

# THE LIFE-BOAT.

## JOURNAL

OF THE

### Royal National Life-Boat Institution.

(ISSUED QUARTERLY.)

VOL. XV.—No. 163.] 1ST FEBRUARY, 1892.

[PRICE 3d.

#### THE COMPETITIVE TRIALS OF LIFE-BOATS.

THE decision of the ROYAL NATIONAL LIFE-BOAT INSTITUTION to carry out exhaustive trials with different types of Life-boats is an additional proof to those already given in various ways that the governing body are determined not to sit still, or in naval parlance to "lay on their oars," and not to rest content with their present magnificent fleet of Life-boats, but that they are always striving after perfection.

The intention to hold the trials was advertised far and wide, and competition from outside the Institution was invited, but without result, one boat only having been entered which was subsequently withdrawn. It goes without saying that if the Life-boat Institution has not the best and most perfect Life-boats in the world it ought to have them. If one were to judge alone from the collective opinions of the gallant coxswains and crews who man the boats and fight the desperate battles they do against the terrible forces of Æolus and Neptune, the conclusion that would be inevitably arrived at would be that the Institution's present fleet is worthy of it, and of the greatest maritime nation in the world. But when the collective opinion is separated and analyzed, views are found to exist amongst these experts as to the qualities of the various types as different and opposite as the poles of the earth

and as impossible of being brought together.

It is we suppose only to be expected that in this as in other questions people should "stand by the bridge that carries them safely over." It is therefore only natural that the Life-boat crews should believe thoroughly in the excellence of the qualities of the Life-boats to which they are severally accustomed, and in which they have done good and gallant service, even to the extent of not admitting the existence of any good qualities in other types that inspire equal confidence in the crews on other parts of the coast. These diverse opinions are not restricted to the minds of the Life-boat men only, but are widely spread outside that circle, often gathering force as they go and terminating in criticisms in the public press and elsewhere—from self-elected critics in no way possessed of the experience entitling them to speak as experts, and therefore as exaggerated and without foundation as they are unjust and injurious to the best interests of the Institution—tending to lessen the public confidence in it on a vital point, viz., the efficiency of its fleet. Whether or no these trials will have any material effect on the opinions of the Life-boat men themselves is questioned; but it must certainly give them good food for thought when called upon, as they

always are, to decide for themselves before a new boat is built for them what class and type of boat she shall be. One inevitable result that may be reasonably looked for will be the pronouncing of a serious, well-considered verdict on the various qualities of the different types of boats by a "jury" of the first experts in the world on such a subject, after they have taken conclusive evidence on the several points on which they speak, which are given in the following extracts from the regulations framed on the subject:—

6. All the Boats to be tried at the same time and place, so as to ensure as far as possible their all being exposed to the same force of sea and weather for the comparison of their qualities.

7. The *Umpires* or Judges of the trials to be taken from the Coxswains of the Institution's Life-boats, so selected as to include, as far as possible, those having experience in the different types of Boats. Their number to be governed by the number of Boats under trial, so as to give one for each boat.

Each test to be repeated as many times as there are Boats under trial; the Judges to change Boats each time so as to give all of them the opportunity of seeing each Boat at work.

8. The Judge shall not interfere with the Coxswain and Crew in the management of the Boat, but shall concentrate his attention on her behaviour.

9. No one excepting the Coxswains, Crews and Judges to go in the Boats when engaged in the trials.

10. At the end of every trial each Judge to record his opinions on the result on a form to be supplied to him for so doing. This he will put into a closed cover and deposit, in the presence of one of the Supervising Committee, in the box provided for that purpose.

11. These reports to be strictly confidential, and the Judges are not to make known their contents. As soon as the trials are all concluded, the box containing the reports to be transmitted to the Head Office in London to be opened under the directions of the Committee.

12. If a Judge consider a trial to have given no results, or from any cause not to have been sufficiently conclusive to enable him to report on it, he shall at once report this to the Supervising Committee, who will decide whether the trial should be repeated, first, if they deem it necessary, consulting the other Judges.

13. If the Supervising Committee are of opinion that for any reason it is desirable a

trial should be repeated, they shall call for the opinions of the Coxswain Judges, and, having considered them, act as they may deem expedient.

The Supervising Committee, under whom these trials will be carried out, is to be composed of three officers of position and high standing in the Mercantile Marine, the Chief Inspector of Life-boats, and the Inspector of the Eastern District. They will give their whole time to the duties prescribed for them in the following regulations drawn up for their guidance:—

1. They shall give their whole time to the duties of the Committee, and shall not leave Lowestoft whilst the trials are in progress without sanction.

2. It will be their duty to arrange the courses, places of launching and landing, to decide on every occasion whether or no the weather is suitable for a trial and to order one to be made or not as they consider right.

3. They will give such instructions as they may consider necessary to equalise any difference in the test to which boats may be put, through the direction of the wind and run of the tide or sea varying at any repetition of a trial.

4. They will enquire into and adjudicate upon any disputes that may arise between, or complaints that may be made by, any of the Coxswain Judges, Boats' Crews, or others employed for the purposes of the trial.

Immediately after the boats are assembled, and before the trials begin, there will be three preliminary launches of all the boats for purposes of exercise, to give the crews a knowledge of their boats; also to test the launching and hauling up arrangements, including the organization and discipline of the launchers.

The trials will begin on the first suitable, *i.e.*, really rough or stormy day after these preliminary trials are completed, and will be continued whenever the wind and weather are suitable for testing the qualities of the boats in the following order until completed.

1. Launching from a steep beach through a surf, and beating off to an outlying shoal or prescribed mark, landing on an open beach, hauling up and preparing for service again.

2. Similar tests from a flat beach.

NOTE.—The time of carrying out these tests (No. 2) will depend in great measure on the state of the beach as affected by winds from different directions.

3. Running in a heavy sea with the wind abeam, on the quarter, and right aft.

4. Passing through heavy breakers on an outlying shoal, and anchoring in them as though to veer down to a wreck.

5. Towing by a powerful tug against wind and sea.

6. Capacity for carrying rescued people.

Each of the tests, Nos. 1 to 5 inclusive, will be repeated four times, so that each judge may see every boat undergo it.

For the purposes of these trials the Life-boats have been divided into two classes, sailing and pulling; the above tests

are applicable to both except that the pulling boats will pull off from the beach instead of sailing. The trials about to begin are with the sailing boats only, and Lowestoft has been chosen for the place of trial because it presents more of the conditions necessary for carrying them out than any other place on the coast. The trials are looked forward to with great interest by all interested in Life-boat matters, and will doubtless be keenly watched by many; whatever may be the verdict on each class of boat they cannot but materially strengthen (if possible) the position of the Life-boat Institution in public estimation.

## THE IMPORTANT QUESTION OF ELECTRICAL COMMUNICATION ON THE COAST.

(From "The Times," January 12, 1892.)

WHEN the Chairman of the ROYAL NATIONAL LIFE-BOAT INSTITUTION brings the present lamentable state of our coast communications under the notice of Parliament next Session, it is to be hoped that the Government will either accept his proposals to remedy a flagrant scandal, or be ready with alternative proposals of their own. At any rate, if they intend to persevere in the attitude of helpless benevolence hitherto taken up by successive Administrations upon this subject, public opinion will require them to justify that favourite official position by arguments a good deal more forcible than any hitherto adduced in its defence. The main features of the subject are familiar to our readers. It has been abundantly shown in these columns that no system of telegraphic or telephonic communication worthy of the name exists between the coastguard stations, the lighthouses, and the lightships round our shores. They girdle these islands with a chain of outposts whose value both in peace and war might be indefinitely increased were they put in touch with the shore and with each other. Many of them are admirably situated to observe passing ships, whether those ships are the cruisers of an enemy seeking what they may destroy, or the vessels of our mercantile marine pressing

home to gladden the hearts of anxious owners. All of them have necessarily the first news of disaster on the rocks and shoals they guard, and the earliest information of the numbers and the movements of the imperilled crews. But for the ends of peace and war alike this information is now of little value. It is locked in the bosoms of the lightkeepers, and, unless the atmospheric conditions are favourable, there it must remain, until it can no longer be of use. Nobody questions the facts. Nobody denies that a remedy is possible; nobody denies that it would prove efficient. Shippers and merchants interested in the safety of their ships and cargoes, and philanthropists concerned for the lives of our merchant sailors, have repeatedly urged the Government of the day to adopt it. Mr. PENDRYVES VIVIAN, who long represented West Cornwall, put a question on the subject in the House of Commons seventeen years ago, and repeated it eight years later. He did not meet with a rebuff—though, possibly, to an old parliamentary hand a rebuff might have carried less discouragement. He was told that the matter had received careful attention from two public offices; that the official mind was not entirely convinced that the result would justify the

expenditure; that independent experiments were in progress, and that if they succeeded they would even be paid for. Mr. VIVIAN says he acted with the support and approval of the Committee of Lloyd's, and for many years past the Associated Chambers of Commerce have passed annual resolutions on the subject, varying the monotony of this proceeding by occasional deputations to the PRESIDENT OF THE BOARD OF TRADE. But the experiments have never emerged from the probationary state, and the authorities have not yet solved the equation between result and expenditure.

People are beginning to think that perhaps they have not tried quite so hard as they ought where lives are at stake. Seven hundred men and boys die yearly within sight and hearing of our shores, many of them after prolonged suffering of the most cruel kind. What proportion of this "regiment of human beings in the prime of life"—to borrow the forcible description of Mr. ROBERT BAYLY—is sacrificed for want of proper coast communications, it is not easy to estimate, but there is abundant reason to believe that, both absolutely and relatively, the number is large. In a few hours of a single night last March, fifty-three men perished off the Start Light alone, and it seems probable that had the keepers been able to send a message to the shore, many, if not all, of those lives would have been saved. No storm of the present winter has yet taught us the same lesson by an example at once so apt and so appalling, but the lesson, nevertheless, has been repeated. The wreck of the *Enterkin* in the middle of last month cannot yet be quite forgotten. She was cast away on the North Galloper Sands, not far from the Galloper lightship. When she struck she fired rockets, and the rockets were seen and answered by the lightkeepers. But the keepers were unable to telegraph her position to the shore, and so, within a few miles of Ramsgate Harbour, and within easy reach of Dover, Deal, and Harwich, the *Enterkin* went to pieces while brave men were vainly striving to discover where she lay. Twenty-five lives were lost in the *Enterkin*. The case of the gunboat *Banterer*, quoted by Mr. BAYLY, although it was not pointed by a disaster; is hardly less instructive. The

*Banterer* was caught in a heavy gale on her way from Queenstown to Plymouth, and driven to take refuge under Lundy Island, where she found thirteen steamers seeking shelter. Had there been a wire to the shore the position of all these vessels would have been telegraphed, and no further anxiety need have been felt about them. No wire exists, and accordingly the commander of the *Banterer* thought it his duty to quit his anchorage the day after he had made it, for the express purpose of signalling to the shore. Before he succeeded in doing so, two cruisers had been ordered to sea to search for the missing gunboat, and one of them was actually under way when his telegram arrived. In this instance the want of a cable put the Admiralty to the cost of getting the two cruisers ready for sea at a few hours' notice—an incident to be remembered when the relation of results and expenditure is again discussed.

That the establishment and maintenance of an efficient system of shore cables will cost money, and possibly a good deal of money, is, of course, undeniable. But in the first place we do not think that the nation, which was so profoundly moved by the Plimsoll agitation, will stop to scrutinise the cost of protecting the lives of its sailors, and, in the next, we believe that as a mere matter of investment the creation of such a system would actually pay. That, at any rate, is the deliberate opinion of those best qualified to judge. The Associated Chambers of Commerce and the Committee of Lloyd's do not pretend that their support of the project is inspired by motives of pure humanity. The terrible loss of life which now takes place is constantly brought home to them, and for that reason they doubtless feel it more acutely than the rest of the community. But they do not ground their demand for reform on the loss of life alone. They are business men, and they ask for the establishment of an adequate system to protect their property as well as to safeguard the lives of their servants. They say that so vast is the amount of our national wealth constantly invested in ships and cargoes that the sum required to provide and keep up the shore cables would be well spent by way of insurance, nor does there seem to be any reason to question their contention. Mr. CULLEY, who, as engineer-in-chief of postal tele-

graphs, had much practical knowledge of submarine telegraphy as it was practised, some years ago, has described, in letters to us, the second of which we print to-day, some of the physical difficulties to be overcome in connecting the lighthouses and lightships with the shore. Lighthouses are usually built on rocks rising abruptly from the sea, and cables in such sites would be subjected to strains far more severe than those which the shore-ends landed on the rockiest coasts now undergo. Lightships, on the other hand, swing and shift with the tides in a way which tends to twist and wrench cables of the ordinary pattern until they snap. Mr. BAYLY, indeed, has quoted, from the report of a committee of the Board of Trade which sat in 1889, a statement that experiments have "completely shown the possibility of establishing electrical communication" between the lightships and the mainland "even where . . . the conditions of tides and currents, as well as the foul and rocky bottom, are most unfavourable"; but Mr. CULLEY answers that the trials on which this statement was based, were made under specially

favourable conditions, and that nevertheless the telegraph frequently broke down. The difficulties indicated by Mr. CULLEY undoubtedly exist, but it is hard to believe that, in an age in which science has accomplished so much, these would long continue to baffle the skill of our engineers, if only the necessary funds were placed at their disposal. There remains the question as to the source from which those funds ought to be drawn. Two parties, as it seems, are interested in the reform. It is the duty of the State to protect the lives of all its citizens, and it is in a special sense the duty of the greatest of maritime powers to watch over the safety of her sailors. The State may therefore fairly undertake some portion of the charge. But the shipowners, the merchants, and the underwriters acknowledge that they expect to derive substantial pecuniary benefit from the system they demand. They advocate it expressly upon the ground that it will constitute a valuable insurance of their property. It seems only reasonable that they should be invited to contribute to the insurance fund.

