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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.

II. (1873-1885.)

In the *Life-boat Journal* for November, 1895, the development of the ROYAL NATIONAL LIFE-BOAT INSTITUTION'S fleet is traced for the twenty-two years which elapsed between 1850, when the Society had got into regular working order, and had begun to build its own boats and place them on the coast, until 1872, when we found that the fleet had increased to 233 Life-boats, and that in that year there was a total of 261 boats on the coasts of Great Britain and Ireland; consequently there were but 28 which were not under the management of the Institution.

The fleet had reached such proportions that it was hardly to be expected that it would continue to increase by leaps and bounds as it had been doing, and the "Annual Report" published in May, 1873, shows no addition to the number of the Life-boats—a check, 1873. 233 Life-boats. no doubt—but the places requiring the presence of a Life-boat were getting few and far between. However, 5 new boats were built, and sent to the coast to take the place of old ones since the last Report.

The year 1872 had been one of exceptional severity for gales. Three

accidents to Life-boats are recorded. The first at Montrose, where a heavy sea broke over the boat when out rendering service to a vessel, washing four of the crew overboard; they were recovered, but unfortunately one died a few days after from the effect of the exposure. The second case was of a very serious nature. The Skerries (Ireland) boat was compelled to anchor in broken water, and the tide sheering the boat broadside on, she capsized several times, six of her crew being drowned; this boat's proportions were 32 ft. × 8 ft. The third accident was to the Ramsgate boat, one of her crew being washed overboard at night, and nothing more was seen of him. This boat had for twenty years been employed in Life-boat work, and this was the first life lost from her; she was a self-righting boat measuring 40 ft. × 10 ft. 4 in. The terrible disaster to the *Northfleet* occurred in January. As many will remember, she was an emigrant ship, and was run into whilst at anchor near Dungeness, and nearly 400 lives were lost.

1874. The list of stations in the 240 Life-boats. "Annual Report" published 1st May, 1874, shows an increase of 7,

bringing the total to 240. The following are the newcomers:—

Dunwich.	Douglas (Isle of Man),
Brancaaster.	1 additional.
New Romney.	Longhope (Orkneys).
St. Mary's	Rogerstown
(Scilly).	(Ireland).

The "Northumberland Report" shows that at St. Mary's, Scilly, there was in 1850 a Life-boat which was built in 1828 by Mr. Plenty, and whose dimensions were 26 ft. × 8 ft. 6 in., still in good condition, but no mention is made of a station there between 1850 and 1874. The other stations are all new ones.

A very efficient-sized self-righting boat was adopted in 1873, viz., 37 ft. × 9 ft., proportions which have given great satisfaction at those places where there are sufficient men to work so large a boat. They are a sort of happy medium between the small boats which have to rely almost entirely on their oars and the large boats which rely entirely on sail as their motive power.

Four lives were lost through the upsetting of the Stonehaven Life-boat on the bar, and the boat was seriously damaged by being dashed against the pier.

In addition to the new stations 7 new boats were also sent to replace old ones at 12 other stations.

The Annual Report which was published 15th May, 1875, shows the fleet increased from 240 to 250.

Cresswell.	Swanage.
Hartlepool	Watchet.
(3 boats).	Seascale.
Staithe.	Balbriggan (Ireland).
Hythe.	

A very large addition, considering how well the coast was now protected. And all the above, excepting Hartlepool, were new stations.

In addition to the above, 7 new boats were built and sent to replace old ones, but no great departure was made as to new dimensions.

One accident took place entailing the loss of one man. This occurred through the upsetting of the Shoreham boat on the dangerous bar of that harbour, but against this single and sad loss it is pleasing to record that 713 lives were rescued.

The list published for 1876 is increased by four new stations, 254 Life-boats. viz. :—

Harwich.	Cruden.
Torquay.	Eyemouth.

It is curious to note that such an important station as Harwich, with all the outlying sands in its neighbourhood, should until this year have been without a Life-boat. The "Northumberland Report" shows that in 1850 a Life-boat, 28 ft. × 7 ft., maintained by the Admiralty, existed. This boat was built in 1845 by Mr. Thompson of Rotherhithe. Harwich is now (1895) so important that a steam Life-boat is kept there. The wreck of the *Deutschland* in 1875 on the Kentish Knock, 24 miles from Harwich, of course emphasised the necessity of placing a boat at Harwich; it will be remembered that 57 lost their lives on that occasion.

Another frightful catastrophe in the same year, was the wreck of the *Schiller*, another German vessel, on one of the rocks of the Scilly Islands, when no less than 331 of the passengers and crew perished. These two wrecks gave rise to a vast amount of correspondence urging the necessity of connecting light vessels and outlying lighthouses by telegraph with the shore. A movement only now being really carried out into practice.

Seventeen new Life-boats were sent to the coast to replace old ones. So 1875 was evidently a very busy year.

An addition of two in the 1877. list, published in "Annual 256 Life-boats. Report" of May, 1877, shows the fleet as numbering 256.

Dartmouth.	Cemlyn.
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Dartmouth apparently entered the field as a Life-boat station for the first time, but the often quoted "Northumberland Report" shows that Cemlyn as far back as 1828 was a Life-boat station, possessing in 1850 a boat of 26½ ft. × 6 ft. dimensions, built by Harton after Palmer, and maintained by the National Shipwreck Association.

Eleven new boats were despatched to replace old ones.

Three distressing accidents entailing loss of life occurred, viz., one at Kingstown, the Life-boat (32 ft. × 7 ft. 6 in.) with the crew of a brig on board, making 19 all told in the boat, was capsized whilst under sail, three of the brig's crew were lost and the 2nd coxswain was severely injured and died shortly afterwards.

At Whitby the Life-boat broached to and upset, and three of the crew perished presumably through their life-belts coming off. This led to an improvement in the belts by substituting buckles instead of trusting to tying the strings of the belts.

The third case was at Bude, where perhaps the heaviest broken water on the coast of England is to be found. Here the boat was capsized, and although 11 out of her crew of 12 regained her when she righted, the other was drowned; he was the coxswain. Against these accidents the list of saved for the year appears as 600.

The 1878 "Report" shows that the past year had been one of exceptional activity on the part of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, for we find the fleet augmented by no less than 12 new stations:—

Clacton-on-Sea.	Ackerg'li.
Hope Cove.	Nairn.
Yealm River.	Whitelink Bay.
Rhyl	Newburgh.
(1 additional).	Gourdon.
Port Patrick.	Tralee Bay (Fenit).
Huna.	

All (with the single exception of Rhyl,

where a second boat was placed) entirely new to Life-boat work. In addition to these stations, 2 new boats were sent to supersede old ones.

The list of persons rescued by the Life-boats and shore boats for 1877 amounted to no less than 1,048, the third occasion since the foundation of the Society that "four figures had been reached."

A very large self-righting boat measuring 44 ft. × 11 ft. 1 in. was sent to Ramsgate; this boat, though having very poor sailing qualities, was very much liked at Ramsgate, and for thirteen years did excellent work.

A boat whose dimensions were 37 ft. × 8 ft. 6 in. was sent to the newly-formed station, Port Patrick, where she still is, and remains a great favourite.

After such an increase in 1879. the fleet as was shown by 268 Life-boats. the last "Report," it was hardly to be expected that the list published in 1879 would be much added to, and in fact it records the same number of boats, namely, 268. However, 10 new boats were built and sent to replace old ones.

The past year had not been one of special results as to the number rescued by the Institution's boats, but it was remarkable for three terrible calamities. First, the loss of the training-ship *Eurydice* and 366 lives, a disaster of a peculiarly distressing nature, seeing the greater part of the crew were young men just beginning their career, and also that the ship was lost almost within sight of many of their homes, to which they were just returning after a foreign cruise. Second, there was the loss of the German ironclad *Grosser Kurfürst* and 284 lives. This disaster, as may be remembered, was the result of collision with one of her consorts, and took place in sight of Folkestone. Lastly, was the awful loss of the Thames river steamer *Princess Alice* and no less than 600 lives. Although none of the above cases in any way had any bearing on Life-boat work, yet they had great bearing on the

question of life-saving apparatus carried by vessels.

The "Annual Report" published 1880, shows the list increased by 1880. 270 Life-boats. two and the fleet numbering 270. As a matter of fact the following new stations were added:—

Winterton	Dundalk
(1 additional),	(1 additional),
Southend (Essex),	

but Corton disappears, and the boat which was there was transferred to Winterton.

Twelve new Life-boats took the place of old ones on the coast. There was no special departure in the design or proportions of the new boats with the single exception of the boat sent to Southend; she was what is known as a "Wolfe's insubmergible Life-boat," and was 25 ft. long by 7 ft. 3 in. beam.

Two unfortunate accidents occurred to Life-boats in the past year. At Bacton in Norfolk the boat was upset and 4 lives were lost; and at Ardrossan the Life-boat was upset whilst being towed before a heavy following sea, and out of the 25 persons on board 4 lost their lives.

A step of the utmost importance was taken by the Committee in 1879: namely, the appointment of District Inspectors. Hitherto the work of inspection had been carried out by a Chief and three other Inspectors. Now the Coast was divided into five districts and an inspector appointed to each, whose business it was to pay periodical visits to each station, exercise the boats no matter what the weather was (unless *very* extreme), confer with the coxswains and men that man the boats, and report on each station. There was no step taken by the Institution since its foundation that has led to such an increase of efficiency as the appointment of these inspectors. They were in a position to introduce more discipline among the crews, a thing sadly needed then, and by no means to be neglected now, and also they had the advantage

of gaining an enormous amount of useful knowledge from the coxswains and crews which would be used for the benefit of the Institution. Also the fact that their duties obliged them to be out in Life-boats most days in the year, and to superintend the launching and working of them in every conceivable way very soon put these officers in possession of Life-boat knowledge which not even the best coxswains had the opportunities of gaining. Life-boat work is a speciality, and the aspects under which it is carried out vary almost at every station.

In 1881 we find two new names added to the list, but we lose 271 Life-boats. Chapmans Pool in the Isle of Purbeck. The newcomers are:—

Robin Hood's Bay. St. Anne's.

What led to the establishment of the Robin Hood's Bay station was an extremely arduous service performed by the Whitby boat which was summoned to render assistance to the crew of a vessel in distress off Robin Hood's Bay, the 6 miles of road between the two places besides being very hilly were covered with very deep snow. However the efforts of the Whitby boat were successful; but it was considered advisable to place a boat at Robin Hood's Bay.

This was not actually a new station as far as Life-boat work is concerned, for they had a boat there as far back as 1839; she was built by Gale, of Whitby, was 28 feet long by 10 feet beam. This boat in 1843 upset and drowned 12 men.

As many as 17 new boats were sent to the coast since the last report.

Three accidents occurred, namely, to the Wells, Harwich and Yarmouth Life-boats; in the case of the former of these 11 lives were lost, the greatest disaster sustained since the re-organisation of the Society in 1850, although an accident unfortunately greater in loss to a private Life-boat at Gorleston occurred in 1866, by which 13 lives were lost through the boat capsizing on the bar.

1882 finds the fleet of Life-boats still numbering 271. Two new names appear and two boats are removed.

Bamburgh Castle, Littlehaven, are the new stations, and Bacton, and 1 boat from Lowestoft are the removals from the list. The boat at Cleethorpes is transferred to Grimsby.

Eleven new Life-boats were sent to replace old ones; a Life-boat whose dimensions were 37 ft. × 8 ft. was used for the first time and has subsequently proved herself to be a good pulling boat.

1881 had been a terribly stormy year, and the Institution claims having paid rewards for the rescuing of 1,121 lives, the greatest number in one year with the exception of 1869, when 1,231 were rescued. Among many splendid services done was one by the Ramsgate boat to a vessel called the *Indian Chief*, which was stranded on the Long Sand, one of that network of shoals at the mouth of the Thames. This service has been frequently referred to by those interested in Life-boat work.

On referring to the "Annual Report" published in 1883, again a small increase to the fleet is seen, for it now numbers 273.

Weston-super-Mare, Aranmore, Llanaelhaiarn, go to swell the total, but we lose Rogers-town from our list. The Theddlethorpe Life-boat station is transferred to Mablethorpe. Nine new boats were sent to the coast.

An accident occurred to the Life-boat stationed at Swansea through being swept over a reef of rocks, on which occasion four of her crew perished. Also one man was lost out of the New Brighton tubular boat.

In 1882 the Society, hoping to encourage carefulness in owners of fishing and small coasting vessels, instituted a scheme for assisting them to procure

aneroid barometers at a very small cost, the Institution making it possible for the owners to procure these instruments at one-third their retail cost.

In the 1884 "Report" we find one more addition to the number of Life-boats on the coast:—

Gorleston (1 additional).

Gorleston had always been an active Life-boat centre, for long before the Institution had a footing there, Life-boats were owned and worked by the beach companies. The boat which was transferred from Yarmouth was a very powerful one of the Norfolk and Suffolk type, 42 ft. 3 in. × 11 ft. 9 in. In addition to this boat, 4 other new boats were built, and sent to replace old ones.

1883 saw the opening of the Fisheries' Exhibition, the forerunner of a series of Exhibitions at South Kensington, but the only one of importance to the Life-boat Institution, for it is needless to say the Society was well to the fore in its exhibit; and besides that the thoughts of the thousands of people who visited it were naturally directed towards the sea coast and the perils entailed by fishermen in their ordinary avocation, and from that to life-saving is a natural sequence.

Our next "Annual Report," namely, that published in 1885, shows an extraordinary increase. The Life-boat fleet has been raised from 274 to 284, and this at a time when it was considered the guarding of the coast for life-saving purposes was almost complete. The new stations are:—

Barmston.	New Brighton
Kessingland	(1 additional).
(1 additional).	Port Erin
Walton-on-the-Naze.	(Isle of Man).
Port Eynon.	Balcary.
Newport.	Crail.
	Dunmore.

Chichester Harbour boat is moved to Littlehampton, the Alderney boat transferred to Jersey, and the Cruden Life-

boat Station is henceforth known as Port Erroll.

In every respect was 1884 an active year, for in addition to the above new stations, 28 new boats were built to replace old ones, this being greatly in excess of any year since 1866.

We now come to a point in the history of the Institution's Fleet where it will be convenient to stop for the present and reserve the last ten years for

another and concluding article on this subject.

It is interesting to note, and is a sign of the great activity of the Society, that between 1865 and 1885 the entire fleet with the exception of 5 boats was replaced, and that out of the 322 Life-boats shown to be on the coast in the wreck chart for 1884-5, 284 were under the management of the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

(To be continued.)

OUR "LIFE-BOAT SATURDAY" FUND.

ANOTHER year of "Life-boat Saturday" work has closed, and notwithstanding the great hindrance to advancement in the shape of a General Election, and County Council and School Board Elections, good progress has been made, upwards of eighty of the principal cities and towns of the United Kingdom having in all now joined the movement. The metropolis is busy preparing for a campaign, and we have no doubt that before the close of another year a handsome "Life-boat Saturday" collection will stand to the credit of London. If so, the moral effect on those large towns which as yet have not shown an interest in the work is sure to be a good one, and will certainly secure adherents for the cause. Our readers will remember that the Institution decided last May, in view of the growth of its Saturday movement and the desirability of developing it in London, that on and from the 1st January last, it should be worked from a central office in London. This was accordingly done, and business was

in full swing on New Year's Day at the "Life-boat Saturday" Fund Offices, 3 Adelphi Terrace, Strand, W.C., under the able guidance of Mr. A. P. SMITH, the "Life-boat Saturday" Fund Secretary. The immediate general conduct of the Fund has been deputed by the Institution to a Committee composed partly of a few Members of the Committee of Management of the Institution, but principally of Representatives from cities and towns throughout the country in which "Life-boat Saturday" collections have been made. The first meeting of the Central Committee of the Institution's "Life-boat Saturday" Fund was held at the Offices of the Fund on the 15th January, when Sir EDWARD BIRKBECK, Bart., the well-known Chairman of the Parent Committee, was unanimously appointed Chairman of the Committee of the Fund. We have every reason to believe that the movement will, as heretofore, go on and prosper. This will certainly be the case if our readers give it a helping hand.

