

THE LIFE-BOAT.

JOURNAL

OF THE

Royal National Life-Boat Institution.

(ISSUED QUARTERLY.)

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WITH WRECK CHART.

OUR FINANCIAL POSITION.

IN our Annual Report published in May last special attention was drawn to the fact that during the year 1890 the Committee had been compelled to spend as much as 33,354*l.* 13*s.* 10*d.* in excess of their ordinary income, and that they had been obliged to meet this large deficiency by the appropriation of legacies and other capital. It was apparent that this was an unsatisfactory state of affairs, and an earnest and urgent appeal was therefore made to the public for increased help, it being pointed out at the same time that unless more liberal support were accorded the Institution, the efficiency and scope of the greatest and oldest life-saving service in the world must be curtailed. Our present object is to again draw the special notice of our friends to that statement, and to ask them whether such a misfortune is to be permitted. Another winter is close upon us with its attendant storms and shipwrecks, resulting without doubt in a heavy drain on the resources of the Institution. We cannot but hope that all those who take an interest in the work will promptly come forward with a helping hand; and we believe that when our wants are properly understood by the public that liberality, which in this country is never lacking for a really deserving object, will be extended to us. In April last we suggested to all our Branches and to the Public Press that a

"Life-boat Sunday" should be established and we are glad to know that the proposal has been well taken up in many parts of the United Kingdom, more particularly on the coast. A "Life-boat Saturday" has also been successfully inaugurated in several towns, such as Manchester and Blackpool, and we hope that the example so well set will be extensively followed. In Manchester alone, on Saturday the 10th October last, a sum amounting to nearly £5,000 was collected for the cause. This grand effort, which should and will, we may hope, be copied shortly by the other great commercial centres of the country, was promoted and admirably carried out by an influential and energetic Committee specially formed for the purpose and presided over by Mr. CHARLES W. MACARA, Chairman of the St. Anne's Branch of the Institution, a gentleman of extraordinary energy and resource. The press of the country, as useful as it is powerful, has also come to the aid of the Institution. The well-known and genial Editor of the *Yorkshire Post* as soon as he was aware of the Society's needs lost no time in making a special appeal to the public for help to "man the Life-boats," and at once opened a subscription list, the result being that in rather more than a fortnight he was able to remit a cheque for 3,516*l.* 12*s.* 7*d.* to the Institution. Surely what has been done

in the north can also be done in the south, east and west. None is too old or too young to help the cause. Everybody can do something. Those who can only afford the "widow's mite" can use their influence with those who can give "of their abundance," while others can by means of lectures, entertainments, collecting boxes, &c., bring "grist to the mill." It should be remembered that the only really reliable income of the Institution is that derived from annual subscriptions, and interest and dividends accruing from accumulated funds, a large part of the surplus of which represents moneys left for specific purposes, and not therefore applicable for the general work of the Society. The amount received by the Society from the above-mentioned sources therefore last year amounted to less than £30,000, whereas the expenditure was in excess of £75,000. The difference between the income proper and the expenditure was made up by donations, special gifts and legacies, but these items necessarily fluctuate considerably from year to year, and when from various reasons, such as the badness of trade, times of war, &c., they are not forthcoming, there is no

alternative but to fall back on the capital accumulated by legacies, which as it becomes exhausted produces a smaller amount in dividends. This of course is a suicidal policy, and should be prevented if possible. It should be borne in mind that thirty years ago the Institution could only boast of possessing about a hundred Life-boat stations, so that the Committee were able to expend the greater part of the Society's income on new stations and new work, with the grand result that there are now upwards of 300 boats placed by the Institution round the British coast. But wind and weather will tell on the best buildings, and those Stations which, but a few years ago were new, "spic and span," have of late been falling into disrepair, so that the rebuilding and repair item of expenditure, which a short while ago was a trifling one, is now an exceedingly heavy one, and must necessarily continue to be so. We must remind our readers, therefore, that what is most needed is sustained help. Donations are very useful and are gratefully received, but the best way of all to aid the cause is to become an *annual subscriber*.

THE ROYAL NAVAL EXHIBITION, CHELSEA, 1891.

(SECOND ARTICLE.)

THE closing of this Exhibition last week will be regretted by the large number who have spent many an amusing and indeed instructive hour within its gates.

The original promoters, executive committee and all others connected with the organization and management of this truly National Exhibition are to be most sincerely congratulated on the success that has attended their labours. We think the results of the Exhibition will be found to extend far beyond what at first sight would seem to be their limit. The fact of upwards of two and a quarter million visitors having passed the turnstiles during an unusually wet and inclement

season testifies to its having been made most interesting and attractive. These numbers must surely have not only secured from loss the liberal public-spirited guarantors, without whose support the Exhibition could not have been held, but also we hope ensured a substantial sum being forthcoming for the foundation of a benevolent fund for the relief of the widows and relatives of persons whose deaths may be attributable to the naval service, the admirable object to which it was from the first determined to devote any surplus there might be. A very large proportion of the visitors—if not an actual majority—have probably

never seen a ship, or at any rate have only done so in the cursory way attendant on a day's holiday at the sea-side, or a visit to a dockyard. The display of mimic naval warfare on the lake, including as it did an action between battle-ships, with the attendant incidents of a mast being shot away, a turret-gun disabled, a serious explosion on board one of the combatants, attacks upon them by torpedo-boats, the running of a Whitehead torpedo, the laying of mines and exploding them as a ship passed over them, the laying of counter-mines, &c., was all carried out in such a manner that it could not but convey to the minds of spectators of ordinary intelligence and thought, such an impression of the circumstances of modern naval warfare as they could not have the opportunity of obtaining in any other way. This impression must have planted, in all who received it, a great interest in naval affairs, more particularly from its being seed sown in the kindly sympathetic soil (if we may use the simile) of the love of the sea and all pertaining to it that is inherent in the Englishman.

We think the remarkable increase that has occurred in recruiting for the navy in the London district since the Exhibition opened, amounting to twenty per cent., may with justice be attributed in great measure to the various displays, including the parading and drilling of numbers of seamen with rifles, cutlasses, and field-pieces, which have always called forth enthusiastic applause from the large crowds who witnessed them. Another ramification of this spread of information will show itself in the increased interest it must give to all who have benefited by it, in reading the subjects dealt with in the naval intelligence, including reports of naval operations both of actual war and of manoeuvres and the attendant discussions that appear in the public press, because they will now be far better able to understand them, and who does not read the papers nowaday? This idea equally applies to the accounts of furious gales such as we

have recently experienced, with their accompanying disasters to shipping, in the reports of which we so frequently read "the crew were saved by the rocket apparatus," the mode of doing this having also been exhibited. It is unfortunate that the want of space and other conveniences for working one of the ROYAL NATIONAL LIFE-BOAT INSTITUTION'S fully-equipped Life-boats on the lake obliged the executive to abandon their original intention of displaying also this branch of the life-saving service, which would have been equally instructive and interesting.

In the article on the Exhibition which appeared in the last number of this journal, the want of space obliged us to confine our notice to the Sepping, Cooke, and Franklin galleries, and to a few of the kiosks and other outside exhibits, which mainly comprised one part of the subject only, viz., ships themselves. The contents of the other galleries, more particularly the St. Vincent, Armstrong and Camperdown galleries, comprised an equally complete history of naval war material, from the time of Henry VI., when cannon were in their infancy, to the present day, with all the latest weapons of naval warfare and their appliances. The student of history, as well as of gunnery, found much to interest him in the primitive guns of the earliest periods, with their quaint old-world names, beginning with the wrought-iron "serpent gun" of Henry VI., followed by what we presume was the first breech-loader, made in the time of Edward IV., of bars of forged iron, looped together with iron rings, and named a "Peterara;" it is 3 feet in length, with a diameter of bore of $2\frac{1}{2}$ inches, and weight 1 cwt. 13 lbs. These are followed by guns of various sizes, made in the time of Henry VIII., named "Saker," "Culvering," "Culvering Bastard"—a curious twelve-sided gun—"demi-cannon," and "cannon Royal," which last has a bore $8\frac{1}{2}$ inches in diameter. We then come to the "Falcon" and "Falconet" of Charles I., and "Minions" of Charles II., William

and Mary, and Queen Anne. With these is a brass $5\frac{1}{2}$ inch Howitzer, dated 1782, mounted on a carriage made in the Royal Arsenal in the same year, and presented to the Emperor of China in 1792. It was found in the Summer Palace, near Peking, when taken by the British and French forces in 1860, and was then brought back to this country. Following in historical order the development of cannon, we find that comparatively little was done in this way until the first ironclads were produced, during the Crimean war, and it was found that their 4 inches, or thereabouts, of armour rendered them impenetrable by existing guns. It is true that between 1840 and 1860 larger guns, throwing heavier shot, were produced, but they were all on the same principle, viz., made of cast iron and throwing spherical shot. During this period shells were also brought into more general use, and fired from all guns; guns were also introduced for firing hollow-shot, which was equally effectual against the old "wooden walls," and enabled a larger shot to be thrown with a considerably lighter gun than a solid shot of the same size could be. At the time of the Crimean War, the only additions that had been made to the old 32, 24 and 18-pounders of the great wars at the beginning of this century were the 68 pounder, weighing 95 cwt. and 65 cwt., the 10-inch hollow-shot gun, weighing 84 cwt., and the 8-inch hollow-shot gun of 56 cwt. There was also one attempt made to produce the effect of rifling, or giving the spiral motion to a shot, but it failed, and was for the moment abandoned. At this time, however, the necessity for greater power of penetration, in order to overcome the armour plating, had made itself manifest, and a system of rifled breech-loading guns firing cylindrical shot pointed at one end was introduced, the additional extra strength required being obtained by building the guns of separate wrought-iron coils round a central tube. This was the beginning of the struggle for mastery between guns

and armour that went on with varying success for some years, first one, then the other, gaining the advantage, but with the inevitable final result of the limit in weight of armour that can be put on a ship being reached before that of the size and consequent power of penetration by the guns. The first system of breech-loading having proved unreliable, a return to muzzle-loading was resorted to, but this had again to give way to breech-loading on the system at present in use, this latter having culminated in the enormous 110-ton gun, a model of which was shown in the Armstrong Gallery. Of course the system of working guns by hand-power had to be abandoned, and machinery, principally hydraulic, was adopted. Although inevitable, this cannot but make the guns much more delicate machines, and it yet remains to be seen how they will meet the contingencies of actual warfare. Next to these in size, but not in novelty of construction, come the "quick-firing guns," throwing missiles from 100 lbs. weight to 3 lbs., at the rate of from six to thirty a minute. These, and the smaller "machine guns," also possessing great rapidity of fire, have been called into existence as the best form of defence against torpedo boats, on account of the perfect storm of projectiles they would rain upon them when once within range. Improvements in the manufacture of both gunpowder and projectiles has kept pace with that of guns, and the galleries under consideration contain a complete and very instructive display of both.

