

# THE LIFE-BOAT.

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OF THE

## Royal National Life-Boat Institution.

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### SOME ACCOUNT OF THE GROWTH OF THE ROYAL NATIONAL LIFE-BOAT INSTITUTION'S FLEET SINCE THE RE-ORGANIZATION OF THE SOCIETY IN 1850.

THE year prior to the re-organization of this now great Institution marked the lowest state of depression to which "The National Shipwreck Institution," as it was then called, had reached. Its income, derived from subscriptions, donations and dividends, was only 354*l.* 17*s.* 6*d.*, and there were but the following 19 boats in connection with it:—

*England and Wales.*

North Sunderland.	Cemlyn.
Boulmer.	Holyhead.
Bridlington.	Rhoscolyn.
Boston Deep.	Penmon.
(Skegness).	Penrhyn.
Rye.	Llanddwyn.
Scilly Islands.	Moelfre.
Bideford (3 boats)	
(Appledore).	

*Scotland, nil.*

*Ireland.*

Rosslare. Kilmore. Derrynane.

From this nucleus has the fleet grown to its present proportions, viz. 303 Life-boats.

1850, as stated above, was the year in which the re-organization of the Institution took place, and from that date its rise has been steady and continual. In October of that year the Duke of Northumberland offered a 100-guinea prize for the best model of a Life-boat,

and a further sum of 100 guineas "for building a Life-boat according to the model which may be approved of." These models had to be sent in by February 1st, 1851. It was undoubtedly this action of the Duke's that raised the interest in life-boat work throughout the country, and placed the National Shipwreck Institution in a prominent position before the public, the Duke of Northumberland becoming its president in 1851. No doubt the fact of the models being shown in the Great Exhibition of 1851 also drew the attention and interest of a large number of people to the existence of the Institution.

Mr. Beeching, of Great Yarmouth, was awarded the prize, and it is interesting to note that his descendants are still building for the Life-boat Institution, and that several of the most powerful boats now on the Norfolk and Suffolk coasts have been built by them.

1851 was a busy year, every effort was made to obtain the best description of Life-boat before building was embarked in and further experiments were made with a boat designed by Mr. Peake, one of the Committee; both this boat and Mr. Beeching's were exhaustively tried before the Committee decided to build, and from

these boats has grown the self-righting type of the present day which is a great deal in use on the coast.

In 1852 the Institution was getting into thorough working order. The first Inspector of Life-boats was appointed (the late Admiral John Ross Ward, in those days Commander Ward), the first number of this Journal was published in March, and in it we find the following information copied from the Northumberland Report on the models submitted, and on the means of saving life on the coast of Great Britain:—

“In Scotland, with a seaboard of 1500 miles, there are 8 Life-boats, at St. Andrews, The Tay, Arbroath, Montrose, Aberdeen, Wick, Ardrossan and Irvine; some of these boats are in tolerable repair, that at Wick quite new, others are quite unserviceable.

“In England and Wales with a seaboard of 2000 miles, there are 75 Life-boats, 45 are stationed on the east coast. From Berwick to the Tyne there are 7 boats, or one for every 8 miles, 3 at Shields, 15 on the coasts of Durham and Yorkshire, or one for every 10 miles, 4 in Lincolnshire, Norfolk and Suffolk from Cromer to Southwold, 10 boats, or one for every 5 miles. Boats at Aldborough, Harwich and Broadstairs.

“On the south coast from Dover to the Lands End, a distance of 420 miles, only 7 boats, one inefficient boat at Scilly, the same at St. Ives and Bude, and a little better one at Padstow.

“In the Bristol Channel the North Devon Association maintains 3 in Bideford Bay. There is a new Life-boat at Ilfracombe and one at Burnham.

“On the south coast of Wales from Cardiff to Fishguard, a distance of 200 miles, there is one Life-boat at Swansea, and that unserviceable. There are 12 boats on the west and north coast of Wales, some in a very defective state, and 9 in good order, at five stations, in the important Port of Liverpool, liberally supported by the Dock Trustees and having permanent boats' crews.

“In the Isle of Man . . . . . there is not a single Life-boat. The 4 boats established here by Sir William Hillary, Bart. . . . have been allowed to fall into decay and hardly a vestige of them remains.

“In Ireland, with an extent of 1400 miles, there are 8 Life-boats, and these are inefficient.”

The above quotation truly showed a lamentable state of affairs when one takes into consideration that a large proportion of the boats were unseaworthy.

The coast of Northumberland (mainly due to the Percy family) affords a striking contrast, and the coast between Cromer and Southwold, then as now, shows the activity and interest taken in Life-boat work, there being a Life-boat every 5 miles. Also the Port of Liverpool shines out.

Out of the 91 Life-boats enumerated it appears by the annual report of the “National Shipwreck Association” for 1851, and published in 1852, that only 30 were belonging to or in connection with the Institution, very few of which were in good repair. In addition to those enumerated at the beginning of this article, the following appear to have thrown in their lot:—

Hauxley.	Penzance.
Newbiggin.	Sennen Cove.
Cullercoats.	Bude Haven.
Aldeburgh.	Cardigan.
Woodbridge Haven.	Bournemouth.
Worthing.	

(Still no boat in Scotland and no increase to the original three in Ireland.)

The work in these boats seems, from their proportions, to have been done entirely under oars, six of them being 30 ft. long × 8 ft. beam, and pulling 10 to 12 oars. One of these boats was built by Mr. Beeching, and stationed at Newbiggin; another by Mr. Peake (at the expense of the Admiralty), and stationed at Cullercoats; and a third by Mr. Teasdel (one of the competitors for the prize), and placed at Hauxley: these being neighbouring stations it was thought a good comparison would be made as to their respective merits. The remainder of the

fleet were of various proportions and ages, three (3) having been built in 1825, two of which were in 1852 reported to be in fair repair. 14 boats were single-banked and varied in dimensions from 32 ft. × 6½ ft. to 26 ft. × 6¾ ft., these latter proportions finding favour in Anglesey and Ireland. These boats were designed by the late Mr. George Palmer, M.P. (then Deputy-Chairman of the Institution), of Nazing Park, Essex, also one of the competitors. Three boats had proportions 24 ft. × 8 ft., and pulled 8 oars double banked, and were built in 1826 from Mr. Plenty's designs (his name also appears among the competitors).

Some of these proportions are rather startling to our present ideas, and it is still more astonishing when one reads of a boat of 29½ ft. × 6½ ft. saving lives from wrecks on the Goodwin Sands! And yet this was done by the Broadstairs boat, which had been designed, built and presented to that town by Messrs. White, of Cowes.

Such was the fleet that the Institution was in possession of in 1852, and the improvement and enlargement of which the Committee spared no pains or available funds to carry out.

It might be of interest to note that it was in 1852 Mr. Richardson invented the "tubular" Life-boat, now in use at Rhyl and New Brighton, the original boat having been built by a Mr. Lees, of Manchester, and was navigated from Liverpool to Ramsgate.

The Annual Report published in 1853 shows that the list of boats had increased to 34, the stations whose names appear for the first time in the fleet being—

Filey.	Lyme Regis.
Sizewell Gap (afterwards known as Thorpness).	Aberdovey.
	Douglas (Isle of Man).

but North Sunderland disappears for the present. Of these Lyme Regis\* was the

\* This Life-boat was unfortunately capsized on service in 1854 with the loss of one life, this being the first accident to a self-righting Life-boat.

only new station established by the Institution, the others being handed over to the central management by local associations. Much activity was shown in building new boats, 12 having been sent to the coast since the last report.

1854. The 1854 Report shows the  
38 Life-boats. fleet increased to 38, viz.,  
by

Dungeness,	established by Institution.
Ardrossan	(Scotland). "
Newcastle	} Ireland. "
Skerries	
Eastbourne,	transferred by local authority.

Douglas, however, disappears temporarily.

It will be noticed from the above list that the Institution had at last got a footing in Scotland. Four new boats were built and despatched to their stations, all of a small type.

1855. Shows the list of boats in-  
50 Life-boats. creased to 50. The following  
boats having been transferred from the "Shipwrecked Fishermen and Mariners Benevolent Society," viz. :—

Hornsea.	Llanely.
Newhaven.	Portmadoc.
Teignmouth.	Rhyl.
Tenby.	Lytham.

and at—

Berwick-on-Tweed.	Southwold.
Whitburn.	Dover.
Lowestoft.	Fishguard.
Pakefield.	

The local associations voluntarily joined the Institution.

Alnmouth also is added to the list, but we miss the following four names, viz. :—Worthing, Woodbridge Haven, Skegness and Penrhyn Dhu.

Three new boats were built and sent to the coast, 30 ft. × 7 ft. 6 in., pulling ten oars, double banked.

For the first time the *large sailing class of Life-boat* finds a place in the Institution's fleet, the recently-acquired stations, Lowestoft, Pakefield and Southwold working boats of the following dimensions respectively, 42 ft. 6 in. × 11 ft. 8 in., 46 ft. × 12 ft. 2 in. and 38 ft. × 10 ft.,

and it is noteworthy that very similar boats are now in use on this part of the coast, with the exception that they are now decked and the water ballast confined, an improvement observed to be most necessary at the sailing Life-boat trials in 1892, and highly approved of by the crews.

In 1855 the Institution changed its title, and became, as we now know it, "THE ROYAL NATIONAL LIFE-BOAT INSTITUTION, for the Preservation of Life from Shipwreck."

1856. 1856 shows no increase to  
50 Life-boats. the number of the Life-boats under the Institution's control, for although Padstow, Castleton (Isle of Man), and Drogheda appear on the list, St. Mary, Scilly, Rosslare, and Derrynane drop out.

Ten new life-boats were built and sent to the coast, one of which was a new sailing boat for Southwold, 40 ft. by 11 ft. 6 in., the Southwold men, like all their neighbours on the Norfolk and Suffolk coast, much preferring their old type of boat to the one offered them by the Institution.

1857. The list in the 1857 Report  
58 Life-boats. is brought up to 58 by the following additions:—

Seaton Carew, transferred from local management.		
Walmer, established by the Institution.		
Camber	"	"
Wicklow	"	"
Arklow	"	"
Cahore	"	"
Youghal, transferred from local management.		
Ballycotton, established by the Institution.		
Westport	"	"

which shows a large access of strength in Ireland, but unfortunately Ardrossan in Scotland disappears.

Eight new boats were built and sent to their stations since the last report. 30 ft. × 7 ft. 6 in. still the largest type of boat built by the Institution.

1858. In 1858 the Report shows a  
70 Life-boats. considerable increase, for 70 boats are now reported to be under the Institution's control. It is especially a "red-letter year," because the "Norfolk Association," who had the management of all the boats on the Norfolk coast, gave in their allegiance—a matter of the utmost importance and advantage, as it is well known that more

Life-boat work was done there than any other part of the coast of Great Britain, and the experience of the men who worked the boats was invaluable.

The boats handed over by the Norfolk Association were:—

Cromer.	Winterton
Mundesley.	Caister.
Bacton.	Yarmouth.
Palling.	

