

# THE LIFE-BOAT.

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### THE STEAM LIFE-BOAT INSPECTED BY THE PRINCE OF WALES AND THE GERMAN EMPEROR.

It will be remembered that in September, 1890, the Steam Life-boat *Duke of Northumberland* was stationed at Harwich for the purpose of experiment. There she gained golden opinions from her crew. Between September, 1890, and August, 1892, she went out on service no less than fifteen times, and contributed to the saving of thirty-three lives and two vessels. In February last she was sent to Lowestoft, to take part in the towing tests in connection with the competitive trials of Sailing Life-boats. She remained there about six weeks and most favourable reports were received of her satisfactory behaviour under very trying circumstances. She was tried towing another Life-boat, also passing through heavy breakers, as well as steaming against a tug towing a Life-boat, in bad weather and a heavy sea with most satisfactory results. She was put to the last-named test to enable a comparison to be drawn between the two methods of reaching a wreck. The steam-tug was computed to be going  $7\frac{1}{2}$  knots, and the Steam Life-boat kept up with her, the tug being then as hard pressed against the sea as was prudent.

The Committee having decided to transfer the *Duke of Northumberland* to Holyhead for further experiments, she left

Harwich at the end of July, calling at Cowes *en route*, just in time to find the "Cowes week" in full swing. Here she was thoroughly inspected on the 4th August by H.R.H. THE PRINCE OF WALES, who had previously expressed a wish to see her. His Royal Highness was received on board by Sir EDWARD BIRKBECK, Bart. (Chairman of the Institution), Colonel FITZROY CLAYTON (Deputy Chairman), Captain Sir SYDNEY WEBB, K.C.M.G., Deputy Master of the Trinity House, and Sir RICHARD H. WILLIAMS-BULKELEY, Bart. (Members of the Committee). Captain FULLERTON, R.N., A.D.C., Captain of the Royal Yacht, and Captain HOLFORD, Equerry, were in attendance on His Royal Highness; Mr. CHARLES E. F. CUNNINGHAME GRAHAM, the Inspector of the District, was in charge of the boat.

His Royal Highness gave instructions for the boat to be taken round to Osborne Bay, and whilst there she was put through various manœuvres to show her handiness, such as turning both with using the helm and without, picking up a life-buoy when going full speed ahead, &c. The boat then proceeded back to Cowes. On leaving her His Royal Highness expressed the warmest approval of her and what he had seen of her working, and trusted that before long many more Steam Life-boats

would be placed on the coast at the most desirable places, as this boat had proved such a success.

The following day H.I.M. the EMPEROR OF GERMANY with his suite, which included Admiral Sir EDMUND COMMERRELL, A.D.C., also inspected the boat. The Kaiser went for a short run in her, and on leaving His Majesty expressed his high approval of her design and capabilities.

She then underwent a thorough overhaul at Southampton, and subsequently proceeded to Holyhead. After she has been there for a time she will probably be removed to another port, in order that she may be fully tried under all the varying conditions with which this class of Life-boat has to contend on different parts of the coast.

## “LIFE-BOAT SATURDAY” AND “LIFE-BOAT SUNDAY.”

### RECENT DEMONSTRATIONS.

WE earnestly appeal to all interested in the Life-boat cause to do their utmost to establish or help to establish a “Life-boat Saturday” and a “Life-boat Sunday” in the neighbourhoods in which they reside. A good example has been set, as will be seen below, in Lancashire and elsewhere. Why should not such institutions exist throughout the length and breadth of the United Kingdom? The people of a great maritime nation like ours should surely not be backward to help the largest and oldest life-saving service in the world. All are dependent on the sailor for the common necessities of life. He has a special claim therefore on us for protection.