In the Armstrong Gallery there was a very striking full-sized drawing showing the power of penetration of the 110-ton gun, we presume, fired at close quarters. The target was in all 44 feet 4 inches thick, being composed of compound armour 1 foot 8 inches thick, then an iron plate 8 inches, then 20 feet of barks of oak, then 5 feet of granite, followed by 11 feet of concrete, and finishing with a brick wall 6 feet thick. The shot passed through all the other obstacles into the

brick, and stopped about half-way through that. The different kinds of projectiles, with the highly ingenious and scientific appliances called in to assist in their perfection, are far too numerous for individual notice here. Amongst other aids, the power of electricity is largely drawn upon in both gun and torpedo warfare. One of its powers in the latter operations was displayed on the lake, where it was applied from the shore, to the purpose of propelling and guiding a boat without any one on board, into a field of mines, and there made to drop and explode counter-mines, to destroy those already laid and clear a passage for ships to pass through.

The Camperdown Gallery, amongst other interesting exhibits, contained two tanks illustrating the operations of mining and counter-mining.

The full-sized model of the *Victory* was most truthfully carried out, and must have brought back recollections of past days to many an old sailor. The crowning scene in Nelson's life, viz. his death in the hour of victory, was admirably presented.

The Nelson, Blake and Benbow galleries, which were devoted to pictures, letters and other relics of England's naval heroes and their deeds, was in itself an exhibition of the greatest interest, requiring much time to examine and contemplate.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.

JOHNSHAVEN, KINCARDINESHIRE.—The ROYAL NATIONAL LIFE-BOAT INSTITUTION has recently formed a new Life-boat establishment at Johnshaven, near Montrose, for the service of fishing-boats which are frequently placed in imminent peril when making for that harbour. The Life-boat, which was despatched to its station on the 5th August last, is 31 feet long, 7½ feet wide and rows ten oars, double-banked. It is a water-ballast boat, possessing all the latest improvements, with all the other characteristics of the boats of the Institution in the way of self-righting, self-ejecting water, &c. The cost of the new boat and equipment was defrayed from a legacy bequeathed to the Institution by the late Mr. ALEXANDER DAVIDSON of Hampstead, and in accordance with his wishes it is named the *Meanwell of Glenbervie*. A substantial and commodious house and a launching slipway have been constructed for the Life-boat at a large expense, from the designs of the Institution's architect. The public inauguration of the New Life-boat establishment was postponed to suit the local convenience until the 3rd October. In honour of the event the day was observed as a holiday in the village, and numbers of the farmers in the neighbourhood gave their servants a half-holiday to allow them to be present at the ceremony. Various public bodies,

Volunteers, and Masonic and other lodges in Johnshaven were invited by the Committee to be present and take part in a procession, and a hearty response was made. The Volunteers assembled in the Drill Hall, while the other bodies assembled at the shore. There was a fair muster of the men belonging to the 9th (Johnshaven) and 10th (St. Cyrus) Batteries 1st A.V.B. under the command of Major BEATTIE. Mr. GEORGE, Chief Constable of the County, and a staff of men were on duty, and Mr. GEORGE, who was mounted, acted as Grand Marshal. It was calculated that there were more than a thousand persons in all in the procession, which was the largest ever seen in the village. The Life-boat, with crew on board wearing their cork life-belts and red caps, was drawn by six powerful horses from Brotherton Home Farm and, needless to say, was the feature of the display. By the time appointed for the launch an immense crowd of spectators from all parts of the county as well as from Montrose and other parts of Forfarshire had assembled. The President of the Johnshaven Branch, Mr. HERCULES SCOTT of Brotherton, presided over the proceedings, and he called on the District Inspector of Life-boats, Mr. KEPPEL H. FOOTE, to make the formal presentation of the boat, which he proceeded to do in an appropriate speech. In the course of

his remarks he urged on the Coxswain the great importance of having everything ready in connection with the Life-boat for use at a moment's notice, and he advised him to follow the good example set at the neighbouring port of Montrose, where the Life-boat service was maintained in absolute perfection.

Mr. HERCULES SCOTT in accepting the gift on behalf of the Local Committee stated that they fully realized their responsibility and he hoped they would be found not unworthy of the trust reposed in them.

Mr. BADENACH NICOLSON then addressed the meeting, and gave some interesting particulars of the family of the benevolent donor, who, having secured a competency by trading in London, had made this provision for his native county.

Prayer having been offered by Rev. J. NICOLL, Benholm, Miss SCOTT, eldest daughter of Mr. SCOTT of Brotherton, came forward and performed the naming ceremony, breaking a bottle of wine gaily decorated with coloured ribbons on the bow of the boat, and naming it the *Meanwell of Glenbervie* amid loud applause.

Mr. WELCH, teacher, in a felicitous speech thanked Miss SCOTT in the name of the Johnshaven branch of the LIFE-BOAT INSTITUTION for the readiness with which she had responded to the Committee's request to name the boat, and requested her acceptance of a silver card case as a souvenir of her first public appearance amongst them.

Mr. SCOTT, on behalf of his daughter, thanked Mr. WELCH for his very kind words and the subscribers for the handsome gift.

The boat was then, amidst loud cheering, launched into the outer harbour, the Montrose Band striking up "Weel may the boatie row." It was then pulled to the inner harbour, where the crew got on to the quay and capsized it, when it self-righted in the exceptionally short time of a couple of seconds. The crew then went on board and pulled out to sea, where the boat was tested both under oars and sails. The sea was comparatively calm, but it behaved admirably. After remaining out for some time it was again headed for the harbour and placed in the boathouse.

PORTH RHUFFYDD, ANGLESEY.—A new Life-boat establishment has also been formed by the Institution at Porth Rhuffydd, near Holyhead, on the south side of Penrhos Point, and close to the rocks which extend seaward about three-quarters of a mile, where the *Tenby Castle* was wrecked and eleven lives lost a year or two since. The Life-boat is 34 feet long, 7½ feet wide, rows ten oars double-banked and is fitted with two water-ballast tanks and a sliding keel.

The cost of the new boat and equipment has been defrayed from a special fund, received through the Manchester Branch of the Institution, which was very kindly raised by Mr. and Mrs. J. NOBBURY of Bowdon, by means of dramatic and musical entertainments, collections, sales of work, &c. Mr. and Mrs. NOBBURY are great supporters of the Life-boat Institution, and the boat is well named the *Norbury*. A substantial and commodious house and a launching slipway have been constructed for the Life-boat.

The launch of the new Life-boat took place at Holyhead on the 6th August last, in the presence of a large number of spectators. The boat was hoisted by a crane ready for launching, with full crew on board. Admiral DENT, on behalf of the local committee, having made a few suitable remarks, Mr. NOBBURY, on the part of himself and Mrs. NOBBURY, stated that they were very pleased to be able to present the Institution with this new boat, and gave details as to how the funds had been raised by entertainments in Cheshire, Lancashire and Yorkshire; added to which they had received a cheque for 700*l.* from an anonymous friend. He was very glad to find that a splendid boat-house, the finest on that coast, had been erected for its reception, and he had much satisfaction in handing the boat over to Lieutenant GARTSIDE-TIPPING, R.N., the District Inspector of Life-boats, as the representative of the parent Institution. That officer in reply expressed the grateful acknowledgments of the Institution and had great pleasure in handing over the boat to Admiral DENT, as the representative of the local committee. Admiral DENT said Holyhead was renowned for its Life-boat services, and he believed that when called upon this boat would render good service. After prayer had been offered by Chan-

cellor BRISCOE, D.D., Mrs. NORBURY, before naming the boat, addressed the crew, saying she was glad to find that the boat would be manned by such good men. She felt sure that when called upon they would render brave services in life-saving. She then gracefully broke a bottle of wine against the stern of the boat, and named it the *Norbury*. The boat was at once lowered into the water, and its gear put on board and lashed. It was then, by means of an hydraulic crane, turned keel up in the water. It instantaneously righted itself, and was again tried, with the same satisfactory result. The boat was then manned and taken to its destination.

