-upon-Hull	300	-	-
The late Right Hon. Lord DUN-SANDLE and CLANCONAL	180	-	-
The late JAMES LAWSON, Esq., of Peckham	100	-	-
The late T. B. D. GARDNER, Esq., of Wood Green	19	16	-
The late W. W. BLAKEY, Esq., of Newcastle-on-Tyne	10	-	-
The late Miss ANNA COWPER, of Hythe, Kent	9	-	-

The Committee expressed deep regret at the death of the Rev. J. F. NOOT, B.A., who had been the much-esteemed Honorary Secretary of the Dunwich Branch of the Institution for twenty-one years.

Voted the thanks of the Committee to JOHN CRAIG, Esq.; R. L. ALPINE, Esq.; E. B. LOYNES, Esq.; DAVID HAVARD, Esq. J.P., M.D.; and E. G. DAVIES, Esq., in recognition of their past valuable services whilst serving as Honorary Secretaries respectively of the Ardrossan, Wells, Newport (Pembrokeshire) and Pakefield Branches of the Institution.

The Committee also specially recognised the good services rendered by Mr. HORACE HINSON, Mr. THOMAS MCGUFFIE and Mr. WILLIAM JAMES, whilst acting as coxswains of the Wells, Isle of Whithorn and Newport (Pembrokeshire) Life-boats.

Decided, that the Ardmore (Ireland) Life-boat Station be discontinued.

Paid 4,200*l.* for sundry charges on various Life-boat Establishments.

Voted 667*l.* 7*s.* 6*d.* to pay the expenses of the following Life-boat services :—

Life-boat.	Vessel.	Lives saved.
Abersoch . .	Ketch <i>Peter Varkevisser</i> , of Milford	3
Berwick-on-Tweed }	Fishing-cobles. Rendered assistance on two occasions.	
Boulmer . .	Two fishing - cobles. Rendered assistance.	
Brixham . .	Ketch <i>Nellie</i> , of Littlehampton. Rend. assist.	
Castletown .	S.S. <i>Vigilant</i> , of Liverpool	6
Drogheda No. 2	Barque <i>Emanuele Accame</i> , of Genoa. Landed 18 men.	
Eyemouth . .	Fishing-boats. Remained by vessels.	
Falmouth . .	Schooner <i>Aneurin</i> , of Carnarvon	4
Fishguard No. 2	Smack <i>Prosperity</i> , of Carnarvon. Landed 3 men.	
„	Ketch <i>Mercy</i> , of Carnarvon. Landed 3 men.	
Fraserburgh .	Fishing-boats, of Pitullie. Remained by vessels.	
Girvan . .	Fishing-boat <i>Twins</i> , of Girvan. Rend. assist.	
Hayle . . .	S.S. <i>Escurial</i> , of Glasgow	1
Holyhead No. 1	Schooner <i>Miss Hunt</i> . .	4
Holy Island } No. 1	Fishing-boats. Rendered assistance.	
Johnshaven .	Fishing-boats, of Gourdon. Rendered assistance.	
Montrose No. 1	Fishing - vessels. Rendered assistance.	
North Sunderland }	Fishing-boats. Rendered assistance on three occasions.	
Poole . . .	Barque <i>Brilliant</i> , of Grimstad	10
Porthoustock .	Ship <i>Andola</i> , of Liverpool	28
Pwllheli . .	Schooner <i>Alnwick</i> , of Beaumaris	3
Ramsey . . .	Schooner <i>Margaret and Elizabeth</i> , of Liverpool	2
Roker . . .	S.S. <i>Manhattan</i> , of London. Landed 4 men and rendered other assistance.	
Scarborough .	Fishing - cobles. Rendered assistance.	
Southwold No. 1	Brig <i>James and Eleanor</i> , of North Shields . . .	2
St. Ives . .	Gig <i>Robert Henry</i> , of St. Ives	5
„ . .	Gig <i>Children's Friend</i> , of St. Ives	6
„ . .	Gig <i>Boy Willie</i> , of St. Ives. Rend. assistance.	
Thurso . .	Schooners <i>Clarence G. Sinclair</i> , of Wick, and <i>Isabella Stuart</i> . Landed 8 men.	
Tynemouth } No. 1	Fishing-cobles, of Cullercoats. Rend. assist.	
Wexford No. 1	A pilot wherry, of Wexford. Rend. assistance.	
Whitby No. 2	Fishing-cobles. Rendered assistance.	