In addition to these, Hastings, Brighton, Groomsport, Wexford, and Ardmore make their first appearance. There appears to have been old boats at Hastings and Brighton, but the three Irish stations are new ones.

Eight new Life-boats were sent to the coast.

A further increase of 10 boats  
1859. brings the 1859 list up to 80,  
80 Life-boats. and we find that—

Middlesbrough.	Lossiemouth
Redcar.	(Scotland).
Saltburn.	Dundalk.
Exmouth.	Rosslare.
Fleetwood.	Carnsore.
Fraserburgh	Tranmore.
(Scotland).	Dungarvan.

(Wexford and Kilmore disappear for a time.)

are the new comers, the majority being new stations. *Redcar*, however, is one of the conspicuous exceptions, the boat there having been built in 1802, by Greathead, of Shields, and though 57 years old when taken over was in good repair. *This boat is still in existence.*

Nine new boats were built, and a tendency appears for increasing the size of the self-righting boat, for the new boat sent to Cromer is 34 ft. long × 8 ft. 3 in. beam, pulling 12 oars.

In 1859 the memorable *Royal Charter* gale took place, the stormy weather lasting from October 25 until November 9. The increased size of the Institution's fleet was the cause of saving many a life which would otherwise have been lost. The list of lives saved in 1859 was 499, with the exception of 1852 and 1853 the largest number up to that date.

1860. In 1860 the list appears in  
101 Life-boats. "three figures," 101 being the aggregate number of boats.

North Sunderland	Yarmouth.
(reappears).	(1 additional to).
Margate.	Kingsgate.

Brightstone Grange.	Silloth.
Brooke.	Ayr.
Fowey.	Thurso.
Lizard.	Banff.
Newquay	St. Andrew's.
(Cornwall).	North Berwick.
St. Ives.	Portrush.
Porthcawl.	Tyrella.
Carmarthen Bay.	

are the 20 new additions. Scotland appears to be better represented, 5 of the above being in that country. St. Andrew's was an old station transferred to the Institution, but the other four were newly established.

Twelve new Life-boats were built and sent to replace old ones or to new stations, and we notice that the beam of these boats was slightly reduced from the proportions hitherto adopted for double-banked boats, the new boats being 30 ft.  $\times$  7 ft., instead of 30 ft.  $\times$  7 ft. 6 in.

The past year was marked by a sad accident to the Aldeburgh boat. She was upset whilst trying to render assistance to the brig *Unity*, of Whitby. Three of the Life-boat crew perished, the remainder regained the boat when she righted. It was bitterly cold weather at the time, with snow on the ground. The boat's proportions were 32 ft.  $\times$  8 ft. 6 in. and 3 ft. 8 in. deep. She was built in 1853 from Mr. Peake's designs. This was the second accident entailing loss of life which had occurred to a self-righting boat.

In 1860 the Royal National Life-boat Institution decided to place barometers at certain of their stations where they would be likely to be of service to fishermen.

1861. Nine more boats appear on  
110 Life-boats. the 1861 list, bringing the total up to 110:—

Tynemouth.	Orme's Head.
Whitby.	Southport.
Thorpeiness	Irvine.
(1 additional to).	Campbeltown.
Selsey.	Buckie.
Penarth.	

Kingsgate, however, takes temporary leave of the list.

At Whitby and Southport there were old and inefficient boats, but new stations were formed by the Institution.

1860-61 had been a very busy building year, no less than 17 new boats having been placed since the last annual report.

In this year the Scarborough Life-boat, which had been placed on her station on September 26, met with a terrible accident on November 2nd. Before the eyes of hundreds of spectators on the Spa, the boat was dashed against the Spa wall, and in attempting to land at the south end of the wall the boat was thrown on the crew and people who were assisting, resulting in the death of two of the crew and three gentlemen who were assisting the crew to land.

The Annual Report published in 1862 shows that 121 Life-boats. the Institution fleet had increased to 121 boats by the following additions:—

Scarborough.	Kirkcudbright.
Blakeney.	Buddonness.
Kingsgate(reappears).	Broughty Ferry.
Guernsey	Howth.
(St. Sampson's).	Poolbeg.
Plymouth.	Kingstown.
Aberystwith.	

One of the Appledore boats is, however, withdrawn, making the net increase 11.

At Scarborough, Aberystwith, Buddonness, Broughty Ferry, Howth and Poolbeg, Life-boats had been previously stationed, so their management was transferred to the ROYAL NATIONAL LIFE-BOAT INSTITUTION; but the remaining places were new stations.

Fifteen new boats were built during 1861-2 and sent to the coast. The new boat sent to Scarborough, to replace the one that was smashed to pieces, was of the following proportions, 33 ft.  $\times$  8 ft. 2 in.

Ten years had now elapsed since the Institution began increasing and building its fleet, and the results, namely, an addition of 91 boats, conclusively showed that, not only had the Institution gained the confidence of the public, but that they had worked hard in carrying out their policy of building new boats to replace the many old and inefficient ones, as well as establishing new stations.

The wreck-chart of 1852 showed that there were 135 Life-boats on the coast of Great Britain (many of which as shown in the Northumberland report were unseaworthy); of these only 30 were under the Institution management. The wreck-chart for 1862 shows there were 179 Life-boats on our coast, 121 of which

were controlled by the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and now the Institution could lay claim to be National in fact as well as in name.

In 1862, in consequence of the great increase to the fleet, an Assistant Inspector was appointed.

1863. Withernsea, Porthleven,  
124 Life-boats. Swansea, New Brighton, find a place in the Annual Report published in 1863, but Westport (Ireland) drops out; the list is consequently raised to 124. Swansea was transferred from the local management, but the other three stations were established by the Institution.

Fourteen new Life-boats were built and placed on the coast, that for New Brighton being a tubular one, 42 ft. x 10 ft., otherwise there is not much departure from previous dimensions, two boats 32 ft. x 8 ft., and one 33 ft. x 8 ft. being the only new proportions.

1864. In 1864 we see the fleet  
134 Life-boats. increased by 10 (134), viz., by the appearance of the following:—

Whitby(1 additional to).	Porthdinllaen.
Donna Nook.	Blackpool.
Sutton.	Girvan.
Theddlethorpe.	Dunbar.
Pembrey.	Greencastle.

The "Lincolnshire Shipwreck Association," one of the oldest on the coast, this year joined the ROYAL NATIONAL LIFE-BOAT INSTITUTION. Three of their stations, viz., Donna Nook, Sutton, Theddlethorpe augment the list. With the exception of Dunbar, all the others were new stations.

Dunbar was practically a new station, the old boat being worn out and useless, but as a Life-boat station it dates a long way back; there was a boat there in 1808, and in December, 1810, the Life-boat saved 45 men from H.M.S. *Pallas* in two trips, and in attempting a third was upset and drowned nearly all.

The 1864 Report says: "the Institution was enabled to send no less than 15 new boats to the coast, and numerous others are in course of construction." Two of the new boats measured 36 ft. x 8 ft., and several 33 ft. x 8 ft., showing a tendency to increase the size.

1865. The Annual Report for 1865,  
144 Life-boats. begins by alluding to the great loss the Institution has sustained by the death of their

President, Admiral the Duke of Northumberland. A great loss indeed for, as appears at the beginning of this article, it was no doubt to him was due the greatest part of the credit for the success and advancement of the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

Ten additional stations now appear, bringing the fleet up to 144.

Holy Island.	Hayling Island.
Sunderland.	Poole.
North Deal.	Piel (Barrow).
Kingsdowne.	Maryport.
Worthing(reappears).	Valentia.

Of these, Worthing, Holy Island and Sunderland were taken over from local management, and the others were new establishments.

Many of the above stations have proved of great value, but North Deal especially has justified its existence.

34 new boats were built and stationed since the last year's Report. The first really powerful sailing self-righting boat appears, namely, the boat built for North Deal; she was 40 ft. x 10 ft., and for 20 years afterwards was continually at work, and most highly thought of by the Deal boatmen.

1866. 1866 shows a great increase  
162 Life-boats. in the fleet, the list is brought up to 162 by the appearance of 18 new stations, viz.:—

Tynemouth	Ilfracombe.
(1 additional to).	Whitehaven.
Runswick.	Port Logan.
Uppang.	Peterhead.
Hasborough.	Arbroath.
Southwold	Anstruther.
(1 additional to).	Ballywalter.
Ramsgate.	Balbriggan.
Shoreham.	Courtown.
Brixham.	Queenstown.
Hayle.	

One of the Whitby boats, however, drops out of the list. Of the above, Shoreham, Ilfracombe, Whitehaven and Arbroath were originally under local management, the Arbroath station being a very old one and possessing a Life-boat built in 1803.

Ramsgate, although under the Board of Trade, now takes its place among the fleet, the Institution having provided a new 40 ft. x 10 ft. 4 in. Life-boat to replace the boat built by Mr. Beeching in 1852, which had done splendid service, but was at

last worn out; the dimensions were 36 ft. × 9 ft. 6 in., and until the last year (1865) when the large 40 ft. × 10 ft. boat was built for North Deal, was unquestionably the most powerful self-righting boat on the coast.

As many as 37 new Life-boats were built in 1865-6, which seems to have been a very active year for the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

In 1865 the French sister service "La Société Centrale de Sauvetage des Naufragés" was founded, with the gallant Admiral Rigault de Genouilly as President. 1866 was a terrible year for shipwreck, the most notable loss being that of the steamship *London* and 220 lives.

The list of lives saved by boats of the Institution shows a great increase, namely, 921, the previous "record" being 773 in 1852.

1867. A further increase of 11  
173 Life-boats. brings the fleet up to 173 in  
1867, viz. :-

Sheringham.	Mullion.
Gorleston.	Burnham.
Chichester Harbour.	West Brighton
Chapman's Pool	(1 additional to).
(Isle of Purbeck).	Stromness.
Looe.	Courtmacsherry.
Falmouth.	

All of these were new stations, except Sheringham, where there was a private Life-boat, and Burnham, where the boat previously under the charge of the Harbour Board, had been allowed to fall into decay.

This was again a very prolific building year, 33 new boats having been sent to the coast. There seems to have been a tendency to give the self-righting boats more beam, as we find several of 33 ft. × 8 ft. 6 in., one of 36 ft. × 9 ft. 6 in. (for Redcar), and one of 36 ft. × 9 ft.

The list of lives saved during the year 1867 even tops that of the previous year, the total being 1086.

1868. In 1868 we find the list of  
186 Life-boats. the fleet raised to 186.

Holy Island	Broadstairs.
(1 additional to).	Bembridge.
Blyth (2 boats).	Cadwith.
Hunstanton.	Milford.
Caister	Llanddulas.
(1 additional to).	Douglas.
Kessingland.	Stonehaven.

Blyth and Broadstairs were taken over from the local management. At Hunstan-

ton and Douglas (Isle of Man) there had many years previously been Life-boats, but they were practically new stations, as there had been no boat in use at either station for a considerable time.

Twenty-seven new boats were built, the new one for Broadstairs being 36 ft. × 9 ft. 2 in.

1869. 1869 sees the Institution  
200 Life-boats. complete its second century,  
the fleet now numbering 200.