HOLYHEAD.—This station has also had a new Life-boat provided for it in the place of the old No. 1 boat. The new one is 39 feet long, 9 feet wide and has all the modern improvements. Like its predecessor it is named the *Thomas Fielden*, after the late well-known Member of Parliament and Philanthropist of that name, whose nephews, Messrs. JOHN, JOSHUA and SAMUEL FIELDEN, presented the Institution with the cost of a Life-boat and its endowment in perpetuity in his memory.

LYME REGIS, DORSET.—The Institution has recently sent a new water-ballast Life-boat to this station to replace one which had been there for many years. The new boat is 34 feet long, 8 feet wide rowing ten oars double-banked; its cost was presented to the Institution by Mr. C. CARR ASHLEY, of Kingston-on-Thames, in memory of his late mother, after whom the boat is named the *Susan Ashley*. The first launch of the new Life-boat at its station took place on the 23rd July last. The occasion was treated as a gala day in the little town, which was prettily adorned with floral decorations and a liberal display of bunting.

Mr. CARR ASHLEY'S yacht and Mr. J. T. STEPHENS' steam launch lay at anchor near the Cobb and were profusely decorated with flags. One of the most interesting portions of the proceedings was the procession, which started from Uplyme Road. It included the Mayor and Corporation, the magistrates, friendly societies (including Oddfellows, Foresters, and the Rational Sick and Burial Asso-

ciation), Police, Volunteers (under command of Captain TALBOT), Coastguards, the Vicar and Choir of the parish church, St. Michael's College and the National Schools of the town, accompanied by the Lyme Regis Artillery Band.

The various trades were represented in the procession in a realistic manner by workmen engaged in their different avocations.

The service at the launch, which took place at the Cobb, was conducted by the Rev. C. MYERS, the choir singing the hymn, "Eternal Father, strong to save." Commander BEDDOES, R.N., the District Inspector of Life-boats, superintended the ceremony. Mr. CARR ASHLEY having formally presented the Life-boat to Captain BEDDOES, the boat mounted on its carriage was run into the sea and launched amidst the firing of cannon and cheers from the crowd. The crew, who wore their cork-belts, dipped their oars amid cheers and rowed out around the Cobb wall and up to Mr. CARR ASHLEY'S yacht, the boat behaving exceedingly well and looking very graceful as she glided along. At the invitation of the kind Donor the officials, crew, and others who had taken part in the proceedings partook of a substantial dinner, well served, at the Drill Hall. Owing to the recent death of his mother Mr. CARR ASHLEY was not present, Mr. Z. EDWARDS, the ex-Mayor, therefore presided, being supported at the cross table by the Rev. C. MYERS (Vicar), Aldermen OSBORNE and HENLEY, and Mr. M. C. PRESTON, Town Clerk and Honorary Secretary of the Lyme Regis Branch of the Institution.

ST. MARY'S, SCILLY ISLANDS, AND BEAUMARIS, ANGLESEY.—The new Life-boat which was intended for St. Mary's, having been found on trial to be not altogether suited to the requirements of that station, has been sent to Beaumaris on the coast of Anglesey, the Branch Committee there having asked to be supplied with a large Life-boat to be kept moored afloat, and this being one of the largest class of the self-righting type of boat, viz., 42 feet long and 11 feet wide, and fitted with two drop keels and three water-ballast tanks. The Institution is indebted to an anonymous contributor, "D," who had previously presented three Life-boats, for a munificent gift to assist in defraying

the cost of this new Life-boat Station, the boat being named in accordance with the Donor's request the *Tom and Jennie*. A somewhat smaller Life-boat, 38 feet long and 8 feet wide, has been supplied to St. Mary's; it is named the *Henry Dundas* like the one it succeeded.

ON THE LAUNCHING OF THE
ALDEBURGH LIFE-BOAT,
AUGUST 18TH, 1891.

A Sonnet.

WHAT is more precious than a human life,
But what more frail? What stronger in its
might,
Or lovelier in its strength, than the fair sight
Of noble man contending with the strife
Of some more powerful foe? Such is our love:
That Strength and Beauty mingle in our
flight
Across Ideal's dim-trod fields of light,
Moving yet upward to the Great Above.

Fashioned for this our Life-ship spreads her
wing
To speed to helpless man that's stricken down
By Nature's greater force in fiercest frown.
Sublime self-sacrifice doth ever bring
To Hero-Mariners the name of King,
And rank that shines above a golden crown!

T. WILSON PARRY, M.A., CANTAB.

ALDEBURGH, August 20, 1891.

THE WRECK REGISTER AND
CHART FOR THE YEAR ENDED
THE 30TH JUNE, 1890.

THE Board of Trade have recently published, in accordance with their annual custom, a Blue Book overflowing with interesting information and tables of figures such as to delight the most enthusiastic statistician, furnishing elaborate details relative to the wrecks and their accompanying horrors, which took place on the coasts of the United Kingdom during the year ended the 30th June, 1890. In drawing attention to the subject our aim is to show the importance of the great work carried on by the ROYAL NATIONAL LIFE-BOAT INSTITUTION, without which the loss of life and property would have been very much greater than it was.

Year after year we find the number of casualties steadily increasing, but it is satisfactory to know that there is not always a proportionate increase in the number of lives sacrificed, from which we may justly infer that the methods and plans adopted to save lives in danger are more efficient than in days gone by. The total number of vessels meeting with casualties in the year ended the 30th June, 1890, was 4,344, or 72 more than in the previous year; but although there was this increase in casualties resulting in the loss of an enormous amount of valuable property, it is most satisfactory to find that so far from there being, as might have been expected, an increase in the number of lives lost, there was an absolute decrease of 51, the total for the year being only 406. This decrease added to that of the previous year gives an aggregate decrease of nearly 30 per cent. in two years. We sincerely trust that this progressive state of affairs may be maintained.

The 4,344 casualties included every description of accident that can befall a vessel, but may for convenience sake be classified under three heads, namely, total loss, serious casualties and minor casualties. Under the first two and more important heads a slight decrease is shown, the excess in the aggregate total being made up by unimportant accidents. The numbers are as follows:—Total loss and serious casualties 1,548, or one less than in the previous twelve months, and minor accidents 2,796, or 73 more than in the previous year. We may suppose from this that either those in command of vessels are more skilled than formerly, or that they are exercising more care than was their wont. The fact, however, that life was lost as a result of 139 of the casualties is by no means satisfactory, because in the year 1888-9 only 130 casualties resulted in life being lost.

Almost a third of the casualties—1,432—were cases of collision, this number being a decrease of 51 as compared with the year 1888-9. Not including collisions, the cases of total loss fell from 295

to 281; but on the other hand unfortunately, the serious casualties increased from 804 to 826, and the less important accidents from 1,690 to 1,805.

It is interesting to know that of the 4,344 vessels suffering, 3,945 were British and Colonial ships and steamers, the remaining 399 being Foreigners, the former total showing an increase of 101 and the latter a satisfactory decrease of 29.

The localities of the casualties, excluding collisions, were as follows:—East coast of England, 774; south coast, 565; west coast of England and Scotland and east coast of Ireland, 1,085; north coast of Scotland, 112; east coast of Scotland, 154; and other parts, 222; Total, 2,912, or 223 more than in the previous year. From these figures it would seem that during the year under consideration the west coast proved more dangerous than the east or other parts of the coast. This is rather unusual.

The loss of life, collision cases being included, is thus given:—East coast of England, 52, or 23 less than in the previous year; south coast of England 78, or 108 less than the year before; west coast of England and Scotland, and east coast of Ireland, 100, an increase of 32 as compared with the previous twelve months; north coast of Scotland, 39, or 13 more than in the year 1888-9; east coast of Scotland, 21, nearly double the year before; other parts, 116; total, 406.

A general idea as to the shipping disasters which occurred on the shores of the United Kingdom during the year ended the 30th June, 1890, will be gathered from the accompanying chart, from a glance at which it will be seen that very few parts of the coast have been fortunate enough to escape the black dots indicating the localities where casualties took place. The exact position of the 303 Life-boat stations of the ROYAL NATIONAL LIFE-BOAT INSTITUTION is also given, and it will be seen that the Life-boats have been placed at such places where wrecks most frequently occur.

Between 1861 and the 30th June, 1890,

4,742 British, colonial, and foreign vessels were wrecked on our coast, involving loss of life in every case, and the number of lives lost in these wrecks was 21,426. Any decrease in the number of lives lost must necessarily be considered as satisfactory, and we are therefore glad to be able to repeat that during the year 1889-90 only 406 persons perished as compared with 457 in the previous year. At the same time we cannot but hope that in future years this number may be still further diminished. Of the 406 lives lost 377 were from British and Colonial vessels and 29 from Foreign vessels. By far the larger proportion of the losses fell therefore on British and Colonial vessels; but we may note that while the total of lives lost from our own ships and those of our colonies was less by 64 than in the year 1888-9 the number lost from foreign vessels was nearly trebled, the total having increased from 10 to 29. Of the 406 lives lost 68 were lost in foundered vessels; 95 in collisions, or 81 less than in the previous year; 93 in stranded vessels, only 2 more than in the preceding twelve months; 78 in missing vessels, and the remainder—72—in explosions, washed overboard, &c.

It is interesting to notice how curiously the number of vessels meeting with casualties on the shores of Great Britain fluctuates from year to year. This is shown by the following totals, giving the totals from June, 1854, to June, 1890:—1854 (last six months), 458; 1855, 1,141; 1856, 1,153; 1857, 1,143; 1858, 1,170; 1859, 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; 1880-81, 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. Total, 102,788.



