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THE ROYAL NAVAL EXHIBITION, 1891.

THE series of Exhibitions held in London during the last few years would certainly have been incomplete without one to illustrate the history, development and progress of the Navy. Such an undertaking could not fail to enlist public sympathy and support; partly on account of the warm corner the Navy has won and continues to hold in the national heart, and partly from the extraordinary nature of the development and progress that has taken place in it during the last half century, which may indeed be almost more correctly described as a metamorphosis.

The lesson to be learned by a careful study of the models in the Sepping Gallery may reasonably be divided into three sections; first, the period when sails were the motive power of our ships extending from the historical *Great Harry*, a "first-class battle-ship" in the time of Henry VIII., to the *Queen*, one of the finest three-deckers in existence in 1845, when the irrepresible steam-engine was just beginning to push itself into prominent notice as the coming motive power of ships both for war and commerce. The second section, which was short but full of rapid change, includes the period during which steam and sail worked amicably together in propelling our war-ships; progress here

marched with giant steps, from the old paddle-wheel sloops, in which steam was the principal propelling power, to the screw propeller which for a time tended to equalize the value of the two powers, because the application of the latter did not entail any change in the form of the vessel from that best applicable to sails, as was the case with the paddle-wheels. The screw could also then be lifted out of the water when sails were to be used, leaving the ship a perfect sailing-ship. The contest between wood and iron as the material of which to construct the ships also commenced about this time, ending, in the first place, in a complete victory for wood, to be soon followed by a complete rout and the general adoption of iron, to be in its turn followed by steel. Then the metamorphosis may be said to have begun, and the third section, or that in which the use of sails was entirely abandoned in favour of steam, asserted itself. One step that hurried on the inevitable change was the introduction of armour plating. A remarkable illustration of this march of time is displayed by the model of the present *Sans-pareil*, one of the most powerful of the war-ships of to-day, compared with the drawing of her predecessor, the first screw line-of-battle ship—built about 1849—hanging near it.

These remarkable changes are not confined to ships of war, for the Sepping Gallery contains many beautiful models of the modern passenger steamer, showing quite as great an advance in construction as the men-of-war. The most striking illustration of this part of the subject is to be found in the exhibit of the Peninsular and Oriental Steam Navigation Company, standing in a kiosk by itself, in which are shown models of four of the newest representations of this magnificent fleet, together with one of the first steamers possessed by the Company, and used for the conveyance of the mails, which can only be designated as a pigmy by the side of its giant successors. Although these vessels are primarily constructed for the purposes of peace and commerce, are capable of being armed, not only for their own defence, but for taking a very important part in those operations of war for which their great speed and other qualities eminently fit them, viz., the protection of our commerce from the depredations of swift, lightly-armed cruisers of the enemy, keeping open communications, &c.

At the head of the Sepping Gallery, running across it, or, rather, connecting it with the Howe Gallery and reached from either by a flight of steps, is the Cook Gallery, containing very interesting and instructive exhibits of the Admiralty, the Trinity House, the Meteorological Society, and the ROYAL NATIONAL LIFE-BOAT INSTITUTION, as well as many private exhibits. The exhibits of the four named are full of interest for a similar reason to that given in the case of the exhibits in the Sepping Gallery—viz., the complete illustrations they produce of the development and progress of the subjects to which they belong. The charts exhibited by the Admiralty comprise a collection of Portolani, dated about 1530, exhibiting the world as then known, on Ptolemy's projection, and showing Magellan's track from 1519 to 1522. Next comes the first printed edition of Ptolemy's Geography, dated 1533, and other old charts of the sixteenth and seventeenth centuries, with

their quaint names of "The Mariner's Mirrour," "A New Sea Atlas, or Water World," "The Lightning Colonne, or Sea Mirrour," which are supplemented by a chart, lent by a private exhibitor, showing the track of Sir Francis Drake, with his fleet of twenty-three ships, to the West Indies and back between September 1585 and July 1586, and followed up by charts and original surveys of different parts of the coast of England, as well as other parts of the world, down to the latest survey by H.M. surveying ships, and specimens of the copper plates from which the Admiralty charts are printed.

To notice even very briefly all the other interesting exhibits of chronometers, compasses, instruments for observing the sun, sounding machines, &c., would demand very much greater space than we have at our command; we must therefore content ourselves with remarks on their completeness and power for instruction and interest to an ordinarily careful observer. We must now pass on to the exhibits of the Elder Brethren of the Trinity House and the Commissioners of Northern Lights, i.e., the Lighthouse and Ship Authority for Scotland. Here we find represented the first Eddystone Lighthouse, which was proposed to the Trinity House in 1691, and erected by the designer, the light being first exhibited in October, 1698. The following year he strengthened the tower and raised it 40 feet, making the total height 120 feet. Its life was not a long one, however, as it was completely destroyed during the great gale of the 26th of November, 1703, when the talented designer, who happened to be there at the time, lost his life, together with some workmen who were with him and the light-keepers. This lighthouse was replaced by a wooden structure, with its base built round a solid core of granite 24 feet high, the whole height being 92 feet. This building was designed and completed by a silk mercer in London, assisted by two experienced shipwrights from Woolwich Dockyard, and the light, which consisted of twenty-four candles,

was first exhibited in 1708. This lighthouse was destroyed by fire in 1755, the keepers being rescued by boats from the shore. The next in order was Smeaton's famous lighthouse, which was replaced ten years ago by the present one, a full-sized model of which stands in the grounds, rearing its proud head above everything else; and most appropriately placed at its side is the old Crescott-burner, or grate, from which a coal fire was burnt at St. Agnes, Scilly, from sunset till sunrise in 1680.

One very ingenious exhibit in this gallery is the two working models illustrating the currents in the Atlantic and Indian Oceans respectively, of course including the far-famed Gulf Stream, which is credited with so much influence on the climate on the western and northern shores of these islands. In this gallery also stands the counter of the Royal National Life-boat Institution, displaying models of the different types of life-boats most generally in use at its stations and comprising the newest type of self-righting sailing life-boat, fitted with two drop keels, water ballast and all the other improvements of which experience has taught the advantage. Near to this model is the newest type of self-righting pulling boat and its elder sister, the non-self-righting sailing life-boat, to which the men on a part of the coasts of Norfolk and Suffolk are so devotedly attached; and not without reason, for they have done noble work with them in saving life on that dangerous coast. Each type of boat has its partisans and admirers, who are always ready to face any wind and sea in them when the call for help comes, and both have done equally good service. These columns would not at any time be the place in which to criticise the merits of either type, because both are recognised by the Institution as efficient life-boats and have, as before stated, their ardent adherents; but it would be particularly out of place to do so now, as the arrangements are just completed for carrying out exhaustive trials between them during the coming winter to prove their relative values in

the different circumstances in which they may be called upon to carry out their work of saving life from shipwreck.

The model of the safety fishing-boat is a lasting memorial of a most beneficial movement, in which the Institution took the initiative about twenty-six years ago, to bring about the introduction of decks in the large herring-boats, most of which, particularly in Scotland, were then wholly open boats; now such a thing is not to be seen and the increased safety in bad weather, as well as the comfort to the crews, must be self-evident.

The strongest proof that the march of development and progress before dwelt upon is not absent from the affairs of the Life-boat Institution is to be found on this counter in the model of the steam life-boat, brought out last autumn by the Institution. She has been stationed through the winter at Harwich, where she has been thoroughly tried in bad weather and heavy seas and has proved a complete success, having already contributed to the saving of thirty-three lives. It is a great pity that the expenses of both building and maintaining such a boat are so very large as to prove a bar to their extended use for service on outlying sands, to which they are so admirably adapted.

Passing from the Cook Gallery through the Howe and Nelson Galleries, we come to the Franklin Gallery, with its touching collection of relics of the ill-fated Arctic Expedition of 1844, under Sir John Franklin. The pictures hanging on the walls, and the admirably designed figures with sleighs and tent bring forcibly before the observer the hardships and risks of this service generally, and cannot but lead to the conviction that this is a work of all others demanding a sound mind in a sound body as well as a stout heart for its proper performance. The play-bills, numbers of the "North Georgian Gazette," 1820, "Arctic Miscellanies," 1850-51, "Illustrated Arctic News," 1850-51, and the songs printed on board, show that it was not "all work and no play," but it must be difficult to those who have

not experienced an arctic winter to realise what it means, and the necessity for every available source of amusement being promoted to the utmost. Close to these relics stands the model of the cairn in which the cylinder was found that gave the last-written information of the monuments of the then survivors of the ill-fated expedition as well as the date of Sir John Franklin's death.

It is rather remarkable that this and other important relics were not discovered

by any of the expeditions previously sent out by the country to search for the missing expedition, but that to do so fell to the lot of the gallant little ship *Fox*, which comprised a private expedition, fitted out by Lady Franklin and her friends, the command of which was entrusted to the well-known Captain, now Admiral Sir LEOPOLD McCLINTOCK, K.C.B., F.R.S., the sledge which he actually used in his land journeys being one of the two exhibited.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.

HOLY ISLAND, NORTHUMBERLAND.—The Life-boat stationed in 1868 at Ross Links, Holy Island, has recently been replaced by a new one, 31 feet long, 7 $\frac{1}{4}$ feet wide and rowing 10 oars, double banked. It possesses all the latest improvements, as well as 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 Society, should this boat be upset, it will at once right itself, even if all the crew are holding on to it and the sails are set. The cost of the boat and equipment has been defrayed by the Trustees of the late Miss A. M. BEDFORD, of Pershore, Worcestershire, and in accordance with their request it is named the *Bedford*. On the way to its station the *Bedford* was exhibited at York on the 1st April last. It was drawn through some of the principal streets of the city, manned by a crew brought from the coast for the occasion, and was afterwards launched into the river and capsized to demonstrate its self-righting and other powers.

