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WHAT LANCASHIRE AND YORKSHIRE HAVE DONE FOR THE LIFE=BOAT CAUSE.

A GOOD EXAMPLE.

It will be in the memory of our readers that the Committee of the ROYAL NATIONAL LIFE=BOAT INSTITUTION issued a special appeal last year for funds and increased permanent support. They pointed out that, while each year the efficiency of the service increased and new stations were established, the income at the disposal of the Committee did not keep pace with its absolute needs, and that the expenditure as a result was in excess of the receipts. Friends in many parts of the country generously came to the rescue, but Lancashire and Yorkshire took the lead in giving a helping hand and still do so. We trust, however, that other wealthy centres in the United Kingdom will copy the example so well set them in the North, and in drawing special attention to our Lancashire and Yorkshire workers we hope to stir up the spirit of emulation.

The ball was set rolling at Manchester, in Lancashire, and at Leeds, in Yorkshire. At Manchester and Salford upwards of 5,000*l.* was raised by the inauguration of a Life=Boat Saturday Fund under the auspices of an influential committee, presided over by Mr. CHARLES W. MACARA, well known for his energy and indomitable perseverance in carrying through any work he takes in hand; while at Leeds

Mr. H. J. PALMER, the genial editor of the *Yorkshire Post*, by throwing open the columns of his paper for contributions for the cause and strenuously advocating its claims netted more than 3,000*l.* The branches of the Institution at Barrow, Bolton, Bradford, Dewsbury, Fleetwood, Filey, Halifax, Huddersfield, Keithley, Lancaster, Leeds, Liverpool and New Brighton, Lytham, Middlesbro', Oldham, Preston, Redcar, Robin Hood's Bay, Rochdale, Runswick, St. Anne's, Saltburn, Scarborough, Southport, Staithes, Stockport, Wakefield, Whitby, Withernsea and York followed suit, with the result that in the two counties something like 20,000*l.* was contributed to the life=boat cause during the year 1891. Since then the *Sheffield Daily Telegraph* has made an urgent appeal, and by continually "pegging away" at its readers has raised the handsome sum of 1,300*l.* We trust that the "revival" will not be allowed to die, but that while the fresh life stirred up in Lancashire and Yorkshire is maintained, other parts of the country may be induced to show equal energy in so philanthropic a cause.

His Royal Highness the DUKE OF EDINBURGH, one of the Vice-Patrons of the Institution, on the occasion of his recent visit to Preston, when drawing special attention

to the activity of Lancashire and Yorkshire in advancing the interests of our Society, said:

"I received an invitation to go to-day to St. Anne's to witness and take part in a Life-boat demonstration. I regret, however, that I was unable to accept that invitation, as the programme of to-day's proceedings would not admit of it; but I think you would like me to say one word about it, being myself associated with the National Life-boat Institution. Owing to special exertions which have been made in Lancashire and the surrounding counties, I find that, whereas in the year 1840 the contributions to that Institution amounted to the sum of only 3000*l.*, last year (1891) they reached nearly 21,000*l.*, and in that respect Lancashire and its neighbouring counties have set an example which I hope will be followed by all the other counties of this great country."

All well-wishers to the cause will echo the hope so well expressed by His Royal Highness.

AN ANCIENT LIFE-BELT.

WE are indebted to the courtesy of Mr. R. EARP, of Austin Friars, for the following very quaint and interesting description of a method of constructing a life-belt, extracted by him from an old Black Letter book published nearly three centuries ago:—

"Whosoever shall weare about their middle such a girdle as followeth, tying it fast that it fall not away, they shall not neede to feare drowning, though the Boate they are in should miscarrie, whereby they may passe over any water safely, and without any danger, though it be never so deepe: for so long as they have it about them, they cannot sinke. Take two pieces of good Neates leather well tand and drest, such as Foote-balles be made of (eyther piece being of the breadth of five or sixe fingers), and of such a length as will make a sufficient girdle for you: let a shoemaker sew them very strongly, thick-stitched, and surely together, and likewise at both the ends, and in the midst thereof fasten a Pype like to a Bagpype, wherewith blow the same girdle as full of winde as you can possible: then under the nether end of the Pype, tye the leather very fast and sure, that joynes the pype and the girdle together, with a strong pack thred or with some other sure and strong thing, lest the winde should come out of the girdle,

(whereof you must take great heede.) Also blow three oxe bladders full of winde, and tye them hard that the winde goe not forth of the same, and sewe each of them strongly and surely within good strong Neates leather, round like unto a Footeball, and make three strong loopes upon the said girdle, one against the midst of the backe and against either of the sides one, and then tye fast and surely one of the said bladders sewed in the leather, to every of the said loopes, and then tye the same girdle about your middle very fast and sure, and then you cannot sinke into the water, and so you may pass safely over, if the water be not too broad and too rough. Nicholaus Michanell hath written of such a like girdle in his excellent Booke of the Arte of Warres, for the saving of Souldiours and Fishers over waters. In which Booke, there are other notable Engines, and worthy matter beside, concerning Warres."

From "A thousand Notable things of Sundrie Sortes," printed 1627. Author, Thomas Lupton.

THE SPANISH LIFE-BOAT SOCIETY.

MADRID, June 5.—At its annual general meeting the Spanish Life-boat Society was able this year to say that since its foundation in 1880 it had established 57 local branches, many of them self-supporting, 30 stations provided with life-boats, and 57 stations provided with rocket apparatus and other accessories for assisting shipwrecked mariners. About 1,000 men have been enlisted and trained to act as crews of life-boats, and to manage all the apparatus for saving life. The society has spent 19,000*l.* on its material, and the boats and rocket apparatus have saved 712 lives. The society has also rewarded persons who contributed to save 1,590 shipwrecked persons. Since its foundation in 1880 the society has awarded six gold, 210 silver, and 598 bronze medals. I see in the report that among other foreign shipwrecked crews it contributed to save those of 14 English vessels. Except an annual State subsidy of 1,400*l.* the society is entirely supported by voluntary contributions. Few institutions in Spain are more worthy specimens of private initiative.—*Daily News* Correspondent.

COMPETITIVE TRIALS WITH SAILING LIFE-BOATS.

THE ROYAL NATIONAL LIFE-BOAT INSTITUTION, fully recognising the responsibility which rests upon it to provide the Life-boat crews with the best possible means for conducting their life-saving work, decided in the year 1891 to carry out a series of competitive trials and exhaustive tests, embracing all the various types of Life-boats it employs, with a view to determining definitely which type of boat is individually best adapted for the different parts of our coast, the circumstances and conditions of which vary materially. It was fully realised that the trouble and cost entailed by the trials would be very great, but the Committee believed that the public, seeing the importance of the undertaking, would, by contributing liberally, help the Institution to bring it to a successful issue.

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

Later on they found it necessary to postpone the trials until after Christmas, as it was ascertained that it would not be possible to obtain men at Lowestoft until after the close of the herring fishery season. The trials of rowing Life-boats of various types have been deferred for the present. It is hoped that the public will come forward with special contributions to meet the heavy expenses which must necessarily be incurred in carrying them out.

The competitive trials of the sailing Life-boats were carried out under the following conditions and regulations which were prescribed by the Committee for the purpose:—

1. All competitors must undertake to bear every expense, including the providing of crews, tugs and launchers, connected with the trials of their own boats, and they must give notice to the Secretary of the Life-Boat Institution in writing of their intention to compete on or before the 30th June, 1891, and sign the required undertaking.

2. The competitions shall be carried out at Lowestoft, under the superintendence of a Committee consisting of five persons to be named by the Royal National Life-Boat Institution for the purpose, and all competitors must comply with the rules and regulations laid down for the competitions, as well as with any instructions they may receive from the supervising Committee; and all outside competitors must undertake that their coxswains and crews shall strictly comply with these instructions. Any boat not at Lowestoft on or before the 31st October, 1891, and ready for the trials, will be disqualified.

3. The competing boats to be those, the principal motive power of which is their sails, their oars being only auxiliary. To ensure the boats being as far as possible equal, and to provide for their competing on as similar terms as possible, they must come within the following dimensions:—

Length—43 to 46 feet.