#### ADDITIONAL STATIONS AND NEW LIFE-BOATS.

APPLEDORE, DEVON.—The ROYAL NATIONAL LIFE-BOAT INSTITUTION has recently sent a new Life-boat to Appledore, North Devon, to replace one which had been stationed there for many years. The new boat is 34 feet long, 7½ feet wide, and rows twelve oars, double-banked. It possesses all the latest improvements, with all the other characteristics of the boats of the National Institution in the way of self-righting, self-ejecting water, &c. The cost of the new boat, which is named the *Bessie Pearce*, has been defrayed from a legacy bequeathed to the Institution by the late Mr. ALEXANDER LOVE, of Dublin.

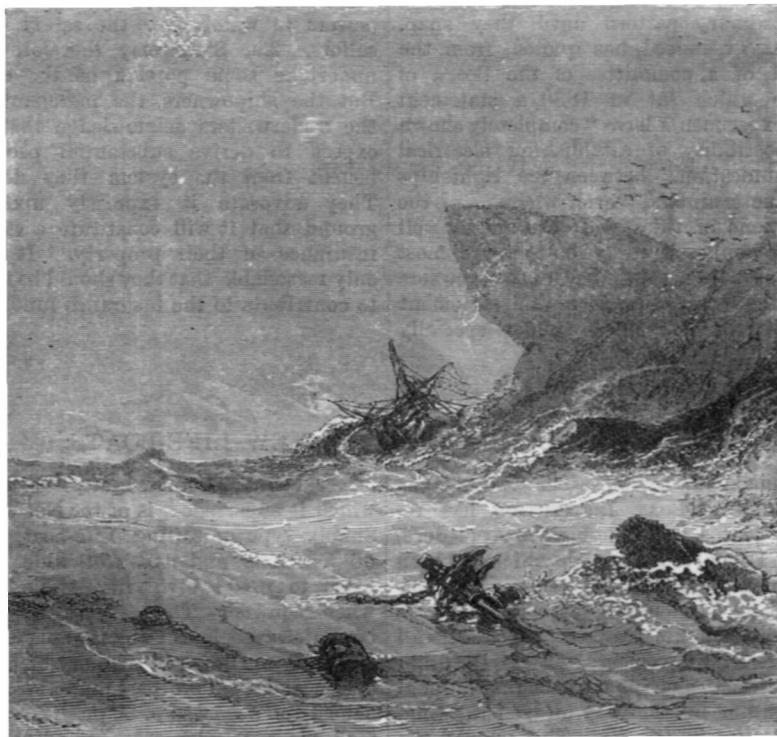
CAISTER, NORFOLK.—The smaller of the two Life-boats on this station, which was placed here about twenty-five years ago, and which since that period had been out 128 times on service and boasted a grand total of 410 lives saved, besides having helped to rescue nine vessels from destruction, has at the request of the crew been replaced by a new and rather

larger boat. The new craft, like the one which it superseded, is of the Norfolk and Suffolk type of sailing Life-boat, and is 36 feet long, and 10½ feet wide. It is fitted to row twelve oars, double-banked when required. The cost of this boat has been defrayed by Sir REGINALD PROCTOR-BEAUCHAMP, Bart., in memory of his late father and two brothers, and the boat is named the *Beauchamp*. A public ceremony took place on the occasion of the first launch of the Life-boat at its station on Thursday, the 21st January. The naming ceremony was performed by Lady VIOLET PROCTOR-BEAUCHAMP, who was accompanied by her husband, the donor. The Chairman of the Life-boat Institution, Sir EDWARD BIRKBECK, Bart., M.P., and the Mayor of Yarmouth also took part in the proceedings, and the launch was under the superintendence of Mr. C. E. F. CUNNINGHAME-GRAHAM, District Inspector of Life-boats to the Institution.

On the occasion of the inauguration of the new Life-boat, the Mayor having

thanked the donor for his noble gift, Sir REGINALD PROCTOR-BEAUCHAMP, in response, said he had for a long time been waiting to give some memorial of his father and his two brothers, and he thought it could not be done in a better way than by presenting a Life-boat to that station, where he found one was wanted. He hoped the boat that he had the honour of presenting would be the means of saving many a life. He had great pleasure in formally giving the boat over to the ROYAL NATIONAL LIFE-BOAT

expected of it they must look to the liberal support of the public. He referred to the noble services rendered by the old Life-boat, and added that the total of saved lives standing to the credit of the Caister branch was 1,168. He with much pleasure handed the boat over to ROBERT HAYLETT (coxswain), who for fifty years had been connected with the Institution, and had done so much good work in saving the lives of shipwrecked sailors. The hymn "Eternal Father, strong to save," was then sung, and a prayer offered by the



INSTITUTION. Sir EDWARD BIRKBECK, in accepting the gift, said as a Norfolk man he was proud to see one in their own county come forward and give such a noble boat, one of the finest specimens the Institution had, and probably the finest the builder had ever turned out. It was presented to one of the most celebrated stations in England, and it was given over to them without any restrictions. The gift came at the right time, just when it was wanted. If the Life-boat Institution was to carry on the work that was

Rev. L. A. HALLWELL, of Yarmouth. This was followed by the Lord's Prayer and another hymn, "O God, who metest." The Life-boat was then named *The Beauchamp*, by Lady VIOLET BEAUCHAMP, and the boat, manned by the Caister Life-boat men, was launched into the sea from the beach, and went out on her trial trip, among the passengers being the Mayor, Sir EDWARD BIRKBECK, and others.

PORT ERIN, ISLE OF MAN.—In compliance with a desire expressed by the cox-

swain and crew, the Life-boat on this station has been replaced by a larger boat fitted with two drop keels. The new boat was sent there last month; it is 37 feet long, 8 feet wide, and rows twelve oars double-banked. Its cost was defrayed

from a legacy bequeathed to the Institution by the late Miss L. C. SARGENSON, of New Bond Street, and in accordance with the wishes of the deceased lady, it is named the *Sugden*.

### A LIFE-BOAT SONG.

'Tis a stormy night, and the wild winds roar,  
The waves roll mountains high,  
And the Life-boat crew are called to the shore,  
For a ship to the rocks is nigh.  
Not a moment waver our heroes bold,  
As their boat they bravely man;  
The fate of a crew in their hands they hold,  
And they'll save them if men can.

Then gallantly bend to the oar, my lads,  
And pull with all your might;  
Though loudly the tempest may roar, my lads,  
There are lives to be saved to-night.

Their loved ones watch on the foam-strewn beach,  
And pray, with tear-dimmed eyes,  
That the gallant lads their goal may reach,  
And snatch from the sea its prize.  
Ah! the ship has struck, and the billows leap  
Triumphant o'er her deck;

In the cruel grasp of the mighty deep  
Lies the battered, storm-tossed wreck.

Then gallantly bend to the oar, my lads,  
And pull with all your might;  
Though loudly the tempest may roar, my lads,  
There are lives to be saved to-night.

Though sorely pressed by wind and wave,  
The Life-boat men draw nigh  
To those they've fought so hard to save—  
For whom they dared to die.  
Thank Heaven! their help is not too late,  
And saved are the shipwrecked crew;  
So back, brave hearts, to the loves who wait,  
And watch on the shore for you.

Then gallantly bend to the oar, my lads,  
And pull with all your might;  
Though loudly the tempest may roar, my lads,  
Your duty you've done to-night.

A. A.

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

CAHORE, Co. WEXFORD.—A messenger arrived at this Life-boat Station from Morris Castle, distant about three Irish miles south, on the evening of the 17th May, and reported that a vessel was stranded on the Blackwater Bank. The Life-boat *John Brooke* was launched at 8.30 in a strong N.E. breeze, proceeded in the direction indicated, and found that the vessel had floated off the bank and had grounded on the Ram Shoal. The seas were breaking over her, and also over the Life-boat whilst she rescued the crew, consisting of five men. She was the *Jewess*, of and for Wexford bound for Dublin, with a cargo of malt.

On the 2nd November, when the dense thickness which had prevailed during the early part of the morning cleared, a steamer was observed ashore on the Button rocks. The Life-boat was very promptly launched and found the vessel was the *Frederica*, of St. Johns, bound from Workington for Brazil with a cargo

of steel rails. Some of the Life-boat men boarded her, assisted to get her afloat, and with the help of a steam-tug she was taken beyond the Blackwater Light-vessel.

KESSINGLAND.—At about 2 o'clock on the afternoon of the 18th May the schooner *Kate and Elizabeth*, of Portsmouth, stranded on the Barnard Sand, in a fresh breeze from the N.E., drizzling rain and a rough sea. The No. 1 Life-boat *Bolton* was promptly launched, and rescued the master, his daughter and the crew of four men from the vessel, which became a total wreck. The wind and tide being then against the Life-boat she signalled for a steam-tug. One of the Lowestoft tugs was despatched to her and towed her to Lowestoft, where the rescued persons were landed, the boat returning to her station the following morning.

TYNEMOUTH.—At about 12.45 P.M. on the 25th May alarm guns were fired from the Spanish Battery indicating a vessel in distress. Crowds of people at once rushed to places from which the harbour could be seen, and observed that a steamer was stranded on the Black Middens; she was in an imminently dangerous position, as the wind was blowing strongly from the N.E. and the heavy seas were making a clean breach over her. Two rockets were fired from Tynemouth, one of which carried a line across the vessel, and all the Life-boats at the mouth of the river were speedily manned and launched. The Tynemouth No. 1 Life-boat *Forester*, belonging to the Institution, was the first to reach the vessel, and at the request of the captain, who handed a rope to the coxswain, remained alongside until the ship was towed off by several steam-tugs and taken into the harbour. She was the s.s. *Napier*, of North Shields, bound from New York for the Tyne, with a general cargo.

MABLETHORPE, LINCOLNSHIRE. — The Life-boat *Heywood* was launched at midnight on the 1st June, in a heavy sea and a fresh E. wind, to the assistance of the schooner *Eagle*, of Portmadoc, which had stranded at Saltfleet. The boat was pulled out clear of the breakers and then sailed to the vessel, which was bound from Newcastle for Santos, laden with machinery. Her crew of six men were landed by the Life-boat, but the master refused to leave. When the tide receded the ship was left dry and he was then able to walk ashore.

NEWHAVEN AND EASTBOURNE. — The paddle-steamer *Normandy*, of and for Newhaven from Dieppe, with 130 passengers and a general cargo, stranded on a reef of rocks called the Ledge, opposite Holywell, near Eastbourne, in a dense fog, a light S. wind and a smooth sea, on the 26th June. As it was known that a large number of persons were on board the vessel it was considered desirable that the Life-boats should proceed to her so as to be at hand if their services were needed. The *Michael Henry* left Newhaven at 8 A.M., and the Eastbourne boat *William and Mary* was launched soon afterwards, and both boats remained by the steamer until with the aid of a tug she was extri-

cated from her dangerous position and proceeded for her destination.

EASTBOURNE.—The Life-boat *William and Mary* was launched at 1.45 P.M. on the 31st August to the assistance of the fishing-cutter *Mystery*, of Brixham, while a strong S.S.W. wind was blowing accompanied by a rough sea. The vessel had struck on the Boulder Bank a little to the westward of the pier-head. She got over the bank into deeper water and then knocked against the inside of the reef and stranded. Her crew of four men and a boy took to their boat and were met by the Life-boat, but did not need any help. They stated that the vessel had a large quantity of water in her, the mast was sprung just above the deck and they feared that it would fall. The Life-boat then proceeded to the smack, which had been boarded by two watermen and had been taken through a gap in the reef into the offing. The Life-boat overtook her about two miles from the shore, some of the Life-boat men boarded her, and she was taken into Dover harbour.

On the morning of the 1st December rockets were fired from the Royal Sovereign Light-vessel. The Life-boat put off, and on reaching the light-ship found that one of her crew had fallen from the shrouds attached to the shaft on which the light revolves, a height of 35 feet, and had been seriously injured. He was taken into the Life-boat, and on reaching the shore medical attendance was obtained and he was taken to the Princess Alice Hospital.

WALTON-ON-THE-NAZE.—Signals having been hoisted at the Gunfleet light-vessel denoting that immediate assistance was required, on the 27th June, the Life-boat *Honourable Artillery Company* was launched at 6.13 P.M. in a moderate sea and a W.S.W. wind, and steered for the Swin, where she fell in with a steamer, and was towed to windward of the vessel in distress, which was the brig *St. George*, of Guernsey, bound from London for Shields, laden with chalk, and which had stranded about two and a half miles from the Gunfleet Light. She was then high and dry and the Life-boat had to wait two hours before she could get to her. Several boatmen were in charge and were throwing out the cargo so as to



lighten her, and with the help of a steam-tug she was got afloat at high water, the Life-boat remaining by her until she was out of danger.