TERRIBLE LIFE-BOAT DISASTER AT KINGSTOWN.

FORTUNATELY and mercifully disasters resulting in the loss of a whole Life-boat crew are very few and far between, but an accident of this character took place, alas! at Kingstown on Christmas Eve, and was the worst which had befallen the Service for nine years. Since the establishment of the Institution in 1824, there have only been three cases in which a whole crew has been lost, and one of these happened to a life-boat unconnected with the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

At 10 A.M. on the 24th December, the ship *Palme*, of Finland, was observed dragging her anchors off Kingstown Harbour, while a strong gale was blowing from the E.S.E. with a heavy sea. The Kingstown No. 2 Life-boat, *Civil Service No. 7*, proceeded to her assistance under sail, but when about 600 yards distant from the vessel, which went aground $1\frac{1}{2}$ miles N.N.W. of Kingstown Harbour in 15 feet of water, where she was surrounded by a rough, short and confused sea, the Life-boat capsized, remaining keel upwards and the whole of her crew of fifteen men lost their lives. The Kingstown No. 1 Life-boat, *Hannah Pickard*, put off soon after the other boat had left. She had only a crew of nine men on board, and accordingly she went to H.M.S. *Melampus*, and obtained six volunteers to complete, intending then to join a steam-tug, which had got under way for the purpose of towing her. The tug, however, finally declined to go out, and the Life-boat therefore went alone under sail; she behaved well, but as she neared the vessel the large Life-boat was found capsized. This boat also capsized while under sail but righted immediately and all but three of the crew regained her; these three, of whom only one was really separated from the boat, were promptly got on board; she was repeatedly filled by the curling seas, from which she freed herself at once, but having lost her mizen and some of the oars, and finding they could not make the wreck, on account of their leeward position, the crew returned to the land, which was reached after a severe struggle, the boat being considerably damaged in landing on a rocky shore.

The Life-boat, *Aaron Stark Symes*, stationed at Poolbeg, also went out but was unable to reach the vessel.

On the following morning Mr. BASIL HALL, the Institution's Inspector of Life-boats in Ireland, went out in a steam-tug with the Poolbeg Life-boat in tow, but after encountering several heavy seas, which half-filled the stokehold, was compelled to slip the Life-boat and turn back. The boat attempted to proceed alone, but was unable to do so, and eventually running back was re-taken in tow, and returned to Poolbeg. The s.s. *Tearaght*, belonging to the Commissioners of Irish Lights, also attempted to reach the vessel from Kingstown Harbour, but was compelled to put back. On the succeeding day (26th December) the *Tearaght* again proceeded to the rescue at daylight, anchored ahead of the wreck, lowered the port Life-boat, and under the command of Captain THOMAS MCCOMBIE, the master of the vessel, with eight volunteers from his crew, and his son (aged fifteen years), saved in two trips the master, his wife and child, and the crew of seventeen men from the ill-fated ship. Very great risk was incurred in effecting the rescue and in returning to the steamer; on the second occasion the boat was very nearly swamped by the heavy breakers. The Poolbeg Life-boat also put off again, but found that the rescue had been accomplished.

Her Majesty THE QUEEN graciously despatched a telegram to the Lord-Lieutenant of Ireland, expressing her deep sympathy with the widows and orphans of the Life-boat men. Lady CADOGAN visited Kingstown and personally delivered the message to the bereaved families. Her Majesty also contributed the sum of 30*l.* to the fund for the relief of the widows and dependents of the Life-boat men.

A public funeral was accorded to thirteen of the men whose bodies had been recovered. The Institution was represented by Commander ST. VINCENT NEFEAN, R.N., Chief Inspector of Life-boats. The scene was a most impressive one, the line of carriages and other vehicles being at least a mile in length, and the

inhabitants of Kingstown and the surrounding neighbourhood attending in tens of thousands, thronging the route and filling the cemetery.

Steps were promptly taken to relieve the immediate wants of those who had been dependent for subsistence on the earnings of the poor fellows who were lost. Thirteen of them left widows; thirty-one dependent children and eight other dependent relatives were left unprovided for.

The Institution granted the sum of 2,200*l.* in aid of the fund raised locally for the relief of the widows and others. All the expenses in connection with the funerals were also defrayed by the Institution, and each widow or other legal representative received the payment of 1*l.* 10*s.* awarded in respect of each Life-boat man who had gone in the boat.

At the request of the Institution the Board of Trade held an inquiry into the circumstances attending this lamentable casualty.

The Board of Trade having, at the request of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, held an Official Inquiry into the circumstances attending this casualty, have since issued the Report of their Inspecting Officers who held the investigation. They find, forming the best judgment they can under the circumstances, "that the cause of the casualty was the failure of the Life-boat to right herself, owing to injuries sustained by the end air-chambers, or one of them, upon her being capsized."

The Gold Medal of the Institution, accompanied by a copy of the vote inscribed on vellum and framed, was awarded to Captain THOMAS McCOMRIE, a binocular glass, bearing a suitable inscription, to his son, and 2*l.* each to the crew of eight men, in recognition of their gallantry in saving the lives of those on board the wrecked vessel.

The Committee tendered their thanks to the captain of H.M.S. *Melampus* for kindly permitting six of the crew of the vessel to volunteer for service in the Life-boat, and the men were also thanked and remunerated for the services they rendered.

The thanks of the Committee were also given to Mr. BASIL HALL, District Inspector of Life-boats, for his services in trying

to get the Poolbeg Life-boat towed to the vessel. Rewards were granted to the crews of the steam-tugs *Flying Sprite* and *Flying Swallow*, and thanks were presented to the Clyde Shipping Company, the owners of the tugs, and to Mr. WATT, their agent in Dublin, for kindly allowing the gratuitous use of their vessels on the occasions in question.

Extra pay was awarded to the crews of the Kingstown No. 1 and Poolbeg Life-boats, and the thanks of the Institution, inscribed on vellum and framed, were voted to Mr. MICHAEL DALTON, coxswain of the Poolbeg Life-boat, in recognition of his indefatigable and praiseworthy endeavours to reach the vessel.

On the 14th January a sister-boat to the one which met with this terrible disaster, viz., the Queenstown No. 2 Life-boat *Endeavour*, was taken alongside Haulbowline Island, Cork Harbour, and subjected to some severe tests under the superintendence of the District Inspector of Life-boats, Mr. BASIL HALL, and the Surveyor of Life-boats, Mr. J. LUTHER EVANS, in the presence of the Local Committee and numerous other spectators, amongst whom were Rear-Admiral BUCKLE, Commander-in-Chief of the Irish Station; Mr. R. U. PENROSE-FITZGERALD, M.P., Member of the Head Building and General Committees of the Parent Institution; Captain BOARDMAN, R.N., H.M.S. *Warspite*; Captain EDWARDS, Principal Officer of the Board of Trade; Lieut. A. GIPPS, R.N., Admiral's Secretary; Commander GRIGGS, R.N.; Mr. THOMAS MILLER; Captain USBORNE, R.N., Harbour Master; and Mr. D. ANDERSON, Naval Storekeeper, Haulbowline.

At noon the *Endeavour* was towed alongside the northern side of Haulbowline Island, with foresail, mainsail, and jigger set, and manned with her crew of fifteen hands all told, under the command of the Coxswain, FRED ELLIOTT. She is 42 ft. long, with beam of 11 ft., and her fore and aft air-tight chambers are equal to 5 tons resistance power each, while her air-tight compartments underneath the deck number sixteen in the aggregate, which gives the craft great resistance against the water, and affords her ample power when capsized to right herself immediately. She has the means of

taking in a quantity of water, as occasion may require, to act as ballast and steady her when on a life-saving errand, and is equipped with drop keels which can be lowered and raised in cases of emergency.

Two experiments took place. The first was the capsizing of the boat with her masts standing and her sails set, and the second capsize occurred with masts and sails lowered and gear made fast. A lengthy 10-ton crane juttred over the stone-built northern boundary wall of the island on top of the Life-boat lying underneath. Everything was made fast on board the *Endeavour*, particular attention being paid to the valves of the air-chambers, fore and aft. All being ready, a 5-inch hawser was placed under her bottom, and being brought up at the other side of the boat, was made fast to the bollards fore and aft, whilst the other end of the rope was attached to the hook of the winch. This rope was not equal to the strain and parted twice. A new rope of somewhat stouter dimensions was then procured, and the winch working slowly and carefully the Life-boat gradually heeled over, but the force of the north-west wind filling the sails, greatly assisted the boat against the power of capsizing her; however, by mechanical force, she was gradually overturned until she was keel upmost, but immediately afterwards, notwithstanding the heavy

topweight of wet sails and masts, she righted herself with marvellous rapidity, and within half a minute afterwards all the water had disappeared from inside. Her masts and sails were then lowered and stowed with other gear. When the second test was made quickly the *Endeavour* was forced to heel over, in the water rushed, and for the second time her keel was exhibited to the spectators; but instantly she rolled over again, making like a half somersault, and came upright in the winking of an eye, when all the water rushed out again through the relieving valves in her bottom within thirty seconds. Everyone seemed pleased with the test—in fact, they were delighted. The crew of the Life-boat were most agreeably surprised, and consider their craft to be the safest they have ever boarded in their lives. The local committee are perfectly satisfied with the results of the experiments, which took place in rather calm and shallow water. Had the exhibitions taken place in deep and rough sea, it stands to reason that the test would have been even more successful. Indeed, it is thought by some that the *Endeavour* cannot be capsized by either wind or sea, and her overturning can only be effected by mechanical force. However, it has been amply proved that she is a thoroughly buoyant boat, and possessed of wonderful righting powers.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.

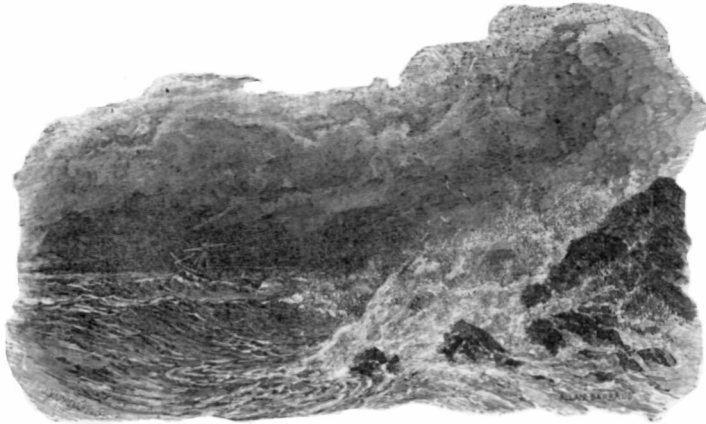
PENZANCE.—The Life-boat stationed some years since at Penzance has been replaced by a new one provided by the ROYAL NATIONAL LIFE-BOAT INSTITUTION. The new boat is 36 ft. long, 8½ ft. wide, and rows 12 oars double-banked. It possesses the latest improvements, with all the other characteristics of the boats of the Institution in the way of self-righting, self-ejecting water, &c. Like all the modern self-righting Life-boats built by the Institution, this boat will promptly self-right if capsized with all the crew and gear in, masts up and sails set. The cost of the boat has been defrayed by the Misses SMITHMAN, of Albury, Surrey, and at their

request it is named the *Elizabeth and Blanche*.

HILBRE ISLAND (CHESHIRE), AND FORMBY (LANCASHIRE).—These two Life-boat Stations, the management of which has been transferred to the Institution by the Mersey Docks and Harbour Board, have been furnished with new Life-boats and transporting carriages, besides which various repairs have been effected in the boat-houses. It was inadvertently stated in the last number of the *Life-boat Journal* (p. 7) that the *Coard William Squarey* Life-boat is to be found at the Hilbre Island Station, whereas it is really at the adjoining station, Hoylake. The

Hilbre Island new Life-boat, in accordance with the wishes of the crew, is of a non-self-righting type, 35 ft. long, 10 ft. wide, and rowing 12 oars double-banked. She is also provided with two masts, fitted with jib, fore and mizen standing lug sails; she is furnished with two sliding keels, and when tested was found to possess considerable lateral stability, requiring weights equal to twenty-six men on the gunwale to bring it awash, with the crew and gear in. The expense of the new boat, with its special Trolley Carriage on Rails designed and built by the Engineer and Architect of the Institution, and equipment of stores, was defrayed from a legacy left by the late Major-General WILLOUGHBY BRIGGS, C.B., and in accordance with his

from a legacy bequeathed to the Institution by the late Mr. JOHN AVINS, of Moseley, near Birmingham, after whom the boat is named. The boat is one of the self-righting type, 34 ft. long, 8½ ft. wide, rowing 10 oars double-banked, and is provided with a water-ballast tank. On the 10th December, an interesting public ceremony took place in the Rifle Drill Hall, Pulteneytown, when the new boat was formally handed over to the town on behalf of the Institution by Mr. EUSTACE STRACEY, late Lieut. R.N., the Inspector for Scotland. There was a very good attendance of the general public, including most of the public men of both towns, nearly all the ministers, life-boat crew in their life-belts and red caps, and a large number of the R.N.R. men in their



desire the boat is named after his father the *Admiral Briggs*. The Formby new Life-boat is the gift of H. B., a lady who is a native of Lancashire, and is named the *John and Henrietta*. This boat is of the same type as the one at Hilbre Island, she is of the same length (35 ft.), but the breadth (9 ft.) is not so great. She is a 12-oared boat, and is fitted with masts and sails, and furnished with a new Transporting Carriage and set of "Tipping's" Plates.

WICK.—This Life-boat establishment, which has always hitherto been managed by the Harbour Trustees, has been transferred to the care of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and a new Life-boat and Carriage have been supplied to the station, the cost having been defrayed

uniform. The members of the Life-boat Committee, including Mr. HECTOR SUTHERLAND, Town Clerk, Honorary Secretary, and Mr. GEO. J. JAMIESON, Honorary Treasurer, accompanied Mr. STRACEY to the platform, and Mr. ALEX. GEDDES, Chairman of the Committee, presided.

The Chairman in opening the proceedings, first briefly informed the audience how it had come about that the Institution had presented to Wick a Life-boat to be stationed at the harbour. Hitherto the British Fisheries Society, and latterly their successors the Harbour Trust, had kept and maintained a Life-boat here for a number of years. That boat was now too old, and of a type that was obsolete. Last year the Harbour Trustees, ever anxious for the safety of the lives of the fishermen and others at

sea, resolved to have a new Life-boat, and desiring that it should be one of the most modern type approached the ROYAL NATIONAL LIFE-BOAT INSTITUTION, with the view of ascertaining on what terms they could obtain one, and the Trustees were very agreeably surprised when the Institution informed them that they would have pleasure in sending down a new boat free.—(Applause.)—The boat and carriage had now arrived, and he had pleasure in introducing Lieutenant STRACEY as representing the Institution.—(Applause.)

Mr. STRACEY said he felt it a great honour to be there that day as the representative of the Institution to hand over the new Life-boat for the harbour of Wick. After fully describing the valuable qualities possessed by the Life-boat, he said that he was glad to say that the Institution found the local authorities always took a great interest in their Life-boats, and he felt sure they would find the same so far as Wick was concerned.—(Applause.)—He had no doubt the boat would be most thoroughly taken care of. He had pleasure in handing her over, and he expressed the hope that God might bless her and the exertions of her crew and all connected with her.—(Loud applause.)