Beam—11 to 13 feet, not including outside wales or fenders.

Depth, from inside of skin to level of gunwale amidships—4 to 5 feet.

Extreme draft of water, with drop keels or centre boards up, not to exceed 3 feet 6 inches; and load displacement to be from 9 to 19 tons inclusive.

4. The qualities necessary to constitute an efficient Life-boat are:—

a. Power to reach a wreck or vessel in distress in bad weather and heavy seas, both regular and broken.

b. Capability for getting alongside a wreck in heavy breakers and lying there, or near enough, to take off the people on board; general handiness for working the boat, in laying her alongside a wreck or in the required position.

- c. General stability under canvas and the power of resistance to the capsizing force of a sea, in any position, whether afloat or aground. This includes the capability of a boat to run ashore on an outlying sand, in broken water, in safety.
 - d. Suitability for launching from and returning to an open beach in a surf.
 - e. Protection to the boat's crew against being washed out of the boat by seas breaking on board when on service.
5. The boats will be put to the following tests to enable the Judges to determine the degree in which they possess the qualities already enumerated :—
- a. Launching from an open beach through a surf and beating off to an outlying shoal or prescribed mark.
 - b. Running in a heavy sea, abeam, quarterly and right aft; landing on an open beach; hauling up and preparing for service again.
 - c. Passing through heavy breakers on an outlying shoal and anchoring in them as if to veer down to a wreck.
 - d. Towing by a powerful tug against wind and sea in bad weather.
 - e. Capacity for carrying rescued people.
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.

Only one outside competitor came forward, who, however, withdrew before the trials began.

The boats which the Institution selected to take part in the trials were four in number, viz. :—

1. **THE NORFOLK AND SUFFOLK TYPE.**—This type of sailing Life-boat has been in general use on the East Coast for many years past. The Life-boat buoyancy of this type of boat is obtained by means of large wooden air boxes placed along each side of the boat and across the bow and stern, coming as high as the thwarts, leaving a proportionate open space in the centre for water ballast, which is uncovered on top. This class of boat is not self-righting, but is provided with a very large cork or hollow wale to furnish additional buoyancy.

2. **THE SELF-RIGHTING TYPE.**—This is the Life-boat that is now in such general use round the coasts of the United Kingdom. She is a decked boat with water ballast confined in tanks, two drop keels, and large air cases at each end.

3. **THE SOUTHPORT TYPE.**—The boat which is described as the Southport type is a large sailing Life-boat, specially designed for the trials by Mr. G. L. Watson, the Institution's Consulting Naval Architect. She is a modification of a large Life-boat designed by him in 1887 for the Southport Station and is fitted with water ballast confined in tanks, being also provided with a deck and side air cases similar to those of the Self-righting boat, and has a large drop keel and a raised deck forward to throw off the seas which may break on board, and is not self-righting.

4. **THE TUBULAR TYPE.**—This Life-boat was originally designed and brought out about thirty-five years ago by two Welsh gentlemen, father and son, Messrs. H. and H. T. Richardson. She is altogether different in principle from any other boat, and consists of two long tubes running parallel to each other a few feet apart. They are closed at the ends, and connected by a deck, thus leaving underneath an arched hollow space from three to four feet wide. This boat is also not self-righting.

The boats arrived at Lowestoft in readiness for the Trials on the 12th February, 1892, and before the tests began there were preliminary launches for purposes of exercise, to give the crews a knowledge of their boats; also to test the launching and hauling-up arrangements, including the organisation and discipline of the launchers.

The Trials took place whenever suitable weather prevailed, and were finally concluded on the 19th April, when the Supervising Committee left Lowestoft.

The Committee consisted of the following officers:—

Capt. The Hon. H. W. CHETWYND, R.N., Chief Inspector of Life-boats to the Institution.

CHARLES E. F. CUNNINGHAME GRAHAM, Esq., late Lieut. R.N., Inspector of the Eastern District.

Capt. A. W. STIFFE, I.M.

Capt. C. A. WHITE, P. & O. Company.

Capt. H. WYATT, P. & O. Company.

The following is a list of the Coxswain Judges, viz.:—

Mr. J. CABLE	1st Coxswain, Aldeburgh.
„ C. E. FISH	(late) „ „ Ramsgate.
„ R. LEGERTON	(late) „ „ Clacton.
„ R. WRIGHT	„ „ Fleetwood.

In addition there were two Supernumerary Coxswain Judges, viz.:—

Mr. J. CRAIGIE	1st Coxswain, Southwold.
„ J. OWSTON	„ „ Scarborough.

The sizes of the four Life-boats competing in the Trials were as follows:—

				Length.	Breadth.
				ft. in.	ft. in.
Norfolk and Suffolk Type	..	..	..	46 0	12 6
Self-righting	do.	..	..	44 0	11 0
Southport	do.	..	..	43 0	11 9
Tubular	do.	..	..	43 0	12 0

Abstracts of the Reports of the Coxswain Judges as to the comparative merits of the Sailing Life-Boats which competed in the Trials at Lowestoft, February—April, 1892.

TYPE OF BOAT—NORFOLK AND SUFFOLK.

QUESTIONS.	ANSWERS.				
	No.	Coxswain CABLE.	Ex-Coxswain FISH.	Ex-Coxswain LEGERTON.	Coxswain WRIGHT.
1. Direction and force of wind? State whether "moderate breeze," "strong breeze," "moderate gale," "strong gale" or "whole gale."	1	E. by N. Strong breeze	N.E. Fresh	Fresh E.N.E.	E. Moderate breeze
2. Condition of sea? State whether "smooth," "moderate," "rough," "heavy" or "very heavy."	2	Rough	Rough	Moderate	Moderate
3. Condition of weather? State whether "fine," "thick," "rain," "snow," "cold," or "very cold."	3	Snow and cold	Fine and cold	Snow, Cold	Snow and cold
4. Whether tide running to windward or leeward?	4	Tide to leeward	First leeward then windward	Leeward first then windward	Leeward
5. Fitness for launching from an open beach in a surf?	5	Moderate	Good	*Fair	Bad
6. Power for working to windward?	6	Good	Very good	Very good	Fair
7. Behaviour passing through heavy breakers, and anchoring in them as if to veer down to a wreck?	7	Very good	Insufficient test	Good, breakers not heavy	—

* See Note, page 223.

ABSTRACT OF REPORTS—*continued.*

TYPE OF BOAT—SELF-RIGHTING.

QUESTIONS.	ANSWERS.				
	No.	Coxswain CABLE.	Ex-Coxswain FISH.	Ex-Coxswain LEGERTON.	Coxswain WRIGHT.
1. Direction and force of wind? State whether "moderate breeze," "strong breeze," "moderate gale," "strong gale," or "whole gale."	1	N.E. Strong breeze	E. Strong	E. Moderate breeze	Moderate N.E.
2. Condition of sea? State whether "smooth," "moderate," "rough," "heavy," or "very heavy."	2	Moderate	Rough	Moderate	Short cross sea
3. Condition of weather? State whether "fine," "thick," "rain," "snow," "cold," or "very cold."	3	Fine & cold	Cold and snow squalls	Snow squalls & very cold	Cold
4. Whether tide running to windward or leeward?	4	Tide to windward	Tide to leeward	Tide to leeward	Tide to windward
5. Fitness for launching from an open beach in a surf?	5	Good	Very good	Very good	Good
6. Power for working to windward?	6	Good	Very good	Very good	Good
7. Behaviour passing through heavy breakers, and anchoring in them as if to veer down to a wreck?	7	Not enough to try	Very good	—	—
8. Behaviour running in a heavy sea with the wind abeam?	8	Ditto	—	—	—
9. Behaviour running in a heavy sea with the wind on the quarter.	9	Ditto	Very good	—	—
10. Behaviour running in a heavy sea with the wind right aft?	10	Ditto	Very good	—	—

ABSTRACT OF REPORTS (SELF-RIGHTING)—*continued.*

QUESTIONS.	ANSWERS.				
	No.	Coxswain CABLE.	Ex-Coxswain FISH.	Ex-Coxswain LEGERTON.	Coxswain WRIGHT.
11. Behaviour when being towed against wind and sea ?	11	Not tried	—	—	—
12. Fitness for landing in a surf on an open beach, hauling up and preparing for service again ?	12	Very good	Very good	Very good	Considering weight, very good
13. Capacity for carrying rescued people ?	13	Very good	Very good, with reasonable No.	Very good	Very good
14. Fitness for running ashore on an outlying sand ?	14	Good	Very good	Very good	Good
15. Stability under canvas, and power to resist the capsizing blow of a sea when afloat ?	15	Good	Very good	Very good	Very good
16. Power to resist the capsizing force of a sea when aground ?	16	Not tried	Very good	Very good	Good
17. Amount of protection against the crew and passengers being washed out of the boat when out on service ?	17	Very good	Very good	Very good	Very good

ABSTRACT

Very good	...	...	...	...	...	...	...	...	...	26
Good	...	...	...	...	...	...	...	...	..	8
Fair	...	...	...	...	...	...	...	...	...	—
Moderate	...	...	...	...	...	...	...	...	...	—
Indifferent	...	...	...	...	...	...	...	...	...	—
Bad	...	...	...	...	...	...	...	...	...	—

ABSTRACT OF REPORTS—*continued.*

TYPE OF BOAT—SOUTHPORT.