**NORTH DEAL.**—The Life-boat *Mary Somerville* was called out by signals fired by the Gull Light-vessel in a strong breeze to a moderate gale and a heavy sea at about 9 on the morning of the 2nd August, and proceeded to the s.s. trawler *Euphrates*, of Hull, bound from Liverpool to Great Yarmouth, which had stranded on the Goodwin Sands. The Life-boat men assisted to get the vessel afloat at high water at about 9.30 P.M., and she was able to resume her voyage almost immediately afterwards, arriving at Yarmouth at 11.25 on the following morning. She carried a crew of eight men, and the master's wife was also on board.

On the 11th November, while the wind was blowing a whole gale from the S.S.W., the ketch *Thistle*, of Plymouth, was observed on the Brake Sand. The Life-boat put off at about 2.30 P.M., and proceeded to the vessel through very heavy broken seas. On nearing her it was seen that she had knocked over the sand and that her crew had taken to their boat. The Life-boat was skilfully manoeuvred by her gallant coxswain and crew so as to bring the ship's boat on the lee side and lessen the probability of her capsizing. The crew, five in number, were then rescued by the Life-boat and landed at Broadstairs, the boat, which had sprung her foremast, being compelled to remain there until the following morning.

**RHYL.**—On the evening of the 2nd August a rowing-boat named the *Oregon*, of Rhyl, was seen to capsize near the end of the pier. The wind was blowing from the W.N.W. and the weather was fine, but there was a choppy sea. Fearing that the occupants, fifteen in number, of the boat would be unable to reach the shore, the coastguard on duty at once fired a signal rocket, in response to which the Life-boat *Jane Martin* was launched and towed the boat back to Rhyl, those who had been on board her having fortunately been able to gain the land with the help of persons on the shore.

The s.s. *Fawn*, of Liverpool, was seen approaching the mouth of the river

Clwyd in a strong gale from the W.S.W., squally weather, and a rough sea on the night of the 31st August. It was afterwards noticed that she was not making any headway, and ultimately she fired blue lights and rockets, in response to which the Life-boat *Jane Martin* proceeded to her assistance and found that a hawser had become entangled with her propeller. As a precautionary measure the Life-boat in two trips landed the passengers, fifty in number, and on the following tide the vessel safely entered the river.

**SCARBOROUGH.**—While the herring fleet was making for the harbour on the morning of the 6th August, in fine weather with very little wind, a very heavy sea rapidly sprung up. The boats were eagerly watched, and at about 10.45 the Life-boat *Queensbury* put off to the rescue, went to a lugger which had dragged her anchor and stranded on the beach, and ran a warp from her to the pier. It was then seen that another lugger, the *Minnie*, of Lowestoft, was fast driving ashore near Ramsdale Scar; the Life-boat at once made for her, and, finding that she was fast filling with water, took off her crew, consisting of seven men and a boy, and safely landed them. The Life-boat remained out until 1.45, and rendered valuable aid to several other boats by running ropes to them and assisting them in various ways.

**CEMAES, ANGLESEY.**—Intelligence having been received that the sailing-boat *Gladys* and two rowing-boats had been blown out to sea, and were in great danger about two miles from the shore, during half a gale of wind from the S.W. on the 11th August, the crew of the Life-boat *George Evans* were at once summoned, the boat was launched at 2 P.M., and assisted the distressed boats to regain the shore. The prompt and gallant conduct of the Life-boatmen was greatly admired by hundreds of people who witnessed the service.

**MONTROSE.**—On the 21st August the herring fleet started for the fishing ground in favourable weather; but during the night the wind blew very strongly from the E.S.E., increasing to a moderate gale, while a very heavy sea broke across the

bar. At about 10.30 A.M. the following morning, it being evident that none of the boats could attempt to cross the bar unless assistance were at hand, the Montrose No. 2 Life-boat *Bessie Webster* was launched, pulled over the bar, and remained out until the boats, twenty in number with 140 men on board, had safely entered the harbour. Seven of the boats were strangers to the port, and to these valuable help was afforded by the Life-boat men signalling the course they should take. One of them, an Irish boat, in the absence of this assistance, would have certainly met with disaster, as she was attempting to cross the "Leads," a dangerous ridge of rocks, instead of keeping in the channel.

TRAMORE, COUNTY WATERFORD.—The brigantine *Albert*, of Cork, bound from Newport for Youghal with a cargo of coal, stranded at Tramore in a strong S.W. breeze, thick weather and rough sea, on the morning of the 25th August. The signal mortar was fired to summon the crew and launchers for the Life-boat, and, under very difficult circumstances, the *Alfred Trower* was launched, and succeeded in rescuing the vessel's crew, consisting of seven men. Some of the crew and helpers did not hear the signal, and consequently were not present when their services were required. Volunteers, however, rendered willing help, Capt. J. R. PIM, Messrs. JAMES McCoy and JAMES POWER gallantly taking the places of three of the crew; and assistance in effecting the launch being readily rendered by members of the Royal Irish Constabulary, prominent amongst whom was Constable SHARKY, who, in addition to assisting to launch the boat, volunteered to go out in her, and acted as bowman. Mr. EDWARD JACOB, the Honorary Secretary of the Branch, rendered invaluable aid on the occasion, and very kind service was also performed by two ladies, who, on hearing the alarm, hurried to the sands, one of them carrying a lantern to give light to those who were dragging the boat.

ALDEBURGH.—Signal rockets were fired from the Coastguard Station at 9.10 A.M., on the 25th August, denoting a vessel in need of assistance. A moderate gale was blowing from the S.W., with rain, and there was a rough sea. The Life-boat

*Aldeburgh* was promptly launched, and found two cutters, the *Vesta* and *Ripple*, belonging to Woodbridge, in distress in the bay. The crews of the two vessels, numbering in all seven men, were taken into the Life-boat, and were safely landed at 10.30.

On the 11th November, while a whole gale was blowing from the S.S.W., the barque *Winnfred*, of and from Laurvig for London, with wood, was seen coming north. She had lost her main and mizen masts, and had a flag flying in her fore-rigging. The Life-boat was promptly launched to the assistance of the vessel, which struck on a sandbank in the bay, and filled with water. Great difficulty and danger were experienced by the Life-boat men in taking off the crew, she having grounded on the outer edge of the shoal, on which a very heavy sea was breaking; but eventually the rescue was accomplished, some of the men being taken from the jib-boom, and others having to be hauled through the surf into the boat, and at 4.30 she returned to her station with the shipwrecked crew of sixteen men and the pilot. The barque became a total wreck.

MOELFRE, ANGLESEY.—On the 31st of August the Life-boat *Star of Hope* was launched for practice in a strong S.W. gale and a moderate sea. Whilst cruising under canvas, signals of distress were seen to be shown by the schooner *John and Jane*, of Carnarvon, which was lying at anchor about two miles N.N.W. of Penmon Lighthouse. The Life-boat bore down on her, and the master stated that he feared the wind might shift more to the W. during the night, and his vessel would, in that event, be in a very dangerous position, her head sails having been blown away. At his request, he was taken off to consult the Penmon pilots, and, having done so, was put on board his vessel again.

During a strong S. gale on the 13th October, signals of distress were shown by the schooner *Thomas*, of and from Liverpool, for Amlwch, laden with coal, which was lying at anchor in Red Wharf Bay. The crew of the Life-boat were at once summoned, and at 4.30 P.M. the boat was launched and proceeded to the vessel. She had lost most of her sails, and, as the crew were afraid that she would drag her

anchors and be driven ashore, they were taken into the Life-boat and safely landed at 6 o'clock. They numbered three men.

Soon after the Life-boat had reached the shore, she was again called out by a signal of distress, shown by the schooner *Catherine Lathom*, and found that that vessel also had her sails carried away and was in danger of dragging her anchors. Her crew, consisting of four men, were therefore taken ashore.

On the 16th October another gale was experienced, and at 2.30 P.M. signals of distress were shown by the schooners *Catherine Lathom* and *Sir Robert*, which were anchored in Moelfre Bay. Their crews, numbering in all seven men, were taken into the Life-boat, and landed at Moelfre at 3.30.

GORLESTON, SUFFOLK.—The yawl *Kate*, of Liverpool, in trying to enter the harbour on the 1st September in a strong breeze from the S.W. and a rough sea, was driven close to the North pier. A steam-tug took the yacht's tow-rope, but it broke; her own hawser was then attached, but it also parted, and the vessel drifted on to the North Sand. The No. 2 Life-boat *Leicester* put off to her assistance and rescued her crew, consisting of six men, and a beachman who had boarded her from a harbour boat. The vessel became a total wreck.

On the 5th October, flares were shown by the barque *Toivo*, of Nagu, bound from Uleaborg for London, which had grounded on the North Sand in a strong S. by W. breeze and a rough sea. Eight of the Life-boat men went on board the vessel and assisted to jettison the cargo so as to lighten her; the services of a steam-tug were afterwards engaged, and the vessel was towed off the sand and taken into the harbour at high water, having lost her rudder whilst aground. She had a crew of thirteen men.

A severe gale from the S. with a very heavy sea was experienced on the 13th October. At about 7 P.M. signals of distress were observed in the direction of the Scroby Sand. No steam-tug was available, and, in the opinion of many of those present, any attempt to cross the bar would prove disastrous. The Coxswain of the Life-boat, after consulting two pilots, who volunteered to accompany him, decided to make an attempt at all

hazards, and the Life-boat was therefore manned and launched. With the assistance of men on the pier, the boat was tracked to the South pier head, and then proceeded under double-reefed storm-sails. When crossing the bar, a heavy sea broke on board, forcing the boat head to wind, but happily, she paid off, and got safely to sea, and found the ketch *Ada*, of and for Portsmouth, from Seaham, coal-laden, lying at anchor. She had struck twice on the Scroby Sand, and finding that the anchor would not hold, and that the vessel was leaking badly, the master had burned everything available, including blankets steeped in paraffin oil, in order to make known his need of assistance. The pumps were again sounded, and, finding that the water was still gaining, the crew of four men were taken into the Life-boat, and landed at 3.45 A.M. The weather having moderated, the Life-boat afterwards returned to the vessel and took her into Yarmouth harbour.

The gallant conduct of the coxswain, the two pilots, and the crew of the Life-boat was most highly praised by all who witnessed the service. When the boat was struck by the heavy sea on the bar, she was for a time rendered invisible to those who were on the pier, and great anxiety was felt for her safety, for had she been driven on the North Sand the very worst was to be feared for the brave men who manned her.

At 2 A.M. on the 23rd October, the Life-boat proceeded to the assistance of a schooner; but her services were not called into requisition. The boat regained her station at six o'clock, and had only been moored forty minutes when another call for her services was received. A brig, which proved to be the *Star*, of and for London from Hartlepool with coal, was seen making for St. Nicholas Gateway with her colours flying half mast high. The wind was then blowing strongly from S.W. by S., and the sea was rough. The Life-boat was at once manned, went to the vessel, and found that she had lost both her anchors. Some of the Life-boat men went on board her to render assistance, and with the help of a steam-tug, she was taken to Yarmouth.

On the 31st October flares were seen in the direction of the Holme Sand during a fresh S.E. by S. breeze, and a moderate sea, and the Corton lightship also fired

guns and rockets. The Life-boat proceeded out at 3.25 A.M. in tow of a steam-tug, and went to the Corton light-vessel to ascertain where her services were required. Just then the flares were again observed, and the Life-boat and steamer at once made for them, and found the barque *Mirliton*, bound from Christiania for Great Yarmouth with ice. She had got into shallow water near the outside part of the Holme Sand, where she had hove to. Some of the Life-boat men boarded her, all plain sail was set, and a course steered for the Gateway. On arriving in the roads the services of a pilot were obtained by the master, and the vessel was towed into the harbour.

**HOLYHEAD.**—A telegram was received at 8.50 A.M. on the 6th September, reporting a vessel in distress half a mile from the South Stack. The signal for the Life-boat was at once fired, and in seven minutes the *Thomas Fielden* was launched, and proceeded through a very heavy sea to the schooner *Eliza Bell*, of Beaumaris, bound from Bray to Bangor in ballast, which had had both her masts carried away. A steam-tug took her in tow, and the Life-boat accompanied her into the harbour.

On the 19th September signals of distress having been fired by the Skerries lighthouse, the Life-boat *Thomas Fielden* was launched at 3.30 A.M. in a moderate sea, a strong breeze, and hazy weather, and found that the signals had been made because the principal lightkeeper was very ill, and it was desired to send him ashore. He was therefore taken into the Life-boat and landed at Holyhead.

While a strong gale was blowing from the S., accompanied by a very heavy sea, on the night of the 5th October, signals of distress were shown by the schooner *Mary and Martha*, bound from Queensferry for Dundalk, laden with bricks, which had lost her main sheet and was lying close to the breakwater. The *Thomas Fielden* Life-boat put off to her assistance at 10 o'clock, and brought the vessel's crew of four men ashore, landing them about midnight.