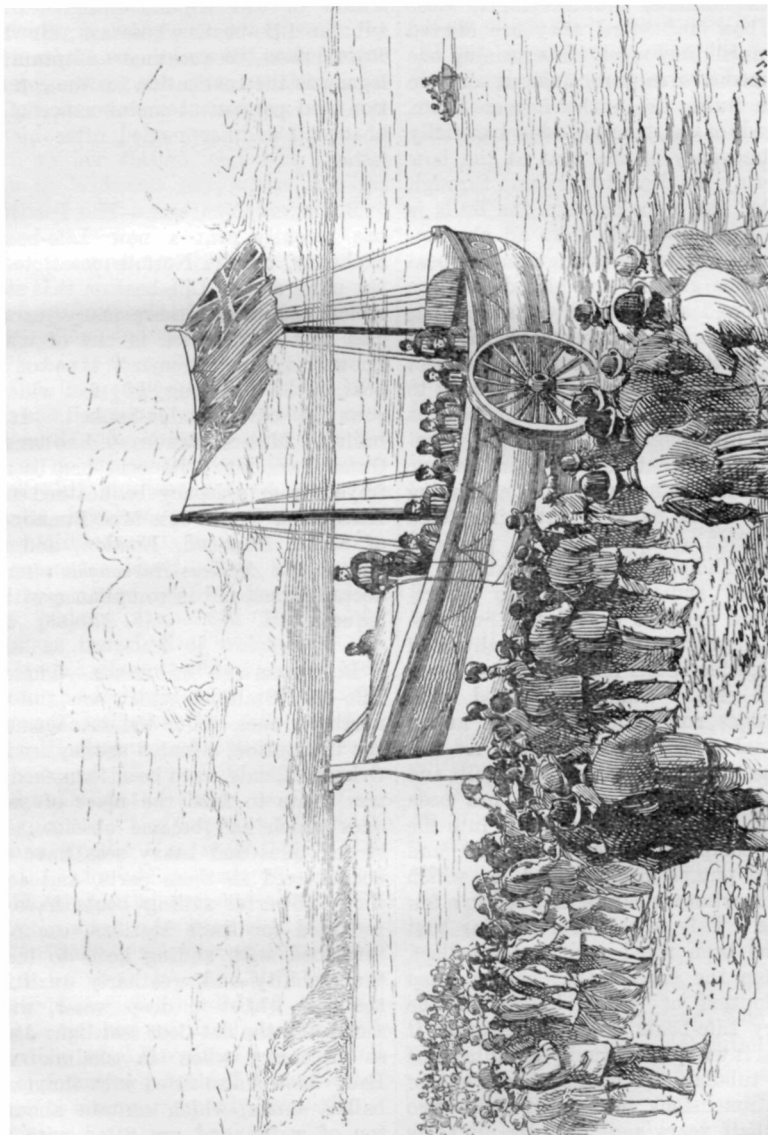
Prior to the launch the Dean of York (Dr. PUREY CUST) addressed a few words to the large concourse of spectators, in which he called attention to the inestimable services rendered by the Life-boats on our coast and to the heroism so frequently displayed by the crews in their endeavours to save life. In the evening a meeting in furtherance of the objects of the Institution was held in the saloon of the Yorkshire Fine Art Institution, under the presidency of the Lord Mayor of York, Mr. Alderman P. MATTHEWS, when the

Dean again urged the claims of the Society on the sympathy of the public. Commander ST. VINCENT NEPEAN, R.N., Deputy Chief Inspector of Life-boats, also addressed the meeting. The Ross Links Life-boat, which has thus been superseded, was instrumental on the 7th November last in rescuing the crew of five men from the wrecked schooner *Flower of Ross*, of Inverkeithing. Her crew had a difficult and dangerous task to discharge, for the heavy seas were washing over the wreck, against which the boat was violently dashed, sustaining some damage, but happily they were enabled to accomplish their humane mission, thus fitly bringing the boat's career to a satisfactory close.

PWLLHELI, NORTH WALES.—THE ROYAL NATIONAL LIFE-BOAT INSTITUTION has formed a Station at Pwllheli, and has placed there a steel tubular Life-boat which has been constructed by Messrs. MECHAN & SONS, of the Neptune Works, Glasgow. The tubular system of Life-boat construction was invented by the late Mr. HENRY RICHARDSON, of Bala, in 1830, and in 1851, his son, the late Mr. HENRY THOMAS RICHARDSON, of Bryntryfroyd, built a boat on this principle, with which he sailed round the coast of England with the view of demonstrating, as he believed, the superiority of that system. Eventually a similar boat was built for New Brighton, and has been replaced from time to time by others on the same plan. The new boat stationed at Pwllheli, differs in many respects from the original plans of Mr. RICHARDSON. His boat consisted

of two circular tubes forming the hulls, their dimensions being about 3 feet in diameter amidships, tapering to 8 inches at the stem and stern, and connected by means of iron bands at these parts and at

Institution at Liverpool. The length over all is 35 feet, and the beam 10 feet, exclusive of a wooden fender which runs all round the boat. The hulls are constructed of mild steel plates $\frac{1}{16}$ inch in



intervals throughout the length. Experience has suggested, however, that this form of construction can be improved, and the new boat has been built from designs prepared by Mr. CHARLES H. BELOE, M. Inst. C.E., the hon. secretary of the

thickness; these are formed to the required shape, and galvanised. The framing consists of steel angle bars $1\frac{1}{2}$ in. by $1\frac{1}{4}$ in. by $\frac{1}{8}$ in., spaced at 21 in. centre to centre. The hulls, instead of being circular, are more of a boat-shaped

section amidships, and, instead of tapering to points at each end, they diminish until their minimum diameter is 1 ft. 9 in. at the bow and 1 ft. 6 in. at the stern, tapering aft more than forward in order to afford a better delivery for the water which accumulates between them, while at the bow and stern they are curved round until they meet, thus forming one homogeneous structure, instead of two separate hulls, as in the former boats. This mode of construction adds materially to the buoyancy of the boat at the bow and stern. To diminish friction through the water, the space between the hulls is kept as free as possible from all obstruction; and in order to strengthen the boat light lattice girders are placed between the undersides of the thwarts and the floor, whereas in the other boats the arch frames which were necessary to connect the tubes offered a serious impediment to the progress of the vessel. The boat is divided into eighteen watertight compartments, so that in the event of one compartment being injured the floating capacity would be very little interfered with. Each compartment is provided with a manhole for access to enable it to be cleaned and painted. Two centre-boards are fixed to each hull, thus materially improving the sailing qualities of the boat, which pulls fourteen oars—seven on each side. Stanchions fitted with ridge ropes run round the boat as an additional security to the crew. As this boat has to depend entirely upon sails and oars for propulsion, provision has been made for admitting water ballast into the central compartment of each hull, and powerful pumps are provided, by which the compartments can be emptied in a few minutes. This is the first tubular boat that has been fitted with water ballast, and from the success that has attended the adoption of water ballast in the ordinary Life-boats of the Institution it is hoped it will prove equally advantageous in the tubular. A similar boat, but of larger dimensions, was built some two and a half years ago from Mr. BELOE'S designs, and stationed at New Brighton. She has been frequently tried in severe weather, including the great gale of November last, and the decided superiority of this design over the original tubular has been amply proved. A new and commodious boat-house has

been erected for the reception of the Life-boat, its transporting carriage and gear, from the designs of the Engineer and Architect of the Institution, Mr. W. T. DOUGLASS. The Life-boat is named the *Caroline Richardson*, in memory of the widow of the original designer of the tubular Life-boat, whose son, Mr. H. T. RICHARDSON bequeathed a munificent legacy to the Institution for the construction and permanent maintenance of this boat and another named after his late father.

BLAKENEY, NORFOLK.—The Institution has recently sent a new Life-boat to Blakeney, on the Norfolk coast, to take the place of the Life-boat on that station which was placed there many years ago. The new boat, which is one of what is known as the "Cromer" type of Life-boat, is 35 feet long, 10½ feet wide and rows 14 oars, double-banked. It was built by Messrs. BEECHING BROTHERS, of Great Yarmouth; its cost has been defrayed from a legacy bequeathed to the Institution by the late Mrs. BURROUGHES, of South Norwood, London, and it is named the *Zaccheus Burroughes* after her deceased husband in compliance with her request.

LONGHOPE AND STROMNESS.—These two Life-boat Stations, which are the most northerly ones under the management of the Institution, situated as they are in the Orkney Islands, have been furnished with new boats to take the place of smaller ones which had become obsolete. Very strong tides and heavy seas have to be encountered in these parts, and accordingly powerful sailing boats have been provided for these stations, each being furnished with sliding keels to increase the stability and weatherly qualities of the boat whilst in deep water, without sacrificing the flat floor and light draught so necessary when in shallow water. Each boat is also fitted with three water-ballast tanks, which contain about one ton of water, and are fitted with plugs and pumps, by means of which water can readily be admitted or pumped out—these are intended for use in the event of the drop keels having to be slipped.

The Longhope boat is 39 feet long, and 9 feet wide; the Stromness Life-boat is 42 feet by 11 feet. The cost of the former

boat and its equipment has been defrayed from a legacy bequeathed to the Institution by the late Mrs. STANNAH, of Balham, and, in accordance with the wishes of the testatrix, the boat is named the *Samyntas Stannah*. The Life-boat at Longhope performed admirable service in March last during a heavy gale accompanied by a tremendous sea, when she was instrumental in saving the crew, numbering 22 men, of the wrecked Steamer, *Victoria* of Sunderland; she was unable then to return to her station, and had to take refuge in Widewall Bay, where she was detained by stress of weather for two days.

The Stromness new Life-boat was given to the Institution by the Loyal Order of Ancient Shepherds (Ashton Unity) Friendly Society, and named the *Good Shepherd*. It was taken to Greenock on the 16th May last on the occasion of a demonstration connected with the Annual Meeting of the Order. About 3,000 persons, chiefly Shepherds, walked in procession from the esplanade through the main thoroughfares of the burgh to the James Watt Dock, where the new Life-boat was launched. The proceedings were begun by the 1st Renfrew Rifle Band playing the "Old Hundredth" Hymn, at the close of which, the Rev. JOHN BARCLAY, of the West Parish Kirk, offered up an impressive prayer. Mr. GEORGE CROMAR, the Chief Shepherd, in an appropriate speech, then presented the boat, on behalf of 95,000 brethren connected with the Order, to the Institution, which was represented on the occasion by Mr. KEPPEL H. FOOTE, District Inspector of Life-boats, who acknowledged the gift in suitable terms. The numerous spectators were also addressed by His Worship the Provost of Greenock, ex-PROVOST BINNIE, and Mr. NEWSAN, Deputy Chief Shepherd, and the ceremony of naming was then gracefully performed by Mrs. GEORGE CROMAR, immediately following which the launch took place and was in every way successful.