QUESTIONS.	ANSWERS.				
	No.	Coxswain CABLE.	Ex-Coxswain FISH.	Ex-Coxswain LEGERTON.	Coxswain WRIGHT.
1. Direction and force of wind? State whether "moderate breeze," "strong breeze," "moderate gale," "strong gale," or "whole gale."	1	E.N.E. Strong breeze	E.	N.E. Strong breeze	E. Strong breeze
2. Condition of sea? State whether "smooth," "moderate," "rough," "heavy" or "very heavy."	2	Moderate	Moderate	Moderate	Rough
3. Condition of weather? State whether "fine," "thick," "rain," "snow," "cold" or "very cold."	3	Snow, squalls and cold	Snow, squalls and cold	Fine and cold	Very cold
4. Whether tide running to windward or leeward?	4	Windward and leeward	Leeward	Windward	Leeward
5. Fitness for launching from an open beach in a surf?	5	Moderate	Indifferent	Fair	Good
6. Power for working to windward?	6	Very good	Insufficient wind	Very good	Very good without drop keel
7. Behaviour passing through heavy breakers, and anchoring in them as if to veer down to a wreck?	7	Very good	Do.	Insufficient breakers	Very good
8. Behaviour running in a heavy sea with the wind abeam?	8	Very good	Do.	Very good	Very good
9. Behaviour running in a heavy sea with the wind on the quarter?	9	Very good	Do.	Very good	Very good
10. Behaviour running in a heavy sea with wind right aft?	10	Very good	Do.	Very good	Very good

ABSTRACT OF REPORTS—*continued.*

TYPE OF BOAT—TUBULAR.

QUESTIONS.	ANSWERS.				
	No.	Coxswain CABLE.	Ex-Coxswain FISH.	Ex-Coxswain LEGERTON.	Coxswain WRIGHT.
1. Direction and Force of wind? State whether "moderate breeze," "strong breeze," "moderate gale," "strong gale," or "whole gale."	1	E. by N. Moderate breeze	N.N.E. Fresh breeze	Strong breeze	N.E. Fresh breeze.
2. Condition of sea? State whether "smooth," "moderate," "rough," "heavy," or "very heavy."	2	Moderate	Moderate	Heavy	Moderate
3. Condition of weather? State whether "fine," "thick," "rain," "snow," "cold," or "very cold."	3	Snow and cold	Snow and cold	Snow and very cold	Fine and cold.
4. Whether tide running to windward or leeward?	4	Leeward	Leeward and then windward	Leeward	Windward
5. Fitness for launching from an open beach in a surf?	5	—	Bad	Bad	—
6. Power for working to windward?	6	—	Bad	Bad	Nil
7. Behaviour passing through heavy breakers, and anchoring in them as if to veer down to a wreck?	7	—	Very good, breakers not heavy	Very good	Insufficient test
8. Behaviour running in a heavy sea with the wind abeam?	8	—	Good.	Very good	Do.
9. Behaviour running in a heavy sea with the wind on the quarter?	9	—	Fair	Very good	Apparently good
10. Behaviour running in a heavy sea with wind right aft?	10	—	Indifferent	Very good	—

ABSTRACT OF REPORTS (TUBULAR)—*continued.*

QUESTIONS.	ANSWERS.				
	No.	Coxswain CABLE.	Ex-Coxswain FISH.	Ex-Coxswain LEGERTON.	Coxswain WRIGHT.
11. Behaviour when being towed against wind and sea?	11	Very good	Very Good	Very good	—
12. Fitness for landing in a surf on an open beach, hauling up and preparing for service again?	12	—	Bad	Very good but not for hauling up	Bad
13. Capacity for carrying rescued people?	13	Very good	Very good	Very good	Good
14. Fitness for running ashore on an outlying sand?	14	—	Indifferent	Very good	Good
15. Stability under canvas, and power to resist the capsizing blow of a sea when afloat?	15	Very good	Very good	Very good	Very good
16. Power to resist the capsizing force of a sea when aground?	16	—	Very good	Very good	Good
17. Amount of protection against the crew and passengers being washed out of the boat when out on service?	17	Good	Good	Very good	Fair

ABSTRACT.

Very Good	...	...	...	...	...	...	...	...	20
Good	...	...	...	...	...	...	...	...	7
Fair	...	...	...	...	...	...	...	...	2
Moderate	...	...	...	...	...	...	...	...	—
Indifferent	...	...	...	...	...	...	...	...	2
Bad	...	...	...	...	...	...	...	...	6

SUMMARY OF THE FOUR PRECEDING TABLES.

Type of Boat.	Very good.	Good.	Fair.	Moderate.	Indifferent.	Bad.
Southport	34	4	1	2	1	—
Self-righting	26	8	—	—	—	—
Tubular	20	7	2	—	2	6
Norfolk and Suffolk	15	11	5	3	2	4

ORDER OF MERIT.

ABSTRACT OF REPORTS. (*General efficiency as Life-boats.*)

QUESTIONS.		ANSWERS.			
		COXSWAIN CABLE.	EX-COXSWAIN FISH.	EX-COXSWAIN LEGERTON.	COXSWAIN WRIGHT.
1. Fitness for launching from a steep or sloping beach into a surf.	1	Self-righting	Self-righting	Self-righting	Southport
	2	N. & Suff.	N. & Suff.	Southport	Self-righting
	3	Southport	Southport	N. & Suff.	N. & Suff.
	4	Tubular	—	Tubular	Tubular
*2. Fitness for launching from a flat beach into a surf.	1	N. & Suff.	—	† N. & Suff.	N. & Suff.
	2	Self-righting	—	Self-righting	Self-righting
	3	Southport.	—	Southport	Southport
	4	—	—	—	—
3. Power for working to windward.	1	Southport	Southport	Southport	Southport
	2	Self-righting	Self-righting	Self-righting	Self-righting
	3	N. & Suff.	N. & Suff.	N. & Suff.	N. & Suff.
	4	—	—	—	Tubular
4. Behaviour passing through heavy breakers and anchoring in them as if to veer down to a wreck.	1	Southport	Self-righting	Southport	Southport
	2	Tubular	Southport	Tubular	Self-righting
	3	N. & Suff.	N. & Suff.	Self-righting	N. & Suff.
	4	Self-righting	Tubular	N. & Suff.	Tubular
5. Behaviour running in a heavy sea with the wind abeam.	1	Southport	Southport	Southport	Southport
	2	N. & Suff.	N. & Suff.	Tubular	Self-righting
	3	Tubular	Self-righting	N. & Suff.	N. & Suff.
	4	Self-righting	Tubular	Self-righting	Tubular
6. Behaviour running in a heavy sea with the wind on the quarter.	1	Southport	Southport	Southport	Southport
	2	Tubular	Self-righting	Tubular	Self-righting
	3	N. & Suff.	N. & Suff.	Self-righting	N. & Suff.
	4	Self-righting	Tubular	N. & Suff.	Tubular
7. Behaviour running in a heavy sea with the wind right aft.	1	Southport	Self-righting	Southport	Southport
	2	N. & Suff.	Southport	Tubular	Self-righting
	3	Tubular	N. & Suff.	Self-righting	N. & Suff.
	4	Self-righting	Tubular	N. & Suff.	Tubular
8. Behaviour when being towed against wind and sea.	1	N. & Suff.	Self-righting	Southport	Southport
	2	Self-righting	Southport	Tubular	Self-righting
	3	Southport	N. & Suff.	Self-righting	Tubular
	4	Tubular	Tubular	N. & Suff.	N. & Suff.
9. Fitness for landing in a surf on an open steep beach, hauling up and preparing for service again.	1	Self-righting	Self-righting	Southport	Self-righting
	2	N. & Suff.	Southport	Self-righting	Southport
	3	Southport	N. & Suff.	N. & Suff.	N. & Suff.
	4	Tubular	Tubular	Tubular	Tubular

* The replies to this question were obtained subsequently to the closing of the Trials.