DUNDEE.—The “Life-boat Saturday” Demonstration, which took place at Dundee on the 24th September last, was an unqualified success in every respect, thanks to a large extent to the very hearty and skilful co-operation extended to the movement by the numerous friends of the Institution in that city. It was stated in the local newspapers that never before in its history was such a gigantic and magnificent demonstration witnessed in the streets of Dundee, as on this occasion. The first to propose the carrying out of this idea was Mr. C. W. MILLAR, the local secretary of the Seamen’s and Firemen’s Union; but when he broached the subject in the autumn of 1891 it was thought desirable to defer the proposal until a more favourable season, on account of the great depression then prevailing in the jute industry. A few months since,

however, Mr. MILLAR was deputed by his Union to communicate on the subject with the local representatives of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, Mr. D. BRUCE, Hon. Treasurer, and Mr. J. HUNTER, Junr., Hon. Secretary, by whom the project was warmly received, and who have ever since rendered very valuable assistance in bringing it to a successful issue, in which they have been heartily supported by the Right Hon. Lord Provost MATHEWSON, Captain A. WOOD, Mr. JOHN WISHART, Mr. DUNCAN RITCHIE, the Rev. H. WILLIAMSON, and other gentlemen, whose names are too numerous to be detailed.

The various trades and friendly societies in the city having been communicated with and having promised to assist, it was resolved to organise a procession on a very large scale and to have a collection in the workshops and in the streets on Saturday the 24th September.

On that day the mustering of the great procession on the Esplanade, under the direction of Colonel RANKIN, was a lively and exciting scene. The Harbour Fire Brigade took the lead with their steam fire-engine, and were followed by the Seamen’s and Firemen’s Union, the Operative Sailmakers, Brass Founders, Operative Masons, Carpenters and Joiners and other trade representatives; also members of the Odd Fellows, Foresters, Shepherds and other friendly societies. Next came the Broughty Ferry Life-boat *Samuel Shawcross*, the gift of the Ancient Order of Foresters, mounted on its transporting carriage and drawn by eight fine horses

lent by Messrs. WORDIE and Co. The boat was manned by its fishermen crew, who wore their cork life-belts and red caps. Accompanying the procession, which was  $2\frac{1}{2}$  miles long, and which took three-quarters of an hour to pass a given point, were a number of honorary collectors provided with contribution boxes, and, in addition, showers of half-pence were poured into the Life-boat itself, the crew at one time standing ankle deep in bronze coin. Many of the trades delegates in the procession also received contributions in bags, baskets, &c., attached to poles. The counting of the money thus collected was in itself a formidable task. It was carried out on the following Monday with the aid of a volunteer staff of bank officials under the superintendence of some of the leaders of the movement. The largest proportion of coins was in bronze, and when the counting party quitted work at a late hour, the total sum then counted was 308*l.* 8*s.* 3*d.*, and there were some hundreds of boxes still outstanding. With the aid of the contributions at the workshops and elsewhere, the total eventually reaching a sum approaching 1,000*l.*

MANCHESTER AND SALFORD (abridged from the *Manchester Courier*, 3rd October, 1892).—The energetic band of ladies and gentlemen, headed by Mr. CHARLES W. MACARA, and a Committee which owes much to the exertions of the Mayor and Mayoress of Manchester and to the Mayor and Mayoress of Salford, have every reason to be highly gratified at the success of their latest effort to give a much desired fillip to the funds of the ROYAL NATIONAL LIFE-BOAT INSTITUTION. "Life-boat Saturday," like "Hospital Saturday," may now be said to have established itself as an annual event in our local history, and its influence cannot fail to be felt in all the surrounding Lancashire towns. The perambulation of the Southport and St. Anne's Life-boats through the principal streets of Manchester and Salford on Friday the 30th September was but the preliminary to the more imposing spectacle which followed on Saturday the 1st October; and if there had been any inclination to forget that that day was especially set apart for benefiting a thoroughly national institution there was ample evidence from a very early hour that the Committee were not going to lose