BALLYCOTTON, GILES' QUAY, AND KINGSTOWN.—New self-righting Life-boats of the modern type have been forwarded to all of these stations on the coast of Ireland, in the place of others sent there many years since. They are respectively, 37, 34, and 37 feet long, and 8 feet wide,

rowing 10 oars, double-banked, and are all provided with sliding keels and water ballast tanks. The cost of the first named Life-boat and its equipment was defrayed by Mr. T. P. HEARNE, of Leadenhall Street, whose name the boat bears. The other two were provided from legacies bequeathed to the Institution by the late Mr. CHARLES POOLEY, of Cheltenham, and Mr. ANDREW PICKARD, of Leeds, and their names are the *Providence* and the *Hannah Pickard*.

THE USE OF OIL FOR SMOOTHING TROUBLED WATERS.

WITH the view of diminishing the serious loss of life which takes place every year from fishing-vessels both on the coasts of the United Kingdom and in the North Sea, and other fishing grounds, the Committee of the NATIONAL SEA FISHERIES PROTECTION ASSOCIATION, assisted by the ROYAL NATIONAL LIFE-BOAT INSTITUTION, has recently been endeavouring to induce some of the cleverest and ablest skippers of fishing-smacks to carry out experiments with oil-bags, and to persuade the fishermen generally to use them. The result has been most successful, the consensus of opinion of those who have used them being strongly in their favour. Two hundred bags, constructed to hold about a gallon of oil each, soaked in tow or waste, were made, and about one hundred and sixty of them distributed amongst the vessels fishing mainly with the "Great Northern" and "Red Cross" Fleets. The Reports made by the captains of the cutters, that is to say, the steamers which bring the fish to market, have been most satisfactory. The captain of one of the steamers stated that on one occasion in particular he noticed that, notwithstanding the high wind which was blowing, the sea around and for some distance from the steamer, was perfectly smooth and safe for boarding fish, but to his astonishment, when he had sailed a few miles towards the land, having completed his boarding, the water was so rough that it would have been an utter

impossibility for a smack's boat to live in it.

It may seem strange that out of a fleet of three hundred and ninety steam and sailing trawlers not more than one hundred and sixty should have availed themselves of the oil-bags offered them; but it is to be feared that this is attributable in a great measure to the fishermen's reckless indifference to human life. There can be no doubt that the use of these bags is a most valuable preventative of accidents; and if it were possible for a regulation to be made rendering it a penal offence for a skipper to allow a boat to leave a smack unless fully equipped with oil-bags, a most necessary reform would be effected.

Happily, only one life was lost last winter in boarding in the Hull Fishing Fleets, which is a marked improvement on past years.

The following are some recent reports as to the successful use of oil in smoothing troubled waters, extracted from a journal published in the United States entitled, *The Pilot Chart*.

"February 21st and 22nd, 1891.—Encountered gales between lat. 45° 41' N., long. 42° 02' W. and lat. 44° 28' N., long. 37° 45' W., heaviest from N.W., our course being east. While the heavy seas were running, used oil with good results. Captain Boggs, British s.s. *Indiana*."

Captain Thompson, of the British ship *British Isles*, reports as follows: "I have frequently used oil when running heavy in a breaking sea, and have found it to have great effect. The more greasy the oil the better it is. I used it exactly as you recommend, and have half a dozen perforated bags for the purpose."

Captain Holcrow, of the British brig *Aquatic*, reports that in January, 1891, "on passing from Mauritius to Queens-

town, discovered a leak in the port bow, and while repairing it by means of a stage rigged out over the bow, made the water smooth with one quart of petroleum, which answered excellently well."

Captain Ellis, of the British s.s. *Bidar*, at Philadelphia, March 15th, for London, reports on February 21st, "during very heavy gale from W., N.W. to N., the vessel shipping large quantities of water, it became necessary to use oil for the safety of the vessel. Clothes bags filled with oil were placed over each bow, the basins of forward closets were also filled with oil, after being well stuffed with oakum. The sea came with great force to within about a quarter of a ship's length and then curled under the film of oil and approached the vessel in the shape of a heavy swell. Fish oil, furnished by the owners for this purpose, was used. The effect of the oil was wonderful."

Captain Wilson, of the British barque *Vidonia*, reports as follows: "I frequently used oil in running and lying to in the North Atlantic, and found it invaluable. On one occasion, when loaded with cod oil, I attributed the saving of the ship and crew to leakage of the cargo. This occurred in the latter part of January and the first half of February, 1890, when heavy westerly gales prevailed."

Captain Rowe, of the British ship *Slieve Roe*, encountered a W.N.W. gale with heavy squalls and high seas on February 27th, off the coast of New Jersey. The ship behaved beautifully with three oil-bags over. Later in the day when a strong S.S.W. gale was blowing, accompanied by a heavy sea, wished to take aboard a pilot; poured oil over the bows with marvellous effect in smoothing the water for his boat.—*Pilot Chart*.

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



NORTH DEAL.—Signal rockets and guns having been fired by the Gull Light-vessel on the 4th January, the Life-boat *Mary Somerville* was launched at about 6.15 P.M., and proceeded towards the Goodwin Sands. The wind was blowing moderately from the N.N.W. and the sea was smooth, but after a time a strong breeze sprung up and the water became rough. On their way to the Sands the Life-boat men, observing large flares burning, at once steered in the direction of the flares, and found they were shown by the brig *Kate*, of and from Guernsey bound for London, laden with granite. She had stranded on the North West Spit of the Sand, and three Deal boats were alongside her. The Life-boat men were employed to throw out the cargo and try to get the vessel afloat, and with the help of the other boatmen this was ultimately accomplished. The brig having sprung a leak the pumps were kept constantly at work, and at about 6 o'clock on the following evening, the vessel, with her crew of nine men on board, was taken into Ramsgate harbour.

RAMSGATE.—On the 6th January the Life-boat *Bradford*, in tow of the steam-tug *Aid*, left the harbour at 3.30 A.M., in a strong N.E. breeze with snow squalls and a heavy sea, signal guns having been fired from the Goodwin Sands. The tug and Life-boat went at once to the North Sand Head, seeing a flare in that direction, and found the three-masted schooner *Crocodile*, of and from Guernsey for London, with a cargo of stone. The Life-boat was slipped from the tug and sailed towards the wrecked vessel, letting go the anchor just to windward of her, but the cable parted before the crew could

be rescued. The boat was, [therefore, obliged to return to the tug, which towed her to windward again, when sail was once more hoisted. On nearing the wreck the second anchor was let go, the boat sheered alongside, and with great difficulty, the heavy seas causing her to strike several times with considerable violence against the vessel, succeeded in saving the crew of six men who had taken refuge in the mizen rigging, the hull being entirely submerged. The master of the vessel having unfortunately been benumbed by the cold fell from aloft and was killed before the Life-boat arrived.

BROADSTAIRS AND RAMSGATE.—The brigantines *Glance* and *Glide*, of Ramsgate, both bound for Ramsgate from the north with coal, came into collision off the North Foreland in a strong E.N.E. gale, snow squalls, and a heavy sea on the morning of the 6th January. Both vessels were severely damaged and ultimately foundered, their crews taking to their boats. The boat of the *Glance* having been seen in the offing, the Broadstairs Life-boat *Christopher Waud Bradford* put off at about 8 o'clock and rescued the seven men on board, who were in a very exhausted condition. They were landed and taken to the Ramsgate Sailor's Home. A telephonic message reporting the casualty, and stating that the boat of the *Glide* was adrift, was despatched from Broadstairs to Ramsgate. Immediately on receipt of the news the Life-boat *Bradford* and steam-tug *Aid* put to sea, and found the boat, containing seven men, about two miles distant. The men were taken into the Life-boat and safely landed at Ramsgate at 10 A.M.

RAMSGATE.—On the 22nd April the Life-boat *Bradford* and steam-tug *Aid* were called out by signal guns from the Gull Light-vessel, and left the harbour at 5.18 A.M. in a moderate E.N.E. wind and hazy weather. The s.s. *Kelloe*, of London, bound from Newcastle for Sydney, N.S.W., with a cargo of coal, was found stranded on the S.E. Goodwin Sands. Part of a lugger's crew were on board her, and the steamer and Life-boat's crew were engaged to assist to get her afloat. The tug's tow-rope was made fast, and ultimately the ship was towed afloat, and being taken clear of the sands was able to proceed under her own steam to Gravesend, four of the salvors going in her to assist in navigating her, as seven of the crew had abandoned her and had left in one of her boats.

HARWICH.—The steam Life-boat *Duke of Northumberland*, with the reserve Life-boat in tow, went out on the morning of the 6th January, in a fresh gale from the N.E., snow squalls and a very heavy sea, signals having been fired by the Cork Light-vessel. On reaching the Cork Sands the masts of a vessel with sails set were seen, and on arriving near to her three men were observed in the rigging, two of whom waved their hands to the Life-boat men. The reserve Life-boat was towed close to the sunken wreck, and threw out grappling irons and life lines, which two of the men caught, tied round themselves, and jumping into the water, were pulled into the Life-boat in a very exhausted and benumbed condition. The other man was dead. The boats then promptly returned to their station, where the men were landed and their wants attended to. Having placed the two survivors in safety, the coxswain of the steam Life-boat considered it would be seemly to return to the wreck and bring ashore the dead body which had been left in the rigging. The boat therefore returned to the wreck, and having made fast to the rigging, one of the crew of the reserve boat, who had volunteered to go in the steamer, jumped on to the rigging, unlashd the man's body and fastened a line to it, by means of which it was dragged on board the Life-boat. The Life-boat man was also hauled on board by means of a line, and the return

journey was made to Harwich. The wrecked vessel was the ketch *Day's*, of Barrow, laden with scrap-iron, and bound from London for Newcastle.