† This test reported on by Coxswain Craigie in the absence of Ex-Coxswain Legerton.

ABSTRACT OF REPORTS (ORDER OF MERIT)—*continued.*

QUESTIONS.		ANSWERS.			
		Coxswain CABLE.	Ex-Coxswain FISH.	Ex-Coxswain LEGERTON.	Coxswain WRIGHT.
10. Fitness for landing in a surf on an open flat beach, hauling up and preparing for service again.	1	N. & Suff.	—	* N. & Suff.	N. & Suff.
	2	Self-righting	—	Self-righting	Self-righting
	3	Southport	—	Southport	Southport
	4	—	—	—	—
11. Capacity for carrying rescued people.	1	Southport	Southport	Southport	Southport
	2	Tubular	Tubular	Tubular	Self-righting
	3	Self-righting	Self-righting	Self-righting	Tubular
	4	N. & Suff.	N. & Suff.	N. & Suff.	N. & Suff.
12. Fitness for running ashore on an outlying sand.	1	Tubular	Self-righting	Tubular	N. & Suff.
	2	N. & Suff.	Southport	Southport	Tubular
	3	Self-righting	Tubular	Self-righting	Self-righting
	4	Southport	N. & Suff.	N. & Suff.	Southport
13. Stability under canvas and power to resist the capsizing blow of a sea when afloat.	1	Tubular	Tubular	Southport	Southport
	2	N. & Suff.	Southport	Tubular	N. & Suff.
	3	Southport	N. & Suff.	N. & Suff.	Tubular
	4	Self-righting	Self-righting	Self-righting	Self-righting
14. Power to resist the capsizing force of a sea when aground.	1	Tubular	Tubular	Tubular	Tubular
	2	Southport	Self-righting	Southport	N. & Suff.
	3	N. & Suff.	Southport	N. & Suff.	Southport
	4	Self-righting	N. & Suff.	Self-righting	Self-righting
15. Amount of protection against the crew and passengers being washed out of the boat when out on service.	1	Southport	Self-righting	Southport	Southport
	2	Self-righting	Southport	Self-righting	Self-righting
	3	Tubular	Tubular	Tubular	N. & Suff.
	4	N. & Suff.	N. & Suff.	N. & Suff.	Tubular

* This test reported on by Coxswain Craigie in the absence of Ex-Coxswain Legerton.

SUMMARY (ORDER OF MERIT).

	1st Place.	2nd Place.	3rd Place.	4th Place.
Southport	31	12	13	2
Self-righting	11	24	11	12
Tubular... ..	8	12	9	19
Norfolk and Suffolk	8	10	25	15

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

BALLYWALTER, Co. DOWN.—On the morning of the 4th January, 1892, while a moderate gale of wind was blowing from the N.N.E., with strong hail squalls and a heavy sea, signals of distress were seen in the direction of the Ship Rock, about a mile and a half N. of the Life-boat house. The Life-boat temporarily placed here while the station's boat was being altered was launched, and, on reaching the rock, found that the steam-tug *Defiance*, of Greenock, had stranded there. A very heavy sea was breaking round the vessel, but as she was lying head to wind and sea, there was every prospect that when the tide rose she could be floated off the rock. The Life-boat remained by her until this was accomplished, and the vessel was able to proceed to Donaghadee harbour, the boat regaining her station at 10.30 A.M.

WEXFORD.—The fishing-yawl *Liberator*, of Wexford, grounded on the N.E. side of the Dogger Bank, while returning to port from the fishing grounds in a strong N.W. gale and a rough sea on the 5th January. The Life-boat *Andrew Pickard* promptly went to her assistance, and, finding that it probably would be possible to get her off the sand with the assistance of an anchor, the Life-boat men laid out one, to which the Life-boat's cable was attached, and at flood-tide the vessel was hauled into deep water.

On the 16th January the Life-boat *Andrew Pickard* was again called out on service while a whole gale of wind was blowing from the S.E. The ketch *Marys*, of Aberystwith, while running for Hantoon Channel, having lost her mainsail, and showing signals of distress, the Life-boat put off at 2.30 P.M., and after encountering a very heavy sea, which occasionally broke over the boat and filled her up to the thwarts, reached the vessel, which had then stranded in the channel. Several efforts were made to take off her crew, but the boat was repeatedly washed away from her by the heavy seas which broke over the wreck and filled the boat; but at length, after a hard struggle, the three men, who were nearly exhausted,

were happily rescued from their perilous position.

DOUGLAS.—The Life-boat *Civil Service* No. 6 was launched, at 6.15 P.M. on the 7th January, to the assistance of the schooner *Broughty Castle*, of and for Portaferry from Dublin in ballast, which, having dragged her anchors in Douglas Bay, showed signals of distress as she had drifted into a dangerous position. The weather was squally, and there was a rough sea. Her crew, consisting of three men, were taken into the Life-boat and safely landed.

LYNMOUTH, NORTH DEVON.—A schooner, *The Saint*, of Runcorn, bound from France for Portmadoc with hay, straw, and ballast, having been dismasted off The Smalls in a N.W. gale on the 5th January, was taken in tow by a large steamer; but on the 7th January, at 8 P.M., the tow-rope parted, and the two vessels lost sight of each other in a hailstorm. The steamer searched for hours, but was unable to recover the schooner, which drifted towards the rocks bounding Lynmouth Bay, and was observed at 9.50 P.M. by the assistant coxswain of the Life-boat. In ten minutes the Life-boat was launched, proceeded through a very heavy sea, and with great difficulty, the boat being frequently filled with water, reached the vessel and took off her crew, consisting of five men. The schooner held to her anchors, the gale having abated, and on the following day the Life-boat again went to her, the weather being still too rough to allow any ordinary boat to go to sea, put the crew on board again, and rendered other services, and ultimately she was towed away by a steam-tug, and was taken to Cardiff.

NORTH SUNDERLAND.—The fishing-cobles *Morning Star* and *Mary and Dan*, of North Sunderland, were overtaken by a heavy sea while fishing on the 8th January, and, as they were in danger, the Life-boat *Thomas Bewick* was launched at 1.15 P.M., and brought them safely into the harbour.

DUNGARVAN, Co. WATERFORD. — At 1.20 P.M. on the 8th January, the Life-boat *William Dunville* was launched, a signal of distress having been shown by the fishing cutter *John*. It was found that the boat had lost her mast, which in falling had injured most of her crew. She had a jury-mast rigged up with an old sheet flying as a signal of distress. One man, who had his arm severely injured, was taken into the Life-boat and brought ashore, but the others remained on board their vessel, as a hooker, with the owner of the boat on board, had come out to their assistance.

ST. IVES, CORNWALL. — At 12.15 A.M. on the 10th January the Life-boat *Exceter* was launched, it having been reported that a vessel lying about five miles W. of St. Ives Head was burning flambeaux and blue lights. A strong N. gale was blowing and there was a very heavy sea. At 1 o'clock a terrific snowstorm commenced, and prevented the Life-boat men from finding the vessel for nearly two hours. On reaching her she proved to be the s.s. *Alonso*, of Hull, bound from Antwerp for Cardiff in water ballast. Her circulating pump had broken down, and she had been compelled to cast anchor, notwithstanding the proximity of a dangerous lee shore. With the master's permission, seven of the steamer's crew were taken into the Life-boat, and it was arranged that the boat should take them ashore and return to the vessel. They were landed at 8 A.M., and the Life-boat, manned, with the exception of three men, by the same crew, again put off; but it was found that the vessel was then weighing her anchor, a large steamer being about to take her in tow.