The last nine years having seen 100 new stations (or in some instances additional boats to old stations) added to the list of posts under the management of the Institution. Those added in 1868-69 were—

Cleethorpes.	Abersoch.
Wells.	Ramsey (I. of Man).
Kimeridge.	Whithorn.
Weymouth.	Southend (Kintyre).
Lynmouth.	Montrose (2 boats).
Llanelly.	Duncannon.
St. David's.	

All new stations with the exception of Montrose, which was transferred to the Institution by the local management. Both Wells and Ramsey (Isle of Man) had been Life-boat stations, but in each case the Life-boat had been allowed to fall into an unserviceable state.

Eighteen new Life-boats were built in 1868-69.

1869 was another remarkable year for wrecks, the published list of lives saved was 1,231, which number has up to now (1895) never been surpassed.

In this year (1869) the Committee decided to relinquish the assistance given them by the Board of Trade. This action was taken in consequence of the improved financial state through the increase of subscriptions, donations, and legacies, it being considered, under the circumstances, that money raised from taxation should not be used. The funds hitherto afforded by the Board of Trade had been drawn from the "Mercantile Marine Fund." In 1854, when the Merchant Shipping Act was passed, the Board of Trade being anxious to assist the Institution in its work, came to an agreement with it whereby, under certain conditions, the Board undertook to repay from the "Mercantile Marine Fund" sums expended in payment of coxswain's salaries and rewards to the crews of the Life-

boats for going out in them, either on service or exercise.

1870. Twenty Life-boats were added to the list since the 220 Life-boats. last Report.

West Hartlepool (2 boats).	Portloe.
Whitby (1 additional to).	Porthoustock.
Corton.	Port Isaac.
Lowestoft (1 additional to).	Clovelly.
Kessingland (1 additional to).	Solva.
Alderney.	Fishguard (1 additional to).
Sidmouth.	Ballantrae.
Salcombe.	Troon.
Mevagissey.	Ardrossan (reappears).
	Kildonan.

West Hartlepool was taken over from the management of the North-Eastern Railway, and Ardrossan from the local management there, but the remaining stations were all established by the Institution.

Twenty-one new boats were built. The terrible loss of H.M.S. *Captain* occurred in 1870, but otherwise it was not a remarkable year for wrecks.

The Institution signal code for the use of Life-boats was introduced in 1870, but has undergone some slight alteration since.

1871. The fleet now (1871) numbers 228 Life-boats. the following being the additions:—

Sunderland (2 additional to).	Pakefield (1 additional to).
Seaham.	Morte Bay.
Chapel.	Drogheda (1 additional to).
Palling (1 additional to).	

The Sunderland boats were taken over from local management. Fourteen new Life-boats were built and sent to the coast; a fine sailing self-righting boat was sent to Aldeburgh, 40 ft. x 10 ft. 5 in., which did 20 years' good service before she was ultimately condemned.

In August, 1871, there appeared in the Life-boat Journal an article headed "Steam Life-boats." It seems that as far back as that people were saying, "Why not have steam Life-boats," and no doubt those who had no experience in Life-boat work probably thought then, as now, that nothing could be easier. The article in question carefully considers the subject, but sums up dead against them, and concludes by saying, "Impressed with the importance and apparent immobility of the difficulties which we foresee, and have here endeavoured to pourtray, we do not feel able to expect that steam Life-boats will ever come into general use." Nineteen years afterwards the first steam Life-boat was placed on the coast, and now there are two, but we seem as far off as ever from these coming into "general use."

1872. Five additional boats bring 233 Life-boats. the list in 1872 up to 233.

Sunderland (1 additional to).	Rhosneigr. Greystones.
Flamborough (2 boats).	

New stations with the exception of Sunderland; 18 new boats were sent to the coast. A large sailing Life-boat on the Norfolk and Suffolk plan was sent to Pakefield 46 ft. x 12 ft. 2 in., which boat is still at that station.

It is now 20 years since the Institution's actual labour began, and, as we have already pointed out, during the first 10 years the fleet was increased by 91 boats; the second 10 years shows still more activity, the fleet having been raised from 121 to 233, or by the addition of 112 boats. In 1862 the ROYAL NATIONAL LIFE-BOAT INSTITUTION managed 121 Life-boats out of a total of 179, which were shown by the wreck-chart to be stationed on the coast. On consulting the wreck-chart for 1872, we now find that there are 261 Life-boats on the coast of Great Britain, and that out of that number 233 are connected with the Institution.

(To be continued.)



## THE "LIFE-BOAT SATURDAY" MOVEMENT.

IN the last issue of the *Life-boat Journal* we had the satisfaction to announce to our readers that H.R.H. the DUKE OF YORK had graciously accepted the post of President of the Institution's "Life-boat Saturday" Fund, and we are sure that this gracious action of his Royal Highness has already given an impetus to the movement, and proved a great encouragement to the army of workers in the cause all over the country. In upwards of eighty cities and towns, including most of the principal centres of industry in the United Kingdom, "Life-boat Saturday" demonstrations or collections have been made within the last few months; and, notwithstanding the "badness of the times" and the inconveniences of a General Election, have been highly successful. In some places it has not been found convenient to make the collection on Saturday, and Sunday or some other day has been selected as more suitable for local arrangements, but always with equally satisfactory results, indicating the popularity of the Life-boat Institution with all classes of the community. There is no doubt that the "Life-boat Saturday" movement, which was the outcome of a partially-successful attempt made by the Institution to establish a "Life-boat Sunday" throughout the country, will next year be still further extended and developed, and the fact that a strong and very influential committee of ladies has been formed for the express purpose of "working the oracle" in London, augurs well for Life-boat interests in the metropolis, which on and after the 1st of January next will be the headquarters of the "Life-boat Saturday" Fund. We would earnestly appeal to all supporters of the cause to influence others

to help it. The winter months are fast approaching, bringing with them their usual adjuncts of wind and storm, resulting in shipwreck, disaster and loss. Liberal financial support must therefore be forthcoming if the Institution is to be in a position to meet efficiently as hitherto all the calls on it for rescue and succour. Quite apart from the moneys realised by the "Life-boat Saturday" collections, the Committee have for many years been able to gratefully acknowledge year by year the increasing support given to the Institution by the public, but, while the receipts have not only not fallen off—as has been the unfortunate case with so many charities—but steadily increased, the expenses on the coast have acquired still greater proportions, owing to the very necessary steps which the Committee have felt called upon to take to increase the efficiency of the Life-boat service. It will be seen, therefore, that the "Life-boat Saturday" collections have been made at a most appropriate time, and have been of great utility; but increased funds are still needed, and will, it is believed, be forthcoming.

## NOTICE.

TO "LIFE-BOAT SATURDAY" COMMITTEES  
AND WORKERS.

On and after the 1st January, 1896, all communications for the *Headquarters* of the Institution's "Life-boat Saturday" Movement should be addressed to—

THE SECRETARY,  
"Life-boat Saturday" Fund,  
3, Adelphi Terrace,  
London, W.C.

## A SONG OF THE LIFE-BOAT.

I sing a song of the Life-boat crew,  
Sons of the sturdy oar!  
Whose hearts are steadfast, firm and true,  
When angry billows roar,  
Who flinch not when the raging gale  
Sends forth its deadly breath;  
Whose spirits ne'er a moment quail,  
Though in the jaws of death.

I sing a song of the Life-boat crew—  
They're heroes every one!  
They ask no meed but what is due  
When lives are bravely won.  
To them Death's name breathes naught of  
fear—  
They dread no watery grave;  
But danger face with ringing cheer—  
Their mission is to save.

We read each day on history's page  
Of battles fought and won;  
And how, while man cruel war did wage,  
Some brave deeds have been done,  
For blood is fired, and flows free then,  
And man with man does vie  
How best to kill his fellow men  
And like a hero die!

For clash of blade and bugle-call  
Set loose the dogs of war,  
And many stand where many fall;  
Not so 'mid billows' roar.  
There blood is fired with love and hope,  
And men's lives are at stake;  
And still more strengthened is the  
rope  
Which Mercy's angels make.



I sing a song of the Life-boat crew,  
Men strong of arm and heart!  
And I sing of the Life-boat too;  
She plays a noble part.  
She dashes o'er the foaming deep,  
Through storms does force her way,  
And with her gallant prow to keep  
The angry surge at bay:

Her crew heed not the lightning's flash,  
Or angry thunder's roar;  
They reck not how the billows dash  
Upon the rock-bound shore.  
They know but this, that human lives  
For help each moment cry,  
And heart and limb each brave man strives  
To save them ere they die.

The Life-boat is the forlorn hope,  
Her crew fear not to die;  
"To save men's lives with death we cope!"  
This is *their* battle cry.  
And so they launch and onward go,  
Their souls with love aflame;  
And who, then, has more right to know,  
Or bear the hero's name?

When they return, reward is won,  
For, as they step on land,  
All say "A noble deed is done!  
Honour the Life-boat band,  
Who flinch not when the raging gale  
Sends forth its deathly breath,  
Whose spirits ne'er a moment quail,  
Though in the jaws of death!"

I sing a song of the Life-boat crew—  
 I sing it with a cheer;  
 God bless those men, so brave and true,  
 Through every coming year.  
 God grant that they may never need  
 To ask help from a friend;  
 On heroes, both in name and deed,  
 God will his blessing send.

## L'ENVOI.

Oh, ye with wealth and goodly store  
 Of all bright things of life,  
 Think, think when angry thunders roar  
 And billows are at strife,

Of how the Life-boat puts to sea  
 To bring men safe ashore,  
 And that it e'er may ready be,  
 Give to it of your store.

For kindly hearts have built the boat,  
 And fitted her with care,  
 That she may through the breakers float  
 And angry billows dare.  
 In Mercy's name 'tis now I speak—  
 Let this cry never be,  
 "The men are strong, the boat is weak,  
 And dare not put to sea."

F. J. DAVIS.

From *The People*.

## THE WRECK REGISTER AND CHART FOR THE YEAR 1893-94.

THE Wreck Register not having been issued as early as usual by the Board of Trade, we are unable to furnish our readers, in the November number of our Journal, as has been our wont, with a Chart showing the wrecks and shipping casualties which have taken place around the coast of the United Kingdom during

the year 1893-94, and with the other interesting and important statistics connected therewith, which it has been our practice to bring under their notice for upwards of thirty years. We hope, however, to give a summary of the Register in the next number of the *Life-boat Journal*, which will be published in February 1896.

## A STEAM LIFE-BOAT FOR SOUTH HOLLAND.

THE South Holland Life-boat Society was so pleased with the result of its inquiries as to the success of the NATIONAL LIFE-BOAT INSTITUTION'S Steam Life-boats that it recently instructed Messrs. J. I. Thornycroft and Co., of Chiswick, to build for it an hydraulic Life-boat precisely similar, as regards machinery, to the Institution's Steam Life-boat *Duke of Northumberland*, the hull being designed by Mr. G. L. Watson, the consulting naval architect of the Institution. The boat, which is named the *President van Heel*, is built entirely of steel, and her dimensions are as follows:—lengths, over all, 55 ft.; on the water line, 53 ft.; breadths, moulded, 13 ft. 6 in.; over sponsons, 15 ft.; and extreme, 16 ft.; the moulded depth being 5 ft. 6 in. She has an extreme water draught, when fully loaded, of 3 ft. 3 in.; the load consisting of crew, four tons of coal, mast and sails, some 30 or more passengers, and her tanks full of fresh water, which, with the propelling machinery and boiler, give her a dis-

placement of about 30 tons. The hull of the boat is divided into 18 watertight compartments, two of which are occupied by the engines and boiler and two forming the coal bunkers, each being capable of being freed of water—the smaller by means of a portable deck pump and the larger by the main engines.