The Montrose No. 1, Ramsgate and Winterton Nos. 1 and 2 Life-boats rendered the following services :— Smack *Polar Star*, of Montrose, assisted to save vessel; s.s. *Beacon Light*, of Liverpool, assisted to save vessel; and s.s. *Quantock*, of London, assisted to save vessel.

Voted also 1,069*l.* 19*s.* 4*d.* for launches or assemblies of crews on service by the under-mentioned Life-boats :—Abersoch, Aldeburgh, Aranmore, Bamburgh Castle, Blyth No. 1, Bridlington, Broadstairs, Caister No. 2, Clacton, Cloughy, Cromer, Donna Nook, Douglas No. 1, Drogheda No. 1, Dunbar, Eyemouth, Falmouth, Filey, Flamborough No. 2, Girvan, Gorleston No. 1, Gourdon, Grimsby, Harwich, Harwich steam Life-boat, Hasborough, Holy Island No. 1, Hythe, Lowestoft No. 1, Mablethorpe, Montrose No. 1, New Brighton (steam Life-boat), New Quay (Cornwall), North Deal, North Sunderland, Padstow, Palling Nos. 1 and 2, Peterhead, Poolbeg, Port Patrick, Robin Hood's Bay, Runswick, St. Ives, Saltburn, Staithes, Swanage, Tenby, Uppang, Walton-on-the-Naze, Weymouth, Whitby No. 1 and Winterton No. 2.

Voted 275*l.* in aid of the fund for the relief of the widow and children of WILLIAM BROWN, the Coxswain of the Swanage Life-boat, who lost his life while on service on the 12th January. The expenses of the funeral, &c., were also defrayed by the Institution.

Also 30*l.* to the parents of a lad who died from the effects of injuries received by being run over by the Rhosneigr Life-boat carriage while assisting at the launch of the Life-boat for service on the 28th December last. The sum of 87*l.* 5*s.* 10*d.* for medical attendance, nursing, funeral and other expenses was also paid by the Institution.

Also 4*l.* to two men injured while engaged on service with the Orme's Head and Southwold No. 1 Life-boats.

Also the Silver Medal of the Institution and 1*l.* each to E. W. GOLDSMITH, THOMAS H. PALMER and ALFRED TOOK for swimming out through a very heavy sea and broken water in a whole gale from S.E. by S. at great risk, and saving four of the crew, one of whom was dead and another only lived a few seconds after being landed, of the *James and Eleanor*, of North Shields, which was totally wrecked off Southwold, Suffolk, on the 13th January.

Also 10*l.* to ten men for rescuing the crew of eleven men of the barque *Uller*, of Tvedestrand, which went ashore off Killough, co. Down, in a strong S.E. by S. gale and a heavy sea on the 13th January.

Also 6*l.* 10*s.* to seven men for saving the crew of four men from the trawler *Betsy*, of Liverpool, which stranded at Hoylake, Cheshire, in a strong W.N.W. gale and a very heavy sea on the 22nd December.

An Aneroid Barometer was presented to another salvor who assisted to effect the rescue in question.

Also 6*l.* to six men for saving the crews, numbering in all eleven men, from the schooners *Lark*, of Aberdeen, and *Clarence J. Sinclair*, of Thurso, which had stranded off Burghhead, Morayshire, in a gale from N.N.W. and a very heavy sea on the 22nd December.

Also 3*l.* 15*s.* to five men for saving one of two men from the fishing-boat *Provider*, of Peterhead, which had been capsized off that port, in a moderate N.N.W. gale and a rough sea on the 17th October.

Also 3*l.* to six men for bringing ashore the crew of the smack *Polar Star*, of Montrose, which had struck on the Annat bank, off Montrose, in a moderate N.W. wind on the 27th January.

Also 2*l.* 10*s.* to five men for landing the crew of the schooner *Isabella Stuart*, of Ardrossan, which was in danger in Scrabster roadstead, Caithness-shire, in a N.N.W. gale and a heavy sea on the 22nd December.

THURSDAY, 7th March, 1895.

At a special meeting of the Committee held this day, Sir EDWARD BIRKBECK, Bart., V.P., in the chair, a deputation from the Committee of the Manchester and Salford "Life-boat Saturday" fund, consisting of Messrs. P. J. RAMSEY and A. P. SMITH, attended, and a conference took place relative to various matters connected with the movement, including proposals that delegates from the various Local Committees should proceed to London to confer with representatives of the Parent Institution and that the organisation should be adequately represented on the Committee of management of the Institution.