MILFORD. — A vessel having been reported to be in a dangerous position on a lee-shore close to St. Ann's Head, while a moderate gale was blowing from the S.E., on the 16th January, the reserve Life-boat placed here while the station's boat was being altered, put off at 10.30 A.M. in a heavy sea, and found the schooner *Harriet*, of Bristol, about two cables' length from the cliffs at Waddick Point, where she had been compelled to anchor, having lost her sails. The Life-boat reached her at 11 o'clock, and at the master's request remained by her until she was taken in tow by a

steam-tug and extricated from her dangerous position.

ST. ANDREW'S. — The sloop *May Ann*, of and for St. Andrew's, from Shields, with a cargo of coal, arrived off the harbour on the afternoon of the 16th January, and waited for the tide to rise sufficiently high to enable her to enter. A light wind was blowing from the S.S.E., but a heavy sea was breaking into the harbour mouth, rendering it dangerous, if not impossible, for the pilot-boat to venture out. The assistance of the Life-boat *Ladies' Own* was asked for to put the pilot on board the vessel, and to take off some men to assist to work her into harbour, as it was known that her crew consisted only of two men and a boy. Permission to take the Life-boat was readily accorded, the pilot and four other men were taken to the sloop, and she was safely berthed in the harbour.

SOUTHWOLD. — The fishing-punt *Mary Ann* was observed making for the shore in a moderate gale from S. by E., on the 16th January. As it was impossible for the boat to cross the shoal in safety, the Life-boat *Quiver No. 2*, went to her assistance, and brought ashore her crew consisting of four men.

HOLY ISLAND. — Several boats put to sea on the morning of the 20th January, intending to proceed to the fishing-grounds. The weather was thick and heavy, and soon after the boats had departed heavy breakers were rolling over the bar, and the return of the fishermen was eagerly looked for. Seven of the boats came back without shooting their lines, and their crews promptly manned and launched the Life-boat *Grace Darling* to proceed to the assistance of ten other boats which were still out, and were in considerable danger. The Life-boat pulled out in the trough of the sea, waited for the boats, and as they arrived towed or piloted them safely into the harbour. But for the timely help rendered by the Life-boat, some of the boats would probably have been lost with all hands.

CAISTER. — At midnight on the 25th January, flares were seen on the Barber Sand. A yawl was launched and sailed to the Sand, but found that the sea there

was heavier than had been expected. At 12.40 the Life-boat *Beauchamp* put off, as the flares continued to be shown, and found the fishing dandy *Canpida*, of Great Yarmouth, returning from the fishing grounds, stranded on the Middle Barber Sand. The yawl's crew laid out an anchor, and after a time the fishing-boat was got off the sand, the Life-boat remaining by her until that was accomplished.

ATHERFIELD, BRIGHSTONE GRANGE, AND BROOKE, ISLE OF WIGHT.—On the night of Sunday 31st January, the four-masted s.s. *Eider*, of Bremen, 4,719 tons register, bound from New York for Southampton, en route for Bremen, stranded on the reef of rocks known as Atherfield Ledge in a thick fog, stormy weather, and a very rough sea. She fired signal rockets, and at about 11 o'clock the Life-boat *Catherine Swift*, stationed at Atherfield was launched, proceeded to her, and at the request of the master brought ashore telegrams for steam-tugs. At daylight the vessel again signalling the Life-boat went to her, and found that the master desired to land some of the mails, which were therefore brought ashore. Meanwhile, intelligence of the stranding of the steamer had been sent to the neighbouring Life-boat stations at Brighstone Grange and Brooke, and the Life-boats *Worcester Cadet* and *William Stanley Lewis* arrived as quickly as possible on the scene. The master of the *Eider* ultimately decided that it would be best to land the passengers, and during the day the Life-boats made altogether eighteen trips to the ship, and safely landed two hundred and thirty-three persons, specie and mails at Atherfield, where all the boats were afterwards drawn up for the night.

The next day, eleven journeys were performed by the Life-boats, and one hundred and forty-six people were brought safely ashore, together with mails and specie, while on the two succeeding days bars of silver, specie, the ship's plate, and passengers' luggage were saved. Forty-one journeys in all were made by the gallant Life-boat crews, who worked hard and nobly, and three

hundred and seventy-nine persons were rescued by them. The master and some of the crew remained on board the vessel, hoping that it would be possible to get her afloat, and by dint of extensive salvage operations this was ultimately accomplished, the total loss of this fine Norddeutscher Lloyd liner being thus happily avoided. On the 29th March, she was successfully towed off the rocks, and on the following day she was safely berthed in Southampton docks; although, as might reasonably be expected, in a considerably damaged condition.

Her Majesty the Queen graciously expressed to the Institution Her Majesty's warm appreciation of the gallant conduct of the Life-boat men.

H.I.M. the Emperor of Germany presented to each of the coxswains of the three Life-boats, a gold watch bearing His Majesty's portrait and initials, in recognition of the devotion to duty, self-sacrifice, and philanthropy shown in the work of rescue. His Imperial Majesty also contributed the sum of 200*l.*, with the expression of his thanks, to the Institution.

The Norddeutscher Lloyd, the owners of the *Eider*, expressed their appreciation of and thanks for the gallant services rendered to their vessel by the Life-boat men, and gave a donation of 105*l.* to the funds of the Institution.

In addition to the sum of 565*l.* 10*s.* to pay the expenses of launching the Life-boats and rewards to the crews who manned them, the Institution awarded the Second Service Clasp to Mr. WILLIAM COTTON, coxswain of the Atherfield Life-boat, the Silver Medal to Mr. JAMES COTTON, coxswain of the Brighstone Grange Life-boat, and the Third Service Clasp to Mr. JOHN HAYTEB, the coxswain of the Brooke Life-boat.

The thanks of the Institution inscribed on vellum were also presented to the Reverend F. B. LIPSCOMB, M.A., and to MESSRS. CHARLES DABELL and WILLIAM HILLIER, Honorary Secretaries respectively of the Brighstone Grange, Atherfield, and Brooke branches, in recognition of the valuable services they rendered in connection with these services.

SUMMARY OF THE
MEETINGS OF THE COMMITTEE.

THURSDAY, 14th January, 1892.

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

Read and confirmed the Minutes of the previous meeting.

The Secretary having reported the death of H.R.H. The DUKE OF CLARENCE, the Committee at once passed the following resolution, a copy of which the Secretary was instructed to forward to the Comptroller of the Household:—

“That having regard to the terrible affliction which has befallen their Royal Highnesses The PRINCE and PRINCESS OF WALES, Vice-Patrons of the Institution, by the lamented and sudden death of H.R.H. The DUKE OF CLARENCE AND AVONDALE, K.G., the Committee beg to tender to their Royal Highnesses the expression of their deepest and most sincere sympathy.”

Read and confirmed the minutes of the Finance and Correspondence, Building, and Wreck and Reward Sub-Committees, and ordered their recommendations to be carried into effect.

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

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

Eastern District—Brighton.

Western District—Porthleven, Penzance, Sennen, Weston-super-Mare, Watchet, Mortheoc, Ilfracombe, Braunton, Appledore (two boats), Lymouth, Clovelly, Bude and Burnham.

Irish District—Cahore, Courtown, Arklow, Wicklow, Greystones, Kingstown (two boats), Howth, Poolbeg, and Skerries.