At this point the Life-boat crew entered, and were warmly applauded.

The Chairman said he felt sure he only expressed the wishes of the inhabitants and fishermen of Wick when he asked Mr. STRACEY to convey to the Institution their gratitude for having given them such a magnificent Life-boat.—(Applause.)—Proceeding, the Chairman referred to the noble work of life-saving that was being done by the Institution through the 303 Life-boats which it now had planted around our coasts. There was no Institution, he said, that better deserved the sympathy and support of all classes.—(Applause.)

The Provost of Wick and other gentlemen having addressed the meeting, the Chairman received a cordial vote of thanks for presiding, after which an adjournment was made to the outer harbour, where the launch of the boat took place, and was witnessed by great crowds of people, after which she was taken out into the bay and tried under sails and oars, behaving to the entire satisfaction of the crew.

WELLS, NORFOLK, PENMON (ANGLESEY) AND AYR (SCOTLAND).—The boats on these three stations have recently been replaced by new self-righting Life-boats provided by the Institution. They are respectively 35 ft., 37 ft. and 34 ft. long, and are all provided with water-ballast tanks; the Penmon boat, in addition, having two drop keels. They bear the same names as their predecessors, the Wells boat being known as the *Baltic*, the Penmon boat as the *Christopher Brown*, and the Ayr Life-boat as the *Janet Hoyle*.

WHITBY.—The No. 2 boat stationed at this well-known port and watering-place on the coast of Yorkshire, having been brought to London to be repaired, it was found necessary after examination to replace her by a new 34 ft. 10-oared boat, which has accordingly been done, the cost being generously defrayed by JOHN A. FIELDEN, Esq., of London, who has also permanently endowed the boat, so that a Life-boat named the *John Fielden* will be maintained in perpetuity on the coast.

FENIT, TRALEE BAY.—It will be remembered that in January, 1894, a terrible shipwreck, that of the ship *Port Yarrock*, of Glasgow, took place in Brandon Bay, with the loss of the whole of the crew of twenty persons. Gallant and repeated attempts were made by the Life-boat on this station to go to the help of the ill-fated men, but in vain, on account of her small size, the severity of the wind, and the rough sea. Such is the tremendous force with which the sea breaks on the beach in Brandon Bay that it would be impossible to launch a small Life-boat there, and there are no men there to work a Life-boat. After full inquiry and consideration, it was resolved to replace the Life-boat at Fenit by a large first-class sailing Life-boat, the Post Office having readily undertaken to furnish telegraphic communication between Brandon Bay and Tralee. Accordingly such a boat has been specially built for the Station and placed there. It measures 42 ft. in length by 11 ft. in breadth, and is fitted with three water-ballast tanks and two drop keels. This boat passed in the most perfect manner the severe tests to which she was subjected before she left the builder's hands. It took the joint weight of

45 men on the gunwale to bring it awash with the crew and gear in the boat, and she also self-righted after being capsized with masts and sails set, 15 "deadmen" on the thwarts and 19 men in addition on the lee gunwale. Her

cost has been defrayed from a legacy bequeathed to the Institution by the late Miss J. E. KING, of Hammersmith, to provide a Life-boat to be named the *John Wilmot*, this boat accordingly bearing that name.

UNITED STATES LIFE-SAVING SERVICE.

THE Annual Report of the operations of the United States Life-Saving Service for the year ended the 30th June, 1894, was issued a few months since from the Government Printing Office at Washington, and we learn from it that there are now 247 life-saving stations in the States, 182 being on the Atlantic and Gulf coasts, 51 on the coasts of the Great Lakes, 13 on the Pacific, and one at the Falls of the Ohio, Louisville, Kentucky. Since the last Report four new stations have been added to the service, and two old stations have been reconstructed.

During the year there had been 382 disasters to vessels coming within the field of station operations, this number being 45 less than in the previous twelve months. There were 4,024 persons on board these vessels, of whom 61 perished. The number of vessels totally lost was 91, being an increase of three as compared with the previous year. In addition there were, during the year reported on, 214 disasters to smaller craft, such as sail-boats, row-boats, &c., which had 467 persons on board, only 7 of whom were lost. The total number of persons succoured at the stations was 647.

Besides the lives saved from vessels, the life-saving crews were instrumental in rescuing 83 persons under various circumstances, as follows:—34 had fallen from wharves, piers, &c., and would have perished but for the timely assistance of the life-saving crews; 8 who were cut off from shore by the tide while fishing from outlying rocks were rescued by the surfmen, who waded into the water and assisted them with heaving lines; in three cases where dwellings were endangered by inundation, 27 imperilled persons were rescued by the life-saving crews, 19 by the use of the boats; 12 men were rescued in the Life-boat on the 18th May from imminent peril on a crib near the south breakwater at Chicago, while upon another

occasion 1 man was taken from the Milwaukee water-works crib, where he was endangered during a storm; and 1 man was recovered from the floating wreckage of a fallen bridge and safely landed.

In 439 instances vessels were worked off when stranded, repaired when damaged, piloted out of dangerous places, and similarly assisted by the station crews. There were, besides, 244 instances where vessels running into danger of stranding were warned off by the signals of the patrols.

The surf-boat was used 585 times, making 883 trips, and the self-righting and self-bailing life-boat was used 102 times, making 165 trips.

As usual, very careful inquiry was made into the 17 cases where life was lost, in order to make sure that in no case was the disaster attributable to any lack of promptness, courage or skill on the part of the members of the Life-saving Service. In two instances it was ascertained that the ships meeting with disaster were destroyed within fifteen minutes of the time of striking, thereby excluding the possibility of rescue by the life-saving crews, and, unhappily, that represented the loss of 30 persons out of 34 on board those vessels, where they were thus wrecked.

We notice with satisfaction that during the year the coast telephone lines of the Service have been extended and improved as much as possible, and now cover an extent of about 650 miles. It is stated in the Report that the system has proved more emphatically than ever its indispensable value as an aid to prompt and efficient life-saving operations. On every necessary occasion two or more crews have been assembled by this ready means of communication between stations, and tugs and other aids to the shipwrecked, whenever they have been needed, have

been summoned without delay. Telephone communication has also been established between all stations located at important ports (as is largely the case in the lake districts) and the local exchanges, thus securing the receipt at the stations of the earliest telegraphic intelligence of disasters along the shore. Reference is made in the Report to the personal examination of the system, for the purpose of testing its efficiency, which was made in the year 1893 by the Chairman of the Royal

National Life - Boat Institution, Sir EDWARD BIRKBECK, Bart., as a Member of the Royal Commission on Electrical Communication with Light-houses, &c.

THE German Life-boat Institution has now 115 stations on the coasts, 71 being on the Baltic and 44 on the North Sea. The number has been constantly increasing since the year 1871, when the total was 42: 25 on the Baltic and 17 on the North Sea.

WHEN GOD COMES HOME FROM SEA.*

The life-boat skims the waters, the moon sails
down the sky,
The angry wind is blowing and the waves are
mounting high;
A line of clouds are floating above the ocean's
breast,
And every seabird falters with a feeling of
unrest.
The moon upon the waters has cast her nimble
form,
And throws a searchlight from on high for
sailors in the storm;
The lightning flashes wildly, the thunder
echoes free,
Ah! bright will be the sailors' hearts when
God comes home from sea.

The wind is whistling shrilly upon the
whispering foam,
And sailors' hearts are dreaming of their
distant "Home, sweet Home;"
The life-boat on the dancing waves draws near
the harbour bar,
While lightning flashes tinge the sky for many
a mile afar.
The blinding hail is dashing down upon the
snowy surf,
Ah! many a sailors' grave to-night will be a
watery turf,
For black and blacker grows the sky, the
cloudlets disagree,
But the sailors will be young again when God
comes home from sea.

The angry wind is moaning, and muffled is its
tone,
The waters, in their fury, die, and waken with
a groan;

The stars are shooting seaward, the cloudlets
split their gauze,
For God has seen the wonderment of Nature
and its cause.
The white sea spray is flying like wildfire o'er
the deep,
And thunder peals awaken all the fishing town
from sleep;
But oh! a better hour will come, the sailors'
hearts agree,
And that will be the tranquil hour when God
comes home from sea.

The hail will cease its merriment beneath the
tear-stained moon,
The waves will wed their music to a seraph-
sounding tune;
The life-boat will move freely along the waters
blue,
The thunder peals will float away and all their
strength undo.
The lightning will be doubled up before it
reaches earth,
The heart of many a sailor will awaken to new
birth;
And all that's bright and beautiful will sing
and shout with glee,
A song unto the Heaven of Heavens when God
comes home from sea.

OSBURN BLACKBURN.

* Sailors, when they hear the thunder, look upon it as a mystic speech from God. The title of my poem, in a sailor's way of putting it, literally means "when the thunder leaves the shore," but I have put my title in the sailor form, as it is more allegorical with the poem throughout.—O. B.

THE WRECK REGISTER AND CHART FOR THE YEAR ENDED
THE 30TH JUNE, 1894.

THE pressure of work thrown on the Board of Trade last year was so great that the Department was unable to issue until the close of the year their very valuable "Abstracts of the Shipping Casualties which occurred on or near the Coasts of the United Kingdom during the year ended the 30th June, 1894." We were therefore prevented giving last year according to our practice a Wreck Chart and an explanatory article. We have now, however, been furnished with the admirably arranged tables and statistics for the year in question, and have the pleasure of bringing them under the special notice of our readers.

In our last wreck article we were glad to be able to report that the statistics showed, not only a considerable falling off in the shipping casualties during the year 1892-3, but, which was more important still, a corresponding diminution in loss of life. We much regret that we are unable to give such a satisfactory report for the year 1893-4, although pleased to be able to show that the loss of life resulting from the shipping casualties during the year of which we are treating would have been considerably larger had it not been for the work of the LIFE-BOAT INSTITUTION and the excellent and gallant services of the Coastguard with their Rocket Apparatus.

In the year 1893-94 the total number of shipping casualties round our coast was 4,951, an increase of 1,452 as compared with the previous year, although only an increase of 241 as compared with the year 1891-2, and the total number of lives lost as a result of the casualties rose from 275 to 821, an increase of 546.

The casualties for the year—4,951—included every description of casualty befalling every class of vessel, namely, collisions, foundering, strandings, etc. As usual we classify them under the following heads:—(1) Total loss; (2)

serious casualties; (3) minor casualties. Under each of these heads an increase is shown, Nos. 1 and 2 having gone up from 1,282 to 1,706—an increase of 424, the total of the minor casualties rising from 2,217 to 3,245, an increase of 1,028. Life was lost in 179 out of the 4,951 casualties.

The collision cases contributed a large proportion of the casualties, the total being 1,429, an increase of 144 as compared with the year 1892-3. Collision cases being excluded, the cases of total loss rose from 189 to 417, the serious casualties from 673 to 843, and the minor casualties from 1,352 to 2,262, a change for the worse under each head.

As regards the nationality of the vessels suffering, the Board of Trade enables us to state that casualties befel 4,366 British and Colonial vessels and 585 Foreign vessels, total 4,951. The British and Colonial total was 1,193 larger than that of the previous year, and the Foreign total an excess of 259.

Considering the casualties from a locality point of view, we find the totals were as follows, collision cases not being taken into account:—East coast of England, 1,037; north coast, 600; west coast of England and Scotland, and east coast of Ireland, 1,180; north coast of Scotland, 149; east coast of Scotland, 236; and other parts, 320; total 3,522, or 1,308 more than in the year 1892-3.

The lives lost as the result of casualties of all sorts, including collisions, were as follows:—East coast of England 213, or 177 more than in the previous year; south coast of England 78, or 42 more than in the previous year; west coast of England and Scotland, and east coast of Ireland, 117, an increase of 19 as compared with the year 1891-2; north coast of Scotland, 35, or 1 more than in the year before; east coast of Scotland, 37, or 25 more than in the year 1891-2; other parts, 341; total 821.

On the annexed chart of the United Kingdom a black dot will be found against each spot where a serious shipping casualty took place on the coast during the year ended the 30th June, 1894, so that it can at once be understood at a glance what parts proved most dangerous. The chart further indicates the precise position of each of the 303 Life-boats of the Institution.

Between 1861 and the 30th June, 1894, there were 5,328 British, Colonial and Foreign vessels wrecked on our coast, all of which resulted in loss of life, the total number of lives so lost being 23,610. Of the 821 lives lost in the year 1893-4, 720 were from British and Colonial vessels, as against 228 the preceding year, and 101 from Foreign vessels, the number in 1892-3 being 47. These totals show therefore that the number of persons perishing from British and Colonial vessels was 546 in excess of the total for the previous year, and those from Foreign vessels 54 in excess of the corresponding total for the year before. Of the 821 lives lost 128 are credited to foundered vessels, 61 to collisions, 287 to stranded vessels, 218 to missing vessels as against 45 in the year 1892-3, and the remaining 127 to explosions, washed overboard, etc.

The following Table, which gives the figures for forty-one years, shows that there has been a considerable fluctuation from year to year in the number of vessels meeting with casualties on the coast of Great Britain and Ireland, partly perhaps due to the varying number of vessels coming and going, and partly to the differing conditions of weather. It will be seen that the total for the year 1893-94—4,951—is the highest in the record excepting the year 1876-7, when the total was 5,017:—1854 (last six months), 458; 1855, 1,141; 1856, 1,153; 1857, 1,143; 1858, 1,170; 1895,

1,416; 1860, 1,379; 1861, 1,494; 1862, 1,827; 1863, 2,001; 1864, 1,741; 1865, 2,012; 1866, 2,289; 1867, 2,513; 1868, 2,131; 1869, 2,594; 1870, 1,865; 1871, 1,927; 1872, 2,381; 1873 (first six months), 1,206; 1873-4, 2,191; 1874-5, 4,259; 1875-6, 4,554; 1876-7, 5,017; 1877-8, 4,436; 1878-9, 3,716; 1879-80, 3,138; 1880-1, 4,297; 1881-2, 4,367; 1882-3, 4,363; 1883-4, 4,405; 1884-5, 3,764; 1885-6, 3,596; 1886-7, 4,224; 1887-8, 4,004; 1888-9, 4,272; 1889-90, 4,344; 1890-1, 4,198; 1891-2, 4,710; 1892-3, 3,499; 1893-4, 4,951. Total, 120,146.

Notwithstanding the terrible loss of life from shipwreck which has taken place on our coasts during rather more than a generation, giving the very large total of 27,449 lives lost, it is well to bear in mind that in the same period the Life-boats of the ROYAL NATIONAL LIFE-BOAT INSTITUTION and the other means employed and rewarded by the Institution have been the happy means of saving 28,809 lives. The number of lives thus saved, therefore, exceeded those sacrificed by 1,360. In 1894 rewards were granted by the Committee for saving 790 lives.

The work performed by the Life-boats in the year 1893-4 was admirably supplemented by the important help given to distressed vessels and crews by the 307 rocket apparatus and other stations of the Board of Trade, resulting in the rescue of 402 lives as against 614 saved by the same means in the previous year, the decrease being 212.

The statistics and facts which we have now enlarged on are in themselves the very best argument which could be adduced on which to base an appeal for the generous support of the Life-boat Institution, and we therefore, in view of the successful efforts of the Institution to save life in the past, earnestly appeal to all to give it a helping hand.



SUMMARY

During the year ended the 30th June 1894 the Number of Vessels lost or damaged on the coasts and in the seas of the United Kingdom including cases of minor damage was 4,951 and the loss of life as far as can be ascertained was 821.