SUMMARY

During the year ended the 30th June 1890 the Number of Vessels lost or damaged on the coasts, and in the seas of the United Kingdom including cases of minor damage was 4344 and the loss of Life as far as can be ascertained was 406.

	Life Boats	Rocket Stations	
There are	222	200	in England & Wales.
" "	47	45	" Scotland.
" "	37	51	" Ireland.
" "	6	4	Isle of Man.
" "	2	1	Channel Islands.

WRECK CHART OF THE BRITISH ISLES

FOR THE YEAR
1889-90

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



Although it is to be deeply regretted that in rather more than thirty years as many as 25,265 lives have been lost from shipwreck on the coast, we cannot but express our unqualified satisfaction that in the same period, thanks to the Life-boats of the ROYAL NATIONAL LIFE-BOAT INSTITUTION and the other means recognised by it, 25,541 lives were saved, so that the number of persons saved exceeded the lost by 276. From the 1st January to the 22nd October 1891 the Life-boats and the other means referred to have been instrumental in rescuing 432 persons, a record fully justifying the Committee of the Institution in appealing for the liberal support of the public.

The 303 Rocket Apparatus stations of

the Board of Trade also did some capital rescue work in the year 1889-90, resulting in the saving of 132 lives.

Our main object in drawing special attention to the foregoing statistics has been to emphasize the unpleasant fact that each year there is a terrible loss—we may call it waste—of human life on British shores; and such being the case, it is clearly our duty as a great maritime people to do all that can be done to reduce such a deplorable loss to a minimum. Surely this important end may in no small degree be attained by assisting to maintain in thorough efficiency a truly national society like the ROYAL NATIONAL LIFE-BOAT INSTITUTION, in the interests of which we very earnestly appeal.

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



PORTRUSH, Co. ANTRIM.—The schooner *Ellen Myvanwy*, of Beaumaris, bound from Runcorn for Ramelton, co. Donegal, with a cargo of salt, anchored in Skerries Roads, off Portrush, on the 28th Feb., 1891. On the 2nd March, a gale from the W. to N.W. set in accompanied by a very heavy sea and the vessel showed signals of distress. The Life-boat *Robert and Agnes Blair* put off to her assistance but was unable to reach her and was compelled to return to the shore. All through the following day attempts were made to get

the boat afloat, but all the efforts were rendered futile by the severity of the storm. Only once did it seem that the purpose would be accomplished; the boat was got off, but was soon driven ashore again and had to be beached for the night. The next morning fresh endeavours were made, which were also fruitless until 4 p.m. when the boat went off splendidly, her crew toiling manfully at the oars. As soon as practicable sail was set and in half-an-hour the vessel was reached and her crew of three men

taken off. After tacking in the bay under sail the boat ran in beautifully to the shore, being greeted with great cheering by the people on the land.

LONGHOPE, ORKNEY ISLANDS.—The s.s. *Victoria*, of Sunderland, 1960 tons, bound from Hamburg for New York with a general cargo, was seen about five miles N. of Dunnet Head Lighthouse with signals of distress, while a heavy gale was blowing from the N.W., accompanied by a tremendous sea and snow showers on the 3rd March. The Life-boat *Dickinson Edleston* was launched at 4.30 p.m., and on reaching the vessel found that she was sinking, and that her fires had been extinguished. Her crew, consisting of twenty-two men, were taken into the Life-boat, the boat receiving a slight injury in effecting the rescue, and landed soon after midnight at Widewall, in South Ronaldshay, it being found to be utterly impossible to regain Longhope, owing to the tremendous sea and adverse tide. The Life-boat men were compelled to remain at Widewall Bay until the gale somewhat abated and the boat was enabled to return home, arriving at 1.30 p.m. on the 5th March.

This service was an extremely hazardous one, and great gallantry was displayed by BENJAMIN STOUT, the coxswain, who is a daring and skilful seaman, and the crew of the Life-boat. The Silver Medal of the Institution, accompanied by a copy of the vote inscribed on vellum, was awarded to the coxswain. An extra pecuniary reward was also granted by the Institution to the coxswain and crew, and the owners of the steamer to which the service was rendered generously presented the sum of 21*l.* to the men. Eleven of the rescued men were German sailors, and in recognition of the service rendered to them His Majesty the Emperor of Germany presented, through the Foreign Office, a handsome gold watch bearing his portrait and monogram surmounted by the imperial arms, to BENJAMIN STOUT, and a grant of 24*l.* to the crew of the boat.

The following gratifying letter, in connection with this service, was published in *The Shipping Gazette* :—

SIR,—We, the undersigned, on behalf of the whole of the crew of the steamer *Victoria*, of Sunderland, desire publicly to

convey our heartfelt thanks to the 14 men who, on the afternoon of the 3rd instant, put off from Longhope in the Life-boat in the most terrible weather, and rescued us from our vessel when she was not only in a sinking condition, but, as circumstances subsequently proved, was fast driving ashore near Dunnet Head, where we are sure there was not the faintest hope of rescue. Their timely and gallant aid was attended with the utmost danger, for which no thanks can fully express our gratitude. Yours, &c.,

JAMES HARRISON, *Master*.

J. R. SCARBOROUGH, *Mate*.

M. WOODWARD, *Steward*.

DAVID RANKEN, *Second Engineer*.

BROUGHTY FERRY, DUNDEE.—A fleet of twenty yawls, engaged in flounder fishing in St. Andrew's Bay, left Broughty Ferry between seven and eight o'clock on the morning of the 4th March, the weather being fine with a moderate breeze from the S.W. During the day the wind increased to a strong gale from W. by N. accompanied by a rough sea. From the hillhead it could be seen that some of the fishing boats were in dangerous positions in the bay, and it was considered desirable to take out the Life-boat *Samuel Shawcross* to their assistance. The boat was launched at 4.15 p.m., and on reaching the bay found that all the boats with two exceptions were riding as close as possible to the shore, the four larger ones being anchored, the smaller ones being fastened to them. One boat was riding at anchor away from the rest, and another was in considerable peril. The rope by which the latter was made fast snapped, and the two men on board made for the shore. One of the men jumped on Tentsmuir Sands for the purpose of holding the boat; but the wind blew with such force that it mastered him, and after hanging on until he was up to the waist in water, he had to release his hold, and the boat with the remaining man on board drove rapidly to sea. The Life-boat reached the two boats and put them, with the three men on board, ashore at Buddon Burn.

NEWBURGH, ABERDEENSHIRE.—The Life-boat *Ellen Newman and John Bentley* was launched on the 5th March to the aid of a small pleasure-boat, the *Alexander Duthie*, of Aberdeen, which had put out

to sea during the morning intending to proceed to Aberdeen. There being a strong N.W. wind and a heavy sea, the boat was drifting northwards about five miles from the land, being beyond the control of her sole occupant. He was taken into the Life-boat and landed at Port Erroll.

**BRIXHAM.**—During a very strong gale from the E. with severe snow-storms and a very heavy sea, the trawler *Pioneer*, belonging to Brixham, was observed close to the rocks near Fishcombe Point on the 10th March, having parted from her moorings, and as anxiety was felt for the safety of her crew, the Life-boat *Brian Bates* was launched at 10.30 A.M., and proceeded to the vessel. The gale having somewhat moderated, she held on to her bower anchor and was re-moored, the Life-boat remaining by until this was accomplished.

**PENZANCE.**—On the 10th March while a whole gale was blowing from the E. with snow and a heavy ground sea, the schooner *Joseph Nicholson*, of Newcastle, bound from Carnarvon for Norway with slate, dragged her anchors while lying in Mount's Bay, and showed signals of distress. The Life-boat *Dora* put off to her assistance at 11 A.M., and at the master's request boarded her and brought her and her crew of five men safely into harbour.

**CLACTON.**—On the morning of the 10th March news was received that a man had landed about two miles east of Clacton at eight o'clock in an open boat which was nearly full of water. He had been taken to a farmhouse by some labouring people, and stated that he had left four men on his vessel, the schooner *J. W. Bebell*, of Beaumaris, bound from Aberdeen for London with a cargo of granite. The coxswain of the Life-boat *Albert Edward*, on being apprised of the event, at once proceeded in a conveyance to the farmhouse to obtain from the man the approximate position of the vessel. He brought the man with him in the carriage to Clacton, and handed him over to the charge of the Shipwrecked Mariners' Society's Agent. At 11.30 the Life-boat was launched, proceeded across the Walleet and Gunfleet Sands, and was kindly taken in tow by the s.s. *Rosalind*,

of Newcastle, to about two miles below the Gunfleet Light, where the boat was slipped, sail was set, and after passing through a tremendous quantity of broken water and shipping several heavy seas, she arrived at the vessel and found two men in the main rigging. One of the men was taken into the Life-boat; he reported that the other man was dead, and that the master and the cook had been washed overboard and drowned. One of the Life-boat men ascended the rigging, cut away the lashings of the dead body, and lowered it into the boat. While this was being effected one of the boat's crew was dragged overboard by the vessel's rigging, but was happily rescued by his comrades. The Life-boat then made for her station, and arrived there at 4.30 P.M.

**ST. AGNES, SCILLY ISLANDS.**—A smack being observed in a disabled condition during a whole gale from the N.E. at 4.30 P.M. on the 10th March, was carefully watched, and as it appeared certain that she would run ashore, the Life-boat *James and Caroline* was launched at 6.15 to meet her. When she struck, one of the crew jumped overboard and succeeded in reaching the rock. The vessel now floated off, but again stranded, and the master and the remaining hand having got into their boat, succeeded in landing on one of the islands, and were taken off by the Life-boat in a very exhausted state, the captain having to be carried to the boat and the other man being unable to walk without assistance. They were brought to St. Agnes at 1.30 A.M. The vessel was the *Porth*, of Padstow, laden with 60 tons of culm.