a copper for the want of a reminder. "Life-boat Saturday," "Help the Life-boat Men," and "England expects every man this day will do his duty," were appeals which greeted the eye wherever one turned on Saturday, both in Manchester and the adjoining borough, and there was a plethora of public collecting boxes, varying in size from the small wooden hand-box to the huge maw of a sidebound lurry, a form of money receptacle which might with advantage be turned to account on Hospital Saturday. Later in the day there was a grand procession through the streets of the city to Belle Vue Gardens, and here again there was displayed an ingenuity for securing money which positively deserved to succeed. Many persons view a procession along the public thoroughfares from the tops of tramcars, from balconies, first-floor windows, and other points of vantage, who would under ordinary circumstances escape from the general levy; but the Life-boat Committee were equal to the occasion on Saturday, for by the use of "purse-poles," a long, wide-mouthed pocket attached to a stilt-like pole, they were able to reach the elevated ones and bring each person's contribution. The procession formed in Albert Square about noon. Headed by a mounted detachment of the City Police, there then came an open carriage, containing Mr. MACARA, Mr. BELLAMY, and Mr. J. F. PEARSON, the mounted band of the 14th (the King's) Hussars, a cart containing the rocket gear and Brigade, the Ardwick Industrial School Band, the St. Anne's Life-boat and crew, wearing their oilskins; one of the ubiquitous collection luries, "Grace Darling and her father in character"—a young maiden with her aged parent seated in a skiff buffeting its way through some artificial billows; the band and a number of boys from the training-ship *Indefatigable*, armed with rifles and cutlasses, and presenting a very brave show indeed; the Manchester Fire Brigade, the Newton Heath Steam Shed Employes' Brass Band, the Southport Life-boat and crew, Colonel Thompson's Miniature Volunteers, another lurry used for collecting purposes, the Salford Fire Brigade, the Alexandra Band of the Carriage and Wagon Department of the Lancashire and Yorkshire Railway, and last, but not least in importance, Messrs.

Rylands and Sons, Limited, Volunteer Fire Brigade, making altogether a magnificent demonstration of our land and sea services. Fortunately, the weather was brilliantly fine as the procession wended its way to the Belle Vue Gardens, taking the offerings of the people *en route*. The demonstrators were accompanied into the gardens by an enormous following, which helped very considerably to swell the large crowd already assembled there, and which during the afternoon was computed at between 30,000 and 40,000 persons. The spacious gallery fronting the great picture was soon packed from end to end, and it may interest many to know that the takings here were generously given by the Messrs. JENNISON to the Life-boat Saturday Fund. In the private box near the band stand the special visitors included the Mayor and Mayoress of Manchester, the Mayor of Southport, and a number of other ladies and gentlemen. Below, on the dancing board and on the embankment near the lake, there was a mass of humanity which has rarely been seen even at Belle Vue Gardens. Tired though they were with their long march from the town, the boys from the *Indefatigable* opened the afternoon's entertainment with cutlass and musical drill, on the platform across the lake, and shortly afterwards, to the strains of the band of the 14th Hussars, the St. Anne's Life-boat, *Nora Royds*, was successfully launched. Intervals of music on shore, and the spectacle of a Life-boat quietly paddling up and down a peaceful lake, passed away the time pleasantly enough until a thunder-clap was heard in the distance. Coming nearer as the vibrations became more frequent, a thunderstorm of great violence, accompanied by vivid flashes of lightning, suddenly broke over the gardens, driving the huge crowd to seek shelter in all directions. The heavy rain quickly cleared the embankment and the galleries, but it gave to the Life-boatmen an opportunity of completing their demonstration under almost normal conditions, for there was only a rough sea wanting to make the picture perfect. It was while the storm was at its height that those who remained in the drenching rain had the opportunity of seeing the rocket apparatus worked from the Life-boat station on shore, in answer to a signal of distress from a supposed wreck, as well as a rescue

by means of this apparatus. At night, when the Southport boat, the *Mary Anna*, was also launched, there was a further demonstration, the interest in which was enhanced by the use of electric and coloured lights, and an augmented display of fireworks. It may be added that the only two survivors of that terrible disaster to the Southport Life-boat, in 1886, took part in Saturday's proceedings, for the success of which great credit is due, amongst others, to Mr. MACARA, Mr. G. R. BELLAMY, and the following members of the Committee:—Messrs. R. P. BLAKELEY, J. A. EASTWOOD, A. A. GILLIES, G. HEALD, B. LOCKWOOD, G. M'CONNELL, W. H. NEWETT, J. NORBURY, J. F. PEARSON, H. RADFORD, F. SHORE, W. H. SUTTON and J. WRIGHT, who were also assisted by Messrs. SWIFT and BLACKMAN.