	Life Boats	Rocket Stations	
There are	223	207	in England & Wales.
" "	46	45	" " Scotland.
" "	40	52	" " Ireland.
" "	6	4	Isle of Man.
" "	2	-	Channel Islands.

WRECK CHART OF THE BRITISH ISLES

FOR THE YEAR

1893-94.

Compiled from the Board of Trade Register.

SHOWING ALSO THE PRESENT
LIFE BOAT STATIONS.

OF THE
ROYAL NATIONAL LIFE BOAT INSTITUTION.

- SIGNIFIES A CASUALTY.
- ✠ REPRESENTS A LIFE BOAT.

Scale of Nautic Miles

10 0 50 100



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

BARMOUTH.—A large vessel was seen stranded on St. Patrick's Causeway on the morning of the 24th March, 1895. A heavy gale was blowing from S.W., the weather was thick and the sea rough. The Life-boat *Jones Gibb* put off at 8.15, and on reaching the vessel found she was the four-masted barque *Andrada*, of and for Liverpool, from Tacoma, with a cargo of wheat. The boat anchored and laid close to the ship until 1.30 p.m., being several times filled by the heavy seas which broke over her, the wind having changed to N.W. at noon, and blowing a terrific gale for about an hour, after which it moderated. The master of the vessel stated that he did not require any help from the Life-boat men, and ultimately the coxswain gave orders to weigh the anchor and set sail. Nineteen of the barque's crew thereupon got into the boat, requested to be taken ashore, and were landed at Barmouth, the others remaining on board the vessel, which eventually floated and was towed to her destination by steam-tugs.

LITTLEHAVEN.—The smack *Sarah*, of Milford, bound from Solva to Pembroke Dock, laden with grain, showed a signal of distress, as she was dragging her anchor, while a strong gale was blowing from N.W., with a heavy sea at 11.30 a.m. on the 24th March. The Life-boat *David Pickard* promptly went to her assistance and returned ashore at 1 p.m. with the crew of two men. The wind fortunately moderated and changed to a W. direction, and the vessel, which ultimately brought up in a dangerous position, held to her anchors; had the squall continued half-an-hour longer she would in all probability have been completely wrecked.

BROADSTAIRS.—A signal of distress was shown by the ketch *Martin Luther*, of Cowes, bound from Poole to London, with a cargo of pipeclay, in a gale from W.S.W., and a very heavy sea, on the 24th March. She had anchored off the North Foreland, but had been compelled to slip her anchors in order to avoid collision with another vessel. With the assistance of a

steam-tug she was taken into Ramsgate Harbour and safely berthed there.

ST. DAVID'S.—While a gale from W.S.W. was blowing and a very high sea was running, on the 24th March, signals were fired by the South Bishop Lighthouse. At 5 p.m. the Life-boat *Gem* was launched, made for St. David's Head, and found the brigantine *Lily Dale*, of Cork, coal laden from Newport, Mon., for Cork, just off Aberiddy or the Sledges. She was disabled, her masts having been carried away by a squall when about ten miles N.W. of the Smalls Lighthouse, and she was drifting helplessly. On arriving within hailing distance the coxswain of the Life-boat requested the master to let go his anchors, and this having been done, the vessel's head was brought to the wind. Considerable risk, owing to the state of the wind and sea, was incurred in taking the vessel's crew into the Life-boat, but this was skilfully accomplished, and the seven men were landed at Porthgarn, where the boat remained during the night. The Life-boat again went out on the following day and assisted in an attempt to save the vessel, which was ultimately towed into Fishguard by a steamer. Invaluable help was rendered by the chief boatman in charge of H.M. Coastguard at St. David's and by the men under his command in connection with the services rendered by the Life-boat.

YOUGHAL.—The Chief Officer of Coastguard having reported that a steamer, bearing about fourteen miles E. of Youghal, appeared to be in distress, on the 28th March, the Life-boat *Mary Luckombe* was launched at noon and proceeded under sail to the vessel. A gale from the W.S.W. was blowing and there was a heavy sea. The steamer proved to be the *Sapphire* of Dundee. She had left Queenstown in the morning, bound for Manchester, and having lost her propeller when off Youghal, hoisted signals of distress. At the master's request the Life-boat remained by her until the arrival of two steam-tugs which came from

Queenstown about an hour after the Life-boat reached her, intelligence of the casualty having been conveyed by an American liner which had passed. The tugs took the vessel in tow and the Life-boat set sail for home, but the wind changed to the W. blowing a whole gale, and as the heavy seas broke into the boat she was unable, there being a strong current against her, to return to Youghal, and therefore made for Ardmore, about four miles E., where she was beached for the night. On the following day she was taken back to her station.

NEW BRIGHTON.—A telephone message having been received on the night of the 28th March reporting a vessel stranded on Crosby Beach, the steam Life-boat *Duke of Northumberland* left her moorings at 11.20 and proceeded through a heavy sea, the wind blowing a moderate gale from W.S.W. to N.W. with heavy squalls, to the stranded vessel which was the schooner *Holly How*, of Barrow, bound from Londonderry for Garston. Her crew of five men were rescued by the Life-boat and landed at New Brighton.

PADSTOW.—On the morning of the 29th March the schooner *Lizzie Trenberth*, of Fowey, was seen about three miles N.W. of Trevoise Head. She was under close reefed sails, the wind blowing a strong gale from N.W. and the sea being heavy. At 9 A.M. the Life-boat *Arab* was launched and proceeded to Stepper Point, so as to be at hand should her service be required. The vessel got safely inside the Point and anchored, the Life-boat remaining by her until a steam-tug arrived and towed her to Hawker's Cove.

PETERHEAD.—On the 28th March considerable anxiety was felt as to the safety of several fishing boats which had not returned, a whole gale having sprung up from E.N.E. accompanied by a tremendous sea. At 11 A.M. the Life-boat *George Pickard* was launched and laid at the mouth of the harbour ready to render any help that might be required. At about 1 o'clock one boat arrived and got safely in. About an hour afterwards another boat was sighted in the offing and her progress was watched by a crowd of anxious spectators. She rounded the south head with the barest stretch of canvas, but on entering the bay set a close-reefed sail, and her decks were repeatedly

washed by the cross seas. The Life-boat pulled out to her assistance and got from her a tow line which was taken to the south quay, the fishing boat all the while drifting, apparently helpless, towards the rocks. At one time it was thought that all hope of saving the vessel must be abandoned and that the efforts must be confined to saving her crew by means of the rocket apparatus which was ready for any emergency; but about a couple of hundred of the fishermen took hold of the line and, watching their opportunity, made a rush up the quay and brought the boat safely into the harbour. She was the *Eclipse*, a boat of twenty tons burden, and carrying a crew of seven men. The Life-boat men were kept on duty until 10 P.M., the coxswain remaining in attendance until 4 o'clock on the following morning, in case further help might be required.

SKEGNESS.—The brigantine *Camilla*, of Laurvig, being seen to take the ground on the Doghead Sands on the evening of the 2nd April, and a few minutes afterwards burn flare-up lights, the Life-boat *Ann, John and Mary* was launched and proceeded to her assistance. A strong E.N.E. wind was blowing at the time and the sea was rough. On reaching the vessel it was found that she was leaking badly, and that her crew of six men were preparing to leave her. Some of the Life-boat men, however, boarded the ship, and with their assistance she was ultimately taken to Boston, for which port she was bound with a cargo of ice from Brevig.

CLACTON.—A vessel having been seen apparently stranded on the Barrow Sand, and showing a signal of distress, on the 7th April, the Life-boat *Albert Edward* was launched at 2.23 P.M. in a moderate sea, a strong breeze blowing from E.S.E., proceeded under sail and oars to the vessel, and found she was the three-masted schooner *Betty Russell*, of Lancaster, coal laden from Newcastle for Youghal, Ireland. At the master's request the Life-boat remained by the vessel until high water, but she did not float. The help of the Life-boat men was then accepted to jettison the cargo, and after sixty hours' work the ship was got afloat, cleared the sands, and was taken to Brightlingsea.

RUNSWICK.—At about 4 P.M. on the 7th April a pilot boat was seen making for the shore. A heavy sea was then breaking on the bar, and the boat would evidently run considerable danger in attempting to cross it. It was therefore decided to take out the Life-boat *Cape of Good Hope* and inform the pilots of the risk attending an attempt to land. They thereupon put to sea again, and the Life-boat returned to the shore.

FORMBY AND NEW BRIGHTON.—The barque *South African*, of Belfast, bound from Rio Grande for the Mersey with a cargo of bone ash, stranded on Taylor's Bank in a strong W. wind with a heavy sea on the 11th April. On the vessel being observed from Formby it was decided to take out the Life-boat to her assistance, as in the probable event of the sea becoming worse she would be in a dangerous position. At 6.40 A.M. the Life-boat was on her way. A message by telephone was received at New Brighton reporting the casualty, and at 6.45 the Steam Life-boat *Duke of Northumberland* left her moorings and also proceeded to the rescue. The Life-boats remained by the ship until she floated and was taken in tow by a steam-tug from Liverpool.

RAMSGATE, NORTH DEAL AND WALMER.—In response to signals fired by the North Sand Head and Gull Light-vessels, the Life-boats *Bradford*, of Ramsgate, *Mary Somerville*, stationed at North Deal, and *Civil Service No. 4*, of Walmer, were launched on the night of the 21st April. A moderate wind was blowing and the sea was smooth. On reaching the Goodwin Sands, search was made, and at about 1 o'clock in the morning the barque *Madeline Rickmers* of Bremerhaven, was discovered stranded on the inner part of the North Sand. The Life-boat men lent a hand at throwing overboard about a hundred and fifty tons of her cargo of rice, a kedge anchor and warp was laid out, and at 10.15 tow-ropes were taken to the steam-tug *Bradford* of Ramsgate harbour, which had, as usual, towed out the Ramsgate Life-boat, and the steam-tug *Trafalgar*. After towing about a couple of hours the vessel came off the sands and was taken to a safe anchorage in the Downs.

HARTLEPOOL.—While a gale of wind was blowing from the N. with a high sea

on the 16th May, the brig *Rudolf*, of Trelleborg, laden with mining timber for Hartlepool, was seen driving ashore towards Seaton beach. The No. 2 Life-boat, *Charles Ingleby*, was launched at 3.30 A.M., and was towed across the bay by the North Eastern Railway Company's steam-tug *Iron*. When within three-quarters of a mile of the wreck the boat was cast adrift so as to run before the sea into shallow water, row along the beach and then out under the lee of the vessel. On reaching her, the crew were seen on the deck eagerly awaiting the arrival of the boat, which experienced considerable difficulty in getting alongside owing to the floating spars, the main mast having been cut away. At length a hold was obtained with the grapnels fore and aft, and when the Life-boat touched the ship's side two children were handed over. The boat then sheered off a little, and on again getting alongside the master's wife was taken on board, and afterwards the master and crew jumped into the boat as opportunities offered. It was impossible to get the grapnels clear and they were therefore cut away, and the boat with eleven rescued persons left the vessel. With the help of the saved crew the oars were double banked, with much difficulty the boat steered clear of the Longscarr rocks which were close under her lee, pulled to the steam-tug and was towed safely into Hartlepool at 4.45 A.M. Just as the boat left her, the vessel's foremast fell over and she began to break up, so that in the absence of the Life-boat those on board would probably have met with a watery grave, as several rockets which had been fired failed to reach the ship.

NORTH DEAL.—While a moderate gale from N.N.W. was blowing, with a very heavy sea, on the morning of the 16th May, a boat, containing a lieutenant, five blue jackets and a marine, belonging to H.M.S. *Research* lying at anchor in the Downs, was seen apparently making for the shore. It was impossible for her to reach it, and as she was in a dangerous situation the Life-boat *Mary Somerville* was launched at 11.10 and went to her assistance. Having lost ground in rowing she had anchored when the Life-boat reached her, but her occupants declined assistance, bravely renewing again and

again their exertions at their oars but losing ground and again anchoring. The Life-boat remained out, and when the tide slacked the wind and sea increased, and she once more spoke the boat. The officer being desirous of obtaining a tow back to the vessel, the Life-boat tried to tow the boat back, but as the operation was attended with much danger to the small boat, which was broadside to the sea, the attempt was abandoned; the Life-boat got alongside and told the officer and his men that their only chance for safety was to abandon the boat or be towed by the Life-boat to Dover. They then got into the Life-boat, being in a more or less exhausted condition, two of the Life-boat men took their places in the boat, and a start was made for Dover; on arriving off the South Foreland the painter broke, but eventually Dover was safely reached and the night was spent there. In the morning the Dover steam-tug took both the boats in tow, the small boat being taken back to the *Research* and the Life-boat returning to her station.

On the 2nd October signal guns were fired by the Gull light-vessel, while a moderate gale was blowing from W.S.W. with a very heavy sea. The Life-boat was launched at about 5.40 A.M. and found the s.s. *Fal*, of Falmouth, ashore on the North Sand Head, Goodwin Sands. The services of the Life-boat men being engaged to assist in getting the vessel out of her dangerous position, they laid out an anchor and chain and on the flood tide succeeded in getting her afloat. She had a crew of ten men on board.

HUNSTANTON.—The Life-boat *Licensed Victualler* put off at noon on the 17th May in a rough sea and a strong N.N.W. breeze, a vessel having been reported in distress. The vessel proved to be the brig *Amelie*, of Frederickstadt, laden with pit props, water-logged, dismasted, and a total wreck on Heacham beach. Her crew of nine men, who were in their boat alongside the ship, were taken into the Life-boat and landed safely at Hunstanton at 2 o'clock.

BROADSTAIRS.—Signals having been fired by the East Goodwin and North Sand Head light-vessels, the Life-boat *Christopher Waud*, *Bradford*, was launched at 4 A.M. on the 24th May, and found the

schooner *Buenos Aires*, of Hamburg, stranded on the Goodwin Sands. The Life-boat remained by the vessel until the tide made, when she floated, apparently uninjured, and proceeded in a westerly direction.

HARWICH.—The Cork light-vessel having signalled on the 6th June, the Steam Life-boat *City of Glasgow* left her moorings at 9.15 p.m., and on reaching the lightship ascertained that a vessel was on the West Rocks. A moderate breeze was blowing from the N.E., the sea was rough, and the weather clear and fine. The Life-boat made for the vessel, and found that she had lost her steering gear and was leaking badly. Some of the Life-boat men boarded her, she was taken in tow and was brought into Harwich at 5.35 on the following morning. She was the schooner *Hans*, of Rendsburg, bound for Colchester, laden with oil cake and manned by a crew of four men.

PENMON.—On the 3rd July the schooner *Broughty Castle*, of Ramsey, laden with salt, stranded on the Causeway Rock in a strong N.W. breeze. The Life-boat *Christopher Brown* went to her assistance and attempted to heave her off, but the hawser parted, and the Life-boat returned ashore with the vessel's crew of three men. At the next tide the boat again went off, laid out an anchor, and by means of the boat's ropes succeeded in getting the vessel off the rock and took her to Beaumaris.

NORTH SUNDERLAND.—The Farne light-houses having signalled a ship in distress on the Knavestone Rock, the Life-boat *Thomas Bewick* was launched at 2.45 A.M. on the 12th July, in a moderate W.N.W. gale and a rough sea, and on reaching the vessel found she was the schooner *Paragon*, of Inverness, timber laden from Invergordon for Sunderland. She had struck on the rock, but when the Life-boat arrived she had floated off. Her crew consisted of four men. Four of the Life-boat's crew went on board and made sail, with the view of bringing the vessel into harbour, but she capsized, turning keel upwards, and all the men on board her were thrown into the water. The Life-boat men had their life-belts on and the schooner's crew were good swimmers, and

so all the men were picked up by the Life-boat, which then returned to her station, arriving at 5.30 A.M.