On the 13th October, a steamer was seen dragging her anchors in a whole gale and a rough sea. She collided with the schooner *Margaret Jane*, of Bangor, and drove across the bows of the Trinity

steamer *Stella*. In response to signals of distress the Life-boat *Thomas Fielden* was taken out at 4 P.M., and proceeded to the scene of the disaster. The steamer by that time had steam up, and was able to extricate herself from her difficulties; but considerable damage had been done to the schooner, and one of her cables had parted. Her crew of three men, and the master's wife, were therefore taken into the Life-boat and brought to land.

#### SUMMARY OF THE

#### MEETINGS OF THE COMMITTEE.

Thursday, 8th October, 1891.

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

Northern District—Bamburgh Castle, North Sunderland, Newbiggin, Blyth (two boats), and Cresswell.

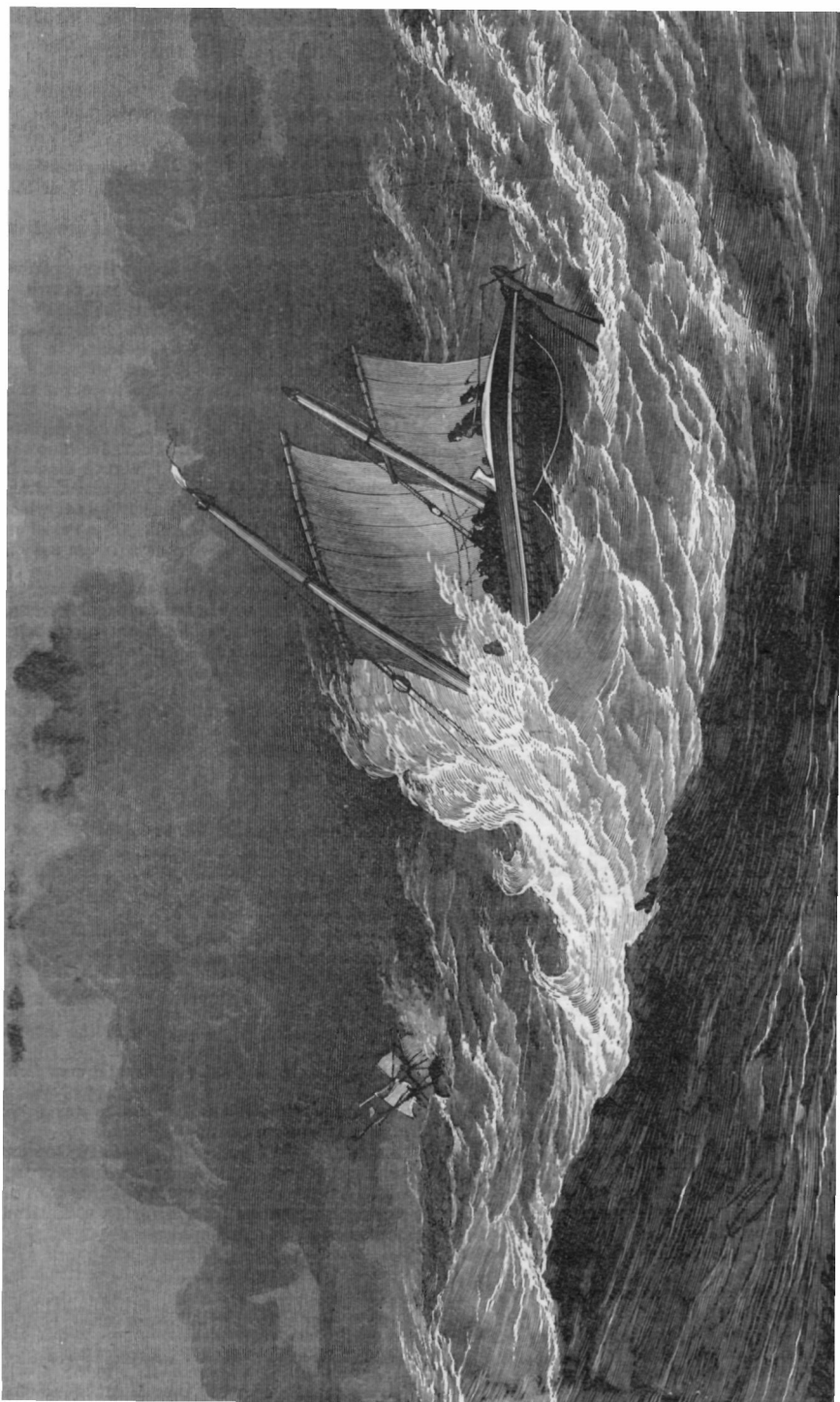
Eastern District—Chapel, Skogness, Worthing, Shoreham, Brighton, Littlehampton, Southsea, Brightstone Grange, Brooke, Totland Bay, Atherfield, Bembridge, Hayling, and Poole.

Western District—Carmarthen Bay, Tenby, Milford, Littlehaven, Cardigan, Newport (Pem.), Fishguard (two boats), St. David's, Dartmouth and Brixham.

Irish District—Moelfre, Bull Bay, Cemlyn, Cemaes, Orme's Head, Llanddulas and Rhyl.

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

	£	s.	d.
Sir W. H. SALT, Bart. . . . .	100	-	-
Captain J. PATTERSON, per Berwick-on-Tweed Branch . . . .	100	-	-
Mrs. LOMAS, per Lytham Branch . . . .	50	-	-
Proceeds of Amateur Concert at Dunbar on 28th August, per Mrs. STOREY, Dunbar . . . . .	30	-	-
F. H. APPACH, Esq. (additional) . . . .	30	-	-
JOHN A. GREENWOOD, Esq. . . . .	20	-	-
Contents of Contribution Box on board the steamer <i>Cedar</i> , per Capt. McEWAN . . . . .	9	-	-
Proceeds of Entertainment on board the Pacific Steam Navigation Company's R.M.S. <i>Iberia</i> , per J. W. McAFEE, Esq. . . . .	8	-	-
Contents of Contribution Box on board the R.M.S.S. <i>Medway</i> , per Mr. W. J. SMYTH . . . . .	7	15	6
Harvest Festival Offertory at West			



THE LIFE-BOAT TO THE RESCUE.

	£	s.	d.
London School Chapel, Ashford, Staines, per the Rev. H. J. FLYNN, D.D. . . . .	3	10	8
Half of Proceeds of a Concert given by Seamen's Union, South Shields, per Mr. D. CLEMENT . . . . .	2	11	9
Readers of the "Christian," per Messrs. MORGAN & SCOTT . . . . .	2	5	-

*Life-boat Sunday Collections.*

	£	s.	d.
Cromer Church, per the Rev. F. FITCH, M.A. . . . .	49	4	9
Radcliff, Manchester, St. John's Church, per the Rev. A. PRINCE, B.A. . . . .	22	4	8
Mundesley. Various Churches and Chapels. . . . .	13	7	7
North Sunderland Church, per the Rev. A. M. MACPHEE . . . . .	6	5	4
Port Logan Chapel, per the Rev. F. J. GUTTRIDGE . . . . .	3	5	7
Palling. Various Churches and Chapels . . . . .	2	1	-
Bradford, Friends Junior Sunday-school, per C. BINNS, Esq. . . . .	1	11	4

*Life-boat Saturday Collection.*

	£	s.	d.
Friendly Societies of Redcar and Coatham, per. W. FLEMING, Esq. — <i>To be severally thanked.</i>	11	-	-
Also the receipt of the following legacies:—			
	£	s.	d.
The late J. T. HINTON, Esq., of Canonbury . . . . .	90	-	-
The late Mrs. E. BOSWELL, of Sherborne . . . . .	17	19	1

Reported the transmission to its station of a new Life-boat for the St. Mary's, Scilly, Station. Also of a Life-boat to the Beaumaris Station.

Also that the St. Anne's No. 2 and Llanddulas Life-boats had been altered and improved and returned to their stations.

Voted a Gold Second Service Clasp, framed testimonials, and a pecuniary grant, to Mr. CHARLES E. FISH, on his retirement, through ill-health, from the post of coxswain of the Ramsgate Life-boat. He had been out in the Life-boats belonging to that station 353 times during the past twenty-six years, and had thus helped to save 877 lives from different shipwrecks. He already possessed the Gold and Silver Medals of the Institution, and the Clasp now added to the Gold Medal is the first golden one ever granted by the Institution.

Voted the thanks of the Committee to Lieut. A. C. CAREW, R.N., and MICHAEL WILLIAMS, Esq., in recognition of their past valuable services while holding the offices respectively of Honorary Secretary of the Mablethorpe and Yealm River branches of the Institution.

Paid 3,979l. 16s. 2d. for sundry charges on various Life-boat establishments.

Voted 39l. 5s. to pay the expenses of the St. Andrews, Holyhead No. 1, and Wexford No. 1 Life-boats in rendering the following services:—

	Lives saved.
Fishing-boat <i>Agnes and Ann</i> . Rendered assistance.	4
Schooner <i>Mary and Martha</i> . . . . .	4
Schooner <i>Ruby</i> , of Wexford. Saved vessel and . . . . .	8

The Holyhead No. 1 Life-boat brought ashore one of the lightkeepers, who was ill, from the Skerries Lighthouse.

(Accounts of some of these services are given on page 13.)

Voted also 190l. 11s. 6d. to pay the expenses of the Holyhead No. 2, Sennen Cove, Berwick-on-Tweed, Winterton No. 1, Barrow, Hastings, Bamburgh Castle, Holy Island, Ballywalter, Aldeburgh and Harwich Life-boats in assembling their crews and putting off with the view of rendering assistance to vessels which did not eventually require their services.

Also the thanks of the Institution, inscribed on vellum, to Mr. FRANK BODILLY, Mr. THOMAS L. BURGWIN, and Mr. HARRY J. WELCH for their valuable services in taking the places of three of the crew of the Sennen Cove Life-boat when she proceeded to the assistance of a vessel in distress in a gale of wind and a rough sea on the 30th September.

Also 4l. 15s. to seventeen men for saving, by means of lines, the crew of three men from the sloop *Espérance*, which had been run ashore, being leaky, at Hastings, in a rough sea and a strong S.W. breeze, on the 18th September.

Also 2l. 10s. to five coastguardmen for putting off in a boat and saving the crew of three men from the cutter *Garland*, of Carnarvon, which had stranded off Tramore, Co. Waterford, in a moderate breeze from the W.S.W. and a moderate sea, on the 14th September.

Also 2l. to two men for saving a boat, containing two persons, which was drifting out to sea in Fishguard Bay in a moderate S.S.W. gale, very squally weather and a heavy sea, on the 26th August.

Also 12s. 6d. to a fisherman and a boy for putting off to the rescue of a man whose fishing-boat had been capsized off Kennack, Cornwall, in a strong W. breeze and a moderate sea, on the 4th September. The man, unfortunately, died from exhaustion just as one of the salvors grasped him.

Also 7s. 6d. to a man for rescuing a man from the fishing-boat *Jumbo*, of Workington, which was sinking in a rough sea and a strong W. breeze, on the 18th September.

Also a letter of thanks to Capt. J. MCGOWAN, who dived into the water and rescued one of the crew of a boat which sunk while taking part in a sailing competition off Portrush, Co. Antrim, on the evening of the 8th August.

THURSDAY, 12th November.

L. T. CAVE, Esq., V.P., in the Chair.

Read and confirmed the Minutes of the previous meeting.

Also read those of the Finance and Corre-

spondence, Building and Wreck and Reward Sub-Committees and ordered their recommendations to be carried into effect.

Read the report of the Chief Inspector of Life-boats on his recent visit to the Aldeburgh and Thorpe Stations.

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

**Northern District**—Anstruther, Crail, Buddon Ness, Broughty Ferry, North Berwick, St. Andrew's, Eyemouth, Dunbar, Johnshaven and Haulkey.

**Eastern District**—Kimeridge, Swanage, Newhaven, Hastings, Eastbourne, Winchelsea, Rye, Hythe, New Romney, Margate, Ramsgate, Kingsdowne, Walmer, North Deal, Aldeburgh and Dover.

**Western District**—Weymouth, St. Helier's (Jersey), St. Peter's Port (Guernsey), Teignmouth, Torquay, Exmouth, Sidmouth, Lyme Regis, Hope Cove, Salcombe, Plymouth, Yealm River, Looe, Newquay (Cornwall), Mevagissey, Padstow and Port Isaac.