Reported the receipt of 1,185*l.* 10*s.* 10*d.* from the CIVIL SERVICE LIFE-BOAT FUND, per CHARLES DIBDIN, Esq., the Honorary Secretary. This sum comprised 600*l.* to complete the purchase of the Kingstown new Life-boat, the *Civil Service No. 7*; 500*l.* on account of the endowment fund of that boat, and 85*l.* 10*s.* 10*d.* to cover certain expenses incurred by the Institution during the past year in connection with rewards to the crews of the Civil Service Life-boats. The total sum thus contributed to the Institution by gentlemen in Her Majesty's Civil Service has been 14,643*l.* - 10*d.*

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

Also the receipt of the following other special contributions:—

	<i>£</i>	<i>s.</i>	<i>d.</i>
Colonel W. BLACKBURNE for the Fleetwood new Life-boat <i>The Child of Hale</i>	700	-	-
E. SALVIN BOWLBY, Esq.	500	-	-
The Norbury Life-boat Fund for the Porth Rhuffydd new Life-boat Norbury, through the Manchester Branch, additional	300	-	-

	<i>£</i>	<i>s.</i>	<i>d.</i>
Mrs. MARY E. FIELDEN	100	-	-
CECIL POWNEY, Esq., A. D. C. Grenadier Guards (donation)	50	-	-
Do. do. (annual)	10	10	-
Licensed Victualler Life-boat Fund (additional)	50	-	-
Proceeds of concert given by Bradford Glee Union	22	13	-
Collected on board R. M. S. <i>Thomas</i>	20	-	-
Proceeds of concert at Arbroath	19	6	-
St. Michael's Paddington Life-boat Fund (additional)	18	6	6
Moiety of collection by party of Amateur Street Carol Singers, by ANDREW W. TUBER, Esq.	17	-	7
Lytham and St. Anne's Golf Clubs. Contents of Contribution Box, per R. W. MAY, Esq., Billingsgate Market	16	-	10

Life-boat Saturday Collections.

	<i>£</i>	<i>s.</i>	<i>d.</i>
Bolton, per T. H. WINDER, Esq.	688	10	-
Stockport, per JAMES LEIGH, Esq.	300	-	-

Life-boat Sunday Collections.

	<i>£</i>	<i>s.</i>	<i>d.</i>
Haslingdean Wesleyan Chapel	27	16	8
Sunninghill, per Rev. J. SNOWDON	21	19	6
Ramsgate, St. James' Church	10	14	9
Preston, St. Paul's Church	7	16	10
Ramsey, various collections	7	10	1
Carmarthen branch, do.	6	15	3
Burton-on-Trent Parish Church	6	-	3
Penarth Wesleyan Church	4	7	8
Peckham, Linden Grove Sunday School	4	1	4
Peterborough, All Saint's Church	3	12	-
Bursledon, per Rev. L. ESFRIDGE, M.A.	3	3	-
Wroxham and Salhouse, per Rev. T. F. BODDINGTON, M.A.	3	-	3

—To be severally thanked.

Also the receipt of the following legacies:—

	<i>£</i>	<i>s.</i>	<i>d.</i>
GREENACRE, JOHN, Esq., Great Yarmouth	100	-	-
GREGORY, FRANCIS, Esq., Yatton	50	-	-
MUSSARD, R. T. Esq., Islington	426	14	3
SAUL, JAMES, Esq., Tottenham (additional)	250	-	-
STEPHENS, Miss MARY, Cheltenham	5	-	-
WIGNEY, Mrs. L. C., Twyford	900	-	-
WILLATS, RICHARD, Esq., Homerton	90	-	-

Read letter from the London and North-Western Railway Company, stating that the Directors gladly complied with the request of the Committee, that such of the Company's signalmen as are stationed on the coast be instructed to report any shipwrecks they may hear of to the nearest Life-boat stations through the Company's private wires.

To be thanked and the Life-boat stations to be informed accordingly.

Voted the thanks of the Committee to Captain E. B. PENRICE and H. DE MOULPIED, Esq., in recognition of their valuable services while holding the office of honorary secretary respectively of the Maryport and Colchester branches of the Institution.

Also the Silver Medal, copy of the vote inscribed on vellum, a framed certificate of service, and a pecuniary grant to Mr. W. FOREMAN, late Coxswain of the Broadstairs Life-boat, in acknowledgment of his good services in saving life from shipwreck.

The Committee also recognised the services of Mr. EDWARD CHINN, while serving as Assistant Coxswain of the Hayle Life-boat.

Reported the transmission to its station of the new Life-boat provided for the Appledore No. 2 Station.

Also that the Barmouth, Black Rock, Montrose No. 3, and Whitehaven Life-boats had been altered and improved, and returned to their stations.

Paid 9,755*l.* 9*s.* 7*d.* for sundry charges on various Life-boat Establishments.

Voted 486*l.* 1*s.* 4*d.* to pay the expenses of the Lowestoft No. 1, Blyth No. 1, Winterton No. 1, Caister No. 2, Palling No. 2, Exmouth, Penarth, Donna Nook, Winchelsea, Dover, Eyemouth, Ballywalter, Wexford No. 1, Lynnmouth, Douglas No. 2, St. Ives, Porthdinllaen, and Filey Life-boats in rendering the following services:—

Schooner <i>Belted Will</i> , of Jersey. Rendered assistance.	Lives saved.
Ship <i>Dominion</i> , of Liverpool. Landed pilot and picked up his boat.	
A smack's boat. Rendered assistance.	
Brig <i>Queen of the Isles</i> , of West Hartlepool. Remained by vessel.	
Schooner <i>Amelie</i> , of Copenhagen	7
Sloop <i>Mater Dei</i> , of Dunkirk	4
Ship <i>Drumblaire</i> , of Greenock	16
Ship <i>Lord Brassey</i> , of Liverpool. Remained by vessel.	
Trawler <i>Hope</i> , of Grimsby. Rendered assistance.	
Barque <i>Warwickshire</i> , of London	33
Lugger <i>Alice and William</i> , of Eyemouth. Rendered assistance.	
Steam-tug <i>Defiance</i> , of Greenock. Remained by vessel.	
Fishing-boat <i>Liberator</i> , of Wexford. Rendered assistance.	
Schooner <i>The Saint</i> , of Runcorn	5
Schooner <i>Broughty Castle</i> , of Portaferry	3
S.S. <i>Alonso</i> , of Hull	7
Schooner <i>Rose</i> , of Carnarvon	3
Brig <i>Lancet</i> , of Whitby	7

The Lowestoft No. 1, Caister No. 2, Ramsgate, Lynnmouth, and Milford Life-boats rendered the following services:—Trawler *Salem*, of Lowestoft, rendered assistance; schooner *Hannah Ransom*, of Bridgwater, saved vessel and crew, 5; smack *Leaflet*, of Ramsgate, remained by vessel; schooner *The Saint*, of Runcorn, rendered assistance; and barque *Tamar Marshall*, of Nova Scotia, rendered assistance.

(Accounts of some of these services are furnished on pages 232-3.)

Voted also 666*l.* 4*s.* to pay the expenses of the Margate, Saltburn, Gorleston No. 1, Winterton No. 2, Kingsgate, Portmadoc, Walmer, Southend (Essex), Dover, Hunstanton, North Deal, Southport No. 1, Great Yarmouth, Newhaven, Lowestoft No. 1, Harwich, Walton-on-the-Naze, Fleet-

wood No. 1, Beaumaris, Orme's Head, Peterhead, Barrow, Rye, Port Eynon, Douglas No. 1, St. Ives, New Brighton No. 2, Broughty Ferry, and Cemaes Life-boats in assembling their crews or putting off to the assistance of vessels which did not eventually require their services.

Also 7*l.* to a helper who was injured while assisting to launch the Winchelsea Life-boat on service on the 29th December last.

Voted the Second Service Clasp of the Institution to Mr. ALFRED PAGE, who has been master of the Ramsgate harbour steam-tugs since the 1st of April, 1874, and has towed the Ramsgate Life-boat on every occasion of service since then.

Also the Silver Medal of the Institution and 2*l.* each to Mr. JAMES WATSON, master, and WILLIAM BURTON, EDWIN HURLE and ARTHUR E. FISHER, the crew, of the smack *Britain's Pride*, of Ramsgate, for gallantly saving an apprentice from the ship *Enterkin*, of Glasgow, which was wrecked on the Galloper Sands in a heavy W. gale and a very heavy sea on the 12th of December.