HOYLAKE.—The Life-boat *Coard William Squarey* was launched at 11.28 A.M. on the 14th July in a strong gale from N.W. by W. and a very heavy sea, and proceeded to the yawl *Sally*, of Liverpool, reaching her at 12 o'clock. She was at anchor on Spencer's Spit, and had three gentlemen on board. With very great difficulty, the seas then running mountains high, the yacht was taken in tow, and after a very rough passage Hoylake was reached at 2.30 P.M.

On the 2nd October the Life-boat was again called out for service, a vessel being reported in distress near the Crosby light-vessel. The boat proceeded through a very heavy sea, the wind blowing a strong gale from W.N.W., and on her way found the schooner *The Cousins*, of Beaumaris. She had been run aground about three-quarters of a mile from the shore, as she was sinking. Her crew of two men were taken into the Life-boat, and immediately afterwards the vessel's masts fell. The Life-boat then went to the other vessel, which had lost her sails. She did not, however, require the help of the Life-boat, but was towed to Liverpool by a steam-tug.

WORTHING.—The brigantine *Halcyon*, of St. Nazaire, laden with slates for London, being observed to be rapidly driving ashore in a whole gale from S.S.W. and a heavy sea on the 20th July, the Life-boat *Henry Harris* put off at 2.45 P.M., and on reaching her found that there was only the master on board, the crew of five men having been taken off by a pilot-cutter at 10 o'clock in the morning, as the vessel was in a sinking condition. The master, however, remained on board, hoping to be able to steer his vessel into Shoreham harbour. He was in such an exhausted condition that he could not take the Life-boat's line, but had to be lifted out of his vessel by the Life-boat men. In the evening the vessel sank and became a total wreck.

SHOREHAM.—On the 20th July the barquentine *Atlantic*, of Areudal, which was riding at anchor off the harbour, was observed to be dragging towards the

shore. The wind was blowing a moderate gale from the S. and there was a rough sea. At 2 P.M. the Life-boat *William Restell* was launched. The tide was then ebbing, there being only just sufficient water to float the boat, and it was known that the vessel was drawing sixteen feet of water and was perilously near the ground—in fact she struck while the Life-boat was alongside her. Her crew of nine men desired to leave the vessel, and were therefore taken into the Life-boat, which then made for Brighton, as the wind having changed rendered it impracticable to return to her station.

PALLING.—A vessel having been discerned ashore on the Hasborough Sand with a signal of distress flying during squally weather and a heavy sea on the 28th July, the No. 2 Life-boat *Hearts of Oak* was launched at 2 P.M., and found the stranded vessel was the s.s. *Ida*, of and from Dantzic, with a crew of sixteen hands and two passengers, bound for London with a general cargo. Owing to the shallowness of the water, the Life-boat men could not board her until 9 P.M. At the request of the captain the Life-boat remained by until 1 A.M., when the weather became very threatening, and as the ship was fast filling it became necessary to abandon her. With great difficulty the eighteen persons on board were taken into the boat, and were safely landed at 6 A.M. The steamer became a total wreck.

DUNGENESS.—The ketch *Appledram*, of Poole, sprung a leak and foundered on the sand off No. 2 Battery on the 2nd August, while a moderate gale of wind was blowing. The No. 1 Life-boat, *R.A.O.B.*, was launched at 9.30 A.M., and the Life-boat men were requested to take the vessel to Folkestone harbour. The pumps were kept going, but she was leaking so badly that it was impossible to save her, and the crew of two men were therefore taken into the Life-boat and landed at 9 P.M.

BARMOUTH and PŴLLHELL.—On the 2nd August the Life-boats *Jones Gibb*, stationed at Barmouth, and *Margaret Platt* stationed at PŴllheli, proceeded to the assistance of the barque *Kragerö*, of Kragerö, bound from Wilmington, South Carolina, for Manchester, with

turpentine and resin, which had stranded on St. Patrick's Causeway in a strong wind from W. by S. and a rough sea. By means of anchors, which they laid out, and setting all possible sail, the Life-boat men succeeded in getting the vessel off the sand, and took her to a safe anchorage in St. Tudwall's Roads. The barque had a crew of twelve men on board.

RAMSGATE, NORTH DEAL AND BROAD-STAIRS.—In response to a telephone message and signals fired by light-vessels, the Life-boat *Bradford*, in tow of the steam-tug *Aid*, left Ramsgate harbour, and the Life-boats *Mary Somerville* and *Christopher Waud*, *Bradford*, were launched from their respective stations at North Deal and Broadstairs shortly after two o'clock on the morning of the 11th September, and proceeded to the Goodwin Sands. On reaching the sands, on which a rough sea was breaking, the s.s. *Lady Wolseley*, of Dublin, was found ashore on the North West Spit, burning flares and firing rockets. She was bound from Dublin for London with a general cargo, and had seventy-three passengers on board. Efforts were made by the *Aid* and two other steam-tugs to tow the vessel off, but they were unable to move her. The tide having then fallen, the endeavours of the tugs were suspended for awhile, and it was decided to place the passengers on board the *Aid* and take them ashore. This was accomplished by the Life-boats, and the tug proceeded to Ramsgate, having in tow the *Bradford* Life-boat, which was filled with the passengers' luggage. The services of the Broadstairs Life-boat not being further needed she returned to her station. Having landed the passengers and luggage the *Aid* and *Bradford* returned to the stranded steamer. Meanwhile the North

Deal Life-boat and a steam-tug laid out an anchor and steel hawser. Shortly before high water the three tugs made fast to the steamer, and succeeded in turning her round, bringing her head to N.N.W. Her engines were then set full speed ahead to assist the tugs; and notwithstanding that the hawser attached to the kedge broke, owing to the strain put upon it, the vessel was hauled clear of the sand and was enabled to resume her voyage to London. The *Aid* then took the two Life-boats in tow and made for Ramsgate, the Deal boat being dropped when in a position to reach her station.

BURNHAM.—The ketch *Eliza*, of Lydney, was sailing up the river on the 2nd October, when owing to the state of the weather—a moderate gale blowing from the W.N.W. with strong gusts of wind and a heavy sea—her master considered it safer to anchor. Close behind her was another vessel, and before the anchored vessel could alter her lights she was run into, and both vessels sank, only their masts being visible. From the pier it seemed as if some men were in the rigging, and the Life-boat *John Godfrey Morris* therefore put off, but in passing another vessel anchored near the spot, found that the crews had landed in one of their own boats. The Life-boat then proceeded to another vessel in the bay, and after a hard pull reached her, and found she was the smack *Tom*, of Watchet, laden with stone. There was no one on board her, and the boat therefore proceeded to the ketch *Hereford*, of Gloucester, coal laden. She also had been abandoned, and had lost all her sails. The Life-boat then returned to the *Tom*, put three men on board the vessel, and brought her up to the pier.

SUMMARY OF THE MEETINGS OF THE COMMITTEE.

THURSDAY, 12th September, 1895.

Admiral Sir WILLIAM MONTAGU DOWELL,
G.C.B., 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 visit to the Dungeness Station.

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

Northern District — Ackergill, Dornoch,

Cullercoats, Tynemouth (two boats), Southend, Campbeltown, Kildonan, Workington, Whitehaven, Maryport and Silloth.

Eastern District—Wells, Walmer, Kingsdowne, North Deal, Broadstairs, Kingsgate, Folkestone, Ramsgate, Margate, Dungeness (two boats), Sunderland (two boats), Roker, Whitburn and Seabam.

Southern District—Eastbourne.

Western District—Llanddwyn, Cemlyn, Bull Bay, Cemaes, Rhoscelyn, Fishguard (two boats), Cardigan, New Quay (Cardigan), Watchet, Penarth, Porthcawl, Criccieth, Llanaelhaiarn and Pwllheli.

Irish District—Barrow, Arklow, Wicklow, Cahore, Wexford (two boats), Courtown, Valentia and Fenit.

Also the reports of the Organising Secretaries on their visits to Bradford, York, Newcastle-on-Tyne, Halifax, Batley, Grimsby, Sheffield, Huddersfield, Manchester, Blackpool, Northampton, Leicester, Scarborough, Nottingham, Lincoln, Dublin, Belfast, Carlisle, Burton-on-Trent, Shrewsbury, Todmorden, Cardiff, Liverpool, Hyde, Chorley, Nelson, Burnley, Preston, Rochdale, Ashton-under-Lyne, Bristol, Harrogate, Wellingborough, Dewsbury, Lytham, Otley, Beverley, Greenock, Gourcock, Port Glasgow, Stirling, Perth, Girvan and Aberdeen.

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

	£	s.	d.
City of London Branch, per Captain ACLAND, R.A.	350	-	-
Mrs. JULIA COOKES, Forest Hill	300	-	-
Newcastle-on-Tyne Co-operative Society, Limited	25	-	-
Mrs. C. E. L.	25	-	-
Collected on board the R.M.S. <i>Tantalton Castle</i> , on her last voyage, per Captain J. C. ROBINSON	10	-	-
Collected on board the s.s. <i>Rosetta</i> , per Captain G. W. F. BROWNE	7	8	6

Life-boat Saturday Collection.

Barmouth—per B. J. ALLSOP, Esq.	68	-	-
Preston—per JAMES CARTER, Esq.	50	-	-
Portsmouth—(Proceeds of concert), per FREDERICK PEARSE, Esq.	33	11	6
Dovercourt—per Miss NALBOROUGH through Harwich Branch	31	4	9
Southwold—per Mr. J. SINCLAIR	22	2	-
Camraron and Llanddwyn—per HUGH RICHARDS, Esq.	20	-	11

Life-boat Sunday Collections.

Shamley Green, Christ Church—per the Rev. A. W. LEACH, B.A.	4	1	-
Bembridge, Isle of Wight—per the Rev. J. N. PALMER, M.A.	3	9	7
Hamble, Southampton, St. Andrew's Church—per the Rev. J. J. CURLING, M.A.	2	-	-

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late Mrs. MARY BUTTERWORTH, of Liverpool.	45	-	-
The late Dr. FRANCIS WRIGHTSON, of King's Norton	45	-	-

	£	s.	d.
The late Miss W. M. MARTIN, of Newland-Hurst.	22	10	-

Voted the thanks of the Committee to THOMAS BAWDEN, Esq., and W. M. RICHARDS, Esq., J.P., in recognition of their valuable co-operation extending over many years as Honorary Secretaries of the Douglas and Padstow Branches of the Institution.

Deep regret was expressed at the decease of Mr. G. BRAXTON ALDRIDGE and Mr. RICHARD SMITH, who had respectively long been the valued Honorary Secretaries of the Poole and Chapel Branches of the Institution, and it was decided to send letters of sympathy to their families.

Paid 5,575*l.* for sundry charges on various Life-boat establishments.

Voted 59*l.* 10*s.* to pay the expenses of the Dungeness No. 1, Whitby No. 2 and Broadstairs Life-boats in respectively saving the crew of 2 men from the ketch *Appledram*, of Poole, and rendering assistance to fishing-boats in distress and to the stranded s.s. *Lady Wolseley*, of London.

The Ramsgate and North Deal Life-boats took off some passengers from the stranded s.s. *Lady Wolseley*, of London, and afterwards assisted to save the vessel, and the Pwllheli and Barmouth Life-boats saved the barque *Kragerö*, of Kragerö, and her crew of 12 persons.

Voted also 232*l.* 19*s.* 6*d.* to pay the expenses of the assemblies of crews or launches to distressed vessels, by the Life-boats at Abersoch, Aldeburgh, Ballywalter, Caister No. 1, Dungeness No. 1, Gorleston No. 1, Margate, New Romney, Orme's Head, Padstow, Port Patrick, Skegness, Walmer and Winterton No. 2.

The Ramsgate Life-boat was also taken out on service, but her assistance was not eventually needed.

Voted the thanks of the Institution, inscribed on vellum and framed, with the sum of 3*l.* 3*s.* to Gunner WILLIAM MALONE, R.A., for bravely attempting to save a man and a woman from a small yacht, named the *Pride of the Mud Flats*, which had been capsized off Horse Sanis Fort, Spithead, in a moderate breeze and a moderate sea on the 31st August. The two persons, however, clung to him and dragged him under water and he was rescued, in an exhausted condition, by a boatman, in charge of a boat with passengers, who pulled to the scene of the casualty. The two occupants of the capsized yacht unhappily were drowned.

A reward of 10*s.* was granted to the boatman for his service on the occasion.

Also 2*l.* 5*s.* to six men for putting off in a coast-guard boat, and saving the crew of the coble *Galilee*, which had been capsized off Whitby in a rough sea on the 9th August. Also 4*l.* 10*s.* to the crew of three men of the coble *Eliza Jane*, which proceeded to the rescue of the *Galilee*, but was also upset, and 3*l.* to six men who in two other cibles rescued the crew of the *Eliza Jane*.

Also 4*l.* to eight men for putting off in two boats and saving twelve persons from the lugger *Zenith*, which caught fire and stranded near Baltimore, co. Cork, in a moderate N.N.E. breeze and a smooth sea, on the 28th July.

Also 1l. 15s. to seven men for rendering assistance on the occasion of the foundering off Aberystwyth of the boat *General Gordon*, belonging to that port, in a fresh S.S.W. breeze and a rough sea on the 29th August.

Also 1l. to a man who rescued one of two men from a boat which had been smashed by the paddle-wheel of a steamer off Llandudno in a strong W.N.W. breeze and a moderate sea on the 5th August.

Also 1l. to three men for rendering assistance to the boat *Clara*, which had stranded on the Coloway Rocks, off Greencastle, in a strong breeze and a rough sea on the 25th August.

Also 15s. to three men for saving two men, whose boat had been capsized near Ardmore Point, co. Galway, in a strong N.W. breeze, squally weather and a heavy sea on the 12th June.

THURSDAY, 10th October, 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 the official trial of the new Steam Life-boat built by Messrs. Thornycroft & Co., of Chiswick, for the South Holland Life-boat Society.

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

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

Eastern District—West Hartlepool, Hartlepool (three boats), Seaton Carew, Redcar, Saltburn, Runswick, Scarborough, Withernsea, Dover, Hythe, Caister (two boats), Winterton (two boats), and Yarmouth.

Southern District—Falmouth, Cadgwith, Mullion, Church Cove, Polpear, Porthoustock, Polkerris, Mevagissey and Looe.

Western District—Porthdinllaen, Barmouth, Aberdovey, Aberystwith, Abersoch, Bude, Clovelly, Swansea, Port Eynon, Burry Port and Ferryside.

Irish District—Ballycotton, Youghal, Courtmacsherry, Queenstown (two boats), Dunmore East, Fethard, Tramore, Dungarvan, Cloughey, Ballywalter, Groomsport, Tyrella, Newcastle (Dundrum) and Carrickfergus.

Also the reports of the Organising Secretaries on their visits to Nottingham, Lincoln, Carlisle, Burton-on-Trent, Bradford, Manchester, Hull, Sheffield, Dublin, Dewsbury, Burnley, Preston, Halifax, Huddersfield, Blackburn, Ashton-under-Lyne, Stalybridge, Hyde, Liverpool, Plymouth, Todmorden, Rochdale, Bristol, Mexborough, Doncaster, Harrogate, Ayr, Aberdeen, Anstruther, Lerwick, Glasgow, Perth, Paisley and Kilmarnock.

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

	£	s.	d.
"I. D. W."	100	-	-
Runcorn Cycling Club, Moiety of Proceeds of a Cycling Parade and Flower Carnival on the 14th Aug., per H. WRIGHT, Esq.	20	15	5

Life-boat Sunday Collections.