THURSDAY, 14th March, 1895.

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—Redcar, Saltburn, Middlesbrough, Berwick-on-Tweed, Sunderland (two boats), Roker, Whitburn, West Hartlepool, Seaton Carew and Seaham.

Eastern District—Folkestone, Dover, Hythe, Walmer, Kingsdowne, North Deal, Margate, Ramsgate, Dungeness (two boats), Rye, Winchelsea and New Romney.

Western District—Exmouth, Teignmouth, Torquay, Brixham, Dartmouth, Watchet and Burnham.

Also the reports of the Organising Secretaries on their visits to York, Dewsbury, Bury, Heywood, Accrington, Wigan, Liverpool, Birkenhead, Chester, Derby, Bradford, Lincoln, Darwen, Beverley, Wellingbrough, Harrogate, Manchester, Peterborough, Leamington, Doncaster, Chesterfield, Kettering, Grantham, Saddleworth, Glossop, Brighouse, Hastings, Brighton, Croydon, Rochester, Chatham, Dudley, Wolverhampton, Walsall, Chingford, Gloucester, Cheltenham, Selby, Eipon, Otley, Ilkley, Heckmondwike, Oswaldtwistle, Mirfield, Sowerby Bridge, Todmorden, Cleckheaton, Keighley, Liversidge, Littlebrough, Castleton,

Morley, Atherton, Leigh, Bedford, Hyde, Tyldesley, Dundee, Dumbarton, Edinburgh, Perth, Glasgow and Belfast.

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

	£	s.	d.
HER MAJESTY THE QUEEN (annual subscription)	50	-	-
THOMAS F. MARSON, Esq.	105	-	-
Ditto, in aid of Samaritan Fund	31	10	-
R. A. B. PRESTON, Esq. (annual subscription in aid of Cornish Life-boats)	50	-	-
Worshipful Company of Leather-sellers	21	-	-
Proceeds of Concert in Drill Hall, Colchester, per G. WOODTHORPE, Esq., through Colchester Branch	2	19	10

Life-boat Sunday Collections.

Mexbrough.—Congregational Church, Pleasant Sunday Afternoon Meeting, per W. R. HUDSON, Esq., and J. W. HATTESLEY, Esq.	4	3	-
Midhurst, Sussex.—SS. Mary Magdalene and Denis, per the Rev. S. M. CAMPBELL, L.Th.	1	10	8
Maer, Staffordshire, per the Rev. J. A. SORBY, M.A.	1	-	-
H.M.S. <i>Calypso</i> , per the Rev. T. KANE, R.N.	-	17	8

—To be severally thanked.

Also the receipt of a legacy of 450*l.* bequeathed to the Institution by the late HENRY ELLIS, Esq. of Clevedon.

Voted the thanks of the Committee to the Rev. JOHN WILLIAMS and DAVID BRUCE, Esq., in acknowledgment of their past long and valuable services whilst acting respectively as Honorary Secretary and Treasurer of the Aberystwith and Dundee Branches of the Institution.

The Committee also specially recognised the valuable services, extending over many years, of Mr. HARRY HARGOOD, as chairman of the Worthing Branch and of the following Honorary Secretaries:—GEORGE FIGGOTT, Esq., Worthing; Mr. W. AULD, Littlehampton; Mr. J. G. BOYES, Balcary; Mr. GAVIN THOMSON, Campbeltown and Southend; the Rev. J. H. SEYMOUR, M.A., Newcastle (Dundrum); R. CATHCART DOBBS, Esq., Greystones; and the Honourable GEORGE STOPFORD, Courtown.

Also the good services of Mr. ALEXANDER STEPHEN during the period he served as coxswain of the Whitelink Bay Life-Boat.

Decided, that the Middlesbrough Life-boat Station be abolished.

Paid 2,173*l.* for sundry charges on various Life-boat Establishments.

Voted 103*l.* 15*s.* 6*d.* to defray the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Brighton	Barque <i>Bruckley Castle</i> , of Glasgow. Remained by vessel.	
Dunbar	Boat of the brig <i>Johan</i> , of Christiania. Assisted 3 men.	

Life-boat.	Vessel.	Lives saved.
Dungeness } No. 1	Schooner <i>Ben Aigen</i> , of Hull	4
Guernsey . .	Schooner <i>Isabella Helen</i> . Assisted to save vessel and	5
Padstow . .	Ketch <i>Tavy</i> , of Plymouth	4

Voted also 351l. 11s. 6d. to pay the expenses of assemblies of crews or launches for service by the following Life-boats:—Ardmore, Ayr, Barmouth, Cadgwith, Clacton, Cresswell, Drogheda No. 2, Dungarvan, Harwich, Kil-donan, Margate, Plymouth, Polpear, Port Patrick, Southend (Essex), Walton-on-the-Naze and Whitehaven.