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

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

	£	s.	d.
Yorkshire Post Life-boat Fund, per H. J. PALMER, Esq. . . . .	3,516	12	7
Mrs. SKIRROW, for the Charles Skirrow Life-boat, etc., for Ardrossan, in memory of her late husband . . . . .	1,000	-	-
Mrs. MONTGOMERY, on account of cost of the Culdaff, Co. Donegal, Life-boat Establishment; the boat to be named the William Montgomery, in memory of her late Son . . . . .	1,000	-	-
Anonymous . . . . .	1,000	-	-
Mrs. BURCH, for the Yarmouth, Norfolk, new Life-boat; to be named the John Burch, in memory of her late husband . . . . .	800	-	-
"D," for the Tom and Jennie Life-boat at Beaumaris . . . . .	750	-	-
Sir REGINALD PROCTOR-BEAUCHAMP, Bart., for the Caister No. 2 new Life-boat, to be named the Beauchamp, in memory of his late Father and two Brothers . . . . .	500	-	-
T. HOBLOCK BASTARD, Esq. . . . .	100	-	-
FRANCIS EDMOND, Esq., LL.D., per Aberdeen Branch, additional . . . . .	100	-	-
Miss SARAH FIELDEN . . . . .	50	-	-
Miss BEATRICE FIELDEN . . . . .	50	-	-
A Lady, further on behalf of Endowment of Whitburn Life-boat "In memory of THOMAS HILL, Esq., J.P.," per Mrs. HILL . . . . .	50	-	-
Stalybridge Cycling Club, per J. TAYLOR CLARKE, Esq. . . . .	31	13	4
Sowerby Bridge Musical Festival Committee, part proceeds of Festival, per JOSEPH GREENWOOD, Esq. . . . .	25	-	-

	£	s.	d.
Collected at Sacred Concert, by Littleborough Public Brass Band on Sunday, 27th September, per Mr. W. HOLT . . . . .	12	-	-
Collected by the Newton Heath Steam Shed Band, at a Sunday Parade in Manchester, per Mr. D. KERSHAW . . . . .	6	7	-
Collected amongst Workmen of Messrs. J. BLAKEBOROUGH & SONS, of Brighouse . . . . .	3	15	9
Boys of the North Eastern County School, Barnard Castle, per E. H. PREST, Esq. . . . .	3	-	4
Charlecote Choral Society, per the Rev. FREDERICK TOBIN . . . . .	2	-	-
Collected on board the s.s. Bede, per Captain W. ANDERSON . . . . .	1	14	6
Collected by the Halifax Courier . . . . .	1	5	-
Collected from Drysalterns' Representatives at Commercial Dinner at Halifax, per T. E. WHITE, Esq. . . . .	1	1	-

*Life-boat Sunday and Harvest Thanksgiving Collections.*

	£	s.	d.
Hadnall, Salop, per the Rev. BROOKE C. MORTIMER, M.A. . . . .	22	10	7
Filey Parish Church, per the Rev. A. N. COOPER, M.A. . . . .	9	-	-
Broad Clyst Parish Church, per the Rev. P. L. DYKE ACLAND, M.A. . . . .	7	19	6
Bournemouth, St. Paul's Church, per C. BROWN, Esq. . . . .	7	7	6
Farlam, Carlisle, per the Rev. C. F. GUNTER, M.A. . . . .	6	7	9
Darwen, Holy Trinity Church, per J. H. WRAITH, Esq. . . . .	3	3	-
Egton, Yorkshire, per the Rev. M. E. JENKINS, B.A. . . . .	2	2	6
Crathorne, Yorkshire, per the Rev. J. ALDER WILSON, M.A. . . . .	2	2	1
Lydd Chapel and Young Men's Christian Association, per E. T. BASS, Esq., J.P. . . . .	1	17	4
Harby Church, Melton Mowbray, per the Rev. M. O. NORMAN, B.A. . . . .	1	15	-
St. Matthew's, Denmark Hill, Sunday School Children . . . . .	1	10	-
Bolton, St. George's Road Congregational Sunday School, per JOHN HULME, Esq. . . . .	1	1	-
Broadheath Rigby Memorial Sunday School, per W. RIGBY, Esq. . . . .	1	2	6
Broadheath Congregational Chapel . . . . .	1	-	-
Stoke Newington Sabbath Mornings' Children's Meeting . . . . .	1	-	-
Brockdish Parish Church . . . . .	-	15	3

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late Rev. THEOPHILUS S. ECHALAZ, A.K.C.L., of Surbiton . . . . .	3,000	-	-
The late C. R. WHITTON, Esq., of Wimbledon . . . . .	1,898	14	8
The late HENRY CHRISTEY, Esq., of Balham . . . . .	500	-	-

	£	s.	d.
The late Miss MARIANNE LEIGH, "In memory of Arabella Leigh," for Wicklow and Wexford Branches . . . . .	200	-	-
The late CHARLES WATSON, Esq., of Halifax . . . . .	180	-	-
The late S. R. YATES, Esq., of Northcote, Lancaster . . . . .	110	14	2
The late Miss MARY HASTIE, of Nottingham . . . . .	50	-	-
The late Mrs. CAROLINE CLAGGETT, of St. John's Wood (additional). . . . .	11	12	2

Reported that the Groomsport and Maryport Life-boats had been altered, fitted with all the latest improvements and returned to their Stations.

Read letter from the Honorary Secretary of the Poole Branch, of the 19th October, reporting in the most favourable manner on the behaviour of the Life-boat the first time she went out on service after being altered and improved. Some of the men, who have belonged to the crew for upwards of twenty years, stated that they had never experienced such a heavy sea as was running on this occasion, and that the boat's behaviour was admirable.

Read letter from the Honorary Secretary of the Llanddulas Branch, of the 13th October, stating that Messrs. Kneeshaw, Lupton & Co., the Llanddulas Quarry Company, and Messrs. Raynes & Co., had decided to carry out the alterations of their three landing-stages suggested by the Institution, in order to allow the Life-boat to pass through, at their own expense. The cost of the work in each case amounted to about 16l.—*To be thanked.*

The Committee expressed their deep regret at the decease of GEORGE H. BOND, Esq., M.P., and JOHN BAKEWELL, Esq., who had respectively held the office of Honorary Secretary of the Isle of Purbeck and Seaton Carew Branches of the Institution for many years, and it was decided that letters of sympathy be sent to their families.

The Committee also specially recognised the valuable services rendered by Mr. PATRICK KAVANAGH, who had been coxswain of the Carnore Life-boat for thirty years. During that period he had assisted, in the Life-boats on that Station, to save 130 lives, having been out twenty-nine times on service.

Decided, that Captains A. W. STIFFE and H. WYATT, younger brethren of the Trinity House, and Captain C. A. WHITE, be invited to serve on the Supervising Committee of the forthcoming competitive trials with sailing Life-boats at Lowestoft.

Decided, that with the view of improving the condition of the Life-boat men, signalmen, and helpers employed in the service of the Institution, and of better recognising their services, they in future be allowed one half more than the present rates of pay for all assemblies for service, launches for service—excluding cases of property salvage—and launching for exercise during the six months of each year beginning the 1st October and ending the 31st March, the present rates of pay being allowed for the six

months of each year beginning the 1st April and ending the 30th September.

Paid 4,718l. 14s. 1d. for sundry charges on various Life-boat Establishments.

Voted 772l. 13s. 2d. to pay the expenses of the Thorpeness, Gorleston No. 1, Douglas No. 2, Ramsey, Fleetwood No. 1, Holyhead No. 1, Torquay, Peel, New Brighton No. 2, Moelfre, Mablethorpe, Silloth, North Berwick, Port Logan, Teignmouth, Arbroath, Cullercoats, Cemlyn, Dover, New Romney, Caister No. 2, Great Yarmouth, Poole, Margate, Clacton, Courtown, New Romney, Worthing, Deal, Aldeburgh, Lowestoft No. 1, and Burnham Life-boats in rendering the following services:—

	Lives saved.
Ketch <i>Tynemouth Castle</i> . Rendered assistance.	-
Ketch <i>Ada</i> , of Portsmouth . . . . .	4
Barque <i>Mirliton</i> . Rendered assistance.	-
Schooner <i>Progress</i> , of Castletown . . . . .	4
Brig <i>Columbia</i> , of Christiansand . . . . .	9
Schooner <i>Unity</i> , of Chester. Assisted to save vessel and . . . . .	4
Four fishing-smacks. Remained by vessels.	-
Schooner <i>Margaret and Jane</i> , of Bangor . . . . .	4
Fishing-smack <i>Louie</i> , of Plymouth. Rendered assistance.	-
Schooner <i>Glide</i> , of Belfast . . . . .	4
Schooner <i>Nelson</i> , of Belfast . . . . .	6
Fishing-boat <i>Spray</i> . Assisted to save boat and . . . . .	3
Fishing-boat <i>Sophia</i> , of New Brighton. Assisted to save boat and . . . . .	2
Schooner <i>Thomas</i> , of Liverpool . . . . .	3
Schooner <i>Catherine Lathom</i> . . . . .	8
Schooner <i>Sir Robert</i> . . . . .	3
Cutter <i>Nancy</i> , of Grimsby. Rendered assistance.	-
Fishing-boats, of Silloth. Rendered assistance and saved one boat.	-
Steam-launch <i>Puffin</i> . . . . .	3
Schooner <i>Mary Ann</i> , of Belfast . . . . .	4
Fishing-boat <i>Trio</i> , of Teignmouth, and other boats. Rendered assistance.	-
Sloop <i>William IV.</i> , of Teignmouth. Remained by vessel.	-
Arbroath fishing-boats. Remained afloat.	-
Cullercoats fishing-boats. Remained in attendance.	-
Schooner <i>Ocean Maid</i> . . . . .	4
Government Dredger No. 18 . . . . .	9
Barque <i>Jarlen</i> , of Moss . . . . .	16
Barge <i>Brightlingsea</i> , of Harwich . . . . .	4
Schooner <i>Royal George</i> , of Shoreham . . . . .	4
Schooner <i>Mount Clairry</i> , of Plymouth. Remained by vessel.	-
Barquentine <i>Austra</i> , of Riga. Landed 10 men from Light-vessel.	-
Schooner <i>Isabel</i> , of Arklow . . . . .	4
Brigantine <i>Folus</i> , of Arendal . . . . .	8
Schooner <i>Yong Karl</i> , of Christiania . . . . .	7
Barque <i>Capella</i> , of Hamburg . . . . .	7
Ketch <i>Thistle</i> , of Plymouth . . . . .	5
Fishing-boat <i>Paramount</i> , of Hopeman . . . . .	2
Barque <i>Winnfred</i> , of Lauwig . . . . .	17
Brig <i>Solertia</i> , of Tonsberg . . . . .	9
Fishing-boat <i>Ethel</i> , of Teignmouth . . . . .	3
And assisted other boats.	-
Smack <i>Elizabeth</i> , of Gloucester . . . . .	3
Ketch <i>Flora</i> , of Gloucester . . . . .	3



The Gorleston No. 1, Ramsey, Kirkcudbright, Caister No. 2, Courtown and Cahore Life-boats also rendered the following services:—

Barque *Toico*, of Nagu, assisted to save vessels and 13 lives; ketch *Ada*, of Portsmouth, saved vessel; brig *Star*, of London, assisted to save vessel and 6; brig *Columbia*, of Christiansand, assisted to save vessel; schooner *Mary Agnes*, of Dumfries, assisted to save vessel and 3; brigantine *Jane*, of Belfast, saved vessel and 4; schooner *C. S. Atkinson*, of Belfast, assisted to save vessel and 5; schooner *Isabel*, of Arklow, rendered assistance, and barquentine *Frederica*, of St. John's, rendered assistance.

Voted also 790l. 6s. 11d. to pay the expenses of the Thorpeness, Giles' Quay, Gorleston Nos. 1 and 2, Douglas No. 1, Howth, Ramsey, Holyhead Nos. 1 and 2, Harwich, Newburgh, Margate, Aldeburgh, Cloughby, Plymouth, Southwold No. 2, Torquay, Poole, Southport No. 2, Workington, Tynemouth No. 2, Anstruther, Barrow, Fleetwood No. 1, Berwick-on-Tweed, Wexford No. 1, Brooke, Ilfracombe, Cresswell, Llanddwynn, Rhosneigr, Rhoscolyn, Kingsdowne, Walmer, Lydd, Lowestoft No. 1, Donna Nook St. Ives, Aldeburgh, Palling No. 2, Winterton No. 2, Mablethorpe, New Romney and Littlehampton Life-boats, in assembling their crews or putting off to the assistance of vessels which did not ultimately need their help.

Read a letter from the Board of Trade, of the 12th October, forwarding a handsome gold watch which H.I.M. THE EMPEROR of GERMANY desired to be presented to Mr. BENJAMIN STOUT, Coxswain of the Longhope Life-boat, together with the sum of 24l. to the crew of the boat, in recognition of their services in rescuing the crew, eleven of whom were German sailors, from the s.s. *Victoria*, of Sunderland, which was wrecked in the Pentland Firth on the 3rd March last. The watch bears His Majesty's portrait and monogram, surmounted by the Imperial arms.

Voted the silver medal, with a copy of the vote inscribed on vellum, to Mr. E. W. WOODS, Coxswain of the Gorleston No. 1 Life-boat, in recognition of his general gallant services in the boat, particularly on the occasion of the rescue of the crew, numbering four men, of the ketch *Ada*, of Portsmouth, in a whole gale from the S. and a very heavy sea, on the 13th October. The thanks of the Institution, inscribed on vellum, were awarded to Mr. ABEL ADAMS and Mr. HENRY HOWARD for gallantly volunteering for service in the Life-boat and assisting to rescue the crew of the *Ada*. An extra pecuniary reward was also granted to all the men forming the crew of the boat in acknowledgment of their praiseworthy services.

Also the thanks of the Institution inscribed on vellum to Mr. CHARLES SEELY, and 1l. to a coastguardman and a fisherman, for wading into the water with life-lines and saving four of the crew of the schooner *Henri et Leontine*, of Nantes, which had stranded at Brooke, Isle of Wight, in a moderate S.W. gale and a very heavy sea, on the 19th October.