The propelling machinery consists of a compound surface-condensing engine, driving direct a nearly horizontal centrifugal pump, the impeller of which (30 in. in diameter) delivers the water with which the pump is fed, by a scoop-shaped inlet amidships, through four nozzles or outlets in the sides of the boat, two for motion ahead—one on either side—being placed below the water aft, and those for motion astern close under the sponsons, above water, forward. The engine has no reversing gear, but is always running one way, the direction of the boat ahead or astern being controlled by valves in the discharge pipes from the centrifugal pump. These controlling valves can be worked

either from the engine-room or by the coxswain at the steering wheel, and by moving one valve only the boat may be made to turn round on her centre, and may consequently be steered independently of the rudder. The boiler for supplying the engines with steam is one of Mr. Thornycroft's patent water-tube type, and is capable of supplying ample steam at a pressure of 145 lbs. per square inch to enable the engines to develop about 250 indicated horse-power.

The Life-boat is steered by an ordinary deep rudder, which is moved by simple worm gearing, and fitted with an arrangement for tricing it up in shoal water, without interfering with steering operations. For working the anchor and warping purposes, a steam capstan, driven by an independent engine, is fitted at the after end of the engine-room, a reel of 100 fathoms of flexible steel-wire rope being fixed in the cockpit or well of the boat. To assist the propelling power and the steadying of the boat it is fitted with a mast hinged in a tabernacle forward, which when not in use is lowered and stowed along the covering of the machinery. When in use it carries a lug sail and staysail.

The new Life-boat, on the 19th September, underwent a series of official speed-trial runs on the measured mile in the Long Reach on the River Thames, followed by some manœuvring tests to determine her handiness and steering capabilities.

Six continuous runs were made, with and against the tide, with results as shown in the table opposite.

From this it will be seen that the mean speed attained over the whole of the runs was 9.294 knots, or fully three-quarters of a knot in excess of that guaranteed by the builders, which was  $8\frac{1}{2}$  knots in the

fully-loaded condition, the assumed weight of thirty passengers—on the trial—being made up with dead weight in the shape of iron kentledge.

Runs.	Time.	Speed in Knots.	First Means.	Second Means.	Mean Speed in Knots.
1. With tide .	M. S. 5 41	10.557	9.287		} 9.294
2. Against tide	7 29	8.018	9.318	9.302	
3. With tide .	5 39	10.619	9.279	9.298	
4. Against tide	7 34	7.930	9.259	9.269	
5. With tide..	5 40	10.588	9.357	9.308	
6. Against tide	7 23	8.126			

The above results in speed were attained with a steam-pressure in the boiler of 140 lbs. per square inch, maintained with an air-pressure in the stokehold equal to  $2\frac{3}{8}$  in. of water, the power developed by the engines, which were running at a mean of 449 revolutions per minute, being about 220 indicated horse-power. After the speed-trials the Life-boat was tested in turning evolutions with and without the use of the rudder, and it was especially remarked how easily she was put about or her head put in the desired direction quite independently of that directing instrument. A final test was made of the command of the helm and manœuvring facilities possessed by the boat in the casting of a life-buoy to an assumed man overboard. The moment of throwing the buoy being noted, it was found that the boat, which was travelling at a considerable speed through the water, had been put about and the buoy recovered in one minute of time.

We wish this new steam Life-boat "God speed" in her mission of mercy.

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

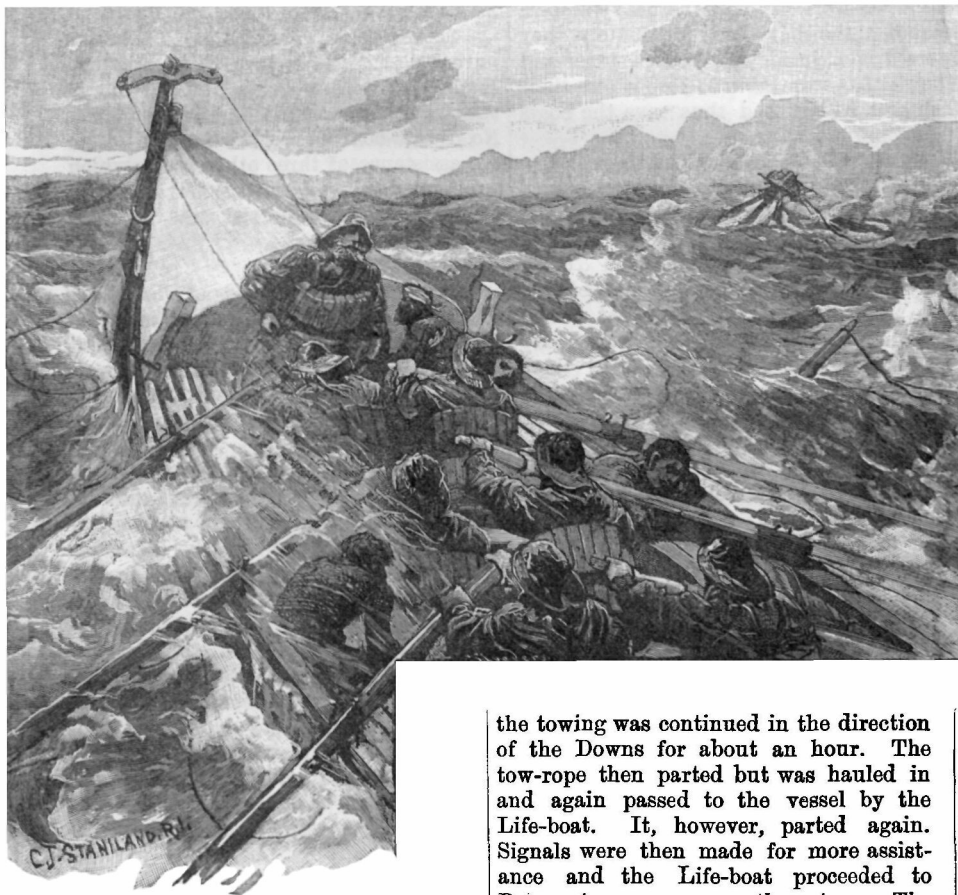
JOHNSHAVEN, KINCARDINESHIRE.—The wind and sea having increased while some fishing-boats belonging to Gourdon were at sea on the 31st Jan., 1895, it was dangerous for them to attempt to return to their harbour. They were therefore warned off, and a message was sent by

telephone to Johnshaven stating that they were likely to make for that port. At 2.30 p.m. the Life-boat on that station, the *Meanwell of Glenbervie*, was launched and saw five of the boats safely into harbour. About three-quarters of an hour afterwards another boat was ob-

served to be coming in, and the Life-boat went to meet her and put a man on board to pilot her into safety.

RAMSGATE. — In response to signals from the Goodwin and Gull Light-vessels, the Life-boat *Bradford*, in tow of the steam-tug *Aid*, left the harbour at 10 P.M. on the 30th January. The wind was blowing strongly from E.N.E., afterwards increasing to a gale, there was a very

ropes from the steamer, and finding she had lost her propeller, the Life-boat men agreed to remain by her until the tug was able to take her in tow. They remained astern until daylight, when the tug made several attempts to get a line on board but the heavy seas frustrated all endeavours to do so until about 8 A.M. when the wire tow-ropes were passed on board and the vessel was towed up to her anchors. When these had been hove up



heavy sea and the weather was thick, with heavy snow squalls. The s.s. *Beacon Light*, of Liverpool, bound from New York for Bremerhaven, with a cargo of petroleum, was found riding with two anchors down, about five miles from the East Goodwin. The Life-boat was towed alongside, slipped from the tug, got hold of

the towing was continued in the direction of the Downs for about an hour. The tow-rope then parted but was hauled in and again passed to the vessel by the Life-boat. It, however, parted again. Signals were then made for more assistance and the Life-boat proceeded to Dover to procure another tug. The Dover tug at once went out to the vessel and the Life-boat, which had been damaged by the heavy seas and was leaking badly, remained at Dover. The *Aid*, having her machinery damaged, was unable to render further help, and returned to harbour at 8 P.M. on the 31st January, the *Beacon Light*, in tow of the Dover tug, reaching the Downs at about

midnight. The injury to the Life-boat was received soon after she left the harbour but, although she was full of water, the crew remained in her for eighteen hours in a very heavy sea and bitterly cold weather.

**BERWICK-ON-TWEED.**—On the afternoon of the 4th February several fishing-boats being in danger, the sea having risen very rapidly, the Life-boat *John and Janet* put off to their assistance and stood by them until they got into safety. Two of the boats were filled by the heavy seas in crossing the bar, but fortunately they were driven inside the broken water and their crews were able to throw out their fish and ballast and thus save the boats from sinking.

On the 6th February the Life-boat was again taken out and rendered assistance to fishing-boats. The early part of the morning being fine, the whole of the cobles went to sea, but about 11 o'clock the wind suddenly changed and blew a gale from the S.E. The Life-boat pulled outside the bar, on which a very heavy sea was breaking, and remained there until it was evident that no more boats were coming in; most of them bearing away for Eyemouth.

**FALMOUTH.**—The schooner *Aneurin*, of Carnarvon, bound from Salcombe for Aberdovey in ballast, dragged her anchor in a gale from E.S.E. on the 4th February and showed signals of distress. The Life-boat *Bob Newbon* was launched at 8.30 P.M., and was taken in tow by the s.s. *Triton*. Great difficulty and danger were encountered in getting alongside the vessel, which by that time was in close proximity to the Eastern breakwater, but eventually this was safely accomplished and the crew of four men were rescued and landed at Falmouth. The schooner became a total wreck.

**NORTH SUNDERLAND.**—At 6.30 A.M. on the 6th February the entire fleet of fishing-boats belonging to Sea Houses set out for the fishing ground. At about 9 o'clock a sudden gale accompanied by heavy snow showers and darkness came on, and the Life-boat *Thomas Bewick* was launched into the harbour to help any of the boats that might return. They all however sought shelter at the Farne

Islands; but eight boats from Beadnell were assisted in by the Life-boat.

On the following day the Life-boat was again taken out and assisted two fishing boats which were making for the harbour in a very heavy sea. The first boat was got safely in, and the other one, acting on the warning of the Life-boat men, returned to the Farne Islands.

**HOLY ISLAND.**—A terrible snowstorm was experienced on the 6th February, and the wind increasing to a gale from S.S.E. a heavy sea sprung up. Twelve of the fishing-boats were unable to take the harbour, and ran ashore N. of Emanuel Head, their crews being assisted out of the water by men on the island. The No. 1 Life-boat *Grace Darling* put off to the assistance of three other boats, which were enabled to enter the harbour, although considerable risk was incurred in doing so.