The Ramsgate Life-boat also proceeded out to sea in reply to signals of distress, but her services were not eventually needed.

Voted 18l. to the crew of the Walton-on-the-Naze private Life-boat *True to the Core* for saving the crew of four men from the ketch *Forest Oak*, of Sunderland, which was sinking in the East Swin in a whole gale from N.N.E., a heavy sea and snow squalls on the 23rd January.

Also 4l. to six men for saving six of the crew of the s.s. *Vigilant*, of Liverpool, which stranded near Port St. Mary, Isle of Man, in a whole gale from S.E., a very heavy sea and blizzard of snow on the 7th February. A reward of 1l. 7s. 6d. was granted to other men who also put off in a boat with the view of rendering help.

Also 2l. 12s. 6d. to seven men for saving two men whose boats had sunk, being overladen with sea-weed, off Looe, Cornwall, in a strong E.N.E. breeze and a rough sea on the 25th February.

FRIDAY, 22nd March, 1895.

A conference of Life-boat Saturday workers and others took place in the rooms of the Society of Arts, Adelphi, this afternoon. Representatives were present from numerous large towns in the United Kingdom, and the ROYAL NATIONAL LIFE-BOAT INSTITUTION was represented by members of the Committee and the officials.

The business Conference was followed in the evening by a *Conversazione*, held at the Galleries of the Royal Institute of Painters in Water Colours, Piccadilly. — *Vide* also pp. 270-271.

SATURDAY, 23rd March, 1895.

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. In the absence, through influenza, of the Right Hon. the EARL OF DERBY, G.C.B., the Chair was occupied by the Right Hon. LORD TWEED-

MOUTH, Lord Privy Seal and Chancellor of the Duchy of Lancaster.

His Lordship having made some suitable observations on the great and national character of the operations of the Institution, the Annual Report (which will be found in the May number of *The Life-boat Journal*) was presented to the meeting.

The meeting was also addressed by Sir EDWARD BIRKBECK, Bart., V.P., Chairman of the Institution; Sir RICHARD WEBSTER, Q.C., M.P.; CHARLES W. MACARA, Esq., J.P.; JOHN PENN, Esq., M.P.; Sir T. FOWELL BUXTON, Bart.; Colonel FITZROY CLAYTON, V.P., Deputy Chairman of the Institution; and Admiral Sir WILLIAM DOWELL, K.C.B.

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*.

OUR LIFE-BOAT MEN.

Steady, brave and earnest,
See them as they stand,
Waiting for the signal
That bids them leave the land.
Out upon the waters,
Lashed to fury now,
Each man and youth is working
With a grave and anxious brow.
They have left their home and loved ones
For the sake of those at sea,
Though they knew the awful danger
That would round about them be.
For they heard above the tempest
The booming of a gun,
And they quickly manned the Life-boat
Ere the wild waves should have won.
Then they fought the angry billows,
And they reached the sinking wreck,
Bearing hope, and life and safety
To those gathered on the deck.
Again they cross the waters—
There are still some lives to save;
And they strain each nerve and muscle
As they breast the angry wave.
The vessel now is sinking,
With a shiver and a sigh,
As the Life-boat men are greeted
With a cheer that's rising high.
They have saved the lives of others;
They are pleading now with you;
Are they not our friends and brothers?
Will you help the Life-boat crew?

M. H.

Blackburn, July 16th, 1894.

NOTICE.

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

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 DIBBIN, 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 304 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				
35 Vessels saved by them	649			
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	790	£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 33,904; for which services 98 Gold Medals and Clasps, 1,144 Silver Medals and Clasps, 254 Binocular Glasses, 15 Telescopes, 8 Aneroid Barometers, 1,503 Votes of Thanks, inscribed on vellum and framed, 51 Certificates of Service framed, and £149,000 have been given as Rewards.

The Committee earnestly appeal to the British Public for Funds to enable them to maintain their 304 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 DIBBIN, Esq., at the Institution, 14 JOHN STREET, ADELPHI, London; by the Bankers of the Institution, Messrs. COURTTS and Co., 59 Strand; and by all the other Bankers in the United Kingdom.—1st August, 1895.