Also the Silver Medal and 1*l.* each to JOHN ABBOTT and EDWIN WEBB, Coastguardmen, for gallantly swimming out in a heavy sea and effecting the rescue of the crew of six men from the schooner *Faavaret*, of Stavanger, which stranded near West Wemyss, Fifeshire, in a moderate E.S.E. gale on the 13th of November.

The thanks of the Institution, inscribed on vellum, were awarded to Mr. MICHAEL MUNDAY, Chief Officer, and 1*l.* each to four Coastguardmen who assisted to rescue the shipwrecked crew.

Also the thanks of the Institution, inscribed on vellum, to Mr. THOMAS NEIL and Sergeant COLVILLE, H.L.I., for assisting to save the Coxswain of the Lydd Life-boat on the occasion of the accident to that boat on the 11th of November; 1*l.* each was also awarded to five men who helped to save two of the Life-boat's crew on the occasion in question.

Also 7*l.* 10*s.* to five men for putting off in a boat and saving three of the crew of the smack *Walrus*, of Voe, Lerwick, which had stranded at Revra Baas, Papa Sound, Shetland, in a strong S.W. by S. breeze and a heavy sea on the 3rd October.

Also 6*l.* to four men for saving the crew of eight men of the steamer *Galgorm Castle*, which sunk close to Penmon lighthouse, Anglesey, in a strong N. gale and a very heavy sea on the 7th of December.

Also 4*l.* 10*s.* to three men for putting off in a boat and saving two of the crew of the *Louise*, of Thibsted, which had stranded in Luce Bay, Wigtownshire, in a strong S.E. gale and a heavy sea on the 12th of December.

Also 4*l.* to four men for saving the crew of four men of the fishing-boat *Elizabeth*, of Castlebay, which had struck on a rock and was sinking off Canna, Hebrides, in a strong W.N.W. gale and a very heavy sea on the 2nd of October.

Also 3*l.* 10*s.* to seven men for rescuing three of four men from two fishing-boats which had been sunk by shots fired from a gunboat while at target practice outside Plymouth Sound on the 30th of October.

Also 3*l.* to six men for putting off in the

Shaldon, Devon, surf-boat, and saving a man from a fishing-boat which had been capsized on Teignmouth bar on the 2nd of December.

Also 2l. 10s. to five men for putting off in a boat, and remaining by the fishing-boat *Undaunted*, of Girvan, which was in danger in a gale from the N.W. and a rough sea on the 11th of December.

Also 2l. 5s. to three fishermen for saving three men from the boat of the Russian schooner *Vertia*, which boat had been capsized off Tenby in a squall on the 8th of December.

Also 15s. to three men for saving a man who had fallen overboard from the brigantine *Thomas*, of Lowestoft, which was lying at anchor off Lowestoft harbour on the 2nd of January.

THURSDAY, 11th February.

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

Read and confirmed the Minutes of the previous meeting.

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

Read letter from the Comptroller of the Household of H.R.H. the PRINCE OF WALES, of the 18th ult., conveying the heartfelt thanks of the PRINCE and PRINCESS OF WALES to the Committee of the Institution for their kind resolution of sympathy with them on the occasion of the lamented death of H.R.H. the DUKE OF CLARENCE AND AVONDALE, K.G.

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

Northern District—Hartlepool (three boats), West Hartlepool (two boats), Middlesbrough, Redcar, Saltburn, Whitburn, Seaton Carew, Seaham, St. Andrew's, Anstruther, Crail and Buddon Ness.

Eastern District—Southend, Clacton-on-Sea, Walton-on-the-Naze, Harwich (two boats), Caister (two boats), and Pakefield (two boats).

Western District—Aberystwith, Aberdovey, Barmouth, Pwllheli, Llanaelhaiarn, Abersoch, Porthdinllaen and Portmadoc.

Irish District—Balbriggan, Drogheda (two boats), Black Rock, Giles' Quay, Tyrella and Newcastle Dundrum Bay, Cloughey, Ballywalter, Groomsport, Portrush, Greencastle, Greystones and Rhyll.

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

	£	s.	d.
Oldham Life-boat Fund, per A. NICHOLSON, Esq.	700	—	—
JOHN TURNBULL, Esq.	100	—	—
Executors of the late Mrs. AMELIA BALLARD	100	—	—
Trustees of the late W. THORNGATE, Esq. (annual subscription)	80	—	—
R. A. B. PRESTON, Esq., in aid of Cornish Life-boats (annual subscription)	50	—	—
"P. F. W."	50	—	—
Newcastle-on-Tyne Co-operative Society, Limited	25	—	—

	£	s.	d.
Proceeds of performance by Old Tenisonians Dramatic Club at St. George's Hall on the 21st of November, per C. F. CARTWRIGHT, Esq.	10	1	7
Collected on board P. & O. s.s. <i>Assam</i> , per Capt. BROWNE	10	—	—
Proceeds of concert by Ossett Cycling Club, per J. E. HALSTEAD, Esq.	10	—	—

Life-boat Sunday Collections.

Streatham, St. Peter's Church, per J. F. TOWNSEND, Esq.	8	8	—
Cranleigh, per the Ven. Archdeacon SARTE	8	1	7
Sudbourn and Orford, per Rev. G. M. SCOTT, M.A.	5	—	—
Titchfield, per Rev. R. A. R. WHITE, M.A.	4	18	—
Great Marlow Parish Church, per Rev. H. O. F. WHITTINGSTALL, M.A.	4	—	—
Adderley, per Rev. A. CORBET	3	17	6
Saul, per Rev. R. HALL, M.A.	3	12	3
Alexandria Garrison, offertory and collection, per Rev. J. K. LETHBRIDGE, M.A., Chaplain of H.M. forces	2	7	2

—To be severally thanked.

Also the receipt of the following Legacies:—

	£	s.	d.
ELLEY, Mrs. MARY, Stafford	50	—	—
GOWLAND, JAMES, Esq., Harston	393	18	2
LING, Miss MARY, North Runcton	5	—	—
MULLIGAN, T. M., Esq., Demarara	50	—	—
PICKARD, Mrs. HANNAH, Ossett	1000	—	—
SWARBRIK, Miss M. A., Bolton	50	—	—

Resolved that a letter of condolence be addressed to the Widow of JAMES OSBORN, Esq., who had been Honorary Secretary of the Aldeburgh Branch of the Institution for thirty-two years.

Voted the thanks of the Committee to Dr. W. W. FULLARTON and Mr. GEORGE MUNDELL, in recognition of their valuable services while holding the office respectively of honorary secretary of the Ballantrae and Silloth branches of the Institution.

The Committee also specially recognised the good services rendered by Mr. DAVID HICKS, Mr. THOMAS BATE, Mr. MATTHEW NICHOLAS, and Mr. ROBERT ROBINSON, during the long period in which they respectively served as coxswains and assistant coxswains of the St. David's, Bude, Sennen, and Seaton Carew Life-boats.

Reported that new Life-boats had been forwarded to the Caister No. 2 and Port Erin Stations.

Also that the Southport No. 1 and Workington boats had been sent back to the coast, after being altered and improved.

Paid 4,320l. 4s. 2d. for sundry charges on various Life-boat Establishments.

Voted 928l. 1s. 11d. to pay the expenses of the Atherfield, Brightstone Grange, Brooke, North Sunderland, Dungarvan, Broadstairs, Arbroath, St. Andrew's, Southwold No. 2, Wexford No. 1, Milford, Holy Island No. 1,

Caister No. 2, Holyhead No. 1, Fraserburgh, Newbiggin, Rhyl, and Orme's Head Life-boats, in rendering the following services:—

	Lives saved.
S.s. <i>Eider</i> , of Bremen	379
Two fishing cobles of North Sunderland. Rendered assistance.	
Cutter <i>John</i> , of Dungarvan. Landed an injured man.	
Brigantine <i>Douse</i> , of South Shields . .	6
Fishing-boats of Arbroath. Remained afloat.	
Sloop <i>May Ann</i> , of St. Andrew's. Ren- dered assistance.	
Fishing-punt <i>Mary Ann</i> , of Southwold .	4
Ketch <i>Marys</i> , of Aberystwyth	3
Schooner <i>Harriet</i> , of Bristol. Remained by vessel.	
Ten fishing-boats of Holy Island. Ren- dered assistance.	
Dandy <i>Canpida</i> , of Great Yarmouth. Remained by vessel.	
S.s. <i>Meath</i> , of Sunderland	38
Schooner <i>Breeze</i> , of Sunderland	5
Fishing cobles of Newbiggin. Remained in attendance.	
Steamer <i>Lady Louisa</i> , of Liverpool. Ren- dered assistance.	
Schooner <i>John Nelson</i> , of Beaumaris . .	2
Ketch <i>Seagull</i> , of Beaumaris	3

The Atherfield, Brooke, and Brightstone Grange Life-boats also saved the mails, specie, etc., from the Norddeutscher Lloyd steamer *Eider*.