Worthing, per GEORGE PIGGOTT, Esq.	59	11	3
Moiety of two Sunday collections on board the s.s. <i>St. Sunniva</i> , during her recent cruise to the Baltic, per J. T. WOOLRYCH PEROWNE, Esq.	4	13	-

—To be severally thanked.

Also the receipt of the following Legacies:—

	£	s.	d.
The late GEORGE WOOFINDIN, Esq., of Sharrow, Sheffield	630	-	-
The late HENRY HEWETSON, Esq., of Tunbridge Wells	105	-	-

The Committee expressed great regret at the decease of Mr. QUENTIN COCHRANE, who had for fifteen years been the esteemed honorary secretary of the Port Logan branch of the Institution, and it was decided to send a letter of sympathy to his family.

Voted the thanks of the Committee to the Rev. JOHN O'REILLY BLACKWOOD, and to Mr. P. PASCOE, in acknowledgment of their past valuable co-operation whilst serving as honorary secretaries of the Ballywalter and Littlehaven branches of the Institution.

Also to J. W. FIELD, Esq., in recognition of his valuable services, extending over many years, in connection with the Bideford and Appledore branch of the Institution.

The Committee also specially recognised the good services of Mr. JOHN MARSHALL whilst serving for many years as coxswain of the Seaham life-boat.

Paid 5,700l. for sundry charges on various Life-boat establishments.

Voted 154l. 17s. 6d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Cloughey	Barque <i>Helen</i> , of Brevig	10
Clovelly	Two fishing-boats of Bideford	4
"	Brig <i>Haabet</i> , of Tönsberg	10
Hoylake	Schooner <i>The Cousins</i> , of Beaumaris	2
Padstow	Ketch <i>William</i> , of Ipswich	4
"	Boat of s.s. <i>Sicilia</i> , of Liverpool	16
Southport No. 2	Barquentine <i>Lattonia</i> , of Riga	8

The Burnham and North Deal Life-boats respectively saved the derelict smack *Tom*, of Watchet, and the stranded s.s. *Fal*, of Falmouth, and her crew of ten men.

Voted also 436l. 11s. 3d. to pay the expenses of the assemblies of crews or launches to distressed vessels by the Life-boats at Aberystwith, Appledore, Broadstairs, Cadgwith,

Cemaes, Clovelly, Fleetwood, Gorleston, Hope Cove, Lytham, Margate, Newbiggin, New Brighton, Padstow, Pakefield, Palling, Point of Ayr, Polpear, Southport, St. Anne's, Swansea, Walmer, Watchet and Weston-super-Mare.

Voted 2*l.* 10*s.* to two men injured while on service in the North Deal Life-boat on the 11th September.

Also 3*l.* 15*s.* to five men for putting off in a boat and saving four fishermen whose boat had been capsized off Ballinskelligs, co. Kerry, in a fresh N.W. breeze and a heavy sea on the 31st July.

Also 1*l.* 10*s.* to three men for saving the crew of five men from the boat *Tartar Lass*, of Millbay, which had been capsized near Greenore Point, co. Louth, in a squall on the 13th of August.

Also 10*s.* to two men who saved a man from a boat off Combartin, Devonshire, in a moderate breeze and a moderate sea on the 2nd of September.

THURSDAY, 14th November, 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 the Formby, Helbre Island and Hoylake Stations.

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

Northern District—*Stornoway*, Nairn, *Lossiemouth*, Buckie, Banff, Peterhead, Whitelink Bay, Fraserburgh, Port Erroll, Newburgh, Stonehaven, Gourdon, Johnshaven, Montrose (two boats), Arbroath, St. Andrew's, Anstruther, Crail and Broughty Ferry.

Eastern District—Gorleston (three boats), Lowestoft (two boats), Kessingland (three boats), Pakefield, Southwold (two boats), Dunwich, Aldeburgh, Thorpe, Harwich (two boats), Clacton-on-Sea, Walton-on-Naze, Southend, New Romney and Dungeness (two boats).

Southern District—Yealm River, Salcombe, Hope Cove, Brighton, Selsey (two boats), Brooke, Brightstone Grange, Ryde, Atherfield, Bembridge and Totland Bay.

Western District—St. David's, Angle, Littlehaven, Llandudno, Llandudlas, Rhyl (two boats), Porth Rhuffydd, Holyhead (two boats), Llanddwyn, Rhosneigr, Rhosecolyn, Cemlyn, Moelfre, Cemaes, Bull Bay and Beaumaris.

Irish District—Portrush, Greencastle, Cull-daff, Aranmore, Carnsore, Kilmore and Balbriggan.

Also the reports of the Organising Secretaries on their visits to Manchester, Sheffield, Halifax, Bradford, Hull, London, Leices'er, Grimsby, Morley, Birmingham, Coventry, Dublin, Bristol, Preston, Mexborough, Ashton-under-Lyne, Liverpool, Newark, Weston-super-Mare, Rochester, Paisley, Lerwick, Erskine, Kilmarnock, Glasgow and Partick.

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

	£	s.	d.
JOHN BENTLEY, Esq., to recoup the Institution the reward granted for a service rendered by the <i>Ellen Newman</i> and <i>John Bentley</i> Life-boat at Newburgh	22	1	-
Readers of the <i>Christian</i> per Messrs. MORGAN & SCOTT	7	-	-
BYRON REED, Esq., M.P., unexpended balance from sums subscribed by passengers on board R.M.S. <i>Tantallon Castle</i> for amusements	3	-	-

Life-boat Saturday Collections.

Greenock, per JOHN RODGER, Esq.	400	-	-
Perth, per JOHN TURNBULL, Esq.	332	6	8
Cardiff, per A. C. TWEEDY, Esq.	150	-	-
Barry Dock, per Messrs. E. W. WAITE and T. G. DUNCAN	40	-	-
Millom, per Miss F. STONEY	16	12	-

Life-boat Sunday Collections.

Cranbrook, Kent, half of collection at Harvest Thanksgiving service, per the Rev. ALBAN H. HARRISON, M.A.	8	9	2
Malta, collections in Garrison Churches at Parade services, per the Rev. ALFRED MALIN, M.A., Senior Chaplain to the Forces in Malta	3	12	4

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late ROBERT METHVEN, Esq., of Cupar, Fife, further on account	1000	-	-
The late Mrs. E. H. KIDD, of Beddington	1000	-	-
The late Miss CLARA C. WARREN, of Cambridge Terrace, Hyde Park	300	-	-
The late Miss KATHARINE LEONARD, of Woodford Green	180	-	-
The late G. B. PLUMMER, Esq., of Camden Street, N.W.	100	-	-
The late Miss MARTHA PRICE, of Bath	57	8	9
The late RICHARD WAIN, Esq., of Clifford Street, W. (further payment)	15	7	2

Voted the thanks of the Committee to Mr. EDWARD MAXWELL, T. BRANDRETH GIBBS, Esq., T. H. DIXON, Esq., and THOMAS GILROY, Esq., in acknowledgment of their long and valuable co-operation, extending over many years, as honorary secretaries respectively of the Greenock, Western Central, Chester, and Drogheda branches of the Institution.

Also to P. J. RAMSAY, Esq., of Manchester, for his valuable services in connection with the Life-boat Saturday movement in Manchester during the last four years.

The Committee also suitably recognised the long and valuable services rendered by Mr. GEORGE STROWGER, Mr. ROBERT WRIGHT, Mr.

ISAAC DIX, and Mr. THOMAS MILLS, whilst serving as Coxswains of the Kessingland, Fleetwood, Dunwich, and Hayle Life-boat.

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

Also that the Caister No. 2, Clacton-on-Sea, Girvan, and Yarmouth Life-boats had been extensively altered and improved, and returned to their Stations.

Decided that the Valentia Life-boat Station be discontinued.

Reported that a grand concert, promoted by the City of London branch of the Institution, was held at the Guildhall on the evening of the 13th November, and was attended by the Lord Mayor, the Lady Mayoress, and the Sheriffs. All the artistes taking part in the concert gave their services gratuitously.

Decided, that the thanks of the Committee be conveyed to the Corporation, the City Committee, and all the artistes for their kind co-operation.

Paid 8548l. for sundry charges on various Life-boat establishments.

Voted 261l. 4s. 9d. to pay the expenses of the following Life-boat services :—

Life-boat.	Vessel.	Lives saved.
Baumaris .	Schooner <i>Kate</i> , of Chester. Landed 4.	
Blyth No. 1 .	S.S. <i>Sindbad</i> , of Newcastle	15
Cemlyn . .	Ketch <i>Ruby</i> , of Liverpool. Assisted to save vessel.	
Gorleston No. 1	Lugger <i>Star of Bethlehem</i> , of Cullen	8
Kirkcudbright	Brigantine <i>Nordstjernen</i> , of Christiansand	6
Lossiemouth .	Schooner <i>Avance</i> , of Tonsberg	6
New Quay, } Cornwall }	{ Ketch <i>St. Agnes</i> , of St. Agnes. Remained by vessel.	
North Berwick	Schooner <i>Otto</i> , of West Rhaderfehn	4
Ramsey . .	Schooner <i>Ellen and Mary</i> , of Port William	3
„ . .	Brig <i>Globe</i> , of Whitehaven	7
„ . .	Schooner <i>Harvest Home</i> , of Preston	4
Scarborough .	Fishing-boats. Rendered assistance.	

The Sennen Cove and Teignmouth Life-boats respectively assisted to save the s.s. *Harberton*, of London, and rendered help to the three-masted schooner *Anna*, of Mariehamn.

Voted also 723l. 6s. 3d. to pay the expenses of the assemblies of crews or launches to distressed vessels by the Life-boats at Aldeburgh, Angle, Appledore, Ballywalter, Berwick-on-Tweed, Buckie, Caister, Cemaes, Clacton, Dungarvan, Dungeness, Exmouth, Formby, Gorleston, Harwich (steam Life-boat), Ilfracombe, Kingsdowne, Llandulas, Lowestoft, Mevagissey, Montrose, New Quay (Cornwall), New Romney, North Deal, Pulling, Point of

Ayr, Rhyl, Saltburn, Southend (Essex), Walmer, Walton-on-the-Naze and Youghal.

The Ramsgate Life-boat was also taken out, but her assistance was not required.

Voted 1l. 10s. to one of the crew of the North Deal Life-boat who was injured on the 2nd October.

Also 9l. to nine men for saving the crew of eight men of the fishing steamer *Teal Duck*, of North Shields, which stranded on the rocks at Spittal Point, Northumberland, in a strong E.S.E. breeze and a rough sea on the 2nd October.

Also 7l. 10s. to ten men for putting off in two boats and saving the crew of five men from the fishing-boat *Robert*, of Porthleven, which struck on the Trigg rock at the mouth of the Porthleven harbour, Cornwall, in a strong S.E. breeze, a heavy sea, and a dense fog on the 15th October.

Also 5l. 5s. to seven men for putting off in a pilot gig and saving the crew of four men from the ketch *Heather Bell*, of Ramsey, Isle of Man, which had stranded on Bidford Bar in a strong N.W. breeze, a very heavy sea, and thick weather on the 12th October.

Also 4l. to four men for saving the crew of three persons from the fishing-boat *Mary Ann*, of Ballykeel, which was in danger about four miles south of Leestones, co. Down, in a moderate N.W. gale and a rough sea on the 1st October.

Also 3l. 10s. to seven coastguardmen for putting off in the station galley from Sutton, co. Dublin, and saving two gentlemen whose boat had been capsized in squally weather and a heavy sea on the 10th September.

Also 3l. to six fishermen for saving four persons from the fishing-boat *Venus*, of Galway, which was disabled about a mile south of Turbot Island, co. Galway, in a strong N.W. gale and a very heavy sea on the 1st October.

Also 3l. to three men for saving two of the crew of the schooner *Rachel*, of Stavanger, which had been in collision with a Spanish steamer, and had been capsized and partially sunk, about a mile and a half off Walmer, in a moderate breeze and a rough sea on the 19th October.

Also 2l. 16s. to four men for saving three of four men from the fishing-boat *Dreadnought*, of Londonderry, which was capsized off Greencastle in a fresh N.E. breeze and a choppy sea on the 16th October.

Also 2l. to two men for saving a man whose boat, the *Mary* of Maryport, struck on the bar and filled in returning to port in a moderate N.E. gale and a rough sea on the 15th October.

Also 10s. to a man who saved another man from a fishing-boat which was capsized in broken water on the Walpool rock, off the Kentish coast, in a strong S.E. breeze on the 27th September.

Also 10s. to a man who rendered service to a coastguard boat, with two men on board, which was capsized while returning to the watch vessel in Hamford Water in a strong gale from W.S.W. and a rough sea on the 2nd October.

Also 10s. to two men for saving one of the crew of the fishing-boat *Wild Duck*, of Preston, who had been dragged overboard, having become entangled with the trawl, off St. Anne's, Lancashire, in a strong N. breeze and a moderate sea on the 26th October.

THURSDAY, 12th December, 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 the Rhyl, Helbre Island, Hoylake, New Brighton, Formby and Point of Ayr stations.

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

Northern District—Dunbar, Eyemouth and Berwick-on-Tweed.

Eastern District—Whitby (two boats), Uppang, Staithe, Runswick, Robin Hood's Bay, Scarborough, Flamborough (two boats), Bridlington Quay and Barmston.

Southern District—Hastings, Rye, Winchelsea, Newhaven, Plymouth, Brixham and Dartmouth.

Western District—Lynmouth, New Quay (Cornwall), Watchet, Port Isaac, Padstow, Hayle, St. Mary's and St. Agnes.

Irish District—Howth, Drogheda (two boats), Barrow, Blackpool and St. Anne's (two boats).

Also the reports of the Organising Secretaries on their visits to Dublin, Morley, Castleford, London, Aberystwyth, Manchester, Preston, Liverpool, Blackburn, Eastbourne, Paisley, Kilmarnock, Dumbarton and Glasgow.

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

	£	s.	d.
City of London Branch, per Captain ACLAND (making a total of 1,520l. this year)	400	—	—
ALEXANDER MARC, Esq.	100	—	—
W. A. F. POWELL, Esq.	100	—	—
Independent Order of Oddfellows (Manchester Unity), per THOMAS COLLINS, Esq.—Annual subscription, 50l.; donation, 20l. 1s. 10d..	70	1	10
JAMES HUTCHINSON, Esq.	50	—	—
GEORGE C. RAPHAEL, Esq.	50	—	—
Collected on board the R.M.S. <i>Tantallon Castle</i> , per Captain J. C. ROBINSON	10	—	—
Moiety of collections on board the S.S. <i>St. Sunniva</i> , during her first Mediterranean cruise, per J. T. WOOLRYCH-PEROWNE, Esq.	6	13	—

Life-Boat Saturday Collections.

North of England District Committee, per A. P. SMITH, Esq. (on account)	1400	—	—
Birmingham, per C. C. SMITH, Esq.	850	—	—
Bristol, per W. H. FRANK, Esq.	700	—	—
Rochdale, per BENJAMIN HEAFE, Esq.	163	11	—
Burnley, per A. L. GARNETT, Esq.	110	—	—
Cardiff, per A. C. TWEEDY, Esq.	80	—	—
Newark, per E. T. SIMMONS, Esq.	57	17	—

Life-Boat Sunday Collections.