Also the thanks of the Institution, inscribed on vellum, to Mr. THOMAS WALES and Captain ROBERT MORTON, and 1l. to a miner, for saving the crew of four men from the schooner *Peperil*,

of Peel, which had stranded at Laxey, Isle of Man, in a whole gale from the E.S.E. and a very heavy sea, on the 13th October.

Also thanks and 1l. to the Station Officer H.M. Coastguard at Burntisland, and 5l. to five other men, for putting off in the Coastguard life-whaleboat and attempting to save the crew of the brig *Ellida*, of Mandal, which had stranded on Burntisland Sands in a whole gale from the S.S.W. and a very heavy sea, on the 13th October. The boat, however, was disabled, and was obliged to make for Petticur Harbour. The crew of the vessel were rescued on the following morning.

Also thanks and 10s. to the Chief Officer of H.M. Coastguard at Lamlash, Arran, and 2l. to four Coastguardmen, for saving the crew of three men from the *Elizabeth McClure*, of Belfast, which had stranded on the Hamilton Rock, off Lamlash, in a moderate to fresh gale and a heavy sea, on the 14th October.

Also 18l. 5s. to the crews of a trawler, a steam-tug and two rowing-boats, for very laudable services rendered during a gale which suddenly sprung up at Silloth on the 13th October. A boat with one occupant having been overtaken by the gale, the two coxswains of the Institution's Silloth Life-boat, with three other men, put off to her assistance in a trawler. On nearing the distressed boat, the coxswain and two of the men got into a rowing boat which they had in tow, and, having rescued the man, attempted to regain the trawler. They were unable to do so, and their danger being seen from the shore, a steam-tug, with a long boat in tow, put off to their help and rescued the four men. Meanwhile the trawler dragged her anchors, lost her sails, and finally grounded on the North Bank, her two occupants reaching the land partly by walking and partly by swimming.

Also 14l. to fourteen men, for putting off in two boats and saving the crew of six men from the fishing-boat *Temperance Tar*, of Kirkcaldy, which had stranded on the rocks off St. Outhbert's Island, in Holy Island Harbour, in a whole gale from the E.S.E. and a very heavy sea, on the 13th October.

Also 4l. 2s. 6d. to eleven men, for putting off in the Institution's boarding-boat, at St. Anne's, and rescuing the crew of two men from the fishing-smack *Two Sisters*, of Southport, which was in distress in the North Channel, in a moderate gale and a rough sea, on the 14th October.

Also 3l. 15s. to the crews of two steam-tugs, for proceeding to the assistance of two fishing-boats in distress off Maryport, in a gale on the 13th October. One of the boats, with two men on board, was towed into the harbour.

Also 2l. 5s. to three men, for putting off in a boat and saving one of three persons from a boat which had been filled by rough seas, and had sunk off Felixstowe, Suffolk, in a moderate gale from the S.W., on the 31st August.

Also 2l. to eight men, for putting off in two boats and saving five persons whose boat had been capsized in a squall at Carlingford, co. Louth, on the 27th September.

Also 1l. 10s. to three men, for putting off in a boat and saving one of two men from a boat which had been capsized off Ilfracombe, in a

strong W.S.W. wind, squally weather, and a moderate sea, on the 23rd September.

Voted also 100*l.*, with an expression of deep sympathy, to the widow of W. GORDON, who died from the effects of an operation performed for the amputation of his right leg, necessitated by an accident while assisting to take the Douglas No. 1 Life-boat to the launching slip, when her services were required on the 18th October.

WEDNESDAY, 25th November.

(Special Meeting.)

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

Read the Report furnished by the Chief Inspector of Life-boats of the public enquiry he held, with the assistance of the District Inspector, into the circumstances attending the capsizing of the Lydd and Hythe Life-boats while on service during a very severe gale on the 11th November, on which occasion three of the Life-boat men unhappily lost their lives.

Voted 600*l.* in aid of the local subscription for the relief of the widows and children of the two men who were lost from the Lydd Life-boat, and 150*l.* in aid of the subscription raised locally for the widow of the Hythe Life-boat man who was drowned.

Voted also the Silver Medal of the Institution to Mr. JAMES LUCAS, Coxswain of the Lydd Life-boat, and to Mr. LAWRENCE HENNESSY, Coxswain, and Mr. A. SADLER, Assistant-Coxswain of the Hythe Life-boat, in recognition of their gallant conduct. Increased pecuniary rewards were also granted to them and to the crews of the boats.

Decided that a new large sailing Life-boat be stationed at Dungeness.

THURSDAY, 10th December.

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

Read and confirmed the Minutes of the previous Meetings.

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 Hythe, Lydd, Shoreham, and Brighton.

Also the report of the Deputy Chief Inspector of Life-boats on his visits to Hythe, Dungeness, Folkestone, and Shoreham.

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

Northern District—Alnmouth, Saltburn, and West Hartlepool.

Eastern District—Kingsgate, Broadstairs, and Staithes.

Western District—Falmouth, Porthoustock, Hayle, St. Ives, Fowey, Polpear, Church Cove, and Cadgwith.

Irish District—Wexford (two boats), Kilmore and Carnsore.

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

	£	s.	d.
Manchester Life-boat Saturday Fund, CHARLES W. MACARA, Esq., Chairman (paid through Manchester Branch), on account 4,600	4,600	-	-
Mrs. THOMAS SIMCOX, for Dungeness new Life-boat Station; the boat to be named the <i>Thomas Simcox</i>	1,050	-	-
Miss CURLING, for Folkestone new Life-boat; to be named the <i>J. McConnel Hussey</i>	700	-	-
G. BUCKSTONE BROWNE, Esq. (additional)	250	-	-
"J. C., Edinburgh" (A Lady)	100	-	-
Miss L. M. V. WENTWORTH (additional)	55	-	-
Independent Order of Odd Fellows (Manchester Unity), Annual Subscription	50	-	-
Ditto (Donations from several Lodges)	9	14	-
Mrs. LAMBERT	50	-	-
The Misses Harding	50	-	-
ALBERT BRASSEY, Esq., J.P. (additional)	50	-	-
"G. W. C."	25	-	-
The Committee of Lloyd's	25	-	-
WALTER G. KLEIN, Esq.	20	-	-
Do. (Annual Subscription)	10	10	-
Proceeds of concert by Wookey Hole Club, near Wells, Somerset, per JAMES GRANT, Esq.	5	1	6
Miss F. M. DURNFORD, proceeds of sale of work	5	5	7
Collected on board R.M.S. <i>Drummond Castle</i> , per Captain RIGBY	5	-	-
Girls' School, Christ's Hospital, Hertford, per Miss KING	1	1	-

*Life-boat Sunday Collections.*

	£	s.	d.
St. Alban's, Sunninghill, per C. D. KEMP-WELCH, Esq.	19	7	2
Long Ditton Parish Church, per R. J. BATES, Esq.	14	4	5
Weston, Shifnal, per the Rev. GEORGE HASSELL	13	5	6
Tulse Hill Holy Trinity Church, per Mr. Churchwarden STAIGHT	10	13	-
Wollaton, Notts, per the Rev. H. C. RUSSELL, LL.B.	8	7	8
St. Michael's, Cornhill, per the Rev. R. H. SINCLAIR, M.A.	7	8	1
St. Peter's, Streatham, per J. F. TOWNSEND, Esq.	7	7	-
Laleham, Staines, per the Rev. H. DALGETY MCCHEANE, A.K.C.L.	7	6	3

	£	s.	d.
Dinsdale, Darlington, per the Rev. J. W. SMITH, M.A.	7	2	6
Port Knockie Fishing Village Collection, per the Rev. J. MCINTYRE	6	13	-
Rudby Parish Church, per the Rev. J. JOHNSON, M.A.	6	10	6
Upper Arley Church, per the Rev. C. J. WILDING	5	12	3
Farnborough, Banbury, per the Ven. Archdeacon Holbeck	4	18	-
Dawlish, Parish Church and St. Mark's	4	8	8
Farnborough School Chapel, Hants, per the Rev. G. C. CASTER, M.A.	4	8	7
Wareham, per the Rev. SELWYN BLACKETT	4	-	-
Corton Denham, per the Hon. and Rev. W. B. PORTMAN, B.A.	3	7	8
Greasborough, Rotherham, per the Rev. J. B. BEARD, M.A.	2	6	-
Cawthorne, per the Rev. C. J. Pratt, M.A.	2	4	-
Muston, near Filey, per the Rev. J. FISHER BROWN	2	2	8
Broadstairs, per the Rev. T. DAVIES	1	9	1
Do. Rev. H. REES	2	-	-
Sunningdale School Chapel, per the Rev. W. H. GIBBLESTONE, D.D.	1	13	2
Long Houghton, Northumberland, per the Reverend H. G. DICKINSON, M.A.	1	4	3
Boston Men's Pleasant Sunday Afternoon Society, per J. BEULAH, Esq.	1	1	9
Holm-by-Kirkwall, Orkney, per the Reverend C. RUNCIMAN	1	1	-
St. James' Lecture Hall, Eden Grove, Holloway, per A. H. CESAR, Esq.	-	15	9
Filey Primitive Methodist Chapel.	-	12	-
Ashton-on-Trent, per the Reverend JAMES S. HOLDEN, M.A.	-	10	-

—To be severally thanked.

Also the receipt of the following legacies:—

The late PETER CARMICHAEL, Esq., of Athurston	900	-	-
The late W. J. EDMUNDS, Esq., of Elmere Road, Islington (on account)	675	-	-
The late Mrs. MARY TAIT, of York Terrace, Regent's Park	529	2	4
The late Miss A. A. HIBBERT, of Southport	360	-	-
The late Miss ANN PYNE, of Exeter	200	-	-
The late Mrs. ELIZA BEATSON, of Norsend	150	-	-
The late Miss MARY BAIRD, of Edinburgh	150	-	-
The late Captain JOHN KENNAWAY SMOOGE, of Honiton	100	-	-
The late Miss M. CHALMERS, of Broughty Ferry	100	-	-

Reported that the Palling No. 1 and Middlesbrough Life-boats had been altered, fitted with all the latest improvements and returned to their Stations.

Deep regret was expressed at the death of Mr. WILLIAM SELBY, who had been Honorary Secretary of the Brooke (Isle of Wight) Branch of the Institution for sixteen years, and it was decided to send a letter of sympathy to his family.

Voted the thanks of the Committee to ALFRED WEST, Esq., and G. C. CHALONER, Esq., in acknowledgment of their past valuable co-operation while holding the office respectively of Honorary Secretary and Assistant Honorary Secretary of the Bridlington and Barmston and Portsmouth and Southsea Branches of the Institution.

Also the Silver Medal of the Institution and a copy of the vote inscribed on vellum, to Mr. JAMES WOODGATE, Coxswain of the Dover Life-boat, in consideration of his valuable services during the twenty-one years he had occupied that position. During that period he had been out in the boat sixteen times on service and assisted to save twenty-four lives.

The Committee also specially recognized the long services of Mr. JOHN AUSTIN, late coxswain of the Shoreham Life-boat. He had held that position for twenty-six years, during which period he had been out in the boat six times on service, and assisted to save twelve lives.

Decided that a new Life-boat station be formed at Folkestone.

Paid 3,216*l.* 3*s.* 4*d.* for sundry charges on various Life-boat establishments.

Voted 102*l.* 14*s.* 6*d.* to pay the expenses of the Bridlington, Eastbourne, Clovelly, Cullercoats, and New Brighton No. 2 Life-boats, in rendering the following services:—

	Lives saved.
Fishing-boats of Bridlington. Remained by vessels and saved one boat and	3
Royal Sovereign light-vessel. Landed an injured man.	
Ketch <i>Rose</i> , of Bristol	4
Fishing-coble of Cullercoats. Saved boat and	4
Barque <i>Hannah Landles</i> , of Glasgow	25

The Ramsgate Life-boats saved four lives from the ketch *Touch Not*, of Hull.

Voted also 735*l.* 10*s.* to pay the expenses of the Brighton, Shoreham, Courtmacsherry, Harwich, Forthleven, Lytham, Aranmore, Skegness, Rye, Winchelsea, Weymouth, Douglas Nos. 1 and 2, Mablethorpe, St. Mary's, Donna Nook, Southport No. 2, Bembridge, Portmadoc, Hastings, Gorleston No. 1, New Romney, Port Isaac, Walton-on-the-Naze, Brixham, Arbroath, Cemlyn, Cemaes, Bude, Bridlington, Newburgh, Falmouth, Southsea, Montrose No. 1, Clacton-on-Sea, Withernsea, and Weymouth Life-boats, in assembling their crews or putting off with the view of assisting vessels which did not eventually need their services.

Voted the Silver Medal of the Institution, with a copy of the vote inscribed on vellum, to Mr. CHARLES LEE, Coxswain of the Worthing Life-boat, in recognition of his gallant services on the occasion of the rescue of the crews, numbering in all fourteen men, from the three-masted schooner *Yong Karl*, of Christiania, and barque *Capella*, of Hamburg, which had been driven ashore in a whole gale of wind from the

S.S.W. and a very heavy sea on the 11th November.