The pilot-cutter *Providence* arrived at Harwich on the 3rd March flying signals denoting that the Life-boat was required. The steam Life-boat *Duke of Northumberland*, with the reserve Life-boat in tow, promptly went out, and the coxswains were informed by the head pilot that the Sunk Light-vessel had been firing guns, a three-masted schooner having stranded on the Long Sand. A moderate N.W. gale was blowing, the sea was very heavy, rain was falling, and the weather was thick and cold. On speaking the Sunk Light the pilot's statement was corroborated, and on proceeding to the Long Sand, the vessel, which was the *Mercury*, of and for Aberdeen, from Grangemouth with coal, was found. The Life-boats bore down on her and her crew of twelve men were taken into the steam Life-boat and landed at Harwich at 1.30 A.M.

WITHERNSEA.—The s.s. *Maja*, of Copenhagen, having stranded about two miles N. of the pier at WitherNSEA on the 7th January, the Life-boat *Admiral Rous* proceeded to her assistance at 6.15 A.M. The wind was blowing from the N.W. and there was a moderate sea. At the request of the master the Life-boat remained by the vessel until daylight, when two anchors attached to a tow-rope were put out, and at about 10.45 A.M. the steamer floated and resumed her voyage to Grimsby, the Life-boat regaining her station at 11.40 A.M.

HOLYHEAD.—During a gale of wind from the N.W. by W., and a very heavy sea on the 20th January, the No. 2 Life-boat *Joseph Whitworth* was called out by signals of distress exhibited by two vessels lying in the outer anchorage which were dragging their anchors and driving towards a lee shore. The Life-boat was promptly launched at 8.12 P.M., and proceeded under sail first to the schooner *Pride of the Dee*, the crew of which, four in number, at once got into the boat; she then went to the schooner *Isabella*, and having taken off her crew of three men, returned towards the shore. Before the land was reached however

another schooner, the *Maggie Brocklebank*, burnt a signal of distress, whereupon the Life-boat put about, went out again, and took off that vessel's crew, consisting of four men.

LOWESTOFT.—The coxswain of the Life-boat *Stock Exchange* was informed on the 29th January, that a smack was ashore near the extension pier at the mouth of the harbour. A strong breeze was blowing from the S.S.W., and there was a very heavy sea. He proceeded at once to the Life-boat, mustering the crew as he went along, and at 8.35 P.M. the boat was launched, and rowed to the vessel. On arriving abreast of the smack, which proved to be the trawler *Peace*, of Lowestoft, returning from the fishing grounds, and carrying a crew of five men, the Life-boat let go her anchor, veered down to the vessel, and took off one of her crew. The others threw their bags of clothes into the boat and thereby lost their chance of getting on board her themselves, for the heavy seas swept her away from the vessel. She got to windward again, and dropped her anchor a second time; but when she again reached the vessel, it was found that three of her crew had been taken off by the rocket apparatus, and that only the master remained on board. The Life-boat men threw a rope to him which he made fast round his body; but he afterwards untied it, gave up his intention of making for the Life-boat, and was rescued by the rocket apparatus.

PORT ERIN, ISLE OF MAN.—The Life-boat *Annie and Mary of Manchester* was launched at 9 A.M. on the 31st January to the assistance of the trawler *Lily of the West*, of Douglas, which had been disabled by loss of sails. A strong wind was blowing from the S.W. and an exceptionally high sea was running. The vessel anchored, but as the bay is unsheltered when the wind is in that direction, it was feared that the anchor would not hold, and the crew, consisting of five men, were therefore taken into the Life-boat and brought safely ashore.

RAMSEY, ISLE OF MAN.—While the Life-boat *Mary Isabella* was out for practice on the 31st January, a trawler reported that a schooner was in need of

assistance, most of her sails having been blown away. A strong gale was blowing from the S.W., and there was a heavy cross sea. The Life-boat went in search of the vessel, and found her about five miles E.N.E. of Ramsey harbour where she had anchored close to the Bahama bank. The boat stood by her for an hour; but as her anchors were dragging, her crew of four men left her, and were taken into the Life-boat. The schooner was the *Leona*, of Belfast, bound from Cardiff for Drogheda with a cargo of coal.

WEXFORD.—At about 3.30 P.M. on the 11th February, while a strong gale was blowing from the W.S.W., the fishing yawl *Prima Donna*, of Wexford, grounded on the south side of the bar. The No. 1 Life-boat, *Andrew Pickard*, was at once manned and proceeded to her assistance. After about half-an-hour the vessel was got afloat, and as the crew of five men were then in safety, the Life-boat returned to her station. At 5.35 P.M. signals of distress were shown by the yawl, and the Life-boat at once proceeded to her again. She had then anchored in the North Bay, having lost her mainsail and one anchor in attempting a second time to cross the bar. At the request of the master, the Life-boat remained by the vessel until 4.30 A.M., when the storm moderated and the boat returned to Wexford, the yawl being afterwards towed in by a steam tug.

THE RUSSIAN LIFE-BOAT SERVICE.

The Russian Life-boat Society, of which the Empress is the Patron, has now 125 Life-boat Stations; of these 60 are on the river banks and 65 on the coast.

The Committee of the ROYAL NATIONAL LIFE-BOAT INSTITUTION had in the year 1875 the great satisfaction of reporting the formation of this Life-boat Society, which was founded on the same principles as their own Institution.

It will be remembered that on the happy occasion of the marriage of His Royal Highness the DUKE OF EDINBURGH with Her Imperial Highness the GRAND DUCHESS MARIE, of Russia, the British

residents at St. Petersburg presented to their Royal Highnesses, as a wedding gift, two fully-equipped Life-boats of the most complete and perfect character, constructed in London by the builders to the ROYAL NATIONAL LIFE-BOAT INSTITUTION and under its superintendence, as memorials of the auspicious event. These boats were afterwards handed over by their Royal Highnesses to the Russian Shipwreck and Life-boat Society, and stationed on the Russian Coast, one in the Baltic and the other in the Black Sea.

Two exact models of them, one named the *Alfred* and the other the *Marie*, were ordered to be made in London to be presented to their Royal and Imperial Highnesses the DUKE and DUCHESS OF EDINBURGH.

The presentation of these models, in the name of the British residents at St. Petersburg and at their request, the Committee had much pleasure in requesting his Grace the President of the Institution to undertake, at the ensuing Annual Meeting of the Institution, which was presided over by His Royal Highness the DUKE OF EDINBURGH.

In presenting the models to their Royal and Imperial Highnesses, they expressed the hope that the Russian Society, in which they would doubtless always take a deep interest, might, with the Divine blessing, long enjoy the same prosperity and pursue the same career of usefulness in the interests of humanity that had happily been accorded to its sister institution in the British Islands.

UNITED STATES LIFE-SAVING SERVICE.

WE have received within the last few weeks the Annual Report of the operations of the United States Life-Saving Service for the year ended the 30th June, 1889, issued from the Government Printing Office at Washington, the Service being a branch of the United States Treasury in

accordance with an Act of Congress approved June 18, 1878.

We find from the Report in question that at the close of the above-mentioned year there were 225 life-saving stations, 172 being on the Atlantic coast, 45 on the lakes, seven on the Pacific, and one at the Falls of the Ohio, Louisville, Kentucky. This total gives, therefore, an increase of three stations as compared with the previous year; viz., two on the Atlantic coast and one on the lakes.

During the year there had been 378 disasters to vessels coming within the field of station operations, this number being 33 less than in the previous twelve months. There were 3,106 persons on board these vessels, of whom 38 were lost. The number of vessels totally lost was 63, being a decrease of eight as compared with the previous year. In addition there were, during the year reported on, 149 disasters to smaller craft, such as sail-boats, row-boats, &c., which had 316 persons on board, only one of whom was lost. The total number of persons succoured at the stations was 787.

Besides the lives saved from vessels, the life-saving crews were instrumental in rescuing 24 persons who had fallen from wharves, &c., and would, had it not been for the prompt aid given, have probably perished.

In pursuance of the policy of the Service a careful investigation was held in the eleven cases where life was lost, resulting in proving that the attending circumstances were such that none of the fatalities within the scope of the Service could possibly have been averted by the life-saving crews, who, as on former occasions, were stated to have discharged their duties gallantly and well.

The fact that there had been a larger number of lives lost, in proportion to the number of persons on board the vessels involved, than there had been for many years past, was due to the frequent and violent gales, especially on the Virginia and North Carolina coasts, a region of low and continuous beaches exposed to

the full sweep and fury of the Atlantic Ocean.

There had, however, been a marked increase as compared with the records of previous years in the amount of assistance rendered in saving vessels and property, which in great measure accounts for the comparatively small number of vessels totally lost within the domain of Service operations.

Another of the Life-Saving Stations on Lake Ontario had been placed in telephonic communication with the Custom House at Woodville, New York, a distance of three and a quarter miles, thereby establishing connection with the telephone and telegraphic facilities of the vicinity, and enabling the Life-saving crew to receive promptly tidings of wrecks and other casualties occurring beyond the station patrol limits. All the stations from Montank Point to Coney Island Coast of Long Island, are now being connected by telephone, and it is believed that the system, when completed, will prove in many ways of signal advantage to the Service.

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SUMMARY OF THE

MEETINGS OF THE COMMITTEE.

THURSDAY, 8th January, 1891.

Sir EDWARD BIRKBECK, Bart., M.P., 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 their recommendations to be carried into effect.

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

Also the reports of the Deputy Chief Inspector of Life-boats on his visits to the Appledore and Wexford Life-boat stations.

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

Northern District—Holy Island (two boats), Hauxley, Berwick-on-Tweed and Roker (Sunderland).

Eastern District—Mablethorpe, Donna Nook, Sutton, Skegness, Chapel, Cromer, Sheringham,

Mundesley, Hasborough, Blakeney, Wells Hunstanton and Brancaster.

Western District—Appledore (two boats), Ilfracombe, Braunton, Morthoe, Bude, Clovelly, Watchet, Lynmouth and Weston-super-Mare.