	£	s.	d.
Hadnall, Salop, per the Rev. BROOKE C. MORTIMER, M.A.	14	5	6
Sunninghill, Berks, St. Alban's Church, per C. D. KEMP-WELCH, Esq.	13	6	—

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late Miss S. A. HOLDEN, of Marland, Rochdale	2000	—	—
The late Miss ANNIE CHURCH-DIXON, of Glasgow.	1000	—	—
The late Miss HELEN GIBSON, of Edinburgh	300	—	—
The late Mr. ROBERT STOBIE, of Glasgow.	270	—	—
The late W. A. MILLWARD, Esq., of Chapel-en-le-Frith (balance)	199	11	6
The late THOMAS CLARKE, Esq., of Handsworth, Sheffield.	190	—	—

Voted the thanks of the Committee to FRANCIS HENDERSON, Esq., in acknowledgment of his valuable services during the period in which he held the office of Treasurer of the Port of Liverpool Branch of the Institution.

Also to JAMES RICHMOND, Esq., and ALEXANDER O'DRISCOLL, Esq., in recognition of their past long and valuable services whilst acting as Honorary Secretaries of the Southend (Essex) and Valentia Branches of the Institution.

The Committee also specially recognised the good services rendered for many years past by Mr. JAMES HAYNES and Mr. JOHN BENNETT, late coxswains of the Port Isaac and Polkerris Life-boats.

It was reported that H.R.H. PRINCESS LOUISE, accompanied by the MARQUIS OF LORNE, visited Manchester on the 21st November to receive purses from ladies connected with the Ladies' Auxiliary of the Manchester and Salford section of the Institution's Life-boat Saturday Fund.

Reported the transmission to their stations of the Wick new Life-boat and transporting carriage, and the Whitby No. 2 new Life-boat.

Also that the Port Eynon Life-boat had been returned to its station, after having been extensively altered and fitted with all the latest improvements.

Paid 3,384l. for sundry charges on various Life-boat establishments.

Voted 616l. 4s. 3d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Beaumaris	Cutter <i>Sarah Beck</i> , of Liverpool. Landed 4.	
Blyth No. 1	S.S. <i>Fairy</i>	12
Castletown	Schooner <i>Emu</i> , of Douglas	3
Clacton	S.S. <i>Vale</i> , of Stavanger. Remained by vessel.	
Courtown	Fishing-boat <i>Enterprise</i> , of Courtown. Saved vessel and	5

Life-boat.	Vessel.	Lives saved.
Folkestone .	Lugger <i>Perseverance</i> , of Folkestone. Assisted to save vessel and .	3
Gorleston No. 1	S.S. <i>Grepensstedt</i> , of Gottenburg. Rendered assistance.	
„ No. 2	Dandy <i>Coquette</i> , of Great Yarmouth	6
„ No. 3	Schooner <i>Bulla</i> , of Barnstaple	4
Gourdon . .	Fishing-boats. Remained by vessels.	
Helbre Island	Flat <i>Eleanor</i> , of Liverpool	2
Isle of Whithorn	Barque <i>Sator</i>	10
Lymouth . .	Smack <i>Esperanda</i> , of Porlock.	2
Mablethorpe .	S.S. <i>International</i> , of Newcastle. Landed 9.	
North Deal .	Boat of the barquentine <i>G. L. Waters</i> , of Workington	5
„ . .	Schooner <i>Michael Kelly</i> , of Liverpool	5
Penarth . .	Schooner <i>Orwell</i> , of Ipswich. Rend. assist.	
Port Erin . .	S.S. <i>Nar</i> , of Lynn. Remained by vessel.	
Porthdinllaen	Schooner <i>Gauntlet</i> , of Barrow	5
Ramsey . .	Brigantine <i>Somerset</i> , of Christiania	9
„ . .	Schooner <i>Gem</i> , of Ramsey	4
Salcombe . .	Ketch <i>Two Brothers</i> , of Plymouth	2
Scarborough .	Two fishing - cobsles. Rendered assistance.	
St. Ives . .	Lugger <i>Good Hope</i> , of St. Ives. Rem. by vessel.	
Totland Bay .	Schooner <i>Jane and Annie</i> , Carmarthen. Assisted to save vessel.	

The Aldeburgh, Roker, Southend (Essex) and Walmer Life-boats respectively rendered the following services:—Barque *J.H. Schwensen*, of Kragerö, saved vessel; s.s. *Poplar*, of London, assisted to save vessel; barquentine *Durango*, of Hamburg, assisted to save vessel and crew, 10; barquentine *G. L. Waters*, of Workington, assisted to save vessel.

Voted 837*l.* 10*s.* 5*d.* to pay the expenses of assemblies of the crews or launches to distressed vessels by the following Life-boats:—Abersoch, Aldeburgh, Bull Bay, Caister No. 2, Dover, Falmouth, Filey, Gorleston Nos. 1 and 2, Gourdon, Hasborough, Hayle, Helbre Island, Hoylake, Kingsdowne, Llanaelhaiarn, Lowestoft No. 2, Mevagissey, New Brighton No. 1, Palling No. 1, Plymouth, Point of Ayr, Porthleven, Porthoustock, Port Logan, Port Patrick, Rhyl No. 2, Roker, Southwold No. 1, Tynemouth No. 2, Walmer, Great Yarmouth and Yealm River.

The Ramsgate Life-boat also went out on service, but was not eventually needed.

Voted 15*l.* to four men injured while on service at Gorleston, North Deal, Teignmouth, and Tynemouth.

Voted the silver medal of the Institution, accompanied by a copy of the vote inscribed on vellum and framed, with the sum of 2*l.*, to Mr. R. POCKLEY, coxswain of the Flamborough No. 1 Life-boat, and 2*l.* each to two other men for gallantly saving the crew of three men who had been washed overboard from the fishing-boat *Elizabeth*, of Flamborough, a heavy sea striking the boat when several miles off Flamborough Head in a strong S.E. gale and a heavy sea on the 15th November. The boat used by the salvors was merely a 19 feet coble, and great risk was incurred in getting the men, who were greatly exhausted, into the boat.

Also 10*l.* to ten men for putting off in the surf-boat *Stormy Petrel*, of Southend (Essex), and saving the crew of six men from the vessel *Louisa*, which was stranded on the Maplin Sands in a whole gale from E. and a heavy sea on the 24th November.

Also 8*l.* to eight men who saved the crew of three men from the schooner *Sarah Rowe*, of Lerwick, which signalled for assistance while moored for discharging cargo in Greetness Voe, a heavy gale having sprung up from W.N.W. with a very heavy sea on the 15th November. The vessel afterwards drifted out to sea and foundered.

Also 6*l.* to three men for rescuing two men of the Royal Irish Constabulary, who were in danger in a boat in Blacksod Bay, co. Mayo, in a gale from N.W. and a very heavy sea on the 1st October.

Also 4*l.* 10*s.* to nine men for saving the crew of three men from a boat which while returning from fishing was capsized in a squall off Howth on the 14th November.

Also 4*l.* to two men for rescuing the crew of two men from a fishing-boat capsized by a squall off Combmartin, Devonshire, on the 11th November. The boat and gear were also saved, the salvors sacrificing their fishing for the evening by rendering the service.

Also 2*l.* to two men for putting off in a curragh and saving two men whose boat had been capsized in Mulroy Bay, co. Donegal, in a strong wind from the N. and a rough sea on the 17th November.

Also 1*l.* 10*s.* to three men for saving the fishing coble *Florence*, of Filey, her crew of three men and their gear, the boat having been capsized by a squall while proceeding to sea on the 8th November.

Also 1*l.* 10*s.* to four men for saving two men from a fishing-boat in Whitesand Bay, Cornwall, in a moderate breeze from the S.W. and a rough sea on the 13th November.

NOTICE.

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

Services of the Life-boats of the Institution during 1895.



1895				Lives saved.
Jan.	1.	9.20 a.m.	Boat of S.S. <i>Kent</i> , of London. Gorleston No. 1 Life-boat saved boat and	5
"	1.	9.20 a.m.	Boat of S.S. <i>Kirkstall</i> , of Shields. Gorleston No. 1 Life-boat saved boat and	4
"	2.	10 a.m.	Barque <i>Antoinette</i> , of St. John, N.B. Padstow Life-boat saved	4
"	2.	8 a.m.	Ditto Port Isaac Life-boat saved	10
"	2.	5.30 p.m.	Ditto Padstow Life-boat saved	5
"	5.	8.30 p.m.	Danish S.S. <i>Njord</i> . Cullercoats Life-boat saved vessel.	
"	6.	2.30 p.m.	Schooner <i>Clarence G. Sinclair</i> , of Wick, and <i>Isabella Stuart</i> . Thurso Life-boat landed 8.	
"	7.	9.30 a.m.	Two Fishing-cobles, of Boulmer. Boulmer Life-boat rendered assistance.	
"	7.	10 a.m.	Fishing-cobles. Cullercoats Life-boat rendered assistance.	
"	7.	10 a.m.	Four Fishing-boats. North Sunderland Life-boat rendered assistance.	
"	7.	12.15 p.m.	Fishing cobles of Cullercoats. Tynemouth No. 1 Life-boat rendered assistance.	
"	7.	4.45 p.m.	Fishing cobles of Scarborough. Scarborough Life-boat rendered assistance.	
"	11.	4.45 p.m.	Pilot wherry of Wexford. Wexford No. 1 Life-boat rendered assistance.	
"	12.	1 p.m.	Fishing-boats of Pitullie. Fraserburgh Life-boat remained by vessels.	
"	12.	1.40 p.m.	Barque <i>Brilliant</i> , of Grimstad. Poole Life-boat saved	10
"	12.	2 p.m.	Smack <i>Prosperity</i> , of Carnarvon. Fishguard No. 2 Life-boat landed 3.	
"	12.	2 p.m.	Ketch <i>Mercy</i> , of Carnarvon. Fishguard No. 2 Life-boat landed 3.	
"	13.	6 a.m.	Ketch <i>Peter Varkevisser</i> , of Milford. Abersoch Life-boat saved	3
"	13.	7.30 a.m.	Brig <i>James and Eleanor</i> , of North Shields. Southwold No. 1 Life-boat saved	2
"	13.	10.30 a.m.	Four-masted barque <i>Emanuele Accame</i> , of Genoa. Drogheda No. 2 Life-boat landed 18.	
"	21.	8 a.m.	Gig <i>Robert Henry</i> , of St. Ives. St. Ives Life-boat saved	5
"	21.	8 a.m.	Gig <i>Children's Friend</i> , of St. Ives. Ditto	6
"	21.	8 a.m.	Gig <i>Boy Willie</i> , of St. Ives. Ditto rendered assistance.	
"	21.	12.20 p.m.	S.S. <i>Manhattan</i> , of London. Roker Life-boat landed 4, and rendered assistance.	
"	24.	3.45 p.m.	Schooner <i>Almwick</i> , of Beaumaris. Pwllheli Life-boat saved	3
"	25.	12.30 p.m.	S.S. <i>Escorial</i> , of Glasgow. Hayle Life-boat saved	1
"	25.	9.10 p.m.	Schooner <i>Miss Hunt</i> . Holyhead No. 1 Life-boat saved	4
"	25-26.		S.S. <i>Quantoek</i> , of London. Winterton Nos. 1 and 2 Life-boats assisted to save vessel.	
"	27.	9.30 a.m.	Smack <i>Polar Star</i> , of Montrose. Montrose No. 1 Life-boat assisted to save vessel.	
"	30.	2.25 p.m.	Ketch <i>Nellie</i> , of Littlehampton. Brixham Life-boat rendered assistance.	
"	30.	8.15 p.m.	Ship <i>Andola</i> , of Liverpool. Porthoustock Life-boat saved	28
"	30-31.		S.S. <i>Beacon Light</i> , of Liverpool. Ramsgate Life-boat assisted to save vessel.	
"	31.	2.30 p.m.	Fishing-boats of Gourdon. Johnshaven Life-boat rendered assistance.	

1895.		Lives saved.
Jan. 31.	2.45 p.m. {Fishing-boats <i>Red Jacket</i> and <i>Ebenezer</i> and steam trawlers <i>South Esk</i> and <i>Mare</i> . Montrose No. 1 Life-boat rendered assistance.	
Feb. 4.	2.15 p.m. Fishing-boats. Berwick-on-Tweed Life-boat rendered assistance.	
" 4.	8.30 p.m. Schooner <i>Aneurin</i> , of Carnarvon. Falmouth Life-boat saved . . .	4
" 6.	10.30 a.m. Fishing-boats of Beadnell. North Sunderland Life-boat rendered assistance.	
" 6.	10.45 a.m. Three Fishing-boats. Holy Island No. 1 Life-boat rendered assistance.	
" 6.	11.15 a.m. Fishing-boats. Berwick-on-Tweed Life-boat rendered assistance.	
" 6.	11.30 a.m. Fishing-boats. Eyemouth Life-boat remained by vessels.	
" 6.	1.30 p.m. Fishing-cobles. Whitby No. 2 Life-boat rendered assistance.	
" 7.	9.15 a.m. S.S. <i>Vigilant</i> , of Liverpool. Castletown Life-boat saved . . .	6
" 7.	9.30 a.m. Schooner <i>Margaret and Elizabeth</i> , of Liverpool. Ramsey Life-boat saved	2
" 7.	10 a.m. Fishing-boat <i>The Twins</i> , of Girvan. Girvan Life-boat rendered assistance.	
" 7.	11.30 a.m. Two Fishing-boats. North Sunderland Life-boat rendered assistance.	
" 14.	9.15 p.m. Ketch <i>Tavy</i> , of Plymouth. Padstow Life-boat saved . . .	4
" 14.	11.45 p.m. Schooner <i>Isabella Helen</i> . Guernsey Life-boat assisted to save vessel and . . .	5
" 15.	10.30 p.m. Schooner <i>Ben Aigen</i> , of Hull. Dungeness No. 1 Life-boat saved . . .	4
" 16.	9.15 a.m. Barque <i>Bruckley Castle</i> , of Glasgow. Brighton Life-boat remained by vessel.	
Mar. 11.	6.30 a.m. Brig <i>Johan</i> , of Christiania. Dunbar Life-boat assisted three men in ship's boat.	
" 23.	2.20 p.m. S.S. <i>Saturnus</i> , of Amsterdam. Newhaven Life-boat stood by vessel.	
" 23.	5 p.m. Schooner <i>Clarence</i> , of Beaumaris. Bull Bay Life-boat saved . . .	3
" 23.	11.30 p.m. Smack <i>Mary Ann</i> , of Milford. Cardigan Life-boat saved . . .	2
" 24.	6.25 a.m. Schooner <i>Noordster</i> , of Alblasserdam. Brooke Life-boat saved . . .	7
" 24.	8.15 a.m. Four-masted barque <i>Andrada</i> , of Liverpool. Barmouth Life-boat landed 19.	
" 24.	11.30 a.m. Smack <i>Sarah</i> , of Milford. Littlehaven Life-boat saved . . .	2
" 24.	2.40 p.m. Ketch <i>Martin Luther</i> , of Cowes. Broadstairs Life-boat assisted to save vessel and . . .	3
" 24.	3.10 p.m. Barquentine <i>Isabelle</i> , of Swansea. Gorleston No. 1 Life-boat saved . . .	9
" 24.	5 p.m. Brigantine <i>Lily Dale</i> , of Cork. St. David's Life-boat saved . . .	7
" 24.	Schooner <i>Clarence</i> , of Beaumaris. Bull Bay Life-boat saved vessel.	
" 28.	9.15 a.m. Schooner <i>Wagrien</i> , of Aberdeen. Montrose No. 1 Life-boat stood by vessel.	
" 28.	noon S.S. <i>Sapphire</i> , of Dundee. Youghal Life-boat stood by vessel.	
" 28.	1.30 p.m. Fishing-boat <i>Eclipse</i> , of Peterhead. Peterhead Life-boat assisted to save vessel and . . .	7
" 28.	11.20 p.m. Schooner <i>Holly How</i> , of Barrow. New Brighton Steam Life-boat saved	5
" 29.	9 a.m. Schooner <i>Lizzie Trenberth</i> , of Fowey. Padstow Life-boat remained by vessel.	
Apr. 2.	7.30 p.m. Brigantine <i>Camilla</i> , of Laurvig. Skegness Life-boat saved vessel.	
" 7.	2.23 p.m. Three-masted Schooner <i>Betty Russell</i> , of Lancaster. Clacton Life-boat saved vessel.	
" 7.	4.15 p.m. Pilot-boat of Sunderland. Runswick Life-boat rendered assistance.	
" 11.	6.40 a.m. Barque <i>South African</i> , of Belfast. New Brighton Steam Life-boat and Formby Life-boat stood by vessel.	
" 21.	midnight. Barque <i>Madeline Rickmers</i> , of Bremerhaven. North Deal, Walmer, and Ramsgate Life-boats assisted to save vessel.	
" 24-25.	Barque <i>Chipperkyle</i> , of Liverpool. Winterton No. 2 Life-boat assisted to save vessel.	
May 8.	4.45 p.m. A Pleasure-boat. Montrose No. 1 Life-boat saved . . .	4
" 16.	3.30 a.m. Brig <i>Rudolf</i> , of Trelleborg. Hartlepool No. 2 Life-boat saved . . .	11
" 16.	11.10 a.m. Boat of H.M.S. <i>Research</i> . North Deal Life-boat saved . . .	7
" 17.	noon. Brig <i>Amélie</i> , of Frederickstadt. Hunstanton Life-boat saved. . .	9
" 24.	4 a.m. S.S. <i>Buenos Aires</i> , of Hamburg. Broadstairs Life-boat stood by vessel.	
June 6.	9.15 p.m. Schooner <i>Hans</i> , of Rendsburg. Harwich Steam Life-boat saved vessel and . . .	4
July 3.	6.20 a.m. Schooner <i>Broughty Castle</i> , of Ramsey. Penmon Life-boat rendered assistance.	
" 3.	Ditto Penmon Life-boat saved	
" 12.	2.45 a.m. Schooner <i>Paragon</i> , of Inverness. North Sunderland Life-boat saved	4
" 14.	11.28 a.m. Yawl <i>Sally</i> , of Liverpool. Hoylake Life-boat saved vessel and . . .	3