**STONEHAVEN.**—The barge *Der Zehnte Juni*, of South Shields, bound from Sunderland for Aberdeen, with a cargo of coal, experienced a good deal of stormy weather on her voyage, and on the 15th March, she was labouring heavily in the teeth of a S.S.E. gale. When off Catterline, about six miles S. of Stonehaven, she was struck by three especially heavy seas which swept her from stem to stern and caused her to spring a leak. The pumps were at once set going, but the water gained on them, and signals were made to the steam-tug which had the vessel in tow to take the crew off, as they were

doubtful of being able to keep the barge afloat. It was however deemed best to tow her to Stonehaven Bay, and then to signal for assistance from the shore. On the signal being seen, the crew of the Life-boat *Alexander Black* were summoned. At that time, it being Sunday, many of the people were in church, but an excellent crew of fishermen volunteered, and at 11.20 A.M. the boat was launched, reached the disabled barge in spite of the heavy sea, and rescued the master and crew, seven men in all. The barge became a total wreck.

PALLING, NORFOLK.—The look-out man having reported a vessel ashore at Waxham on the 16th March, the No. 1 Life-boat *Good Hope* was taken on her transporting carriage along the shore to the scene of the disaster. A strong gale was blowing from the S.S.E., there was a heavy sea and rain was falling. After several attempts the boat was successfully launched at 2.30 A.M., reached the stranded vessel, which was the smack *M.K.D.*, of and for Yarmouth, returning with fish from the North Sea, and with much difficulty took off her crew, consisting of six men.

On the 27th June the No. 2 Life-boat *British Workman* was launched to the assistance of the schooner *Hanna*, of Lemland, timber laden, from Gefle for Dunkirk, which having lost her mast and becoming waterlogged had been abandoned by the crew, and had stranded on the Hasborough Sand in a S.S.W. wind and a moderate sea. With the combined services of the Life-boat men, the crews of yawls and a steam-tug, the vessel was got afloat, and was beached at Palling on the 30th June. Her crew took refuge on board the steamer *Astrologer*, and were landed at Antwerp.

ST. ANDREWS, FIFESHIRE.—The barque *Elisabeth*, of and from Tönsberg for Leith, with a cargo of pit-props, was seen in St. Andrews Bay steering N.N.W., about three miles off the shore at 4 P.M. on the 16th March. It seeming probable that she would ultimately need assistance, as a heavy gale was blowing from the E.N.E., the sea was very rough and the weather thick, the crew of the Life-boat *Ladies' Own* were summoned; the boat was taken out of the house and remained in readi-

ness for service. After tacking about for three hours the vessel stranded on the West Sands. As soon as it was seen in which direction the boat's services would be required, she was taken towards the West Sands, and was launched at 7.20, some of the oars being double-banked in order to accelerate her progress through the heavy seas. She promptly reached the vessel, which became a total wreck, and rescued her crew of eight men.

On the 23rd August the Life-boat was launched at 2 A.M. to the assistance of the fishing-boat *Agnes and Ann*, of St. Andrews, which was lying at anchor waiting for daylight and the tide to enable her to enter the harbour. As a gale of wind was blowing from the N.E. it was judged expedient to take out the Life-boat in case any accident should befall the fishermen. Two of the Life-boat men were put on board the boat, and assisted her crew to bring her safely into port. She was returning from the herring fishery when she was overtaken by the storm, and had tried successively to enter Montrose and Arbroath harbours, but the sea was too heavy to allow her to do so.

WINTERTON, NORFOLK.—On the morning of the 21st March the ketch *Elizabeth*, of Goole, was observed about half-a-mile from the shore running straight for the beach in a strong N.E. breeze and a heavy sea. The crew of the No. 1 Life-boat *Edward Birkbeck* having been called, the boat was launched at six o'clock, and proceeded to the vessel which had grounded on the bank opposite the Life-boat house among the breakers and was full of water. As soon as possible the Life-boat got alongside her, and rescued her crew of two men and a boy.

The No. 2 Life-boat *Margaret* was launched at 10.30 A.M. on the 7th May, signal guns having been fired by the Wold Light-vessel. On reaching the Hasborough Sands the barque *Sirius*, of Drammen, timber laden, was found near Palling Knowl, and the Life-boat remained by her until a steam-tug arrived and towed her out of danger.

NORTH SUNDERLAND.—The Life-boat *Thomas Bewick* was called out on service on the afternoon of the 4th of April to the assistance of the barque *Ornen*, of Frederickstadt, which was water-logged,

and had driven on the Greenhill Sands, striking a bar about eight hundred yards from the land. This is said to be one of the worst possible places for a vessel to strike on this part of the coast. The wind was blowing from the S.E., the weather was stormy, and the sea was breaking very heavily on the bar. At 3.30 the Life-boat was launched and pulled up close to the vessel through a very heavy surf, but was struck by heavy seas and driven away from her. For four hours the gallant Life-boat men strove to regain the barque but were unable to get close to her, and being utterly exhausted by their hard work were compelled to return to the shore. They remained by the boat, and at 3 A.M., directly the sea gave a chance of success, another launch was effected; the vessel, which had driven over the bar into slacker water in a less exposed position, was reached and her crew of eleven persons were rescued. The mainmast was lying over the side of the vessel and the spars and other floating wreckage rendered the task of approaching the barque a difficult and dangerous one, especially as day had scarcely dawned.

On the 9th May the fishing-luggers *Effrontery* of Stonehaven and *Snowdrop* of Torry were in distress in a moderate gale from the N. and a heavy sea. The Life-boat was launched at 8.30 A.M. and escorted the boats into the harbour.

On the 19th May the fishing-lugger *Morning Star* of North Sunderland was unable to enter the harbour, the sea having suddenly become very heavy. The Life-boat put off to help her at 1.30 P.M. and brought her safely into port.

On the 22nd August a whole gale of wind blew from the N.E., the sea was very heavy, and as risk would be incurred by the fishing craft in returning to port, the Life-boat was launched at 4.30 A.M. At 5 o'clock the lugger *Advance* capsized at the mouth of the harbour, and the Life-boat at once proceeded to her assistance, and saved four of her crew, two others being unhappily drowned before the boat could possibly reach them. The Life-boat was kept afloat until 6.30 P.M. in readiness to render help to any other boats which might require assistance.

CHAPEL, LINCOLNSHIRE.—While a strong breeze was blowing from S.E. to N.E. and

a heavy sea was running, on the 8th of April, the schooner *Vibelia*, of and from Grimstadt for Boston, Lincolnshire, with a cargo of pit-poles and lumber, stranded off Anderby, her anchors not holding, and filled with water. The Life-boat *John Alexander Berrey* was launched at 7.45 A.M., reached the vessel, which was found to be a total wreck, and rescued her crew consisting of seven men.

MARGATE.—On the 11th April the coastguard having reported a large steamer ashore on the main, the Life-boat *Quiver* No. 1 was launched at about 3 A.M., and found the steamer *European*, of Liverpool, bound from London for Antwerp, with a general cargo, stranded on the Walpole Rocks. A moderate N.E. breeze was blowing, the sea was rough and the weather fine and cold. The master of the vessel at first declined assistance, but finding that he could not get his vessel off took the assistance of steam-tugs, and with the help of the Life-boat men and others she was floated on the next tide.

CAISTER, NORFOLK, AND GORLESTON, SUFFOLK.—On the 14th May at 3 A.M. the watchmen saw the flash and heard the report of a gun fired at sea N. of the Cross Sand. A strong breeze was blowing from the N., the sea was moderate, but afterwards became rough, and the weather which had been foggy was then fine. A yawl put off and sailed to the vessel in distress, and the No. 1 Life-boat *Covent Garden* was launched. On reaching the vessel, which was the s.s. *Cambria*, of and from Dundee bound for London, with a general cargo, it was found that she had been in collision with a steam-collier, and being badly damaged had been run on the North shoal of the Cross Sand. The master of the *Cambria* engaged the yawl to proceed to the light-vessel to take off the steamer's passengers, who had been put on board for safety by means of one of the ship's boats, and he requested that the Life-boat might remain by him. The yawl sailed to the light-ship, took off the seventeen persons, of whom two were women and some children, then called for the second mate of the *Cambria* and sailed for Yarmouth. During this time every effort had been made to save the vessel, but without success, and when the yawl returned at 3 P.M. the master sent fifteen



of his crew with their effects by her to Yarmouth. The Life-boat kept near the ship, but a N.W. wind sprung up and the sea increased, and at 2 A.M. the master and the remainder of the crew took to their boat and sheered off to the Life-boat which was riding clear with a rope fast to the steamer. Seven of the men were taken into the Life-boat, which then made for Yarmouth harbour, towing the ship's boat, in which the master and one man remained to steer her and to tend the tow-line.

In response to signals the Life-boat *Mark Lane*, stationed at Gorleston, also put off to the assistance of the vessel, and remained by her for some time in readiness to render any service that might be required.



**SUMMARY OF THE MEETINGS OF THE COMMITTEE.**

THURSDAY, 11th June, 1891.

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

Read and confirmed the Minutes of the present 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 Deputy Chief Inspector of Life-boats on his recent visit to Start Point.

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

Northern District—Cresswell, Holy Island, Redcar, Middlesbrough, Saltburn, West Hartlepool (two boats), Seaton Carew, Hartlepool (three boats), Whitburn, Seaham and Stornoway.