Irish District—Orme's Head.

Reported the receipt of 1,163*l.* 17*s.* from the CIVIL SERVICE LIFE-BOAT FUND, per CHARLES DIBDIN, Esq., Honorary Secretary. This sum comprised 800*l.* to complete the purchase and endowment of the Douglas new Life-boat, the *Civil Service No. 6*; 300*l.* on account of the *Civil Service No. 7* Life-boat, and 63*l.* 17*s.* to cover certain expenses incurred by the Institution during the past year in connection with the Civil Service Life-boats. The total sum thus contributed to the Institution by gentlemen in Her Majesty's Civil Service has been 13,457*l.* 10*s.*

Decided that the best thanks of the Institution be conveyed to the contributors—and especially to Mr. DIBDIN—for the valuable assistance which they continue to render to the Life-boat cause.

Also the receipt of the following other special contributions:—

|                                                                                                                             | £   | s. | d. |
|-----------------------------------------------------------------------------------------------------------------------------|-----|----|----|
| T. P. HEARNE, Esq., of Leadenhall Street, for the Ballycotton new Life-boat <i>T. P. Hearne</i> and its equipment . . . . . | 700 | -  | -  |
| Contents of Contribution Box, per R. W. MAY, Esq., Billingsgate Market . . . . .                                            | 17  | 18 | 10 |
| Collection in Parish Church of Elyetham, Winchfield, on Christmas Day, per Rev. W. GILL . . . . .                           | 9   | -  | 4  |
| Teachers and Scholars of Linden Grove, Peckham, Sunday School, per W. E. WATSON, Esq. . . . .                               | 3   | 9  | 5  |
| <i>—To be severally thanked.</i>                                                                                            |     |    |    |

Also the receipt of the following Legacies:—

|                                                                                                                                                                                                                                                                                                                                                 | £   | s. | d. |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----|----|
| The late T. J. BRAHAM, Esq., of South Kensington . . . . .                                                                                                                                                                                                                                                                                      | 900 | -  | -  |
| The late ALEXANDER DAVIDSON, Esq., of Hampstead . . . . .                                                                                                                                                                                                                                                                                       | 720 | -  | -  |
| The late CHARLES POOLEY, Esq., of Gloucester . . . . .                                                                                                                                                                                                                                                                                          | 700 | -  | -  |
| The late HENRY LUCAS, Esq., of South Kensington (balance) . . . . .                                                                                                                                                                                                                                                                             | 112 | 10 | -  |
| The late GEORGE BEER, Esq., of Canterbury . . . . .                                                                                                                                                                                                                                                                                             | 50  | -  | -  |
| The late MONTAGU SMITH, Esq., of King Street, Cheapside . . . . .                                                                                                                                                                                                                                                                               | 10  | 10 | -  |
| Voted the thanks of the Committee to the Rev. Chancellor BRISCOE, D.D., of Holyhead, who had resigned the office of Chairman of the Holyhead Branch after 32 years' service.                                                                                                                                                                    |     |    |    |
| The Committee also specially recognised the good services rendered during a similar period by Mr. J. H. SMALLBRIDGE, as coxswain of the Braunton Life-boat; also those performed by the late Mr. THOMAS JENKINSON, the former coxswain of the Filey Life-boat, during the period of nearly 19 years in which he efficiently occupied that post. |     |    |    |

Resolved that as no reliable crew can now be obtained to work the Mundesley Life-boat, the station be closed for the present, the Cox-

swain being retained at his present salary as caretaker.

Also that the existing Life-boat at St. Mary's, Scilly Islands, be changed to meet the views of the Local Committee, coxswain and crew, as soon as the change can be arranged.

Reported the transmission of new Life-boats to the Aldeburgh, Kingsdowne, Rhosneigr and Tralee Bay stations.

Also that the Ardmore Life-boat had been improved and returned to its station.

Paid 9,993*l.* 15*s.* 1*d.* for sundry charges on various Life-boat establishments.

Voted 126*l.* 12*s.* to pay the expenses of the Plymouth, Withernsea, Scarborough, St. Ives, Filey, Kingsdowne and Broadstairs Life-boats in rendering the following services:—

|                                                            | Lives<br>saved |
|------------------------------------------------------------|----------------|
| S.S. <i>Nepaul</i> , of Glasgow. Remained by vessel.       |                |
| Dandy <i>Wainfleet</i> , of Grimsby . . . . .              | 6              |
| Scarborough fishing cobs. Rendered assistance.             |                |
| Schooner <i>Secret</i> , of Penzance . . . . .             | 4              |
| Filey fishing cobs. Rendered assistance.                   |                |
| Ship <i>Bargany</i> , of Port Glasgow. Remained by vessel. |                |
| Brigantine <i>Glance</i> , of Whitstable . . . . .         | 7              |

The Penzance Life-boat assisted to save the brig *Dorothy*, of North Shields, and her crew of eight men, and the Ramsgate Life-boat rescued the crew (seven) of the brigantine *Glide*, of Ramsgate, and six men from the schooner *Crocodile*, of Guernsey.

Voted also 131*l.* 4*s.* 11*d.* to pay the expenses of the Filey, Pakefield No. 2, Mablethorpe, Palling No. 2, Porthcawl, Broughty Ferry, Tynemouth No. 1, Hope Cove, Margate, Broadstairs, Walmer and Harwich steam and reserve Life-boats in assembling their crews or putting off to the assistance of vessels which did not ultimately need their services.

Also 3*l.* to six men, for putting off in a coble and bringing ashore the crew of two men from the collier *Diamond*, of Scarborough, which was dragging her anchors in a strong gale from the N., and a heavy sea, on the 18th October.

Also 3*l.* to six men, for putting off in a boat and bringing ashore the crew of five men of the schooner *St. Germans*, which was in danger off Moelfre in a N.N.W. gale and a very heavy sea, on the 7th November.

Also 1*l.* to a man who put off in a boat and rescued five men from the *Endeavour*, of Bude, which was totally wrecked off Ilfracombe, in a whole gale from the W.N.W. and a heavy sea, on the 19th December.

THURSDAY, 12th February.

Sir EDWARD BIRKBECK, Bart., M.P., 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 their recommendations to be carried into effect.

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

Northern District—Berwick-on-Tweed, Cultercoats, Saltburn, Redcar, Middlesbrough, Seaham, Whitburn, Seaton Carew, Hartlepool (three boats), West Hartlepool (two boats), Balcarly, Kirkeudbright, Whithorn, Port Patrick, Port Logan, Ayr, Girvan, Ballantrae, Irvine and Troon.

Eastern District—Swanage, Kimeridge, Poole, Southsea, Hayling Island, Worthing, Brighton and Shoreham.

Western District—Aberdovey, Barmouth, Portmadoc, Llanaelhaiarn, Porthdinllaen, Abersoch, Aberystwith and Newquay (Cardiganshire).

Irish District—Workington, Maryport, Silloth, Whitehaven, Seascale, Barrow, Fleetwood (two boats), Blackpool, St. Anne's (two boats) and Lytham.

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

|                                                                                       | £   | s. | d. |
|---------------------------------------------------------------------------------------|-----|----|----|
| "F. M. C." . . . . .                                                                  | 100 | —  | —  |
| Lieut.-Colonel F. DAWSON . . . . .                                                    | 100 | —  | —  |
| Trustees of the late W. THORNGATE, Esq. (annual subscription) . . . . .               | 80  | —  | —  |
| R. A. B. PRESTON, Esq., in aid of Cornish Life-boats (annual subscription) . . . . .  | 50  | —  | —  |
| St. Michael's, Paddington Life-boat Fund, per Rev. G. F. PRESCOTT, M.A. . . . .       | 23  | 18 | 3  |
| Collected on board R.M.S. <i>Iberia</i> , Capt. MASSEY, per J.W. MCAFEE, Esq. . . . . | 10  | 2  | —  |
| Offerory at Saul Church, Stonehouse, per Rev. R. HALE . . . . .                       | 5   | 13 | 4  |
| —To be severally thanked.                                                             |     |    |    |

Also the receipt of the following legacies:—

|                                                                     | £     | s. | d. |
|---------------------------------------------------------------------|-------|----|----|
| The late Mrs. E. M. STANNAH, of Balham . . . . .                    | 2,250 | —  | —  |
| The late Mrs. CAROLINE WHITEHEAD, of Gloucester . . . . .           | 500   | —  | —  |
| The late Dr. MONTAGUE MARTIN MAHONY, of Chelsea (balance) . . . . . | 463   | 6  | —  |
| The late WILLIAM HAIGH, Esq., of Southampton . . . . .              | 200   | —  | —  |
| The late JOSEPH JENNINGS, Esq., of Bristol . . . . .                | 100   | —  | —  |
| The late BENJAMIN BEDDELL, Esq., of Hull . . . . .                  | 90    | —  | —  |
| The late Miss E. A. MUNDY, of Beer . . . . .                        | 45    | —  | —  |

Voted the thanks of the Committee to J. L. C. HAMILTON, Esq., and J. E. HUGHES, Esq., in recognition of their valuable services while holding the office of Honorary Secretary respectively of the New Brighton and Porthdinllaen branches.

The Committee also specially recognised the good services rendered by Mr. WILLIAM CALLOW and Mr. THOMAS CAREIS during the long period in which they respectively served as coxswains of the Castletown and Penzance Life-boats.

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

Resolved that the boats at Sunderland (South Pier), Lyme Regis and Moelfre, Anglesey, be

replaced by new Life-boats, with the concurrence of the local committees, coxswains and crews.

Paid 3,007*l.* 13*s.* for sundry charges on various Life-boat establishments.

Voted 86*l.* 10*s.* 6*d.* to pay the expenses of the Harwich, Holyhead No. 2, Lowestoft No. 2, Port Erin and Ramsey Life-boats in rendering the following services:—

|                                                        | Lives saved. |
|--------------------------------------------------------|--------------|
| Ketch <i>Days</i> , of Barrow . . . . .                | 2            |
| Schooner <i>Pride of the Dee</i> . . . . .             | 4            |
| Schooner <i>Isabella</i> . . . . .                     | 3            |
| Schooner <i>Maggie Brocklebank</i> . . . . .           | 4            |
| Smack <i>Peace</i> , of Lowestoft . . . . .            | 1            |
| Trawler <i>Lily of the West</i> , of Douglas . . . . . | 5            |
| Schooner <i>Leona</i> , of Belfast . . . . .           | 4            |

The North Deal Life-boat assisted to save the brig *Kate*, of Guernsey, and nine lives; and the Withernsea Life-boat rendered assistance to the s.s. *Maja*, of Copenhagen.