(Accounts of some of these services will be found on pages 232-234).

Voted also 526l. 15s. 4d. to pay the expenses of the Eyemouth, Winchelsea, Redcar, Flam- borough No. 2, Aldeburgh, Harwich (steam Life-boat), New Brighton (stage boat), Kings- gate, Withernsea, St. David's, Peterhead, Gorleston No. 1, Winterton No. 2, Palling No. 2, Whitelink, Hasborough, Cloughey, Pwllheli, Bull Bay, Caister No. 2, Fraserburgh, Orme's Head, Rye, Cullercoats, and Worthing Life-boats in assembling their crews, or putting off to the aid of vessels not ultimately needing their help.

Read letter from the Secretary of the Board of Trade, stating, for the information of the President, Chairman, and members of the Institution, that the Queen had commanded the President of the Board of Trade to convey to the crews of the Atherfield, Brightstone and Brooke Life-boats Her Majesty's warm appreciation of their gallant conduct in saving the crew and passengers of the s.s. *Eider*, and requesting that the crews might at once be informed accordingly. The Secretary reported that he immediately telegraphed Her Majesty's gracious message to the three Life-boat Stations, and that it had given the crews the greatest satisfaction.

Resolved that the General Committee of the Royal National Life-boat Institution, having received a communication from Her Majesty the Queen, the patron of the Institution, conveying her approval of the brave conduct of the crews of the Atherfield, Brightstone, and Brooke

Life-boats, who so courageously rescued the passengers and crew of the s.s. *Eider*, desire to record their deep appreciation of the Queen's gracious message, which has given such encouragement to the Life-boat service, and that a copy of the resolution be sent to General the Right Hon. Sir HENRY F. PONSONBY, G.C.B.

Voted the Second Service Clasp of the Institution to Mr. WILLIAM COTTON, Coxswain of the Atherfield Life-boat, the Third Service Clasp to Mr. JOHN HAYTER, Coxswain of the Brooke Life-boat, and the Silver Medal to Mr. JAMES COTTON, Coxswain of the Brightstone Grange Life-boat, in recognition of their gallant services to the stranded s.s. *Eider*, of Bremen.

Read letter from the Directors of the South Holland Life-boat Institution, conveying congratulations on the success which had attended those Life-boats in rescuing the *Eider's* passengers and crew.—*To be thanked.*

Voted 4l. to one of the crew of the Lynmouth Life-boat, who was injured while on service in the boat on the 7th January.

Also 50l. to a man who was engaged as a driver of horses on the occasion of the launch of the Margate Life-boat on service on the night of the 11th April last. On that occasion he incurred considerable exposure, causing an attack of paralysis, which has partially disabled him for work.

Voted also 7l. 10s. to five men for putting off twice in a boat, and rescuing four men from the smack *Abbey* and flat *Agnes*, both of Beaumaris, which were in danger in Llandudno Bay in a strong gale from W.N.W. to N.W., and a rough sea on the 1st instant.

The sum of 5l. 5s. was also awarded to seven men who brought ashore one of the crew of the *Agnes*.

Also 8l. to the master and crew of the fishing smack *Princess*, of Hoylake, for saving two men from the punt of the flat *Hannah* and *Joseph*, of Liverpool, which had sunk in Liverpool Bay in a strong S.E. gale and a very heavy sea on the 18th January.

Also 6l. 5s. to five men for saving a boy who had been washed overboard from a boat towing astern of a schooner near Western Calf Island, co. Cork, in a strong S.W. breeze and a rough sea on the 21st of January.

Also 6l. to eight men for putting off in a boat from Collieston, Aberdeenshire, and saving four men from a boat belonging to the stranded steamer *Florence*, of London, in a moderate S.S.E. wind and a heavy sea on the 25th of November.

Also 2l. 10s. to the crew of a steamer for towing into Aberdovey harbour a fishing-smack, with four men on board, which had lost her sails in a gale of wind on the 26th of October.

Also 2l. to four men for putting off in a boat and saving three of four men from a boat which had been capsized at Ballinacourty, co. Waterford, while endeavouring to raise a vessel's anchor during a light N.W. breeze and a smooth sea on the 18th of January.

Also 1l. to two men for saving three persons from a boat which had been capsized off Teignmouth on the 12th of January.

THE STRANDING OF THE "EIDER."

The "Eider" rode on the open sea
 With her safety in God's own hand
 For a thousand miles—ay, two, and three,
 With never a sight of land.

A shell of steel on the world of waves
 That severs the hemispheres,
 That covers the depths of a thousand graves
 And the wrecks of a hundred years.

She bore, unhurt, through the storm-god's din,
 Through shower and shade and sheen,
 With the death without and her lives within,
 And her inch of steel between.

From the port behind to the port beyond,
 With never a help or guide,
 Save the needle's point and the chart he conned,
 The master has fought the tide.

On the bridge, in the Sunday twilight dim,
 He has taken his watchful stand ;
 And he hears the sound of a German hymn,
 And the boom of a brazen band.

He looks for the lights of the royal isle,
 Ahead, to left and to right ;
 Below there is music and mirthful smile,
 For land must be soon in sight.

In sight? Not yet! for a fog creeps round
 And the night is doubly dark.
 "Slow speed! Hush! is it the fog-bell's sound,
 Or the shriek of the siren? Hark!"

The fog-bell clangs from its seaward tower,
 And the siren shrills in fear ;
 But the vapours thicken from hour to hour,
 And the master cannot hear!

On the seaward headland, the beacon's blaze
 Like a midday sun would seem,
 But its warning rays are lost in the haze,
 And the master sees no gleam!

"How goes the line? There is time to save!"
 "It is ten fathom deep by the log."
 "We have not tarried for wind or wave,
 We cannot wait for the fog."

On, on! through the dark of a double night ;
 On, on,—to the lurking rock !
 No sound, no gleam of a saving light
 Till the "Eider" leaps to the shock.

All night she bides where the sea death hides,
 And her passengers crowd her deck ;
 While the leaping tides laugh over her sides
 And sink from the stranded wreck.

The "Eider" has gold, she has human lives ;
 But these can assist no more.
 Pray, pray, ye German children and wives,
 For help from the English shore !

A signal is sent, and a signal is seen,
 And a life-boat—ay, two, and three,
 From the shore to the vessel their crews row
 between,
 And fight with the stormy sea.

They fight day and night, as true Englishmen
 can,
 With the servants they rule the waves ;
 And the "Eider's" four hundred are saved to
 a man
 From the terror of sea-bed graves.

Lhe "Eider" bides, all broken and bent ;
 With the tide she shivers and starts,
 And stands—for a time—as a monument
 Of the courage of English hearts.

But longer lasting, the memoried grace
 Of a noble deed and grand
 Will knit the hearts of the English race
 To the hearts of the Fatherland!

From *The Weekly Star*.

NOTICE.

The next number of the Life-boat Journal will be published 1st November, 1892.

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 THE DUKE OF YORK, R.N., K.G.

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

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

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

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



APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that during the past year (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	...	...	...	...
Total	99	736	£8,245	18	4

The number of Lives saved either by the Life-boats of the Society, or by special exertions for which it has granted rewards since its formation, is 36,843; for which services 98 Gold Medals and Clasps, 1,086 Silver Medals and Clasps, 215 Binocular Glasses, 15 Telescopes, 5 Aneroid Barometers, 1,344 Votes of Thanks, inscribed on vellum and framed, 24 Certificates of Service framed and £126,308 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. COURTTS 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 August, 1892.