Eastern District—Dunwich, Southwold (two boats), Lowestoft (two boats), Kessingland (three boats), Pakefield (two boats), Gorleston (two boats), Yarmouth, Winterton (two boats), and Caister (two boats).

Western District—Padstow, Port Isaac, New Quay (Cornwall), Fowey, Looe, Mevagissey and Dartmouth.

Irish District—Skerries, Balbriggan, Drogheda (two boats), Blackrock, Wicklow and Lytham.

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

|                                                                                           | £  | s. | d. | £  | s. | d. |
|-------------------------------------------------------------------------------------------|----|----|----|----|----|----|
| Miss BARTON, donation . . . . .                                                           | 40 | -  | -  |    |    |    |
| Ditto, annual subscription 10 . . . . .                                                   | 10 | -  | -  |    |    |    |
|                                                                                           |    |    |    | 50 | -  | -  |
| GLASGOW CUSTOM HOUSE Contribution boxes, per G. MANUEL, Esq. . . . .                      | 33 | 10 | 11 |    |    |    |
| A. HUTCHINSON, Esq., and the Misses FANNY and CHARLOTTE HUTCHINSON (additional) . . . . . | 26 | -  | -  |    |    |    |
| A. B. HOLINSWORTH, Esq. . . . .                                                           | 25 | -  | -  |    |    |    |

*Collections on Steamers.*

|                                                                                                               | £ | s. | d. |
|---------------------------------------------------------------------------------------------------------------|---|----|----|
| <i>Don</i> , per Mr. W. E. DYER . . . . .                                                                     | 8 | 15 | 2  |
| <i>Medway</i> , per Mr. J. H. SMYTHE . . . . .                                                                | 4 | 17 | 2  |
| <i>Aorangi</i> , per Captain SUTCLIFFE . . . . .                                                              | 4 | 10 | -  |
| Master, officers and crew of Barque <i>Lakemba</i> , per Lieutenant MARTIN FRAMPTON, R.N.R., Master . . . . . | 3 | 9  | -  |

*Life-boat Sunday Collections.*

|                                                                                           | £ | s. | d. |
|-------------------------------------------------------------------------------------------|---|----|----|
| Southport—CHURCH OF CHRIST, Mornington Road, on 17th May, per the Rev. JAMES LEE. . . . . | 4 | 11 | 6  |
| Barningham—Bury St. Edmund's, on Whit Sunday, per the Rev. A. W. EDWARDS . . . . .        | 1 | 6  | 3  |

—To be severally thanked.

Also the receipt of the following Legacies:—

|                                                                                 | £   | s. | d. |
|---------------------------------------------------------------------------------|-----|----|----|
| The late JAMES SAUL, Esq., of Summerhill Road, Tottenham (on account) . . . . . | 500 | -  | -  |
| The late Miss FANNY CRABTREE, of Halesworth . . . . .                           | 250 | -  | -  |
| The late Miss FALCONER and Mrs. CRAIGIE, of Falconhall, Edinburgh . . . . .     | 75  | -  | -  |
| The late W. H. DEAN, Esq., of Stratford (additional) . . . . .                  | 57  | -  | 3  |
| The late Mrs. LYDIA STALLEBRASS, of Hackney . . . . .                           | 20  | -  | -  |

Reported the transmission to their Stations of the new Life-boats for the Holyhead No. 1 and Stromness Stations.

Voted the thanks of the Committee to the Rev. HENRY MITCHELL, M.A., ROBERT A. DAWSON, Esq., and WILLIAM LEIGH, Esq., in recognition of their past valuable services while holding the office respectively of Honorary Secretary of the Chichester, Lytham and Stockport Branches of the Institution.

Also to ANDREW SYME, Esq., in acknowledgment of his long and valuable co-operation as Treasurer of the St. Andrews Branch of the Institution.

The Committee also specially recognised the good services rendered by Mr. THOMAS WILLIAMS, who had been Coxswain of the Aberystwith Life-boat for nineteen years and had resigned on account of old age. The boat had, while he held the coxswainship, been launched nine times on service and saved eighteen lives.

Resolved, that with the view of diminishing the loss of life from shipwreck on the coasts of the United Kingdom, the Institution should co-operate with the National Sea Fisheries

Protection Association in supplying oil-bags to various ports on the coast for distribution to fishermen and others, in order to encourage the use of such means of protection.

Paid 4,700*l.* 5*s.* 1*d.* for sundry charges on various Life-boat establishments.

Voted 182*l.* 16*s.* to pay the expenses of the North Sunderland, Gorleston No. 1, Caister No. 1, Calore, Kessingland No. 1, Tynemouth No. 2 and Mablethorpe Life-boats in rendering the following services:—

|                                                                                                                                                       | Lives<br>Saved. |
|-------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| Fishing-luggers <i>Effrontery</i> , of Stonehaven,<br><i>Snowdrop</i> , of Torry & <i>Morning Star</i> , of<br>North Sunderland. Rendered assistance. |                 |
| S.S. <i>Cambria</i> , of Dundee . . . . .                                                                                                             | 9               |
| Schooner <i>Jewess</i> , of Wexford . . . . .                                                                                                         | 5               |
| Schooner <i>Kate and Elizabeth</i> , of Portsmouth<br>S.S. <i>Napier</i> , of North Shields. Remained<br>by vessel.                                   | 6               |
| Schooner <i>Eagle</i> , of Portmadoc . . . . .                                                                                                        | 6               |

Voted also 59*l.* 7*s.* 6*d.* to pay the expenses of the Atherfield, Seaton Carew, Kildonan, Saltburn, Lowestoft No. 2, Newhaven and Porth-dinllaen Life-boats, in assembling their crews, watching, or putting off to the assistance of vessels which did not ultimately require their assistance.

Also 3*l.* 15*s.* to six fishermen for putting off in two boats and saving two men from a small fishing-boat, which had been capsized off Cromer, Norfolk, in a N. to N.E. wind and a rough sea, on the 11th May.

Also 2*l.* to two men for putting off in a boat and rescuing one of the crew of the fishing-boat *Ira*, of Campbeltown, which had stranded on the rocks at Clauhog, Bute, in a strong S.E. breeze and a rough sea, on the 15th December.

Also 1*l.* to a man who put off to assist in another boat and arrived at the scene of the disaster about the same time as those who effected the rescue.

Also 2*l.* to four men for putting off in a boat and rescuing a man and a woman from another boat, which had been upset off Cullercoats, Northumberland, in a strong sea, on the 30th May.

Also 1*l.* 10*s.*, in addition to a reward received from those whom they rescued, to three fishermen for putting off in a boat and saving the crew of four persons from the yacht *Dorothy*, which had stranded and sunk off Dungeness, Kent, in a strong S. wind, a rough sea and thick weather, on the 18th May.

THURSDAY, 9th July.

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 Deputy Chief Inspector of Life-boats on his recent visit to St. Andrews. Also the reports of the District Inspectors of Life-boats on their visits to the following Stations:—

Northern District—Dornoch, Huna, Ackergill, Thurso, Stromness, Longhope, Campbeltown, Southend (Cantyre), Ardrossan, Kildonan, Troon, Girvan, Ballantrae, Irvine and Berwick-on-Tweed.

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

Western District—Watchet, Appledore (two boats), Braunton, Morthoe, Lymouth, Ilfracombe, Clovelly and Bude.

Irish District—Newcastle, Tyrella, Cloughy, Ballywalter, Groomsport, Portrush, Greencastle and Tralee.

Reported the receipt of 700*l.* from Mr. and Mrs. NOBURY's Life-boat Fund, through the Manchester Branch, to defray the cost of a new Life-boat to be named the *Nobury*.

Decided that the best thanks of the Committee be conveyed to the Donors and that their gift be appropriated to the Porth Rhuffydd new Life-boat.

Also the receipt of 700*l.* from the executors of the late Mrs. MARGARET PLATT, of Staleybridge, to defray the cost of a Life-boat to be named the *Margaret Platt of Staleybridge*.

[It has been decided that the gift shall be appropriated to the new Life-boat about to be sent to Pwllheli.]

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

|                                                                                                             | £  | s. | d. |
|-------------------------------------------------------------------------------------------------------------|----|----|----|
| Surplus of the estate of the late St. GEORGE'S ATHENEUM CLUB, per EDWARD PARR, Esq. . . . .                 | 13 | 13 | —  |
| Collected by Mr. J. M. BURR, in aid of Walton-on-Naze Life-boat station . . . . .                           | 10 | 1  | —  |
| Collected on board the s.s. <i>Orotava</i> , per Captain STUDDERT . . . . .                                 | 10 | —  | —  |
| Collected on board the s.s. <i>St. Sunniva</i> , on Sundays 21st and 28th June, per Captain ANGUS . . . . . | 4  | 5  | 6  |
| Collected from young men of Miss J. WOODFALL's Sunday Afternoon Bible Class, Tunbridge Wells . . . . .      | —  | 13 | 3  |
| —To be severally thanked.                                                                                   |    |    |    |

Also the receipt of the following legacies:—

|                                                                                      | £   | s. | d. |
|--------------------------------------------------------------------------------------|-----|----|----|
| The late Rev. H. W. SMITH, of Warrington Crescent, Maida Vale (Additional) . . . . . | 300 | —  | —  |
| The late Rev. B. A. H. STROUD, of Bristol . . . . .                                  | 180 | —  | —  |
| The late Mrs. JOANNA FERREY, of Christchurch . . . . .                               | 44  | 18 | —  |
| The late Rev. W. J. R. NEAME, of Falmouth . . . . .                                  | 37  | 16 | 7  |

Reported that the Greystones and Youghal Life-boats had been altered, fitted with all

modern improvements and returned to their stations.