(Accounts of most of these services are given on pages 629–631.)

Voted 294*l.* 3*s.* 4*d.* to pay the expenses of the Wexford No. 1, North Deal, Middlesbrough, Redcar, Saitburn, Great Yarmouth, Douglas No. 2, Lowestoft No. 2, Gorleston No. 1, Caister No. 1, Huna, Winterton No. 2, Whitehaven, Workington, Holyhead No. 2, Port Patrick and Maryport Life-boats, in assembling their crews, watching, or putting off in reply to signals of distress, their services, however, not being eventually needed.

The Ramsgate Life-boat had also been called out, but her services were not required.

Voted 6*l.* to twelve men for services rendered on the occasion of the stranding of the fishing-boat *Wave*, of Whitehaven, at Maryport, Cumberland, in a strong gale from the S.S.W. to S.W., and a very rough sea, on the 31st January. The boat's crew of three men were brought safely ashore.

Also 1*l.* to a farm labourer for wading into the surf and rescuing two of the crew of the brig *Aurora*, of Vannes, which stranded in Woolacombe Bay, Devonshire, in a strong gale on the 19th October, 1889.

Also 2*l.* 2*s.* to one of the crew of the Orme's Head Life-boat, who was injured while on service in the Life-boat on the 7th November, and thereby rendered for a short time unfit for work.

THURSDAY, 12th March.

Sir EDWARD BIRKBECK, Bart., M.P., 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 their recommendations to be carried into effect.

Read the report of the Chief Inspector of Life-boats on his recent visits to the Workington and Whitehaven Stations.

Also the report of the District Inspectors

of Life-boats on their recent visits to the following Stations:—

Northern District—Sunderland (South Pier and South Outlet) Roker, Tynemouth (two boats), Thurso, Huna, Ackergill, Dornoch and Embo, Southend and Campbelltown.

Eastern District—Littlehampton, Selsey, Bembridge, Atherfield, Brighstone Grange, Brooke and Totland Bay.

Western District—Weymouth, Jersey, Guernsey, Exmouth, Sidmouth, Lyme Regis, Teignmouth, Torquay and Brixham.

Irish District—Southport (two boats), Maryport and New Brighton (two boats).

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

|                                                                                                         | £   | s. | d. |
|---------------------------------------------------------------------------------------------------------|-----|----|----|
| HER MOST GRACIOUS MAJESTY THE QUEEN, Annual Subscription . . . . .                                      | 50  | 0  | 0  |
| C. CARR ASHLEY, Esq., for the <i>Susan Ashley</i> , new Life-boat for Lyme Regis . . . . .              | 700 | 0  | 0  |
| Mrs. B. J. NICHOLSON, for the Cemlyn Life-boat <i>B. J. Nicholson</i> . . . . .                         | 700 | 0  | 0  |
| “A Thank Offering” for the <i>Junius</i> new Life-boat for Sunderland South Pier (on account) . . . . . | 500 | 0  | 0  |
| Mrs. M. E. de SCHWARTZ, Canea, Isle of Crete, additional . . . . .                                      | 100 | 0  | 0  |
| A. H. . . . .                                                                                           | 50  | 0  | 0  |
| Proceeds of Entertainment by Brooke (Norfolk) Village Club, on 3rd March, per JOHN HOLMES, Esq. . . . . | 15  | 14 | 6  |
| Collected in Shipley Congregational Sunday School on 15th February, per S. D. PICKARD, Esq. . . . .     | 2   | 14 | 6  |

—To be severally thanked.

Also the receipt of the following legacies:—

|                                                                          | £   | s. | d. |
|--------------------------------------------------------------------------|-----|----|----|
| The late H. H. GRAY, Esq., of Manchester, per Southport Branch . . . . . | 340 | 0  | 0  |
| The late JOHN HODGSON, Esq., of Strensall . . . . .                      | 200 | 0  | 0  |
| The late Miss ANN TAYLOR, of Croydon . . . . .                           | 100 | 0  | 0  |
| The late JOSEPH TITHERIDGE, Esq., of Winchester . . . . .                | 100 | 0  | 0  |
| The late WALTER HALFORD, Esq., of Cannon Street . . . . .                | 50  | 0  | 0  |
| The late Miss JANE CLARKE, of Lancaster . . . . .                        | 50  | 0  | 0  |
| The late A. C. WHITE, Esq., of Hoxton . . . . .                          | 30  | 0  | 0  |

Resolved that a letter of condolence be addressed to the Widow of J. H. WEBB, Esq., who had been Honorary Secretary of the Wisbech Branch of the Institution for three years.

The Committee specially recognised the valuable services of the following gentlemen as Honorary Secretaries of various Branches of the Institution for many years past:—

JAMES BODDIE, Esq., Port Erroll; G. H. BOND, Esq., M.P., Purbeck Island; Rev. R. JERMYN COOPER, M.A., Robin Hood's Bay; H. M. EMARY, Esq., Eastbourne; JOHN GUTHRIE, Esq., Crail; Capt. G. E. HODGSON, Cheltenham; A. D. MILNE, Esq., Aberdeen; Rev. L. MOORE, M.A., Sheringham; WILLIAM PAYNE, Esq.,

Southsea; JAMES ROONEY, Esq., Plymouth; W. G. SANDFORD, Esq., Cromer; W. J. H. SHEPHEARD, Esq., Mullion; J. CLIFTON THOMPSON, Esq., Workington; Rev. R. S. TREATOR, M.A., Deal; and W. H. WILLIAMSON, Esq., Whitburn.

Voted the Silver Medal of the Institution and a copy of the Vote inscribed on vellum and framed to Mr. RALPH THOMPSON, in acknowledgment of his services as Coxswain of the Sunderland No. 1 Life-boat for twenty-six years, in which period the boat saved twenty-three lives.

Read the Report of the Special Sub-Committee appointed to inquire into and report on the question of placing Life-boat stations in telegraphic and telephonic communication with lighthouses, Coast Guard stations, and Lloyd's signal stations, and as to the advantages, if any, likely to accrue to the Life-boat service should any such system be adopted.

Resolved that the Report be adopted, and that communications be addressed on behalf of the Institution to the BOARD OF TRADE, the ADMIRALTY, the POST OFFICE and the COMMITTEE OF LLOYD'S asking their co-operation.

The Chairman, Sir EDWARD BIRKBECK, Bart., M.P., undertook to endeavour to secure a night for bringing the matter as soon as possible before the HOUSE OF COMMONS.

Reported the transmission to their Stations of the new Life-boats for Giles' Quay (Dundalk), and Longhope (Orkney Islands).

Paid 4,852*l.* 3*s.* 7*d.* for sundry charges on various Life-boat establishments.

Voted 177*l.* 3*s.* 6*d.* to pay the expenses of the Wexford No. 1, Harwich, Portrush, Longhope, Broughty Ferry, Newburgh and Clacton Life-boats in rendering the following services:—

|                                                                             | Lives<br>Saved. |
|-----------------------------------------------------------------------------|-----------------|
| Yawl <i>Prima Donna</i> , of Wexford, assisted to save vessel and . . . . . | 5               |
| Schooner <i>Mercury</i> , of Aberdeen . . . . .                             | 12              |
| Schooner <i>Ellen Myvanuy</i> , of Beaumaris . . . . .                      | 3               |
| S.S. <i>Victoria</i> , of Sunderland . . . . .                              | 22              |
| Fishing boat <i>Catherine</i> , of Broughty Ferry, saved boat and . . . . . | 2               |
| Fishing-boat <i>Marys</i> , of Broughty Ferry, saved boat and . . . . .     | 1               |
| A small boat of Aberdeen . . . . .                                          | 1               |
| Schooner <i>J. W. Bebell</i> , of Beaumaris . . . . .                       | 1               |

Voted also 361*l.* 17*s.* 6*d.* to pay the expenses of the Bembridge, Greencastle, Holyhead No. 2, Cemlyn, Cemaes, Falling No. 2, Aldeburgh, Clacton-on-Sea, Fowey, Walton-on-the-Naze, Teignmouth, Hornsea, Winterton No. 2, North Deal, Newhaven, Arbroath and Scarborough Life-boats, in putting off in reply to signals, their services not being ultimately needed.

The Committee expressed their deep sympathy with the relatives of three of the crew of the New Romney Life-boat, who were unhappily lost while out on service in the boat during the "blizzard" on the 9th March. The sum of 500*l.* was granted in aid of the fund which was about to be raised for the relief of the widows, children, and other persons who were dependent for their support on the earnings

of the deceased men. Double pay was also granted to the crew of the Life-boat.

Voted the Silver Medal of the Institution, accompanied by a copy of the vote inscribed on vellum, to Captain F. WATT, and to Mr. JOHN HOPKINS, coxswain, in recognition of their general gallant services in the Portrush Life-boat, particularly on the occasion of the rescue of the crew of three men from the schooner *Ellen Myvanuy*, of Beaumaris.

Also 6*l.* to six men for putting off in two boats and rescuing the crew of thirteen men from the fishing-boat *Thistle*, which had been swamped and capsized off Storoway in a strong S.W. to W.S.W. gale and a very heavy sea, on the 10th February. Also 4*l.* 10*s.* to the crew of nine men of the fishing boat *Venor*, of Hope-man, who assisted in effecting the rescue.

Also 4*l.* to eight fishermen for putting off in a boat and rescuing the crew of five men from the fishing-boat *Eliza*, which was drifting out to sea, having broken two oars, off Innishowen Head, co. Donegal, in a strong gale from the S.S.W. on the 31st January.