**EYEMOUTH.**—The Life-boat *James and Rachel Grindlay* was launched at about 11.30 A.M. on the 6th February, and remained in attendance until several fishing-boats which were in danger in a very rough sea had got into safety.

**WHITBY.**—The fishing-fleet were returning on the afternoon of the 6th February, but during their absence the sea on the bar had greatly increased. The first two boats which arrived crossed with safety; but the third one was caught by a very heavy sea and was in great danger of being swamped. It was then decided to launch the No. 2 Life-boat *Christopher*, and with some difficulty, on account of the ice and snow, the latter lying about eighteen inches deep, this was accomplished, and in fifteen minutes from the alarm being given the Life-boat was at the bar, ready to assist the boats as they came in.

**CASTLETOWN, ISLE OF MAN.**—A telegram reporting a vessel ashore in Port St. Mary Bay was received early on the morning of the 7th February, while a moderate gale was blowing from the S., with a very heavy sea. The snow having drifted about six feet deep against the Life-boat house, a large number of men were engaged to cut a way out for the boat, and at 9.15 the *Hope* was launched.

On reaching the bay the s.s. *Vigilant*, of Liverpool, bound from Burryport for Belfast with a cargo of coal, was found stranded on a reef. Six of her crew had been rescued by a shore boat, which had put off from the village to her assistance, and the remaining six men had taken refuge in the rigging, from which they were taken into the Life-boat in an exhausted condition, and landed at Port St. Mary.

RAMSEY, ISLE OF MAN.—On the 6th February, at about 9 P.M., while a whole gale was blowing from S.E. with a blinding snowstorm, a trawler entered the harbour and reported that she had passed a sunken schooner, the water being several feet above the deck, about a quarter of a mile westward of the Life-boat house. The crew of the Life-boat, *Mary Isabella*, were in the house and immediately manned the boat, which was taken down to the surf; two hundred willing hands bent on to the haul-off warp, but they could not move it, and ultimately it parted a great distance seaward. An attempt was then made to take the boat along the quay to a slip in the harbour, but the enormous drifts of snow rendered this utterly impossible and from the same cause another slipway to windward could not be used. Another trawler subsequently arrived and stated that she had been quite close to the wreck and that there was not a soul on board. At 3.30 in the morning, however, at low water, the Coastguards heard shouts and fired three rockets over the vessel, but without any result. A way was then cut through; the snow-drifts between the boathouse and the quay, and at eight o'clock, there being then a sufficient depth of water, it was decided to launch the Life-boat from the quay into the harbour, the boat being simply dropped into the water. She was thereby considerably damaged; but there was no other available means of getting her afloat. After about an hour's delay, it being necessary to put a patch of lead on a hole, a foot square, which had been made in the bow of the boat, she was hauled out of the harbour, and in a short time arrived at the wreck. Seeing the boat coming towards them two men emerged from the topsail at the crosstrees, crawled down the rigging and were hauled into the Life-boat, which had to be

veered right on top of the lee portion of the wreck, a very dangerous manœuvre, which however was very skilfully performed. The poor fellows were in a terribly exhausted and benumbed condition, but a doctor was awaiting them when they reached the shore, and they received prompt and successful treatment. It was ascertained that their vessel, the schooner *Margaret and Elizabeth*, of Liverpool, bound from Point of Ayr for Ramsey, with coal, went ashore at about 3 o'clock in the afternoon in a fearful blizzard which raged from noon until 8 P.M., and hardly less furiously from then until 11 o'clock on the following morning. The finely powdered snow was like a dense blinding suffocating mist, for hours rendering the nearest objects invisible, and the gale made the cold more intense, and had the men not been protected by the sail it would scarcely have been possible for them to have survived their sixteen hours' exposure. Such a snow storm had not been experienced in the island within the memory of any inhabitant, the drifts of snow in some places being twenty feet high. On making an examination to ascertain the cause of the haul-off warp failing to work it was found that the vessel was lying across it, and had thus prevented the earlier rescue of her crew.

GIEVAN.—On the forenoon of the 6th February the wind commenced to blow very strongly with blinding showers of snow. Several fishing-boats returned, but six of them were missing and as it was thought that the snowstorm had prevented their making the harbour, it was resolved to fire signal guns and rockets at intervals to attract the attention of the crews, and the town bell was rung for about three hours. Shortly after the first gun was fired, one of the boats arrived off the harbour and was followed at intervals by others, the men on board reporting very thick and bad weather outside. Later in the afternoon a rumour spread that one of the boats was at anchor in Woodland Bay, about three miles south of the harbour, but nothing definite was known until 9 o'clock, when a fisherman reported that his brother's boat, *The Twins*, was at anchor in the bay. As she was riding safely it was decided that the Life-boat need not proceed to her then, but that

the crew should assemble at daybreak in readiness should their services be required. The gale increased and as there was no probability of the boat reaching the harbour for some considerable time, the Life-boat *Sir Home Popham*, was taken on her carriage to Woodland Bay, where she was launched and found the three fishermen in an exhausted condition having no provisions or water. Two of the Life-boat men boarded the boat, got up the anchor and assisted to take her into the harbour.

**PADSTOW, CORNWALL.**—The ketch *Tavy*, of Plymouth, entered the harbour at 7 P.M. on the 14th February, but was unable to take a pilot owing to the rough weather, the wind blowing a whole gale from the S.E. and a very heavy sea running. She anchored off Hawker's Cove, but the force of the wind caused her to drag her anchors and finally she drove on the rocks and became a total wreck. When she struck, the master signalled for assistance, and at 9.15 the Life-boat *Arab* was launched, proceeded to the vessel, and three quarters of an hour afterwards returned to the shore with the shipwrecked crew, numbering four men.

**ST. PETER'S PORT, GUERNSEY.**—While the schooner *Isabella Helen*, bound from Plymouth for Guernsey with a cargo of limestone and wood, was endeavouring to enter the harbour in a strong gale from E.S.E. on the night of the 14th February, she missed stays and was compelled to bring up with two anchors in a very dangerous position off the Terres rocks. In response to her signals of distress the Life-boat *Vincent Wilkinson*, *Kirk Ella*, was launched and was towed to the vessel by the tug *Alert*. On reaching her two of the Life-boat men boarded her, assisted to get a tow-rope to the steamer and to weigh the anchors, and she was towed into the outer harbour and anchored there between 5 and 6 o'clock on the following morning.

**DUNGENESS.**—On the night of the 15th February, signals of distress were observed and the crew of the Life-boat *R.A.O.B.* were at once summoned. At about 10.30 the boat was launched in a rough sea, the wind blowing a moderate gale from the E.S.E., and found the schooner *Ben Aigen*, of Hull, bound from St. Valery for London with a cargo of phosphate, stranded S.E.

of the Life-boat house. The vessel's crew of four men jumped into the Life-boat immediately she arrived alongside, but the master refused to leave his vessel, stating that if she went he would go with her. He remained on board until the following tide, when she was beaten up on shore. The Life-boat landed the four men, the boat and all on board her being literally encased in ice and all the men more or less benumbed by the cold. One of the crew was washed out of the boat on reaching the shore, but the master launcher waded into the surf and assisted him to land.

**BRIGHTON.**—The barque *Bruckley Castle*, of Glasgow, bound from Grimsby for Santos, Brazil, with coal and railway sleepers, in bringing up in order to land a pilot, in a moderate gale from E.N.E. and a rough sea, stranded about 500 yards S. of the West pierhead on the 16th February. At 9.15 A.M. the Life-boat *Sunlight No. 2* was launched, proceeded to the vessel and remained by her until she floated, without any assistance, and made for Plymouth.

**DUNBAR.**—At about half-past six o'clock on the morning of the 11th March the Coastguards observed a small open boat in a perilous position, it being impossible for her to succeed in reaching the harbour owing to the rough state of the sea. The Life-boat *Sarah Pickard* was launched and, on reaching the boat, found there were three men on board; they were the master, mate and second mate of the brig *Johan*, of and from Christiania, bound for Sunderland laden with ice, which had stranded at Thorntonloch Point, about six miles E. of Dunbar at about 3.30 A.M. Having picked up the men the Life-boat made for the vessel and found that the remainder of the crew had been taken off by the rocket apparatus. The brig became a total wreck.

**NEWHAVEN.**—The Life-boat *Michael Henry* was launched at 2.20 P.M. on the 23rd March, a ship having been reported ashore and proceeded to Crowlink where the s.s. *Saturnus*, of Amsterdam, homeward bound with a general cargo, was found stranded. At the master's request the Life-boat remained alongside until about 6 P.M., when she returned ashore as the vessel was not in need of any assistance.



**BULL BAY, ANGLESEY.**—The schooner *Clarence*, of Beaumaris, showed signals of distress off Deer Point, about three quarters of a mile from shore, in a strong S.W. gale, a heavy sea and misty weather, on the 23rd March. The Life-boat *Curling* was launched at about 5 P.M. and brought ashore the crew of three men. The vessel was watched from the shore during the night and on the following morning, the wind having changed to N.W. the Life-boat again went out, taking back the three men, got the vessel out of danger and enabled her to resume her voyage to Fishguard.

**CARDIGAN.**—The Coastguard on the look out at Penrhyn Castle observed a light in the bay, apparently shown by a vessel in distress, while a strong gale was blowing and a very heavy sea running on the night of the 23rd March. The crew of the Life-boat *Lizzie and Charles Leigh Clare* were summoned, and at 11.30 the boat was launched and rescued the crew of two men from the vessel, which

proved to be the smack *Mary Ann*, of Milford. The Life-boat men encountered terrible weather, the night being intensely dark, and feared that their boat would have been blown on to the rocks. They landed the shipwrecked men at Aberporth and were compelled to leave the boat on the beach there, it being utterly impossible to get her back to her station until the gale had moderated.

**BROOKE, ISLE OF WIGHT.**—The schooner *Noordster*, of Alblasterdam, bound from Maracaybo for Hamburg, stranded on a rock, known locally as the "Oil Rock," off Hanover Point, westward of Brooke, in foggy weather on the 24th March. The casualty being observed by the Coastguard, the crew of the Life-boat *William Stanley Lewis* were called and at 6.25 A.M. the boat was launched, proceeded through a rough sea, the wind blowing strongly from S.W., to the vessel, which was approached with considerable difficulty, and rescued the crew consisting of seven men.

SUMMARY OF THE MEETINGS OF THE COMMITTEE.

THURSDAY, 11th April, 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 Chief Inspector of Life-boats on his recent visits to Sennen Cove, St. Ives, Bodmin and Liskeard.

Also the report of the Deputy Chief Inspector of Life-boats on his visits to the Rhyl (two boats), Peel, Ramsey, Port Erin, Douglas and Castletown Stations.

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

Northern District—Anstruther, St. Andrews, Crail, Eyemouth, Hartlepool (three boats), Newburgh, Fraserburgh, Whitelink Bay, Port Erroll and Peterhead Stations.

Eastern District—Hastings, Eastbourne and Newhaven.