Decided that the competitive trials and tests with sailing Life-boats, which were to be held in the autumn, be postponed until after Christmas, as it had been ascertained that it would not be possible to obtain men at Lowestoft until after the close of the herring fishery season.

Paid 6,095*l.* 1*s.* 6*d.* for sundry charges on various Life-boat establishments.

Voted 25*l.* 3*s.* to pay the expenses of the Walton-on-the-Naze Life-boat, in remaining by the brig *St. George*, of Guernsey.

The Palling No. 2 Life-boat assisted to save the derelict schooner *Hanna*, of Lemland and the Newhaven and Eastbourne Life-boats remained by the stranded steamer *Normandy*, of Newhaven.

Voted 20*l.* 2*s.* to pay the expenses of the Drogheda No. 2 Life-boat in putting off to the assistance of a stranded vessel.

Also the Silver Medal of the Institution, accompanied by a copy of the vote inscribed on vellum, to Mr. BENJAMIN STOUT, Coxswain of the Longhope, Orkney, Life-boat, in recognition of his gallant conduct on the occasion of the rescue by that Life-boat of the crew of the *s.s. Victoria*, of Sunderland, on the 3rd March last (*vide* page 651).

Also 2*l.* 10*s.* to the Chief Boatman and four Coastguardmen, for putting off in a boat from Cudaff Bay station, co. Donegal, and saving the crew of four men from the schooner *Twin Brothers*, which was in distress in the bay in a strong N.E. gale and a very heavy sea on the 15th May.

Also 1*l.* to two men for putting off in a boat from the Fleetwood and Belfast steamer *Prince of Wales* and saving four men, whose boat was in danger near Bernard's Wharf in a strong N.W. breeze and a rough sea on the 18th May.

THURSDAY, 6th August.

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.—Cullercoats, Kirkcubright, Balcary, Whithorn, Port Patrick, Port Logan, Ayr, Tynemouth (two boats), Sunderland (South Pier), and Roker.

Eastern District.—Withernsea and Hornsea.

Western District.—Burnham, Weston-super-Mare, Aberdovey, Barmouth, Portmadoc, Pwllheli, Abersoch, Llanaelhaiarn, Porthoustock,

Aberystwith, Newquay (Cardiganshire), Lyme Regis, and St. Agnes (Cornwall).

Irish District.—Valentia, Courtmacsherry, Queenstown (two boats), Ballycotton, Youghal, Ardmore, Dungarvan, Dunmore East, Fethard and Cudaff Bay.

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

|                                                                                                                                 | £   | s. | d. |
|---------------------------------------------------------------------------------------------------------------------------------|-----|----|----|
| Ancient Order of FORESTERS, annual subscription in aid of support of their three Life-boats, per T. BALLAN STREAD, Esq. . . . . | 200 | -  | -  |
| T. W. R. . . . .                                                                                                                | 100 | -  | -  |
| Miss LUCY HARRIS, towards maintenance of her Life-boat at Plymouth, the <i>Escape</i> . . . . .                                 | 100 | -  | -  |
| DUBLIN PORT AND DOCKS BOARD, annual subscription . . . . .                                                                      | 75  | -  | -  |
| Proceeds of Concert on board the R.M.S. <i>Thames</i> , per Captain G. M. HICKS . . . . .                                       | 52  | 10 | 6  |
| E. F. WHITE, Esq., Annual Subscription . . . . .                                                                                | 50  | -  | -  |
| Miss S. E. WHITE, Annual Subscription . . . . .                                                                                 | 25  | -  | -  |
| C. B. HOLINSWORTH, Esq., additional                                                                                             | 31  | 10 | -  |
| WORSHIPFUL COMPANY OF SKINNERS, additional . . . . .                                                                            | 21  | -  | -  |

*Life-boat Sunday Collections.*

|                                                                                                   |   |    |   |
|---------------------------------------------------------------------------------------------------|---|----|---|
| BAMBURGH CHURCH, on 12th July, per the Rev. T. H. LONG, in aid of Bamburg Castle Branch . . . . . | 6 | 17 | 3 |
| Stranraer.—KIRKMAIDEN CHURCH, on 26th July, per A. PARKER, Esq. . . . .                           | 1 | 16 | - |

—To be severally thanked.

Also the receipt of the following legacies:—

|                                                                                     |     |   |   |
|-------------------------------------------------------------------------------------|-----|---|---|
| The late Dr. JAMES ROGERS, of Saltash, Cornwall . . . . .                           | 750 | - | - |
| The late Mrs. E. M. BARNARD, of Western-super-Mare . . . . .                        | 200 | - | - |
| The late JOHN KIRCHNER, Esq., of Peckham . . . . .                                  | 200 | - | - |
| The late H. A. INCE, Esq., of Thurloe Square . . . . .                              | 100 | - | - |
| The late Rev. H. W. SMITH, of Warrington Crescent, Maida Vale, additional . . . . . | 60  | - | - |
| The late Miss JANE FRESHFIELD, of Godmanchester . . . . .                           | 17  | 9 | 6 |

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

Also that the Fethard, Harwich and Llandwyn Life-boats had been altered, fitted with all modern improvements and returned to their stations.

Read letter from Mr. J. DUERDIN DUTTON, of Churton Street, S.W., of the 24th July, reporting that his champion St. Bernard "Grace," which had been collecting for the Institution for upwards of two years, had died suddenly. He forwarded 3*l.* 19*s.* 6*d.*, being the balance of the amount collected by her, and stated that his rough-coated St. Bernard "Starboard," and his champion "Napier" would in future collect for the Institution. The total amount collected by "Grace" was 34*l.* 8*s.* 10*d.*

Decided, that Mr. DUTTON be thanked and that the regret of the Committee be expressed at the death of "Grace."

Voted the thanks of the Committee to Mr. J. C. LAYCOCK, in acknowledgment of his past valuable co-operation as Honorary Secretary of the Keighly Branch of the Institution.

The Committee also specially recognized the valuable services rendered by Mr. JOSEPH COX, who had been Coxswain of the Appledore Life-boats for twenty-three years. He had previously served as second coxswain for thirteen years and as a member of the crew for six years. During the period he had served as Coxswain, the Life-boats had been launched twenty-one times on service and saved fifty lives.

Decided to form a new Life-boat station at Culdaff Bay, co. Donegal.

Paid 1,689*l.* 10*s.* 1*d.* for sundry charges on various Life-boat establishments.

Voted 72*l.* 7*s.* to pay the expenses of the Lytham, North Deal, 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.

The North Deal Life-boat assisted to save the stranded s.s. trawler *Euphrates*, of Hull.

Voted also 4*l.* 10*s.* to nine men, for putting off in a boat and rescuing one of four persons whose boat had been swamped, in squally weather and a rough sea, in Broadhaven Bay, co. Mayo, on the 7th March.

Also a letter of thanks and 4*l.* to the Chief Officer and seven coastguard men, for putting off in the whaleboat from Howth (co. Dublin) station and saving three men whose boat was drifting on to Ruane Rocks, in squally weather and a rough sea, on the 6th July.

#### THURSDAY, 10th September.

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

Read and confirmed the Minutes of the previous meeting.

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

Read the report of the Chief Inspector of Life-boats on his recent visits to the Atherfield and Ardrossan stations.

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

Northern District—Sunderland (South Out-let), Boulmer, Montrose (three boats), Gourdon, Stonehaven, Johnshaven, Newburgh, Port Erroll, Peterhead, Fraserburgh, Whitelink Bay, Banff, Moray Firth, Lossiemouth, Buckie and Arbroath.

Eastern District—Selsey, Cromer, Mundesley, Hasborough, Palling (two boats), Sheringham, Blakeney, Wells, Hunstanton, Brancaster, Grimsby, Donna Nook, Mablethorpe and Sutton.

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

Irish District—Aranmore, Port Rhuflfydd, Douglas (two boats), Ramsey, Peel, Port Erin, Castletown, Rhoscolyn, Holyhead (two boats), Penmon, Rhosneigr and Llanddwyyn.

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

|                                                                                                                                                                  | £   | s. | d. |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----|----|
| JOSEPH RUSSELL, Esq. . . . .                                                                                                                                     | 100 | -  | -  |
| "J. D. W." . . . . .                                                                                                                                             | 100 | -  | -  |
| "A COUNTRY FRIEND" . . . . .                                                                                                                                     | 100 | -  | -  |
| WORSHIPFUL COMPANY OF DRAPERS,<br>annual subscription . . . . .                                                                                                  | 52  | 10 | -  |
| Contributions received by the<br><i>Liverpool Mercury</i><br>Collected on board the P. and O.<br>R.M.S. <i>Victoria</i> , per C. ALBAN<br>WILLIAMS, Esq. . . . . | 34  | 1  | -  |
|                                                                                                                                                                  | 20  | -  | -  |

#### Life-boat Sunday Collections.

|                                                                                                          | £  | s. | d. |
|----------------------------------------------------------------------------------------------------------|----|----|----|
| St. Anne's, various places of wor-<br>ship, per THOS. BRADLEY, Esq. . . . .                              | 29 | 8  | 9  |
| Port Patrick EPISCOPAL CHURCH . . . . .                                                                  | 5  | 13 | 5  |
| Do. PARISH CHURCH . . . . .                                                                              | 2  | 13 | -  |
| Do. FREE CHURCH . . . . .                                                                                | 2  | 6  | 6  |
| Robin Hood's Bay, per the Rev. R.<br>JERMYN COOPER . . . . .                                             | 5  | 5  | 10 |
| LYDD PARISH CHURCH, per the Rev.<br>F. S. DALE . . . . .                                                 | 3  | 15 | 6  |
| H.M.S. <i>Superb</i> , per the Rev. J. M.<br>MARTEN, R.N. . . . .                                        | 3  | -  | -  |
| Shorwell, per the Rev. G. E. JEANS<br>Ferry-side, Carmarthenshire—<br>ST. JOHN'S PARISH CHURCH . . . . . | -  | 6  | 11 |
| ST. THOMAS' CHAPEL . . . . .                                                                             | 1  | 5  | 6  |
| LLANSAIN CHAPEL . . . . .                                                                                | -  | 6  | 10 |
| Yaxley, Suffolk, ST. MARY'S CHURCH,<br>per the Rev. W. H. SEWELL . . . . .                               | 1  | 1  | 1  |
| H.M.S. <i>Calypso</i> , per the Rev. A. C.<br>EVANS . . . . .                                            | 1  | -  | -  |

#### Life-boat Saturday.

|                                                  |    |   |   |
|--------------------------------------------------|----|---|---|
| Blackpool, per Miss ETHEL M.<br>VIENER . . . . . | 57 | 3 | 9 |
|--------------------------------------------------|----|---|---|

—To be severally thanked.