Also 4*l.* to five pilots and the crew of three men of the cutter *Providence*, in acknowledgment of their good services in reporting the stranding of the schooner *Mercury*, of Aberdeen, on the Long Sand on the 3rd March, and thus contributing to the rescue of the vessel's crew of twelve men by the Harwich steam Life-boat.

Also 3*l.* 10*s.* to seven fishermen for putting off in a coble and rescuing the crew of five men from the schooner *Pioneer*, of Banff, which had stranded on the South Steel Rocks off Boulmer, Northumberland, in a heavy W. gale on the 11th February.

Also 1*l.* to two men for putting off in a boat and rescuing one of two men from a punt which had been capsized off Strangford, co. Down, on the 9th January. The other occupant of the boat was drowned while attempting to swim to the shore.

#### SATURDAY, 21st March.

The Annual General Meeting of the friends and supporters of the ROYAL NATIONAL LIFE-BOAT INSTITUTION took place this day at Princes' Hall, Piccadilly, The Most Honourable The MARQUIS OF HARTINGTON, M.P., in the Chair.

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

The meeting was also addressed by the Right Hon. The EARL WALDEGRAVE; The Right Hon. W. H. SMITH, M.P., First Lord of the Treasury; The Right Hon. the Earl of LATHOM, Lord Chamberlain; The Right Hon. The Earl FORTESCUE; Sir T. FOWELL BUXTON, Bart.; Sir EDWARD BIRKBECK, Bart., M.P., V.P.; and LAWRENCE T. CAVE, Esq., V.P.

The officers for the current year were chosen, and various resolutions were moved, seconded, and carried unanimously, pledging the meeting



to renewed exertions on behalf of the benevolent and national objects of the Institution.

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

THURSDAY, 9th April.

Sir EDWARD BIRKBECK, Bart., M.P., 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 their recommendations to be carried into effect.

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

Read the Report of the Deputy Chief Inspector of Life-boats on his recent visits to Winterton, New Romney, and York.

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

Northern District—Ardrossan, Kildonan Montrose (3 boats), Buddon Ness, Broughty Ferry, Boulmer, Buckie, Banff, Moray Firth and Lossiemouth.

Western District—Plymouth, Yealm River, Hope Cove, Salcombe and Dartmouth.

Irish District—Castletown, Douglas (2 boats), Port Erin, Ramsey, Peel, Giles' Quay, Rhyl, Llanddulas, Orme's Head, Penmon and Cemlyn.

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

|                                                                                                          | £   | s. | d. |
|----------------------------------------------------------------------------------------------------------|-----|----|----|
| Loyal order of Ancient Shepherds (Aston Unity) for the Stromness new Life-boat, the <i>Good Shepherd</i> | 700 | -  | -  |
| R. H. WRIGHTSON, Esq., in aid of Newcastle, Tynemouth, and Cultercoats Branch . . . . .                  | 100 | -  | -  |
| GEORGE RICHMOND, Esq. . . . .                                                                            | 52  | 10 | -  |
| The Hon. ALGERNON TOLLEMACHE . . . . .                                                                   | 50  | -  | -  |
| S. D. R. S. D. . . . .                                                                                   | 50  | -  | -  |
| Proceeds of Concert at Kingston, per W. J. DUDGEON, Esq. . . . .                                         | 13  | 17 | 1  |
| Contents of Contribution Box on R.M.S. <i>Medway</i> , per H. B. WHITMARSH, Esq. . . . .                 | 13  | -  | -  |
| Offerory on H.M.S. <i>Boadicea</i> , per Rev. J. M. CLARKSON, R.N. . . . .                               | 3   | 7  | 10 |
| —To be severally thanked.                                                                                |     |    |    |
| Contents of Contribution Boxes at Annual Meeting of the Institution                                      | 6   | 15 | 7  |

Also the receipt of the following legacies:—

|                                                              | £    | s. | d. |
|--------------------------------------------------------------|------|----|----|
| The late ANDREW PICKARD, Esq., of Leeds and Ossett . . . . . | 5000 | -  | -  |
| The late Mrs. E. A. SYMES, of Bangor . . . . .               | 900  | -  | -  |
| The late Miss M. M. BELL, of Bath . . . . .                  | 450  | -  | -  |
| „ Rev. J. AMPHLETT . . . . .                                 | 100  | -  | -  |
| „ Miss S. BUNDOCK, of Exmouth . . . . .                      | 18   | -  | -  |

Voted the thanks of the Committee to the Rev. C. E. BROWNE, H. S. LYNE, Esq., and A. KEMPSON, Esq., in recognition of their past valuable services while holding the office respectively of *Honorary Secretary* and *Treasurer* of the Hunstanton, Newport and Northampton branches of the Institution.

Reported the transmission to their stations of the Holy Island No. 2 and Kingstown No. 1 new Life-boats.

Paid 3,144l. 5s. 2d. for sundry charges on various Life-boat establishments.

Voted 145l. 19s. 9d. to pay the expenses of the St. Agnes, Brixham, Stonehaven, St. Andrews, Palling No. 1, Winterton No. 1, North Sunderland and Chapel Life-boats, in rendering the following services:—

|                                                          | Lives saved. |
|----------------------------------------------------------|--------------|
| Smack <i>Porth</i> , of Padstow . . . . .                | 2            |
| Trawler <i>Pioneer</i> , of Brixham. Remained by vessel. |              |
| Schooner <i>Der Zehnte Juni</i> , of South Shields       | 7            |
| Barque <i>Elisabeth</i> , of Tonsberg . . . . .          | 8            |
| Smack M. K. D., of Great Yarmouth . . . . .              | 6            |
| Ketch <i>Elizabeth</i> , of Goole . . . . .              | 3            |
| Barque <i>Ornen</i> , of Fredericksstadt . . . . .       | 11           |
| Schooner <i>Vibelia</i> , of Grimstadt . . . . .         | 7            |

The Penzance Life-boat saved the schooner *Joseph Nicholson*, of Newcastle, and her crew of five men.

Voted 386l. 13s. to pay the expenses of the Dungarvan, Weymouth, Hastings, Aldeburgh, Falmouth, Walton-on-the-Naze, St. Agnes, Margate, Mablethorpe, Burry Port, Tynemouth No. 2, Berwick-on-Tweed, Eye-mouth, Broughty Ferry, North Deal, Walmer, Porthoustock, North Sunderland, Lowestoft No. 2, Gorleston No. 1, Holyhead No. 2, Montrose No. 2, Bamburgh Castle and Harwich steam and reserve Life-boats, in assembling their crews or putting off to the aid of vessels not ultimately needing their help.

Also the sum of 2l. to the head launcher of the Penzance Life-boat, in consideration of illness contracted in the Life-boat service.

Voted the Silver Medal of the Institution, a copy of the vote inscribed on vellum, and 1l. to Mr. WILLIAM MCALLISTER, for gallantly swimming through a heavy surf and rescuing one of the crew of the Portrush Life-boat, on the 2nd March.

Also 2l. to a Coastguard man who assisted in effecting the rescue, having previously helped another man to reach the shore.

Also the Silver Medal, a copy of the vote on vellum, and 1l., to Mr. JAMES E. GOURLAY, for taking command of the Boarhills, Fifeshire, private Life-boat, and at great risk rescuing the crew of six men from the schooner *Francis*, of Drammen, which became a total wreck in St. Andrew's Bay, in a gale from the E. and a very rough sea, on the 5th April; 1l. each was also awarded to twelve other men, who formed the crew of the boat on the occasion.

Also the thanks of the Institution, inscribed on vellum, with the sum of 2l., to Mr. WILLIAM FITZGERALD, Chief Officer, and 2l. each to four Coastguard men, for putting off in their life whale-boat and at great risk, the boat being capsized in returning ashore, rescuing the crew

of four men from the ketch *Western Belle*, of Exeter, which had stranded at Felpham, Sussex, in a strong E. gale and a heavy sea, on the 9th March.

Also 5s. each to ten Coastguard men, who assisted to launch the boat and rendered help with life-lines.

Also 1l. to two men, for putting off in a boat and rescuing a boy and a girl from two boats at Mornington, co. Meath, on the 22nd February. The boy, aged eight years, got into a little flat boat, which went adrift, and his sister, aged thirteen, proceeded in a similar boat to his assistance, but there being a strong wind and an ebb tide, she lost all control of the boat, and it capsized. The girl, who fortunately retained hold of the boat, was insensible when rescued, and as the salvors' boat was too small to allow them to take her into it, they were obliged to tow her ashore. A reward of 10s. was presented to her, for her bravery in attempting to rescue her brother.

Also 5l. to five men, for services rendered to two vessels which had stranded at Dungeness, in a heavy sea, on the 9th March.

#### THURSDAY, 14th May

Sir EDWARD BIRKBECK, Bart., M.P., 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 their recommendations to be carried into effect.

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

Northern District—Peterhead, Fraserburgh, Whitelink Bay, Port Erroll, Newburgh, Gourdon, Stonehaven, Hauxley, Blyth (two boats), Newbiggin, Anstruther, Crail, St. Andrew's, North Berwick, Eyemouth, Dumbar, Holy Island, Bamburgh Castle and North Sunderland.

Eastern District—Ramsgate, Broadstairs, Kingsgate, Margate, Southend (two boats), Dover, North Deal, Kingsdowne, Hythe, Walmer, Eastbourne, Newhaven, Hastings, Winchelsea, Rye, Lydd, Clacton, Walton-on-the-Naze, Harwich (two boats), Aldeburgh and Thorpeness.

Western District—Penarth, Porthcawl, Port Eynon, Swansea, Milford, Littlehaven, St. David's, Fishguard (two boats), Newport (Pembrokeshire), Cardigan, Tenby, Ferryside, Barry Port, St. Agnes and St. Mary's (Scilly), Penzance, Sennen Cove, St. Ives, Porthoustock, Hayle, Polpear, Cadgwith, Mullion Church Cove, Porthleven and Falmouth.

Irish District—Holyhead (two boats), Cemaes, Bull Bay, Moelfre, Llanddwyn, Rhoscolyn, Rhosneigr, Tramore, Kilmore, Carnsore, Wexford (two boats), Cahore, Courtown, Arklow, Wicklow, Greystones, Kingstown (two boats), Poolbeg and Howth.