				Lives saved.
1895.				
July 20.	2 p.m.	Barquentine <i>Atlantic</i> , of Arendal.	Shoreham Life-boat saved . . .	9
" 20.	2.45 p.m.	Brigantine <i>Halcyon</i> , of St. Nazaire.	Worthing Life-boat saved . . .	1
" 28.	2 p.m.	S.S. <i>Ida</i> , of Dantzic.	Palling No. 2 Life-boat saved . . .	18
Aug. 2.	9 a.m.	Barque <i>Kragerö</i> , of Kragerö.	Barmouth and Pwllheli Life-boats saved vessel and . . .	12
" 2.	9.30 a.m.	Ketch <i>Appledram</i> , of Poole.	Dungeness No. 1 Life-boat saved . . .	2
" 9.	11 a.m.	Fishing-cobles.	Whitby No. 2 Life-boat stood by vessels and landed 3 men.	
Sept. 11.		S.S. <i>Lady Wolseley</i> , of Dublin.	Ramsgate and North Deal Life-boats took off passengers and assisted to save vessel.	
" 11.		Ditto	Broadstairs Life-boat took off passengers.	
Oct. 2.	1.15 a.m.	Smack <i>Petrel</i> , of Bideford.	Clovelly Life-boat saved	2
" 2.		Smack <i>Dora</i> , of Bideford.	Clovelly Life-boat saved	2
" 2.	5.40 a.m.	S.S. <i>Fal</i> , of Falmouth.	North Deal Life-boat saved vessel and . . .	10
" 2.	5.55 a.m.	Schooner <i>The Cousins</i> , of Beaumaris.	Hoylake Life-boat saved	2
" 2.	6.20 a.m.	Barquentine <i>Lattonia</i> , of Riga.	Southport No. 2 Life-boat saved . . .	8
" 2.	6.35 a.m.	Ketch <i>William</i> , of Ipswich.	Padstow Life-boat saved	4
" 2.	6.40 a.m.	Smack <i>Tom</i> , of Watchet.	Burnham Life-boat saved vessel.	
" 2.		Barque <i>Helen</i> , of Brevig.	Cloughy Life-boat saved	10
" 3.	12.30 p.m.	Boat of s.s. <i>Sicilia</i> , of Liverpool.	Padstow Life-boat saved	16
" 4.	10.50 a.m.	Brig <i>Haabel</i> , of Tönsberg.	Clovelly Life-boat saved	10
" 15.	1.30 p.m.	Ketch <i>Ruby</i> , of Liverpool.	Cemlyn Life-boat assisted to save vessel.	
" 17.	5 p.m.	S.S. <i>Harberton</i> , of London.	Sennen Cove Life-boat assisted to save vessel.	
" 22.	6.45 a.m.	Lugger <i>Star of Bethlehem</i> , of Cullen.	Gorleston No. 1 Life-boat saved	8
" 23.	5.30 p.m.	Schooner <i>Avance</i> , of Tönsberg.	Lossiemouth Life-boat saved	6
" 26.	8.40 a.m.	Six fishing cobles.	Scarborough Life-boat rendered assistance.	
" 28.	6 p.m.	Ketch <i>St. Agnes</i> , of St. Agnes.	Newquay (Cornwall) Life-boat stood by vessel.	
Nov. 6.	9 a.m.	Brigantine <i>Nordstjernen</i> , of Christiansand.	Kirkcudbright Life-boat saved	6
" 6.	12.40 a.m.	Schooner <i>Otto</i> , of West Rhaderfehn.	North Berwick Life-boat saved	4
" 10.	2 p.m.	Schooner <i>Kate</i> , of Chester.	Beaumaris Life-boat landed 4.	
" 10.	6.1 p.m.	Schooner <i>Ellen and Mary</i> , of Port William.	Ramsey Life-boat saved	3
" 10.	7.11 p.m.	Brig <i>Globe</i> , of Whitehaven.	Ramsey Life-boat saved	7
" 10.	8.23 p.m.	Schooner <i>Harvest Home</i> , of Preston.	Ramsey Life-boat saved	4
" 10.	8.35 p.m.	S.S. <i>Sindbad</i> , of Newcastle.	Blyth No. 1 Life-boat saved	15
" 10-11.		Three-masted schooner <i>Anna</i> , of Mariehamn.	Teignmouth Life-boat rendered assistance.	
" 11.	1 a.m.	Barquentine <i>Durango</i> , of Hamburg.	Southend (Essex) Life-boat assisted to save vessel and	10
" 11.	7.30 a.m.	S.S. <i>Poplar</i> , of London.	Roker Life-boat assisted to save vessel.	
" 15.	10.40 a.m.	Smack <i>Esperanda</i> , of Porlock.	Lynmouth Life-boat saved	2
" 15.	11 a.m.	Barque <i>Sator</i> .	Whithorn Life-boat saved	10
" 15.	noon.	Eight fishing-boats.	Gourdon Life-boat stood by vessels.	
" 15.	12.36 p.m.	Brigantine <i>Somerset</i> , of Christiania.	Ramsey Life-boat saved	9
" 15.	5.15 p.m.	Flat <i>Eleanor</i> , of Liverpool.	Helbre Life-boat saved	2
" 16.	10 a.m.	Cutter <i>Sarah Beck</i> , of Liverpool.	Beaumaris Life-boat landed 4.	
" 16.	11.30 a.m.	Schooner <i>Bulla</i> , of Barnstaple.	Gorleston No. 3 Life-boat saved	4
" 18.	12.15 a.m.	Dandy <i>Coquette</i> , of Great Yarmouth.	Gorleston No. 2 Life-boat saved	6
" 19.	2 a.m.	Schooner <i>Ému</i> , of Douglas.	Castletown Life-boat saved	3
" 20.	6.45 a.m.	S.S. <i>Fairy</i> .	Blyth No. 1 Life-boat saved	12
" 20.	8.15 a.m.	Barquentine <i>G. L. Waters</i> , of Workington.	Walmer Life-boat assisted to save vessel.	
" 20.	8.30 a.m.	Boat of Ditto.	North Deal Life-boat saved	5
" 23.	3.40 p.m.	Schooner <i>Gem</i> , of Ramsey.	Ramsey Life-boat saved	4
" 24.	1 p.m.	Fishing-lugger <i>Perseverance</i> , of Folkestone.	Folkestone Life-boat saved crew and assisted to save vessel	3
" 24.	3 p.m.	Three-masted schooner <i>Orwell</i> , of Ipswich.	Penarth Life-boat rendered assistance.	
" 24.	4.30 p.m.	Three-masted schooner <i>Michael Kelly</i> , of Liverpool.	North Deal Life-boat saved crew and a dog	5
" 24.	8.30 p.m.	Ketch <i>Two Brothers</i> , of Plymouth.	Salcombe Life-boat saved	2
" 25.	1.30 p.m.	S.S. <i>Grepstedt</i> , of Gottenburg.	Gorleston No. 1 Life-boat rendered assistance.	
" 25.	6.30 p.m.	Fishing-lugger <i>Good Hope</i> , of St. Ives.	St. Ives Life-boat stood by vessel.	
" 25.	9.20 p.m.	Schooner <i>Jane and Annie</i> , of Carnarvon.	Totland Bay Life-boat assisted to save vessel.	

			Lives saved.
1895.			
Nov. 26.	5 p.m.	Two fishing-cobles. Scarborough Life-boat rendered assistance.	
" 28.	3 a.m.	S.S. <i>Nar</i> , of Lynn. Port Erin Life-boat remained by vessel.	
" 28.	8.10 p.m.	Fishing-boat <i>Enterprize</i> , of Courtown. Courtown Life-boat saved boat and	5
" 29.	9 p.m.	S.S. <i>International</i> , of Newcastle. Mablethorpe Life-boat landed 9.	
" 30.	8 a.m.	S.S. <i>Vale</i> , of Stavanger. Clacton Life-boat remained by vessel.	
" 30.	5.45 p.m.	Barque <i>J. H. Schwensen</i> , of Kragerö. Aldeburgh Life-boat saved vessel.	
Dec. 6.	10 a.m.	Schooner <i>Gauntlet</i> , of Barrow. Porthdinllaen Life-boat saved	5
" 6-7.		Three-masted schooner <i>Renown</i> , of Wigtown. Abersoch Life-boat saved vessel and	5
" 10.	midnight.	Steam-trawler <i>Kymric</i> , of Grimsby. Donna Nook Life-boat landed 9.	
" 12.	1.15 p.m.	Two Fishing-yawls of Arbroath. Arbroath Life-boat stood by vessels.	
" 12.	2 p.m.	Fishing-boats of Gourdon. Gourdon Life-boat stood by vessels.	
" 12.	4.45 p.m.	Brigantine <i>Sir Robert Hodgson</i> , of Fowey. Great Yarmouth Life-boat saved	6
" 12.	6.30 p.m.	Schooner <i>Lily Garton</i> , of Peel. Peel Life-boat stood by vessel.	
" 12.	8.40 p.m.	Steam-trawler <i>Balmoral Castle</i> , of Aberdeen. Whitelink Bay Life-boat saved	9
" 15.	7.30 a.m.	Dandy <i>Sir Alfred Gooch</i> , of Lowestoft. Kessingland No. 1 Life-boat saved crew and assisted to save vessel.	5
" 19.	10 a.m.	Ketch <i>Lord Tennyson</i> , of London. Kingsgate Life-boat stood by vessel.	
" 22.	5.45 a.m.	Schooner <i>Emily</i> , of Padstow. Polkerris Life-boat saved	4
" 22.	12.30 p.m.	Schooner <i>Violet</i> , of Castletown. Giles Quay Life-boat saved	4
" 23.	4.30 p.m.	Fishing-boats. Peterhead Life-boat remained in attendance.	
" 24.	9.45 a.m.	Schooner <i>Clara</i> , of Belfast. Angle Life-boat saved crew and a dog.	5
" 24.		<i>Echo</i> , of Wexford. Angle Life-boat assisted to save vessel.	
" 24.	11 a.m.	Ship <i>Moresby</i> , of Liverpool. Dungarvan Life-boat saved	7
" 24.	1 p.m.	Brig <i>Robert</i> , of Nantes. Port Patrick Life-boat rendered assistance.	
" 24.	1.45 p.m.	S.S. <i>Paragon</i> , of Dublin. Blackrock Life-boat saved	11
" 24.	7 p.m.	Steamer <i>Advance</i> , of Glasgow. Ballantrae Life-boat saved	3
" 25.	10.30 a.m.	Schooner <i>Clara</i> , of Belfast. Angle Life-boat assisted to save vessel.	
" 25.	3.30 p.m.	Brigantine <i>Citizen</i> , of Youghal. Kilmore Life-boat landed 4.	
" 25-30.		Barque <i>Atalanta</i> , of Hamburg. Margate Life-boat assisted to save vessel and	18
" 28.	10.30 a.m.	Fishing-boats. Montrose No. 1 Life-boat stood by vessels.	
" 28.	10.40 a.m.	Fishing-boats, of Johnshaven. Johnshaven Life-boat attended boats.	
" 28.	4.35 p.m.	Barque <i>Ganymedes</i> , of Kisor. Totland Bay Life-boat saved	8
" 30.	9 p.m.	S.S. <i>Beaver</i> , of London. Stalthes Life-boat stood by vessel.	
" 31.	7.30 a.m.	Yawl <i>Love Lane</i> , of Wexford. Wexford No. 1 Life-boat rendered assistance	
Total lives saved by the Life-boats in 1895, in addition to 35 vessels			533
Rewards were also granted by the Institution in the same period for saving by means of Fishing and other Boats			176
Total for 1895			709

CIVIL SERVICE LIFE-BOAT FUND.

At the Twenty-ninth Annual Meeting of the Committee of this Fund, held on the 17th January, and presided over by Mr. CHAS. G. TURNER, C.B., Mr. CHAS. DIBDIN, the Honorary Secretary, reported that the number of the contributors now exceeded 15,000, and that the Committee had paid to the ROYAL NATIONAL LIFE-BOAT INSTITUTION in 1895 the sum of 674l. 11s. 6d. to meet the payment of all expenses during the year connected with the maintenance of the seven Life-boat stations, for the

building and endowing of the boats, of which the Fund had already found the means, and also a further sum of 175l. 10s. to recoup the Institution the money paid during the year in rewarding the crews of the Civil Service boats for services. The payment by the Fund for the new boat-house and slipway, which have just been completed by the Institution for the Civil Service Life-boat at Douglas, Isle of Man, at a cost of 1,450l. was also considered.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patron—Her Most Gracious Majesty the Queen.

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

President—His Grace THE DUKE OF NORTHUMBERLAND, K.G.

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

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

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



APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that during the past year (1895) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £58,503 on its 303 Life-boat Establishments.

GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING 1895.

		£	s.	d.
Number of Lives rescued by Life-boats, in addition to				
35 Vessels saved by them	533			
Number of Lives saved by Shore-boats, &c.	176			
Amount of Rewards granted during the Year		10,434	4	6
Honorary Rewards:—Silver Medals and Clasps	10			
Binocular Glasses.	13			
Aneroid Barometer	2			
Votes of Thanks on Vellum.	39			
Certificates of Service	10			
Total	74	709	£10,434	4 6

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 39,354; for which services 98 Gold Medals and Clasps, 1,149 Silver Medals and Clasps, 257 Binocular Glasses, 15 Telescopes, 9 Aneroid Barometers, 1,519 Votes of Thanks, inscribed on vellum and framed, 57 Certificates of Service framed, and £158,929 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 February, 1896.