During the interval between the two demonstrations on the lake, a number of gentlemen accepted the invitation of the Local Committee to partake of a cold collation in one of the adjoining rooms, over which the Mayor of Manchester, who is president of the Local Centre, presided. His Worship, in a brief address, expressed his satisfaction at the great success of the day's proceedings. He thought Mr. MACARA, who had been so energetic in his exertions on behalf of a thoroughly noble institution, had done quite right in asking the inland towns of the country to give their support to our Life-boat men. It was too often supposed by people in the interior, so to speak, that they had little to do with the seaboard, but apart from the great importance of the commercial aspect of the question, the higher ground of common humanity demanded that all should take an interest in the Life-boat movement. (Applause.) We in England depended very much upon our trade across the seas, and those whose duty had taken them across to foreign countries could not help feeling how much they owed to the brave sailors who so frequently imperilled their lives on behalf of the community. As far as our Life-boat men were concerned they were a hardy class of men who had in times past been instrumental in saving many lives, and we in the inland towns were as intimately bound up with their safety and their comfort as were those who lived on our coasts. Only the other day the people of Manchester had a shock when they heard that many of their fellow-

citizens were on board a steamer which ran aground off the coast of the Isle of Man, and had there been need for a Life-boat on that occasion we should have felt proud that we had given support to an institution which might have been called upon to render very valuable assistance. (Applause.) He hoped Life-boat Saturday would take deep root, not only in Manchester and Salford, but in all the inland towns, and he could not help feeling that Mr. MACARA was on the right tack when he appealed for support to the multitude. (Hear, hear.) It was for the sake of the multitude that our Life-boats were frequently brought into use, and he asked the people of Lancashire, who were always interested in the doings of our sailors, to do all in their power to support Mr. MACARA in his noble effort to regenerate the Life-boat Institution. (Applause.)

Mr. CHARLES W. MACARA, who was very heartily received, said that never had a movement been more heartily taken up than by those who had worked with him. The magnificent demonstration they had that day witnessed was entirely due to the untiring energy of the chairman of the Demonstration Committee, Mr. G. R. BELLAMY, Mr. PEARSON, and others. (Applause.) Mr. MACARA proceeded to speak of the efforts and willing assistance of other gentlemen, and tendered his thanks to Messrs. JENNISON, Messrs. THOMPSON, M'KAY, and Co., Mr. MALCOLM WOOD (Chief Constable), to the officers of the 14th Hussars, to Commander SCOTT, and to the chiefs of the Manchester and Salford Fire Brigades. It was exceedingly appropriate, he added, that the two services for saving life on land and at sea should be represented on that occasion, nor could he forget that their hearty thanks were due to the boys from the *Indefatigable* training ship and from the industrial schools. (Applause.)

Mr. G. M'CONNELL spoke of the valuable assistance they had received from the ladies' committee, and he hoped that their example would be followed by every town in Lancashire. If the Civil Service, he said, could raise more than 10,000 half-crowns yearly he did not see why they could not do the same in Manchester and Salford. (Applause.)

KEPPEL H. FOOTE, Esq., District Inspector of Life-boats, on behalf of the

ROYAL NATIONAL LIFE-BOAT INSTITUTION, said he wished it to be known how much the committee of management were indebted to Manchester and Salford. Thanks in a measure to the valuable assistance rendered by Lancashire and Yorkshire, they had been able to increase the pay of the Life-boat men fifty per cent. during the winter months. (Hear, hear.)

On the motion of Mr. THOMAS HARKER, seconded by Mr. J. RAMSAY, a vote of thanks was passed to the Mayor, and the proceedings terminated.