Also the Silver Medal and copy of the vote on vellum to Mr. JAMES CABLE, Coxswain, and Mr. W. MANN, Assistant-Coxswain of the Aldeburgh Life-boat, in recognition of their several gallant services in the Life-boat, particularly on the occasion of the rescue of seventeen men from the Norwegian barque *Winnifred*, of Laurvig, in a whole gale from the S.S.W. and a very heavy sea on the 11th November.

Also the Silver Medal and copy of the vote to W. H. TAYLOR and EDWARD STANDING for gallantly saving, at great risk, two of the crew of a Deal lugger which was driven ashore near Littlestone, Kent, in a whole gale from the S. and a very heavy sea on the 11th November.

Also the Second Service Clasp and 2*l.* to Mr. LAWRENCE HENNESSY, Coxswain of the Hythe Life-boat, for rescuing by means of lines four of the crew of the schooner *Eider*, which had stranded at Sandgate, Kent, in a whole gale from the S.S.E. and a very heavy sea on the 11th November.

Also the thanks of the Institution inscribed on vellum, with the sum of 2*l.*, to Mr. DONALD MACDONALD for putting off in a boat and saving one of three men whose boat had been capsized off Inchcolme Island, Fifeshire, in a strong gale from W. by N. and a rough sea, on the 19th November.

Also 5*l.* 15*s.* 4*d.* to the signalman at the Tramore Life-boat station, who was injured while firing the signal mortar, on the 8th September.

Also 37*l.* 10*s.* to two men who were injured while assisting in taking out the Scarborough Life-boat, to launch her to the assistance of a distressed vessel, on the 6th August.

Also 8*l.* to a helper, who was injured while assisting to launch the Porthleven Life-boat on service, on the 1st inst.

Also 25*l.* in aid of a local fund for the relief of the widows and orphans of two men who unfortunately lost their lives while endeavouring to rescue a man who had been washed overboard from a boat, and who was also drowned, in a strong wind and a very high sea, in Barry Roads, on the 11th November.

Also 20*l.* to ten men for putting off in a boat, and rescuing the crew of four men from the schooner *J. K. A.*, of Padstow, which had stranded and sunk on the Irishman's Ledge, Scilly Islands, in a whole gale from the N.N.W. and a very heavy sea, on the 11th November.

Also 12*l.* 10*s.* to twenty-one men, for saving, by means of lines, the crew of five persons from the schooner *Nerissa*, of Aberystwith, which had stranded at Hastings in a strong breeze from the S.W. and a rough sea, on the 11th November.

Also 8*l.* to eight men who put off in a fishing-boat, and saved the crew of another boat which was in danger in Newquay Bay, Cornwall, in a strong E.S.E. gale and a rough sea, on the 10th November.

Also 5*l.* to five men who put off in the Coast-guard Life-whaleboat at Carnarvon, saved three men whose boat had been swamped, and also towed ashore another boat, containing one man, which was drifting into the breakers in a

whole gale from the S.W. and a very heavy sea on the 12th October.

Also 4*l.* 10*s.* to six men for going out in a steam-tug and a pilot-boat, and saving the crew of three men from the schooner *Margaret Mitchell*, of Ardrrossan, which had stranded at Horse Island, off Ardrrossan, in a moderate S.W. gale and a heavy sea on the 8th November.

Also 3*l.* to three fishermen for saving three other fishermen, whose boat had been disabled off Galway, in a strong S.W. breeze and a heavy sea on the 16th November.

Also 2*l.* to two men for saving one of two men whose boat, while proceeding to the assistance of a stranded vessel, was capsized near the Middle Shoebury Buoy in a strong S. gale and a heavy sea, on the 11th November.

### CIVIL SERVICE LIFE-BOAT FUND.

At the annual meeting of the committee of this Fund, held on the 19th January last, and presided over by Mr. CHARLES G. TURNER, Controller-General of Inland Revenue, it was reported by Mr. CHARLES DIBDIN, the Honorary Secretary, that during the past year the fund had contributed the sum of 1,185*l.* 10*s.* 10*d.* to the ROYAL NATIONAL LIFE-BOAT INSTITUTION, viz.:—600*l.* to complete the purchase of the Life-boat *Civil Service No. 7*; 500*l.* towards the endowment fund of the same boat, and 85*l.* 10*s.* 10*d.* to recoup the Institution the amount expended by it during 1891 in rewarding the crews of the Civil Service boats for services. The committee appealed for 1000*l.* to complete the endowment of their last boat. The seven Life-boats of the fund have been instrumental in saving 211 lives and several vessels.

### NOTICE.

*The next number of the LIFE-BOAT JOURNAL, containing the Annual Report, &c., will be published on the 2nd May.*

Vol. XIV., price 15*s.*, of THE LIFE-BOAT JOURNAL will shortly be ready and procurable at the Institution, or by order of any bookseller. The Title-page and Index of that Volume will also be obtainable separately.

*Services of the Life-boats of the Institution during 1891.*



		Lives saved.
1891.		
Jan.	4—5. Brig <i>Kate</i> , of Guernsey. North Deal Life-boat assisted to save vessel and	9
"	6. 3.30 a.m. Schooner <i>Crocodile</i> , of Guernsey. Ramsgate Life-boat saved . . .	6
"	6. 8 a.m. Brigantine <i>Ghance</i> , of Ramsgate, Boat of. Broadstairs Life-boat saved	7
"	6. 9 a.m. Brigantine <i>Glide</i> , of Ramsgate, Boat of. Ramsgate Life-boat saved .	7
"	6. 9.15 a.m. Ketch <i>Day's</i> , of Barrow. Harwich Life-boat saved . . . . .	2
"	7. 6.15 a.m. S.S. <i>Maja</i> , of Copenhagen. Withernsea Life-boat rendered assistance.	
"	20. 8.12 p.m. Schooner <i>Pride of the Dee</i> } Holyhead No. 2 Life-boat saved . . .	4
"	20. 8.12 p.m. Schooner <i>Isabella</i> } } 3	
"	20. 8.12 p.m. Schooner <i>Maggie Brocklebank</i> } } 4	
"	29. 8.35 p.m. Smack <i>Peace</i> , of Lowestoft. Lowestoft No. 2 Life-boat saved. . . .	1
"	31. 9 a.m. Trawler <i>Lily of the West</i> , of Douglas. Port Erin Life-boat rescued .	5
"	31. 1.30 p.m. Schooner <i>Leona</i> , of Belfast. Ramsey Life-boat saved . . . . .	4
Feb. 11.	3.30 p.m. Yawl <i>Prima Donna</i> , of Wexford. Wexford No. 1 Life-boat assisted to save vessel and . . . . .	5
"	11. 5.35 p.m. Yawl <i>Prima Donna</i> , of Wexford. Wexford No. 1 Life-boat remained by vessel.	
Mar.	3. 4.30 p.m. S.S. <i>Victoria</i> , of Sunderland. Longhope Life-boat saved . . . . .	22
"	3. 5.30 p.m. Schooner <i>Mercury</i> , of Aberdeen. Harwich Steam Life-boat saved . .	12
"	4. 4 p.m. Schooner <i>Ellen Myvanwy</i> , of Beaumaris. Portrush Life-boat saved . .	3
"	4. 4.15 p.m. Fishing-boat <i>Catherine</i> , of Broughty Ferry. Broughty Ferry Life-boat saved boat and . . . . .	2
"	4. 4.15 p.m. Fishing-boat <i>Marys</i> , of Broughty Ferry. Broughty Ferry Life-boat saved boat and . . . . .	1
"	5. noon. Boat <i>Alexander Duthie</i> , of Aberdeen. Newburgh Life-boat saved. . .	1
"	10. 10.30 a.m. Fishing vessel <i>Pioneer</i> , of Brixham. Brixham Life-boat remained by vessel.	
"	10. 11 a.m. Schooner <i>Joseph Nicholson</i> , of Newcastle. Penzance Life-boat saved vessel and . . . . .	5
"	10. 11.30 a.m. Schooner <i>J. W. Bebell</i> , of Beaumaris. Clacton Lifeboat saved . . .	1
"	10. 6.15 p.m. Smack <i>Porth</i> , of Padstow. St. Agnes Life-boat saved . . . . .	2
"	15. 11.20 a.m. Schooner <i>Der Zehnte Juni</i> , of South Shields. Stonehaven Life-boat saved	7
"	16. 2.30 a.m. Smack <i>M. K. D.</i> , of Great Yarmouth. Falling No. 1 Life-boat rescued	6
"	16. 7.20 p.m. Barque <i>Elisabeth</i> , of Tönsberg. St. Andrews Life-boat saved. . . .	8
"	21. 6 a.m. Ketch <i>Elizabeth</i> , of Goole. Winterton No. 1 Life-boat saved . . . .	3
Apr.	5. 3 a.m. Barque <i>Ornen</i> , of Frederickstadt. North Sunderland Life-boat saved	11
"	8. 7.45 a.m. Schooner <i>Vibelia</i> , of Grimstadt. Chapel Life-boat saved . . . . .	7
"	11. 3 a.m. S.S. <i>European</i> , of Liverpool. Margate Life-boat rendered assistance.	
"	22. 5.18 a.m. S.S. <i>Kelloe</i> , of London. Ramsgate Life-boat assisted to save vessel.	
May	7. 10.30 a.m. Barque <i>Sirius</i> , of Drammen. Winterton No. 2 Life-boat remained by vessel.	
"	9. 8.30 a.m. Fishing lugger <i>Effrontery</i> , of Stonehaven. North Sunderland Life-boat rendered assistance. [dered assistance.	
"	9. 8.30 a.m. Fishing lugger <i>Snowdrop</i> , of Torry. North Sunderland Life-boat ren-	
"	14. 3.30 a.m. S.S. <i>Cambria</i> , of Dundee. Caister No. 1 Life-boat saved . . . . .	9
"	14. 3.30 a.m. S.S. <i>Cambria</i> , of Dundee. Gorleston No. 1 Life-boat remained by vessel.	
"	17. 8.30 p.m. Schooner <i>Jewess</i> , of Wexford. Cahore Life-boat rescued . . . . .	5
"	18. 2 p.m. Schooner <i>Kate and Elizabeth</i> , of Portsmouth. Kessingland No. 1 Life-boat saved . . . . .	6
"	19. 1.30 p.m. Fishing lugger <i>Morning Star</i> , of North Sunderland. North Sunderland Life-boat rendered assistance.	
"	25. 12.45 p.m. S.S. <i>Napier</i> , of North Shields. Tynemouth No. 2 Life-boat remained by vessel.	
June 1.	midnight. Schooner <i>Eagle</i> , of Portmadoc. Mablethorpe Life-boat saved . . . .	6