Western District—Porthcawl, Penarth, Swansea, Port Eynon, Burry Port, Ferryside and Tenby.

Irish District—Peel, New Brighton (two boats), Helbre Island and Hoylake.

Also the reports of the Organising Secretaries on their visits to Accrington, Mirfield, Heywood,

Bradford, Newcastle-on-Tyne, Sheffield, Manchester, Middlesbrough, Birkenhead, York, Wakefield, Spen Valley, Liverpool, Wigan, Newark, Leamington, Whitchurch, Shrewsbury, Atherton, Darwen, Chorley, Todmorden, Castleton, Oxford, Brighton, Lewisham, Walthamstow, Woolwich, West Ham, Greenwich, Ince, Hinley, Leigh, Bedford, Leeds and Paisley.

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

	£	s.	d.
Miss Howis, in aid of the Silloth and Porthoustock Life-boats, the <i>Emma Frisby</i> and the <i>Charlotte</i>	50	-	-
Collected on board the R.M.S. <i>Tan-tallon Castle</i> , per Captain J. C. ROBINSON	10	10	-
Contents of Contribution Boxes at Annual Meeting of Institution	3	9	8
Collected from Officers and Crew of the ship <i>Loch Torridon</i> , per Captain R. PATTMANN	2	15	-
Collected from Officers and Crew of the ship <i>Yallarvi</i> , per Captain JOHN BROWN	1	10	6

*Life-boat Sunday Collection.*

Shipley Congregational Church Sunday School, Special Service on 24th February, per S. D. PICKARD, Esq. . . . . 1 15 -  
 —To be severally thanked.

Also the receipt of the following legacies :—

	£	s.	d.
The late Miss A. J. NAYLOR, of Dunham, Chester . . . . .	450	—	—
The late T. F. ASHE, Esq., of Liverpool . . . . .	100	—	—
The late JOHN KING, Esq., of Hackney . . . . .	90	—	—
The late JOHN HOWARD, Esq., of Freemantle, Southampton . . . . .	75	—	—

Deep regret was expressed at the death of Admiral the Right Hon. Lord ALGESTER, G.C.B., who had for several years been a much-esteemed member of the Committee of Management of the Institution.

Elected the members of the Building, Finance and Wreck Sub-Committees for the ensuing year.

It was announced that LAURENCE T. CAVE, Esq., had, owing to ill-health, resigned the post of Chairman of those Sub-Committees.

Resolved, that the best thanks of the Committee be conveyed to Mr. CAVE for his valuable and important services to the Institution during the many years in which he had occupied the chair at the Sub-Committees, and that their great regret be expressed that ill-health should have rendered it necessary for him to vacate the post.

It was further resolved that Colonel FITZROY CLAYTON, V.P., be appointed Chairman of the Building, Finance and Wreck Sub-Committees.

Mr. BASIL HALL, late Lieut. R.N., was appointed an additional District Inspector of Life-boats to the Institution.

Voted the thanks of the Committee to Captain ERNEST DU BOULAY, REGINALD B. MOLESWORTH Esq., Mr. THOMAS F. NUNN and JOHN B. WANDS, Esq., in recognition of their past valuable co-operation whilst serving respectively as Honorary Secretaries of the Bembridge, Bideford and Appledore, Thorpe, and Banff and Macduff Branches of the Institution.

The Committee also specially recognised the good services rendered by Mr. ROBERT MURCH who had for seventeen years been Coxswain of the Newburgh Life-boat and had been compelled to resign that post on account of ill-health.

Reported that the Sheringham Life-boat had been returned to its Station, after having been altered and fitted with modern improvements.

Paid 3,552*l.* 9*s.* 7*d.* for sundry charges on various Life-boat Establishments.

Voted 322*l.* 8*s.* 3*d.* to pay the expenses of the following Life-boat services :—

Life-boat.	Vessel.	Lives saved.
Barmouth . .	Barque <i>Andrada</i> , of Liverpool. Landed 19 men.	
Broadstairs . .	Ketch <i>Martin Luther</i> , of Cowes. Assisted to save vessel and . . . . .	3
Brooke . .	Schooner <i>Noordster</i> , of Alblasserdam . . . . .	7
Bull Bay . .	Schooner <i>Clarence</i> , of Beaumaris . . . . .	3
Cardigan . .	Smack <i>Mary Ann</i> , of Milford . . . . .	2

Life-boat.	Vessel.	Lives saved.
Gorleston No. 1	Barquentine <i>Isabelle</i> , of Swansea . . . . .	9
Littlehaven . .	Smack <i>Sarah</i> , of Milford . . . . .	2
Montrose No. 1	Schooner <i>Wagrien</i> , of Aberdeen. Remained by vessel.	
New Brighton (Steam Life-boat.)	Schooner <i>Holly How</i> , of Barrow . . . . .	5
Newhaven . .	S.S. <i>Saturnus</i> , of Amsterdam. Rem. by vessel.	
Padstow . .	Schooner <i>Lizzie Trenberth</i> , of Fowey. Remained by vessel.	
Peterhead . .	Fishing-boat <i>Eclipse</i> , of Peterhead. Assisted to save vessel and . . . . .	7
Runswick . .	A pilot boat of Sunderland. Rend. assistance.	
St. David's . .	Brigantine <i>Lily Dale</i> , of Cork . . . . .	7
Youghal . .	S.S. <i>Sapphire</i> , of Dundee. Remained by vessel.	

The Skegness Life-boat saved the brigantine *Camilla*, of Laurvig, and the Bull Bay Life-boat saved the schooner *Clarence*, of Beaumaris.

Voted also 556*l.* 10*s.* 6*d.* to pay the expenses of assemblies or launches to distressed vessels by the following Life-boats and crews :—Aldeburgh, Barmouth, Broadstairs, Burnham, Criccieth, Formby, Gorleston No. 2, Harwich (steam Life-boat), Kingsdown, Littlehampton, Margate, New Quay (Cardiganshire), North Deal, Palling No. 2, Shoreham, Totland Bay, Walmer, Walton-on-the-Naze, Wexford No. 1, Whithorn, Winterton No. 2 and Great Yarmouth.

The Ramsgate Life-boat was also taken out to the help of a vessel in distress.

Voted 70*l.* to the widow of one of the crew of the Worthing Life-boat, who in alighting from the boat, which was being taken by road on her transporting carriage, having been called out for service on the 28th March, was accidentally run over by one of the wheels and immediately expired.

Voted 16*l.* to three men injured at the launches of the Blyth No. 1, Broadstairs and Bull Bay Life-boats for service.

Also 2*l.* 5*s.* to six men for landing the crew of seven men from the fishing-boat *Gowan*, of Banff, which had stranded and sunk at Peterhead in a moderate N.N.W. breeze and a thick fog on the 17th January.

Read a letter from Lieut.-Col. Smyth, of Aldeburgh, Suffolk, stating that the Finnish Senate at Helsingfors had decided to award the silver cup of the Imperial Government of Russia to Mr. JAMES CABLE, coxswain of the Aldeburgh Life-boat, and a sum of money to the crew, in recognition of their services in rescuing the crew of the barque *Venscapen*, on the 20th November, 1893.

THURSDAY, 9th May, 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 Corre-  
spondence, Building and Wreck and Reward  
Sub-Committees and ordered that their recom-  
mendations be carried into effect.

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

Northern District—Banff, Nairn, Lossie-  
mouth, Buckie, Stonehaven, Hauxley, Blyth  
(two boats), Holy Island (two boats), Montrose  
(two boats), Johnshaven, Arbroath and Island  
of Lewis.

Eastern District—Broadstairs, Kingsgate,  
Caister (two boats), Yarmouth, Thorpeness,  
Aldeburgh, Winterton (two boats) and Gorleston  
(three boats).

Western District—Angle, Fishguard,  
Cardigan, New Quay, (Cardiganshire), Little-  
haven, St. David's, New Quay (Cornwall), St.  
Mary's and St. Agnes (Scilly).

Irish District—Point of Ayr, Formby, South-  
port (two boats), Drogheda (two boats), Penmon,  
Beaumaris, Cloughey, Groomsport and Carrick-  
fergus.

Also the reports of the Organising  
Secretaries on their visits to Accrington,  
Huddersfield, Spen Valley, Wakefield, Leeds,  
Newcastle-on-Tyne, Keighley, Bradford,  
Sheffield, Heywood, Chester, Derby, Notting-  
ham, Church, Oswaldtwistle, Morecambe,  
Blackpool, Wigan, Middlesbrough, Halifax,  
Selby, Ripon, Otley, Ilkley, Brighouse, Sowerby  
Bridge, Elland, Liverpool, Holyhead, Beaum-  
arish, Carnarvon, Llandudno, Rhyl, Bangor,  
Shrewsbury, Amlwch, Chorley, Leamington,  
Deal, Hastings, Eastbourne, Merthyr Tydvil,  
Portsmouth, Rochester, Bingley, Skipton,  
Grimby, Cleethorpes, Middlesbrough, Greenock,  
Girvan, Kilmarnock and Ayr.

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

	£	s.	d.
Worshipful Company of Cloth- workers (additional) . . . . .	100	-	-
Stewards of Covent Garden Life- boat Fund, in aid of support of <i>Covent Garden</i> Life-boat at Caister (additional) . . . . .	66	13	6
Collected in Mena House Chapel, Egypt, per the Rev. SEVERN MAJENDIE, Cairo, and R. BROOMAN WHITE, Esq., Garelock Head, Dumbartonshire . . . . .	12	4	-
Passengers on board the R.M.S. <i>Atrato</i> , per DUKE FOX, Esq. . . . .	8	12	9
Collected on board the s.s. <i>Oruba</i> , per Captain HAY . . . . .	8	10	-
Collected on board the s.s. <i>Orotava</i> , per Captain LINKLATER . . . . .	4	10	-

*Life-boat Sunday Collections.*

Kingston, Surbiton and District, per Vice-Admiral Sir GEORGE S. NABES, K.C.B. . . . .	57	16	8
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£ s. d.

Aberford Church, per the Rev.  
A. L. BARNES-LAWRENCE, M.A. . . . . 1 5 -  
—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late ROBERT METHVEN, Esq., of Cupar, Fife (additional) . . . . .	1000	-	-
The late PHILIP HORSMAN, Esq., of Wolverhampton . . . . .	720	-	-
The late Mrs. S. E. BAKER, of Bromsgrove . . . . .	450	-	-
The late Mrs. ANNE WILMOT, of Allestree . . . . .	90	-	-
The late THOMAS COLEMAN, Esq., of Ash . . . . .	50	-	-
The late E. T. FOSTER, Esq. . . . .	10	-	-
The late Mrs. F. E. THOMAS, of Nunney, Somerset (additional) . . . . .	2	17	10

Resolved to appropriate, as far as possible, the  
funds raised by "Life-boat Saturday" collec-  
tions each year solely to the payment of the  
coxswains and crews, &c., for services, special  
rewards and recognitions, for exercising the  
Life-boats, and of grants to relatives of men  
lost on service and to men injured in the  
services.

Decided also that the whole of the "Life-boat  
Saturday" movement throughout the country  
should, on and from the 1st January next, be  
worked from a central office in London.