Also the receipt of the following legacies:—

|                                                                                                                                | £    | s. | d. |
|--------------------------------------------------------------------------------------------------------------------------------|------|----|----|
| The late JAMES SMITH, Esq. of<br>Hastings. . . . .                                                                             | 2000 | -  | -  |
| The late Mrs. M. L. COLLINSON,<br>of West Ham . . . . .                                                                        | 1000 | -  | -  |
| The late Mrs. ELIZABETH ALLEN,<br>of Westbourne, Sussex. . . . .                                                               | 500  | -  | -  |
| The late Mrs. A. E. JARMAN, of<br>Slough . . . . .                                                                             | 500  | -  | -  |
| The late Rev. W. KEELING, of<br>Barrow, Suffolk . . . . .                                                                      | 250  | -  | -  |
| The late MARQUIS OF ELY . . . . .                                                                                              | 111  | 8  | 1  |
| The late Mrs. STRANGE, of Elvas-<br>ton Place . . . . .                                                                        | 100  | -  | -  |
| The late FREDERICK W. EARLE,<br>Esq., of Edenhurst, Lancashire<br>The late DUNCAN BROWN, Esq., of<br>Digswell, Herts . . . . . | 100  | -  | -  |
|                                                                                                                                | 90   | -  | -  |
| The late LIEUT.-GENERAL HOPE<br>CREALOCK, C.B. . . . .                                                                         | 45   | -  | -  |
| The late Mrs. C. JEFFREYS<br>LEVESQUE, of Curtain Road,<br>Shoreditch. . . . .                                                 | 45   | -  | -  |

The Committee specially recognized the good services rendered by Mr. JOSEPH EVANS, who had been coxswain of the Rhyl Life-boat for ten years and had resigned. During that period the boat had been launched nine times on service and saved twelve lives.

Reported that the inauguration of the Atherfield Life-boat Station had recently taken place. It was attended by their Royal Highnesses Princess LOUISE, Marchioness of LORNE, and Prince HENRY of BATTENBERG. The Institution was represented by Admiral Sir AUGUSTUS PHILLIMORE, K.C.B., and the Chief Inspector of Life-boats, Capt. the Hon. H. W. CHERWYND, R.N.

Also the transmission to their stations of the Johnshaven and Porth Rhuffydd new Life-boats.

Paid 3,827*l.* 4*s.* 9*d.* for sundry charges on various Life-boat establishments.

Voted 144*l.* 6*s.* 6*d.* to pay the expenses of the Rhyl No. 2, Scarborough, Cemaes, North Sunderland, Montrose No. 2, Aldeburgh, Tramore, Moelfre, Gorleston No. 2 and Holyhead No. 1 Life-boats, in rendering the following services:—

|                                                                                         | Lives<br>saved. |
|-----------------------------------------------------------------------------------------|-----------------|
| Boat <i>Oregon</i> , of Rhyl. Rendered assistance.                                      |                 |
| S.S. <i>Fawn</i> . Landed 50 passengers.                                                |                 |
| Lugger <i>Minnie</i> , of Lowestoft . . . . .                                           | 8               |
| Sailing-boat <i>Gladys</i> and two rowing boats. Rendered assistance.                   |                 |
| Lugger <i>Advance</i> , of North Sunderland. Twenty fishing-boats. Rendered assistance. | 4               |
| Yacht <i>Vesta</i> , of Woodbridge . . . . .                                            | 4               |
| Yacht <i>Ripple</i> , of Woodbridge . . . . .                                           | 3               |
| Brigantine <i>Albert</i> , of Cork . . . . .                                            | 7               |
| Schooner <i>John and Jane</i> , of Carnarvon. Rendered assistance.                      |                 |
| Yawl <i>Kate</i> , of Liverpool . . . . .                                               | 7               |
| Schooner <i>Eliza Bell</i> , of Beaumaris. Rendered assistance.                         |                 |

The Eastbourne Life-boat assisted to save the cutter *Mystery*, the vessel's crew having landed in their own boat.

Voted also 172*l.* 7*s.* 6*d.* to pay the expenses of the Cemlyn, Winterton No. 2, North Sunderland, Plymouth, Southport No. 2, Orme's Head, Aldeburgh, Harwich, Eyemouth, Kildonan, Penmon and Tramore Life-boats, in assembling their crews or putting off to the assistance of vessels which did not eventually require help.

Voted the thanks of the Institution, inscribed on vellum, to Captain J. R. PIM, JAMES McCox, Esq., and JAMES POWER, Esq., for going out in the Tramore Life-boat, taking the places of some of the regular crew who had not heard the signal, and assisting to rescue the crew of the three-masted brigantine *Albert*, of Cork, on the 25th August. Pecuniary awards were granted to Constable SHARKEY, R.I.C., who rendered valuable help in launching the Life-

boat and going out in her as bowman, and to other members of the constabulary for assisting to launch the boat.

The thanks of the Institution, on vellum, were also awarded to EDWARD JACOB, Esq., the Honorary Secretary of the Tramore Branch of the Institution, who was indefatigable in his efforts to obtain a crew and get the Life-boat launched on the occasion in question.

Voted also 6*l.* to six men, for rescuing two of the crew of the *Lizzie Ellen*, of Chester, which had stranded on the Longstone Rock, near Halsands, Devonshire, in a whole gale of wind from the E., a very heavy sea and a snowstorm, on the 9th March.

Also 1*l.* to the master and one of the crew of the fishing vessel *Genista*, for putting off in their small boat and rescuing one of two men from the boat *Faith*, which had been capsized in Torbay, Devonshire, in a heavy squall and a rough sea, on the 3rd August.

Also 1*l.* to two men, for putting off in a boat and saving a pilot whose boat had been swamped by a swell caused by a steamer entering the harbour at Newhaven, in a moderate S. breeze and a rough sea, on the 20th August.

Also 1*l.* to two men, for putting off in a boat and assisting to save two men on board the skiff *Violet*, which was drifting towards the sands N. of Ness Point, Lowestoft, in a moderate gale from the N.N.E. and a heavy sea, on the 23rd August.

Also 15*s.* to three men, for saving a man from a boat belonging to the Drogheda Harbour Commissioners, which had been capsized off Mornington, co. Meath, during squally weather on the 3rd August.

Also 1*l.* to four men, for putting off in a boat and saving three persons from a boat which had been capsized off South Hayling, Hants, in a moderate sea on the 22nd August. Two other occupants of the capsized boat were, unhappily, drowned.

“MAN THE LIFE-BOAT!”

AN ACROSTIC.

By A YORKSHIRE CLERGYMAN.

|          |            |            |              |
|----------|------------|------------|--------------|
|          | The        | Life-boat  | Institution  |
| Royal    | National   | Lives;     | Incites      |
| Rescues  | Numberless | Laudable   | Inquiries;   |
| Really   | Noble,     | Lofty      | Ideas;       |
| Reckons  | Necessary  | Laments    | Indolence;   |
| Rewards  | News;      | Labourers  | Immediately; |
| Relieves | Nautical   | Loves      | Industry,    |
| Regrets  | Neglect,   | Liberality | Invoked;     |
| Requires | Notes;     | Like       | Interest;    |
| Receives | Nothing    | Life       | Important.   |
| Ready    | Now;       |            |              |

Doncaster.

F. W. G.

# 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.  
 COMMANDER 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 CLATTON, 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 its 303 Life-boat Establishments.

### 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   | ...   | ...    | ...  |
| Total                                                 | 94  | 773   | £5,464 | 11 4 |

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 35,800; for which services 97 Gold Medals, 1 Gold Clasp, 1,061 Silver Medals and Clasps, 197 Binocular Glasses, 15 Telescopes, 4 Aneroid Barometers, 1,333 Votes of Thanks, inscribed on vellum and framed, 17 Certificates of Service framed and £117,300 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 Expenditure in 1890 was largely in excess of the Receipts.* The deficiency had to be met from Legacies and other funded Capital. The Committee are confident that in their endeavour to provide the brave Life-boatmen, 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; MESSRS. HERRIES, FARQUHAR, and Co., 16 St. James's Street; MESSRS. HOARE, 37 Fleet Street, London; and by all the other Bankers in the United Kingdom.—November 2nd, 1891.