PRESTON. — The Life-boat Saturday movement at Preston was held on the 17th September last. The weather was eminently suitable for an outdoor display, and the people of North and East Lancashire cordially responded to the appeal in behalf of the Life-boat Institution. The Life-boats from St. Anne's and Southport, manned by their crews, paraded the streets accompanied by the Preston Fire Brigade, the bands of the 12th Lancers and the West Yorkshire Regiment, and the Preston Morris dancers, who were accompanied by Mr. GREENHALGH's band. An enormous crowd, numbering 50,000 people, assembled from Preston and the surrounding towns, and followed the procession down to the new forty-acre dock, recently opened by H.R.H. the DUKE OF EDINBURGH. The two Life-boats were launched in the dock, which was lined with people, while the vessels in the docks were crowded. The Life-boat crews competed in a race, and afterwards there was an exhibition of saving life by means of the rocket apparatus. A number of men were taken in the breeches buoy off the mainmast of the *Ethendune*, a New Brunswick timber ship, which had been moored in the middle of the dock. Collection boxes were used, and subscription lists had also been opened in the public works and places of business, by the aid of which a handsome sum was realised. Mr. CHARLES W. MACARA was present, accompanied by Mr. J. F. PEARSON, a prominent member of the St. Anne's Committee, and Mr. JOHN WAINWRIGHT, of St. Anne's, who had charge of the Life-boat arrangements, while the local organisation was carried out by Mr. JOHN TOULMIN, the Rev. C. O. L. RILEY, and others. In the evening a concert was held at the Public Hall,

which was crowded, the whole of the proceeds going to the Life-boat Fund.

REDCAR.—A "Life-boat Saturday" was held here on the 20th August last. It was kindly organised by the Local Committee, with the able assistance of their indefatigable Honorary Secretary, Mr. J. M. MEEK, and attracted considerable interest amongst the residents of the town and district. It is fully hoped that it will become an annual institution here, and that it will be attended by a material addition to the Life-boat Fund.

Special days have also recently been set apart for somewhat similar demonstrations to promote the collection of funds for the support of Life-boats of the Institution at Clacton-on-Sea, Crail, Douglas, Ilfracombe, Teignmouth, Tynemouth, Walton-on-the-Naze and Whitburn. We regret that we are precluded by want of space from giving the details of what has taken place on those interesting occasions, which have undoubtedly had the effect not only of a present increase in the local Life-boat funds, but of a permanent addition to the interest taken in the work of the Society.

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



ARDBOSSAN.—The ROYAL NATIONAL LIFE-BOAT INSTITUTION has sent to Ardbossan, on the west coast of Scotland, a new and larger boat, fitted with two drop keels, in the place of the one stationed there a few years since. The new boat is 37 feet long, 8 feet wide, and rows twelve oars, double-banked; it possesses all the latest improvements. In addition to the sliding keels there are three water-ballast tanks. This boat was exhibited last year at the Royal Naval Exhibition at Chelsea, and subsequently took part in the Lord Mayor's procession through the streets of London on the 9th November last. The cost of the new Life-boat and its equipment was presented to the Institution by Mrs. SKIRROW, of London, in memory of

her late husband, after whom it is named the *Charles Skirrow*. It was publicly named and launched at its station on Saturday, the 27th February last. The main streets were crowded with the townspeople, who manifested a lively interest in the day's event. The ceremony of inauguration was conducted in the Assembly Hall, where a large audience had gathered. The Hon. G. R. VERNON, M.P., presided, and was supported on the platform by the Hon. Mrs. VERNON, the Misses VERNON, Major GORDON, 93rd Highlanders, the donor's son; KEPPEL H. FOOTE, Esq., District Inspector of the Institution; Captain WALTERS, Rev. J. D. M'CALL, Mr. J. L. BAILEY, harbour manager; Mr. R. L. ALPINE, Mr. JAMES