Reported that the Penzance new Life-boat  
had just been forwarded to its station.

Voted the thanks of the Committee to Captain  
WILLIAM THOMAS, J. E. DOWNING, Jun., Esq.,  
and WILLIAM YOUNG, Esq., in recognition of  
their past valuable services whilst serving as  
Honorary Secretaries respectively of the New  
Quay (Cornwall), Falmouth and Dunbar  
Branches of the Institution.

The Committee expressed their regret at the  
death of Mr. J. B. MASON, who had for some  
time acted as Honorary Secretary of the Mary-  
port Branch of the Institution, and decided to  
send a letter of condolence to his family.

They also specially recognised the services  
rendered by EDWIN CLEMENS while serving  
as coxswain of the New Quay (Cornwall) for a  
period of nineteen years.

Paid 2,330l. for sundry charges on various  
Life-boat establishments.

Voted 18l. 17s. 6d. to pay the expenses of  
the services rendered by the Formby and New  
Brighton (Steam) Life-boats in remaining by  
the stranded barque *South African*, of Belfast.

The Clacton Life-boat saved the schooner  
*Betty Russell*, of Lancaster; the North Deal,  
Ramsgate, and Walmer Life-boats assisted to  
save the stranded barque *Madeline Rickmers*, of  
Bremerhaven, and the Winterton No. 2 Life-  
boat assisted the barque *Chippertyle*, of Liver-  
pool.

Voted also 304l. 15s. for assemblies of crews  
or launches to distressed vessels, &c., by the  
following Life-boats:—Barmouth, Broadstairs,  
Caister No. 2, Cemaes, Cloughey, Kingsdown.

North Deal, Palling No. 2, Point of Ayr, Porth Rhuffydd, Rhoscolyn, St. David's, Walmer and Wicklow.

Also 3l. to six men for saving the crew of three men from the schooner *Dryad*, of Beaumaris, which stranded on the rocks off Warren Point, co. Donegal, in a strong S.S.E. breeze, squally weather, and a rough, choppy sea, on the 8th March.

Also 2l. 10s. to five men for assisting the crew of the steam trawler *Laurel*, of Hull, which, having burst her steam pipes, was beached at Derryogue, co. Down, in a moderate E.S.E. gale on the night of the 27th March.

THURSDAY, 13th June, 1895.

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

Read and confirmed the Minutes of the previous meeting.

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

Read letter from Sir FRANCIS DE WINTON, dated the 30th May, stating that Captain H.R.H. The DUKE OF YORK, R.N., K.G., had consented to accept the post of President of the Institution's "Life-boat Saturday" fund, and enclosing a cheque for 10l., as a donation from His Royal Highness to the fund.

The Committee expressed great satisfaction at this gratifying announcement.

Read the report of the Chief Inspector of Life-boats on his recent visits to New Quay (Cornwall), Camelford and Bude.

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

Northern District—Stornoway, Gourdon, Ardrossan, Broughty Ferry, North Berwick, Dunbar and Newbiggin.

Eastern District—Lowestoft (two boats), Pakefield (two boats), Kessingland (three boats), Chapel, Skegness, Southwold (two boats), Dunwich, Harwich (two boats), Clacton, Walton-on-the-Naze, Southend, Flamborough (two boats) and Barmston.

Western District—Penzance, Sennen Cove, St. Ives, Hayle, Porthleven, Padstow, Port Isaac, Lynmouth, Burnham, Weston-Super-Mare, Watchet and New Quay (Cornwall).

Irish District—Ballywalter, Newcastle (Dundrum), Tyrella, Greystones, Moelfre, Drogheda (two boats), Portrush, Culdaff, Greencastle and Aranmore.

Also the reports of the Organising Secretaries on their visits to Heywood, Bury, Bradford, Birkenhead, Newcastle-on-Tyne, Carlisle, Middlesbrough, Wakefield, Keighley, Leeds, Lincoln, Spen Valley, Accrington, Liverpool, Wigan, York, Chester, Birmingham, Derby, Bangor, Sowerby Bridge, Doncaster, Manchester, Chesterfield, Todmorden, Burnley, Rochdale, Blackburn, Swansea, Barry, Cardiff, Newport, Bristol, Exeter, Plymouth, Merthyr Tydvil, Cardiff, Swansea, Barry, Newport (Mon.), Bournemouth, Birmingham, Stalybridge, Leam-

ington, Glasgow, Greenock, Kilmarnock, Stirling, Edinburgh, Perth and Paisley.

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

	£	s.	d.
City of London Branch . . . . .	750	-	-
Hearts of Oak Benefit Society, in aid of endowment of <i>Hearts of Oak</i> Life-boat at Palling . . . . .	50	-	-
Moiety of collections on board the S.S. <i>St. Sunniva</i> , on Whit-Sunday, during her Baltic cruise, per J. T. WOOLRYCH-PEROWNE, Esq. . . . .	6	5	-

*Life-boat Saturday Collection.*

Stockport, per F. MORLEY, Esq. . . . . 180 - -

*Life-boat Sunday Collections.*

S.S. <i>Peregrine</i> , per Captain J. B. RANDALL . . . . .	1	4	6
H.M.S. <i>Impregnable</i> , per the Rev. J. M. CLARKSON, R.N., M.A. . . . .	-	14	-

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late RICHARD WAIN, Esq., of Clifford Street, W. . . . .	2000	-	-
The late Mrs. CAROLINE RAINCOCK, of Surbiton . . . . .	1000	-	-
The late Mrs. JANE MARTIN, of Pershore . . . . .	100	-	-
The late A. T. PALMER, Esq., of Weston-Super-Mare . . . . .	90	-	-
The late Mrs. MACKENZIE, of Edinburgh . . . . .	50	-	-
The late Mrs. MARY S. MILLAR, of Rothesay . . . . .	50	-	-
The late Mrs. JANE BELLAMY, of Southampton . . . . .	21	12	-

Decided that the thanks of the Committee be presented to Mr. G. GORDON and Mr. HENRY COOPER, in recognition of their past long and valuable co-operation whilst serving as Honorary Secretaries respectively of the Mundesley and Ardmore Branches of the Institution.

Also that the best acknowledgments of the Institution be conveyed to G. R. BELLAMY, Esq., C. DAVIDSON, Esq., F. SHORE, Esq., and A. W. BENTHAM, Esq., for their valuable services in connection with the "Life-boat Saturday" movement.

Also that Mr. W. H. FRANK, of Bristol, be appointed Resident Secretary of the West of England District for "Life-boat Saturday" purposes.

Reported that Captain THOMAS DOUGHTON and Mr. QUINTIN MOORE had been respectively appointed Honorary Secretaries of the Aberystwith and Maryport Branches of the Institution.

Decided to remove the Port Erin Life-boat station to Port St. Mary (Isle of Man).

Paid 3406l. for sundry charges on various Life-boat establishments.

Voted 92l. 17s. 6d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Broadstairs	Schooner <i>Buenos Aires</i> , of Hamburg. Remained by vessel.	
Hartlepool No. 2	Brig <i>Rudolf</i> , of Trelleborg	11
Hunstanton	Brig <i>Amelie</i> , of Frederickstadt	9
Montrose No. 1	A boat	4
North Deal	A boat of H.M.S. <i>Research</i>	7

The Harwich steam Life-boat saved the schooner *Hans*, of Rendsburg, and her crew of four men.

Voted also 298*l.* 15*s.* 6*d.* to pay the expenses of assemblies of crews, watching or launches to distressed vessels by the undermentioned Life-boats:—

Broadstairs, Caister No. 2, Dornoch Firth, Harwich (steam Life-boat), Kingsdown, Margate, North Deal, Palling No. 2, Saltburn, Scarborough, Seaton Carew, Southend (Cantyre), Staithes, Walmer, Walton-on-the-Naze and Winterton No. 2.

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

Voted 6*l.* to two men who were injured on the occasion of the launch of the Walmer Life-boat on service.

Also 6*l.* 10*s.* to thirteen men, for putting off in a boat from Saltburn and searching for the steamer *Premier*, of Grimsby, which had been reported to have grounded on the rocks at Rowcliff, in a fog, on the 3rd June. They were unable to find the vessel which, it was subsequently ascertained, was towed off by a steam-tug.

Also 3*l.* 5*s.* to thirteen men for putting off in two boats from Caister to the assistance of a shrimping boat which stranded on the Barber Sand, on which a heavy sea was running, on the 21st May. The fishing boat, however, sunk, and the man on board her was drowned before the would-be rescuers could reach the spot.

Also thanks to E. F. BROOK, Esq., of Ryde, Isle of Wight, and 5*s.* to SAMUEL BARTON, aged 14, for services rendered on the occasion of the capsizing of a sailing boat, off Ryde, on the 28th May. BARTON had put two men and a boy on board the sailing boat, and was returning to the shore; but, on observing the casualty, he at once pulled back, and the boy having been got into the boat, supported one of the men, the other holding on to the boat, until Mr. BROOK, who was in a skiff, rowed to their assistance.

THURSDAY, 11th July, 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 Carrickfergus, Portrush, Port St. Mary, Port Erin and Castletown.

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

Northern District—Bamburgh Castle, North Sunderland, Boulmer, Cresswell and Alnmouth.

Eastern District—Bridlington Quay, Filey, Robin Hood's Bay, Scarborough, Whitby (two boats), Uppang, Staithes, Runswick, Hornsea, Withernsea, Grimsby, Sutton, Donna Nook, Mablethorpe and Chapel.

Southern District—Lyme Regis, Sidmouth and Weymouth.

Western District—Bude, Appledore (three boats), Morthoe, Clovelly and Ilfracombe.

Irish District—Giles Quay, Blackrock, Greenore and Arklow.

Also the reports of the Organising Secretaries on their visits to Newcastle-on-Tyne, Middlesbrough, Spen Valley, Leeds, Wakefield, Dewsbury, Batley, Bradford, Chester, Wigan, York, Keighley, Derby, Carlisle, Birmingham, London, Llanddulas, Abergele, Llandudno, Keighley, Preston, Bristol, Liverpool, Chesterfield, Newark, Harrogate, Nelson, Blackburn, Elland, Shrewsbury, Barry, Cardiff, Newport (Mon.), Doncaster, Manchester, Swansea, Birmingham, Learnington, Glasgow, Bingley, Paisley and Edinburgh.

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

	£	s.	d.
T. B. DRYBROUGH, Esq., Edinburgh, for a Life-boat to be named the <i>Zaida</i>	700	—	—
Ditto, for the general purposes of the Institution	650	—	—
“E. M.” In memoriam	400	—	—
Worshipful Company of Mercers	105	—	—
S. D. R. S. D.	50	—	—
Mrs. LAMBERT, Sowerby	50	—	—
Co-operative Wholesale Society, Limited (Manchester)	25	—	—
Middleton-in-Feesdale Co-operative Society	5	—	—
Contents of contribution-box on board the ship <i>Torrens</i> , per Captain COPE	16	4	6
Collected on board steam-yacht <i>Cleopatra</i> , per Captain WALE	6	12	—
Moiety of collection on board the S.S. <i>St. Rognvald</i> during her trip to the North Cape, per J. WOOLRYCH-PEROWNE, Esq.	5	10	—

—To be severally thanked.