				Lives saved.
1891.				
June 26.	8 a.m.	Steamer <i>Normandy</i> , of Newhaven.	Newhaven Life-boat remained by vessel.	
" 26.	9.15 a.m.	Steamer <i>Normandy</i> , of Newhaven.	Eastbourne Life-boat remained by vessel.	
" 27.	6.13 p.m.	Brig <i>St. George</i> , of Guernsey.	Walton-on-the-Naze Life-boat remained by vessel. [save vessel.]	
" 27.—30.		Schooner <i>Hanna</i> , of Lemland.	Palling No. 2 Life-boat assisted to	
Aug. 2.	9.10 a.m.	S.S. trawler <i>Euphrates</i> , of Hull.	Deal Life-boat assisted to save vessel and .	9
" 2.	6.40 p.m.	Rowing boat <i>Oregon</i> , of Rhyl.	Rhyl No. 2 Life-boat rendered assistance.	
" 6.	10.45 a.m.	Fishing lugger <i>Minnie</i> , of Lowestoft.	Scarborough Life-boat saved .	8
" 6.	10.45 a.m.	Fishing boats.	Scarborough Life-boat rendered assistance.	
" 11.	2 p.m.	Sailing-boat <i>Gladys</i> and two row-boats.	Cemaes Life-boat rendered assistance.	
" 22.	4.30 a.m.	Fishing-lugger <i>Advance</i> , of North Sunderland.	North Sunderland Life-boat saved.	4
" 22.	10.30 a.m.	Twenty fishing-boats.	Montrose No. 2 Life-boat rendered assistance.	
" 23.	2 a.m.	Fishing-boat <i>Agnes and Ann</i> .	St. Andrew's Life-boat rendered assistance.	
" 25.	3.30 a.m.	Three-masted brigantine <i>Albert</i> , of Cork.	Tramore Life-boat saved .	7
" 25.	9.20 a.m.	Cutter <i>Vesta</i> , of Woodbridge.	Aldeburgh Life-boat saved . . . . .	4
" 25.	9.20 a.m.	Cutter <i>Ripple</i> , of Woodbridge.	Aldeburgh Life-boat saved . . . . .	3
" 31.	1.45 p.m.	Cutter <i>Mystery</i> , of Brixham.	Eastbourne Life-boat assisted to save vessel.	
" 31.	4 p.m.	Schooner <i>John and Jane</i> , of Carnarvon.	Moelfre Life-boat rendered assistance.	
" 31.	Midnight.	S.S. <i>Fawn</i> , of Liverpool.	Rhyl No. 2 Life-boat landed fifty passengers	
Sept. 1.	10.10 a.m.	Yawl <i>Kate</i> , of Liverpool.	Gorleston No. 2 Life-boat saved . . . . .	7
" 6.	9 a.m.	Schooner <i>Eliza Bell</i> , of Beaumaris.	Holyhead No. 1 Life-boat rendered assistance.	
" 19.	3.30 a.m.	Skerries Lighthouse.	Holyhead No. 1 Life-boat rendered assistance.	
" 27.	5 p.m.	Schooner <i>Ruby</i> , of Wexford.	Wexford No. 1 Life-boat saved vessel and	8
Oct. 5.	10 p.m.	Schooner <i>Mary and Martha</i> .	Holyhead No. 1 Life-boat saved . . . . .	4
" 5.	Midnight.	Barque <i>Toivo</i> , of Nagu.	Gorleston No. 1 Life-boat assisted to save vessel and . . . . .	13
" 9.	Midnight.	Barque <i>Columbia</i> , of Christiansand.	Ramsey Life-boat saved . . . . .	9
" 9.	9 a.m.	Barque <i>Columbia</i> , of Christiansand.	Ramsey Life-boat assisted to save vessel.	
" 13.	4 p.m.	Fishing-boat <i>Spray</i> .	New Brighton No. 2 Life-boat assisted to save boat and	3
" 13.	4 p.m.	Fishing-boat <i>Sophia</i> , of New Brighton.	New Brighton No. 2 Life-boat assisted to save boat and	2
" 13.	4 p.m.	Schooner <i>Margaret and Jane</i> , of Bangor.	Holyhead No. 1 Life-boat saved . . . . .	4
" 13.	4.30 p.m.	Schooner <i>Thomas</i> , of Liverpool.	Moelfre Life-boat saved . . . . .	3
" 13.	5.30 p.m.	Schooner <i>Ocean Maid</i> .	Cemlyn Life-boat brought ashore . . . . .	4
" 13.	6.30 p.m.	Four fishing-smacks.	Fleetwood No. 1 Life-boat remained by vessels.	
" 13.	6.30 p.m.	Schooner <i>Catherine Lathom</i> .	Moelfre Life-boat saved . . . . .	4
" 13.	7.20 p.m.	Ketch <i>Ada</i> , of Portsmouth.	Gorleston No. 1 Life-boat saved . . . . .	4
" 13.	8 p.m.	Schooner <i>Glide</i> , of Belfast.	Peel Life-boat saved . . . . .	4
" 13.	8 p.m.	Schooner <i>Nelson</i> , of Belfast.	Peel Life-boat saved . . . . .	6
" 13.	8.15 p.m.	Schooner <i>Progress</i> , of Castletown.	Douglas No. 2 Life-boat saved . . . . .	4
" 13.	11.10 p.m.	Schooner <i>Mary Agnes</i> , of Dumfries.	Ramsey Life-boat assisted to save vessel and . . . . .	3
" 13.	Midnight.	Brigantine <i>Jane</i> , of Belfast.	Kirkcudbright Life-boat saved vessel and	4
" 13.	12.20 p.m.	Smack <i>Louie</i> , of Plymouth.	Torquay Life-boat rendered assistance.	
" 14.		Ketch <i>Ada</i> , of Portsmouth.	Gorleston No. 1 Life-boat saved vessel.	
" 14.	6.30 a.m.	Steam-launch <i>Puffin</i> .	North Berwick Life-boat saved . . . . .	3
" 14.	6.45 a.m.	Schooner <i>Unity</i> , of Chester.	Ramsey Life-boat assisted to save vessel and	4
" 14.	9.15 a.m.	Schooner <i>Mary Ann</i> , of Belfast.	Port Logan Life-boat saved . . . . .	4
" 14.	noon.	Cutter <i>Nancy</i> , of Grimsby.	Mablethorpe Life-boat rendered assistance.	
" 14.	noon.	Fishing-boats.	Silloth Life-boat rendered assistance and saved one boat.	
" 15.	10 p.m.	Fishing-boat <i>Trio</i> , of Teignmouth.	Teignmouth Life-boat rendered assistance.	
" 16.		Fishing-boats.	Cullercoats Life-boat remained in attendance.	
" 16.	7.45 a.m.	Arbroath fishing-boats.	Arbroath Life-boat remained in attendance.	
" 16.	2.30 p.m.	Schooner <i>Catherine Lathom</i> .	Moelfre Life-boat saved . . . . .	4
" 16.	2.30 p.m.	Schooner <i>Sir Robert</i> .	Moelfre Life-boat saved . . . . .	3
" 22.	11 a.m.	Barque <i>Jarlen</i> , of Moss.	New Romney Life-boat saved . . . . .	16
" 22.	1.10 p.m.	Government Dredger No. 18.	Dover Life-boat saved . . . . .	9
" 23.	2 a.m.	Schooner <i>C. S. Atkinson</i> , of Belfast.	Caister No. 2 Life-boat assisted to save vessel and . . . . .	5

			Lives saved.
1891.			
Oct. 23.	6.40 a.m.	Brig <i>Star</i> , of London. Gorleston No. 1 Life-boat assisted to save vessel and	6
" 25.	3.45 p.m.	Schooner <i>George IV.</i> , of Barrow. Wexford No. 1 Life-boat remained by vessel.	
" 26.	4.20 a.m.	Schooner <i>Mount Clair</i> , of Plymouth. Poole Life-boat remained by vessel.	
" 26.	11 a.m.	Ketch <i>Tynemouth Castle</i> . Thorpeness Life-boat rendered assistance.	
" 26.	7.15 p.m.	Barquentine <i>Austra</i> , of Riga. Margate Life-boat landed ten men from Black Deep Light-vessel.	
" 26.	8 p.m.	Schooner <i>Royal George</i> , of Shoreham. Great Yarmouth Life-boat saved	4
" 27.	9.5 a.m.	Barque <i>Oliver Cromwell</i> , of Oland. Clacton Life-boat saved . . .	11
" 27.	2 p.m.	Schooner <i>Isabel</i> , of Arklow. Courtown Life-boat landed crew . . .	4
" 28.		Schooner <i>Isabel</i> , of Arklow. Courtown Life-boat rendered assistance.	
" 30.	2.30 p.m.	Sloop <i>William IV.</i> , of Teignmouth. Teignmouth Life-boat remained by vessel.	
" 31.	3.25 a.m.	Barque <i>Mirliton</i> . Gorleston No. 1 Life-boat rendered assistance.	
" 31.	11.30 p.m.	Barge <i>Brightlingsea</i> , of Harwich. Caister No. 2 Life-boat saved . . .	4
Nov. 2.	8 a.m.	Barquentine <i>Frederica</i> , of St. John's. Cahore Life-boat rendered assistance.	
" 10.	6.30 p.m.	Fishing-boat <i>Ethel</i> , of Teignmouth. Teignmouth Life-boat rescued . . .	3
" 10.	6.30 p.m.	3 Fishing-boats. Teignmouth Life-boat rendered assistance.	
" 11.	1.30 a.m.	Brig <i>Solertia</i> , of Tönsberg. Poole Life-boat saved . . . . .	9
" 11.	9.45 a.m.	3 Masted Schooner <i>Yong Karl</i> , of Christiania. Worthing Life-boat saved . . .	7
" 11.	10 a.m.	Lugger <i>Paramount</i> , of Hopeman. Lowestoft No. 1 Life-boat saved . . .	2
" 11.	1 p.m.	Barque <i>Capella</i> , of Hamburg. Worthing Life-boat saved . . . . .	7
" 11.	1.50 p.m.	Barque <i>Winnifred</i> , of Laurvig. Aldeburgh Life-boat rescued . . . . .	17
" 11.	2 p.m.	Smack <i>Elizabeth</i> , of Gloucester. Burnham Life-boat saved . . . . .	3
" 11.	2 p.m.	Ketch <i>Flora</i> , of Gloucester. Burnham Life-boat saved . . . . .	3
" 11.	2.30 p.m.	Ketch <i>Thistle</i> , of Plymouth. Deal Life-boat saved . . . . .	5
" 11.	3 p.m.	Ketch <i>Touch Not</i> , of Hull. Ramsgate Life-boat saved . . . . .	4
" 11.	5.30 p.m.	Brigantine <i>Aeolus</i> , of Arendal. New Romney Life-boat saved . . . . .	8
" 11.	9.30 p.m.	Ship <i>Benvenue</i> , of Glasgow. Hythe Life-boat saved . . . . .	27
" 28.	12.30 p.m.	2 Fishing-boats. Bridlington Life-boat remained by vessels.	
" 28.	12.30 p.m.	A Fishing-boat. Bridlington Life-boat saved boat and . . . . .	3
Dec. 1.	2.30 a.m.	Royal Sovereign Light-vessel. Eastbourne Life-boat brought ashore one of the crew who was injured.	
" 2.	12.30 p.m.	Schooner <i>Belled Will</i> , of Jersey. Lowestoft No. 1 Life-boat rendered assistance. [pilot-boat.]	
" 7.	1.45 p.m.	Ship <i>Dominion</i> . Blyth No. 1 Life-boat landed pilot and picked up	
" 7.	11 a.m.	Fishing-coble, of Cullercoats. Cullercoats Life-boat saved boat and . . .	4
" 7.	4.20 p.m.	Ketch <i>Rose</i> , of Bristol. Clovelly Life-boat saved . . . . .	4
" 7.	7.30 p.m.	Barque <i>Hannah Landles</i> , of Glasgow. New Brighton No. 2 Life-boat saved . . . . .	25
" 8.	1 a.m.	Brig <i>Queen of the Isles</i> , of West Hartlepool. Caister No. 2 Life-boat remained by vessel.	
" 8.	8 a.m.	Schooner <i>Amelie</i> , of Copenhagen. Palling No. 2 Life-boat saved . . . . .	7
" 8.	8.15 a.m.	A Smack's boat. Winterton No. 1 Life-boat rendered assistance.	
" 9.	8 p.m.	Sloop <i>Mater Dei</i> , of Dunkirk. Exmouth Life-boat saved . . . . .	4
" 10.	10.20 a.m.	Ship <i>Drumblaire</i> , of Greenock. Penarth Life-boat saved . . . . .	16
" 10.	noon.	Smack <i>Leaflet</i> , of Ramsgate. Ramsgate Life-boat remained by vessel.	
" 12.	7.45 p.m.	Lugger <i>Alice and William</i> , of Eyemouth. Eyemouth Life-boat rendered assistance. [assistance.]	
" 13.	9 a.m.	Barque <i>Tamar Marshall</i> , of Nova Scotia. Milford Life-boat rendered	
" 13.	4.30 p.m.	Trawler <i>Salem</i> , of Lowestoft. Lowestoft No. 1 Life-boat rendered assistance. [remained by vessel.]	
" 16.	8.45 a.m.	Four-masted ship <i>Lord Brassey</i> , of Liverpool. Donna Nook Life-boat	
" 18.	2 a.m.	Trawler <i>Hope</i> , of Grimsby. Donna Nook Life-boat rendered assistance.	
" 28.	4 a.m.	Schooner <i>Hannah Ransom</i> , of Bridgwater. Caister No. 2 Life-boat saved vessel and . . . . .	5
" 28.	6.30 p.m.	Barque <i>Warwickshire</i> , of London. Winchelsea Life-boat landed . . .	15
" 30.	9.30 p.m.	Barque <i>Warwickshire</i> , of London. Dover Life-boat saved . . . . .	18
Total lives saved by the Life-boats in 1891, in addition to 24 vessels . . . . .			568
Rewards were also granted by the Institution in the same period for saving by means of Fishing and other Boats . . . . .			168
Total for 1891 . . . . .			736

# 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.

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**Chairman**—Sir EDWARD BIRKBECK, BART., M.P., V.P. **Deputy-Chairman**—Colonel FITZ-ROY CLAYTON, V.P.

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



## APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that during the past year (1891) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £51,625 on its 303 Life-boat Establishments.

### GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING 1891.

Number of Lives rescued by Life-boats, in addition to				
24 Vessels saved by them . . . . .	568	£	s.	d.
Number of Lives saved by Shore-boats, &c. . . . .	168	...	...	...
Amount of Rewards granted during the Year . . . . .	...	8,245	18	4
Honorary Rewards:—Gold Second Service Clasp . . . . .	1	...	...	...
Silver Medals and Clasps . . . . .	25	...	...	...
Binocular Glasses . . . . .	13	...	...	...
Votes of Thanks on Vellum . . . . .	51	...	...	...
Certificate of Service . . . . .	9	...	...	...
<b>Total . . . . .</b>	<b>99</b>	<b>736</b>	<b>£8,245</b>	<b>18 4</b>

The number of Lives saved either by the Life-boats of the Society, or by special exertions for which it has granted rewards since its formation, is 36,179; for which services 97 Gold Medals, 1 Gold Clasp, 1,073 Silver Medals and Clasps, 197 Binocular Glasses, 15 Telescopes, 4 Aneroid Barometers, 1,337 Votes of Thanks, inscribed on vellum and framed, 18 Certificates of Service framed and £121,739 have been given as Rewards.

The Committee earnestly appeal to the British Public for Funds to enable them to maintain their 303 Life-boats now on the Coast and their Crews in the most perfect state of efficiency. This can only be effected by a large and permanent annual income. The Annual Subscriptions, Donations and Dividends are quite inadequate for the purpose. The Committee are confident that in their endeavour to provide the brave Life-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.—1st February, 1892.