MUTTER, Mr. JOHN CRAIG, Mr. W. M'GILCHRIST, and several other gentlemen. The Chairman, in opening the meeting, said that Lord EGLINGTON, who would have been very happy to attend, had unfortunately been prevented on account of ill-health. He mentioned some interesting facts in connection with the Life-boat branch at Ardrossan. The first Life-boat stationed there by the Institution was the *Fair Maid of Perth*, in 1870. In 1880 another boat was substituted. He understood that when it was inaugurated the Provost mentioned that fifty years previously there had been a Life-boat at Ardrossan. During the last twenty-two years the Ardrossan boats had been the means of saving no less than fifty-five lives. (Applause.) An unfortunate accident happened to the 1870 boat on the 1st March, 1880. While bringing off the crew of a barque which had been wrecked on the Horse Island, she capsized, with the result that some lives were lost. A public subscription was started, and 750*l.* raised, including a sum of 400*l.* from the Parent Institution. This fund was apportioned at the rate of 8*s.* a week to one family, and 12*s.* a week to each of the others. The payments were still being made, but in June or July of the current year they would cease, when the fund would be exhausted. He merely mentioned these facts to show that the people of Ardrossan and the neighbourhood had proved very strongly, by their handsome subscriptions on that occasion, that they were worthy to possess one of the best Life-boats that could be constructed. The annual subscriptions in support of the branch at Ardrossan compared favourably with any other branch or station. This year they amounted to over 66*l.* He trusted that, seeing the new docks would be open very shortly and the population was growing rapidly, their donations would likewise increase. He believed that the new boat was one of the most modern, perfectly constructed, and equipped boats that the ingenuity of man had been able to devise. The Chairman went on to say that there could not be a better way than Mrs. SKIRROW's of commemorating the dead. By her great kindness, which all present felt, she would earn the gratitude of father, mother, brother, sister and son—the friends of those whose lives the boat

might be the means of saving in the future. (Applause.)

Major GORDON then presented the boat to the Institution and thanked the Chairman for the kind words he had spoken. He only wished that his mother (Mrs. SKIRROW) could have been present, but she was taking great interest in the proceedings. He explained how the Life-boat came to Ardrossan. The late CHARLES SKIRROW was one of the kindest and most charitable of men, and was always particularly solicitous of the welfare of seamen and those at sea in stormy weather. Shortly after his death, which occurred only a few months ago, Mrs. SKIRROW thought that she could not commemorate his name better than by presenting a Life-boat to be called after him. Mr. SKIRROW was a member of a Yorkshire family, and Mrs. SKIRROW at first naturally wished that the boat should have been put on the Yorkshire coast. She had been informed, however, that there was no need for one there, so it was sent round to Ardrossan.

The gift was gratefully accepted by the District Inspector of Life-boats on behalf of the Parent Institution, and by Mr. BAILEY on the part of the Local Committee.

Immediately after the meeting, prayer was offered by the Rev. J. D. M'CALL, and a hymn was sung, after which an adjournment was made to the beach, when the boat was gracefully named the *Charles Skirrow* by the Hon. Mrs. VERNON. A procession was afterwards formed, which was joined in by the Coastguard, Volunteers, Boys' Brigade, Freemasons, Free Gardeners, Foresters and Shepherds. Headed by a brass band, they marched through the town, the boat being paraded, manned by the crew. The *Charles Skirrow* was then successfully launched at the new dock. A number of experiments were made to prove the trustworthiness of the boat, in the presence of several thousands of onlookers. The weather was of a favourable description.

GORLESTON.—A new Life-boat of the Norfolk type has recently been despatched by the Institution to Gorleston. It is stationed on the beach at the north entrance to the river, and it is believed that it will be of material assistance when vessels are stranded on the North Bank. A new

house and slipway have been prepared for the use of the boat, from the designs of the Institution's Engineer and Architect. The new boat is 31 feet long, 9 feet wide, and is fitted to row twelve oars double-banked. The cost of this new Life-boat establishment has been defrayed by JAMES McLAREN SMITH, Esq., of London, and in accordance with his request the boat is named the *Thora Zelma*.