Also the receipt of the following Legacies:—

	£	s.	d.
The late Miss E. F. HEAVEN, of Manchester	1000	—	—
The late Miss E. J. MURRELL, of Addison Road, W.	900	—	—
The late G. P. NICHOLLS, Esq., of Southgate	900	—	—
The late W. A. MILLWARD, Esq., of Chapel-en-le-Frith (further on account)	196	13	3
The late Mrs. MARY BAIRD, of Edinburgh (balance)	155	1	7
The late Mrs. ELIZA BEATSON, of Norsend, Scotland (further on account)	77	10	10

Decided, that a Life-boat Station be formed at Carrickfergus.

Paid 4458*l.* for sundry charges on various Life-boat Establishments.

Voted 7*l.* 12*s.* 6*d.* to pay the expenses of the Penmon Life-boat in rendering assistance to the schooner *Broughty Castle*, of Ramsey, Isle of Man. The Life-boat proceeded a second time to the vessel and saved her.

Also 126*l.* 6*s.* to pay for assemblies of crews or launches to vessels in distress, by the following Life-boats:—Carnsore, Palling No. 2, West Hartlepool, Wexford No. 1 and Winterton No. 2.

Also the Second Service Clasp of the Institution to Mr. JOHN CRAGIE, Coxswain of the Southwold Life-boats, in recognition of his long and gallant services during the period, about forty-eight years, in which he has been connected with the boats, firstly as one of the crew, afterwards as second Coxswain and ultimately as Coxswain.

Also 2*l.* 5*s.* to nine men for putting off in a boat and assisting the sailing boat *Tyro*, with three persons on board, which had been blown out to sea at Bull Bay, Anglesey, in a strong S.W. breeze, on the 22nd June.

Also 17*s.* 6*d.* to three men for saving a man whose boat had been capsized off Southwold, Suffolk, in a strong N.N.W. breeze and squally weather, on the 12th June.

#### MONDAY, 15th July, 1895.

An Invitation Meeting, called by the Committee of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, was held this day at Grosvenor House (by the kind permission of the DUKE OF WESTMINSTER, 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, of which H.R.H. the DUKE OF YORK is the President. The Meeting, which was presided over by Lord TWEEDMOUTH, was a very influential one. His Lordship having called attention to the object of the meeting, moved a resolution appointing 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 resolution was seconded by the Marquis of ORMONDE, and carried unanimously. The meeting was also addressed by Sir EDWARD BIRKBECK, Bart., V.P., Chairman of the Institution, and Colonel FITZROY CLAYTON, V.P., Deputy-Chairman of the Institution.

#### THURSDAY, 1st August, 1895.

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

Read and confirmed the Minutes of the previous meeting.

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

Read the report of the Deputy-Chief Inspector of Life-boats on his visits to the Holyhead, Porth Rhuffydd, Llandulas and Pakefield Stations.

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

Northern District—Formby, Hoylake, Helbre Island, Thurso, Stromness, Longhope and Huna.

Eastern District—Dover, Folkestone, Hythe, Thorpeness, Palling (two boats), Hasborough, Sheringham, Cromer, Brancaster, Hunstanton and Blakeney.

Southern District—Kimeridge, Swanage, Poole, Hayling Island, Southsea, Littlehampton, Worthing and Shoreham.

Western District—Llandulas, Rhyl (two boats), Llandudno, Holyhead (two boats), Porth Rhuffydd, Rhosneigr, Beaumaris, Penmon and Moelfre.

Irish District—Balbriggan, Poolbeg, Skerries, Lytham, St. Anne's (two boats), Blackpool and Fleetwood.

Also the reports of the Organising Secretaries on their visits to Wigan, Accrington, Spenn Valley, Derby, Birmingham, Wakefield, York, Newcastle-on-Tyne, Leeds, Keighley, London, Liverpool, Sowerby Bridge, Todmorden, Llandudno, Cardiff, Manchester, Bristol, Barry, Manchester, Glasgow, Otley, Falkirk, Perth, Ayr and Gourk.

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

	£	s.	d.
HANS BLACKWOOD, Esq., to provide a Life-boat to be named the <i>Sir John</i> , in memory of the late Mrs. HANS BLACKWOOD . . . . .	700	-	-
Ancient Order of Foresters, per T. BALLAN STEAD, Esq. (annual subscription) . . . . .	140	-	-
E. F. WHITE, Esq., and Mrs. S. E. WHITE (annual subscription) . . . . .	75	-	-
Worshipful Company of Drapers (annual subscription) . . . . .	52	10	-
Worshipful Company of Skinners . . . . .	21	-	-
Moiety of further collection on board the <i>S.S. St. Rognevald</i> , per J. WOOLRYCH-PEROWNE, Esq. . . . .	7	10	-
—To be severally thanked.			

Also the receipt of the following legacies:—

	£	s.	d.
The late Mrs. E. W. TRITTON . . . . .	500	-	-
The late JAMES PRICE, Esq., of Paignton . . . . .	450	-	-
The late Mrs. ELIZABETH WILLIAMS, of Southampton . . . . .	150	-	-
The late Mrs. S. C. BOOTY, of Brighton . . . . .	100	-	-

Voted the thanks of the Committee to GEORGE SCARBOROUGH, Esq.; Mr. JOHN HAYSON; H. DE MOULPIED, Esq., and E. G. JEFFERY, Esq., in recognition of their past valuable co-operation whilst serving respectively as Honorary Secretaries of the Halifax, Swanage, Newry and Colchester Branches of the Institution.

Reported the transmission to their Stations of the Wells new Life-boat and transporting carriage.

Paid 2,271*l.* for sundry charges on various Life-boat Establishments.

Voted 109*l.* 2*s.* 2*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Hoylake . .	Yacht <i>Sally</i> , of Liverpool. Saved vessel and . . .	3
North Sunder-land . . .	Schooner <i>Paragon</i> , of In- verness . . .	4
Palling No. 2.	S.S. <i>Ida</i> , of Dantzic . . .	18
Shoreham . .	Barquentine <i>Atlantic</i> , of Arendal . . .	9
Worthing . .	Brigantine <i>Halcyon</i> , of St. Nazaire . . .	1

Voted also 78*l.* 13*s.* 6*d.* to pay the expenses of the assemblies of crews or launches to distressed vessels by the Life-boats at:—Angle, Helbre Island, Hunstanton, New Brighton, Newhaven and Shoreham.

Also the thanks of the Institution, inscribed on vellum, to Mr. WALTER McCLELLAN CROSBIE, of Greencastle, Co. Londonderry, and 1*l.* to ALICE O'DONNELL for putting off in a boat and, with great judgment and skill, and at considerable risk, saving four men whose boat had been capsized off Greencastle on the morning of the 7th July. A binocular glass was presented to Fraulein von AMELUNXEN who, being aroused by the men's cries for help, at once gave an alarm and assisted to launch the boat in which the salvors effected the rescue.

Also 4*l.* to sixteen men for putting off in four boats and saving four men whose boat, the punt *Daisy*, of Deal, had sunk about half a mile from the land at Deal in a strong S.W. breeze and a moderate sea on the 13th July.

Also 18*s.* to three men for saving two lads who were lying in a boat, prostrated by sea-sickness and fear, about two miles from the South Foreland, in a strong W.N.W. breeze, and a rough sea on the 14th July.

Also 3*l.* 10*s.* to seven men for manning two boats and rescuing three lads who had been carried out to sea, in a small boat, by the strong tide, off Langness, Isle of Man, and were in a perilous position, during fine weather on the 2nd July.

Also 2*l.* 10*s.* to five men for saving three men on the 17th July. A shrimper had been run down by a steamer which at once lowered a boat, but it was swamped and one of her crew was lost. Seeing the boat some distance from the steamer, the salvors, who were returning from fishing, made for her, took the three men on board and landed them at Gorleston.

Also 1*l.* to two men for saving two men from the fishing boat *Boy Harry*, of Southwold, which was capsized about a mile E. of Dunwich, in a sudden strong gale from the N.E., on the 22nd July.

### A LIFE-BOAT STORY.

A dozen of hearts! and a dozen of hands!  
And the courage of death!—'tis a Yorkshire  
boast;

It was all they asked one November noon  
When a hurricane blew on the Whitby coast.  
For a cry came over the wailing sands,  
And spread through the village, and swept  
through the street,

There'll be widows to-morrow, and fatherless  
bairns,  
For exposed to the storm is the fishermen's  
fleet.

There was not a minute to dream or to think,  
It was "Who's for the life-boat?" and  
"Who's for the shore?"

Just a kissing of lips of the lasses they loved,  
Just a sigh, and a cheer, and a grasp of the  
oar.

For the men out at sea were exposed to the  
storm,  
But were not forgotten by "pals" on the  
land;

Whilst there's life there is hope, whilst there's  
strength there's a rope,  
The heart of a friend, and the grasp of a  
hand.

Just picture the scene, O my brothers in town,  
With your petty annoyance and impotent  
strife,

In the midst of our city it is Worship of Self—  
On the fishermen's coast it is Rescue and  
Life!

But the morning breaks, and the storm is past,  
And over the village, and into the street,  
The sun is shedding its wintry rays  
On the scene where they fought for the  
fishermen's fleet;

And the sea is calm, and the sand is still,  
Where they manned the boat and they went  
to death.

What's that?—out there in the steamer's  
wake—

Here, give us your glass! Then they held  
their breath;

And a beam of light shot out of the sky,  
And a cheer roared out of the Yorkshire  
throats,

As they saw their Life-boat making home,  
With the rescued crews from the fishermen's  
boats.

"Never say die" is the motto of men,  
Who fight to conquer, and mean to win,  
But it's well worth living to earn the tears

That wept them out and that cheered them in.  
So the tale is told. But there's something more,  
That can never be done by praise or pen,  
We must think of the sea when the tempests  
roar,

And give of our gold to the Life-boat men.

### NOTICE.

The next number of the LIFE-BOAT JOURNAL will be published on the  
1st February, 1896.

# ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patron—Her Most Gracious Majesty the Queen.

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

Chairman—SIR EDWARD BERKEBECK, BART., V.P.

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

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



## APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that during the past year (1894) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £64,059 on its 303 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			
<b>Total</b>	<b>74</b>	<b>790</b>	<b>£8,862</b>	<b>13 1</b>

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 39,077; for which services 98 Gold Medals and Clasps, 1,145 Silver Medals and Clasps, 255 Binocular Glasses, 15 Telescopes, 9 Aneroid Barometers, 1,510 Votes of Thanks, inscribed on vellum and framed, 52 Certificates of Service framed, and £155,842 have been given as Rewards.

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

*Annual Subscriptions* and Donations are earnestly solicited, and will be thankfully received by the Secretary, CHARLES DIBDIN, Esq., at the Institution, 14 JOHN STREET, ADELPHI, London; by the Bankers of the Institution, Messrs. COUTTS and Co., 59 Strand; and by all the other Bankers in the United Kingdom.—1st November, 1895.