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

|                                                                                                                 | £    | s. | d. |
|-----------------------------------------------------------------------------------------------------------------|------|----|----|
| JAMES McLAREN SMITH, Esq., for the <i>Thora Zelma</i> new Life-boat station at Gorleston . . . . .              | 1000 | —  | —  |
| "D." . . . .                                                                                                    | 100  | —  | —  |
| Miss ELIZABETH LAWSON . . . . .                                                                                 | 100  | —  | —  |
| JOHN BENTLEY, Esq. . . . .                                                                                      | 31   | 10 | —  |
| Collected by the champion rough-coated St. Bernard, "Grace," per T. DUERDIN DUTTON, Esq. (additional) . . . . . | 5    | 3  | 8  |

—To be severally thanked.

Also the receipt of the following legacies:—

|                                                              | £    | s. | d. |
|--------------------------------------------------------------|------|----|----|
| The late Miss L. A. WARRINGTON, of Torquay . . . . .         | 1000 | —  | —  |
| The late CHARLES HAWKINS, Esq., of Warwick Street . . . . .  | 650  | —  | —  |
| The late Mrs. JANE ENTWISTLE, of Tunbridge Wells . . . . .   | 100  | —  | —  |
| The late J. D. WYATT, Esq., of Islington . . . . .           | 25   | —  | —  |
| The late Mrs. F. E. THOMAS, of Nunney (additional) . . . . . | 3    | 2  | 8  |

Voted the thanks of the Committee to WILLIAM CRAWFORD, Esq., WILLIAM WATSON, Esq., and Mr. E. G. ROBB, in acknowledgment of their valuable services as Honorary Secretary respectively of the Margate, Banff and Port Patrick branches of the Institution.

Also the Silver Medal of the Institution, accompanied by a copy of the vote inscribed on vellum and framed, to Mr. JAMES COLLINS, Coxswain of the Rye Life-boat, in acknowledgment of his gallant services in the boat, in assisting to save 45 lives during the past twelve years.

Also the Third Service Clasp to Mr. ROBERT LEGERTON, who had resigned the post of coxswain of the Clacton-on-Sea Life-boat. He had held the office since the establishment of the station, about thirteen years ago, and assisted to save many lives from shipwreck.

The Committee also suitably recognized the valuable services of Mr. WILLIAM NILES, who had been Coxswain of the Cardigan Life-boat for twenty years, and had resigned on account of old age. The boat had, whilst he held the coxswainship, been launched seventeen times on service, and saved 57 lives.

Reported the transmission to their stations of the tubular Life-boat for Pwllheli, and the new Life-boat for Blakeney, Norfolk.

Also that the alterations and improvements to the Kilmore Life-boat had been completed, and the boat returned to its station.

Resolved that the Southend, Essex, No. 1 Life-boat Station, be abolished, and that the boat be returned to London.

The Committee decided to carry out at Lowestoft, next autumn, a series of competitive trials and tests with sailing Life-boats, and cordially invited inventors and others to enter boats for the competitions under certain prescribed conditions and regulations.

Paid 4,126*l.* 17*s.* 3*d.* for sundry charges on various Life-boat establishments.

Voted 12*l.* 10*s.* to pay the expenses of the Winterton No. 2 Life-boat in remaining by the stranded barque *Sirius*, of Drammen.

The Margate Life-boat rendered assistance to the steamer *European*, of Liverpool, and the Ramsgate Life-boat assisted to save the *s.s. Kelloe*, of London.

Voted also 246*l.* 8*s.* 6*d.* to pay the expenses of the St. David's, St. Andrew's, Donna Nook, Lowestoft No. 2, Saltburn, Margate, Walton-on-the-Naze, Broadstairs, Walmer, Caister No. 1, Gorleston No. 1, North Deal, Cemlyn, and Harwich steam and reserve Life-boats, in assembling their crews, watching, or putting off to the assistance of vessels which did not ultimately require their services.

Also the Silver Medal of the Institution accompanied by a copy of the vote inscribed on vellum, to Mr. JOHN BOYD and to Mr. DAVID PATTON, for rescuing, at considerable risk, a boy who, while proceeding to a smack lying in Portrush Harbour, co. Antrim, on the 8th May, came in contact with the warp of a vessel, and was thereby thrown out of his boat. BOYD, who was on board a vessel about a hundred

yards distant, jumped overboard with his clothes and heavy sea-boots on, and reached the boy first. PATTON was on shore, about two hundred yards off, and on witnessing the accident at once ran to the quay, throwing off his coat as he went, jumped into the water, and also swam to the rescue. Both men then supported the boy until all were picked up by a boat from the shore.

Also 5*l.* to the Chief Boatman-in-Charge and four Coastguard boatmen, for putting off in the life whale-boat at Culdaff, co. Dunegal, and, with considerable difficulty, the boat being swamped in the first attempt to launch it, rescuing the crew of five men from the schooner *Westward*, of Plymouth, which was in danger in Culdaff Bay, in a strong N.E. gale and a heavy sea, on the 16th March.

Also 2*l.* 10*s.* to five artillerymen, for rescuing three persons from a small sailing-boat which had been capsized by a sudden squall at Milford Haven, in a strong E. breeze and a heavy sea, on the 7th April.

Also 5*l.* to MICHAEL DONNELLY, who was injured while helping to launch the Balbriggan Life-boat for exercise, on the 14th March.

### THE LIFE-BOAT.

Wildly roared the rolling billows,  
Surging waves rose high o'erhead;  
Helpless, in that hour of danger,  
On—the gallant vessel sped.

Sails were riven, masts were broken,  
By the tempest's fearful power;  
Fruitless seem'd all human effort  
'Mid the terrors of that hour.

Rocks before them, breakers sparkling  
In the lightning's lurid glare;  
While the heavy peals of thunder  
Seemed to rend the very air.

What can save the fated seamen?  
Hark! that crash; upon the rock  
Strikes the ship, she fills with water,  
Can she stand another shock?

God have mercy on those sailors,  
Pale and speechless with dismay;  
While their sisters, wives and children,  
Crowd the edges of the bay.

"Man the life-boat—fear no danger  
Where the path of duty leads;"  
British hearts are never wanting  
Courage for the noblest deeds.

"Let the waves dash still more wildly,  
We will save them if we can:  
Selfishness can find no lodging  
With a true-born Englishman!"

Every heart on cliff and headland  
Joins in wishing them "God speed,"

Heaven's best blessings rest upon them,  
Help them in their daring deed.

To and fro upon the water,  
At the mercy of the gale:  
Often does the task seem hopeless,  
Still their efforts do not fail.

Now they near the breaking vessel,  
Now they seize upon a rope,  
And the poor, desponding victims  
Seem to catch a ray of hope.

One by one, with tenderest caution,  
As a mother lifts her child;  
Pass they on the helpless women,  
Foremost through the waters wild.

Ere they reach the shore they take them,  
Men are joining hand to hand;  
Anxious lest the vessel founder  
Ere they get them all to land.

Then the Captain, when he sees them  
Safe upon the sandy beach,  
Leaves the wreck, and quickly joins them  
Where the tempests cannot reach.

Down upon their knees they hasten,  
Heart-felt thanks for safety give;  
May such feelings still continue,  
Long as they on earth shall live.

And may all who can—contribute  
To support the Life-boat plan.  
Let us each one do his duty—  
Help to save our fellow-man!

J. R. ROBINSON.

# 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.  
 ADMIRAL H.R.H. THE DUKE OF EDINBURGH, K.G.  
 LIEUT. HIS ROYAL HIGHNESS PRINCE GEORGE OF WALES, R.N., K.G.

**President**—HIS GRACE THE DUKE OF NORTHUMBERLAND, K.G.

**Chairman**—Sir EDWARD BIRKBECK, BART., M.P., 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 (1890) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £64,890 on various Life-boat Establishments on the Coasts of England, Scotland and Ireland, the payments being largely in excess of the income of the Institution in the year. During the same period it granted rewards for saving 773 persons from various Shipwrecks on our Coasts. Every winter that comes and goes has its black record of wrecks, and its terrible list of lost lives, the average loss of lives from Shipwreck annually, on the shores of the United Kingdom, being 650.

### GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING 1890.

|                                                       |           | £.         | s.            | d.          |
|-------------------------------------------------------|-----------|------------|---------------|-------------|
| Number of Lives rescued by Life-boats, in addition to |           |            |               |             |
| 27 Vessels saved by them                              | 555       |            |               |             |
| Number of Lives saved by Shore-boats, &c.             | 218       |            |               |             |
| Amount of Rewards granted during the Year             |           | 5,464      | 11            | 4           |
| Honorary Rewards:—Silver Medals and Clasps            | 31        |            |               |             |
| Binocular Glasses                                     | 12        |            |               |             |
| Aneroid Barometer                                     | 1         |            |               |             |
| Votes of Thanks on Vellum                             | 49        |            |               |             |
| Certificate of Service                                | 1         |            |               |             |
| <b>Total</b>                                          | <b>94</b> | <b>773</b> | <b>£5,464</b> | <b>11 4</b> |

The Committee desire to acknowledge with gratitude the liberal support which they have received from the British Public during past years,—a support which has enabled them to establish their present great Life-saving Fleet of 300 boats on the shores of the United Kingdom. Deeply sensible, however, of the great responsibility that rests on them to maintain the Life-boats in a thoroughly efficient state, and their crews practised in the management of their boats, which can only be effected by a large and permanent Annual Income, they earnestly appeal to all classes of their countrymen to continue to aid them in upholding and perpetuating so great and truly national a Work.

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 35,698: for which services 97 Gold Medals, 1,060 Silver Medals and Clasps, 195 Binocular Glasses, 15 Telescopes, 4 Aneroid Barometers, 1,321 Votes of Thanks, inscribed on vellum and framed, 14 Certificates of Service framed, and £116,547 have been given as Rewards.

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. COURTTS and Co., 59 Strand; Messrs. HERRIES, FARQUHAR, and Co., 16 St. James's Street; Messrs. HOARE, 87 Fleet Street, London; and by all the other Bankers in the United Kingdom.—August 1st, 1891.