GREAT YARMOUTH.—A similar boat has been placed on this station, in lieu of one forwarded there many years ago. It is 1 foot longer, and twelve inches wider, than the new Gorleston boat, but is precisely similar in other respects. The cost of this new Life-boat and its equipment has been defrayed by Mrs. BURCH, of King's Lynn, in memory of her late husband, after whom it is named the *John Burch*. Arrangements were made for a public ceremony on the occasion of the first launch of the Life-boat at its station, on the 14th May last, on the beach opposite the Life-boat house.

The MAYOR of Yarmouth presided, and there were also present on the craft, and amongst the spectators, the Mayoress (Mrs. BURTON), Sir EDWARD BIRKBECK, Bart., M.P. (Chairman of the ROYAL NATIONAL LIFE-BOAT INSTITUTION), Sir HENRY TYLER, M.P., and Lady TYLER, Mrs. BURCH, Sir REGINALD BEAUCHAMP, Bart., Mr. C. DIVER (chairman of local branch), Capt. A. F. CLOWES (hon. secretary); Lord SUFFIELD, K.C.B., T. BURTON STEWARD, Esq., and Mrs. STEWARD, Messrs. W. BROWN, J. H. FELLOWES, A. PEATON, and H. WATSON, Capt. KING, and the Rev. J. H. WARE. The boat was manned by the crew, arrayed in their cork life-belts and scarlet caps, under the command of their coxswain, THOMAS HARVEY, whilst the old coxswain of the *Abraham Thomas*, GEORGE MILLIGAN, who had worked the boats fifty-four years, during which time they saved 207 lives, was also an interested spectator.

The MAYOR, in opening the proceedings, said he thought this day should be a memorable one in the annals of the town. They had met to receive a Life-boat from a very generous benefactress. Round this coast they had an immense amount of work done by the Life-boats which had been sent and were worked by that Institution of which every Englishman was

proud, the ROYAL NATIONAL LIFE-BOAT INSTITUTION. They knew that sometimes Yarmouth felt out in the cold, whenever a shipping disaster took place, because they had to the north of them the gallant Caister men, and they had to the south their Gorleston friends. But they felt that Yarmouth should not be left out altogether, because occasion would arise when the services of the Yarmouth beachmen would be called into requisition, and they might be sure that those beachmen would not be behind-hand in doing their duty. As they had done in the past, so they had every reason to trust they would do in the future. They hoped that this boat would be of extreme use to the borough. They would see how the beachmen would do their work, and when one of those terrible storms came that often arose around the coast during the winter months, and there was necessity for the Life-boat to go out, they would feel satisfied, he thought, that they had got a boat to satisfy all their requirements. The boat was built by Yarmouth men, and they felt sure that the builders knew all the requirements of her, and that she would bravely answer any severe trial of her capabilities. He then introduced the lady who had kindly given the boat. (Applause.)

Mrs. BURCH (the donor) then addressed a few words to Sir EDWARD BIRKBECK, presenting the boat to him on behalf of the Institution, and trusting that it would answer the purposes for which it was generally intended.

Sir EDWARD BIRKBECK, Bart., V.P., expressed the great pleasure it gave him to receive the gift on behalf of the Institution. The boat so generously presented by Mrs. BURCH was a splendid specimen of her class, and he was sure that the people of Yarmouth would greatly appreciate the gift, which he most gratefully acknowledged on behalf of his committee. Mrs. BURCH was a Norfolk lady, and he was sure they must be proud of her. It was very gratifying to note that the boat contained all the latest improvements that had been invented, which the old Norfolk and Suffolk boats did not, including the increased tanks forward in her bows. These tanks had been introduced in consequence of the great Life-boat trials at Lowestoft during the last two or three months. (Applause.) In alluding



to these trials, he was certain that the Life-boat men in charge of the boat, and all those who might be present, as well as others who were absent, would most thoroughly appreciate the action taken by the ROYAL NATIONAL LIFE-BOAT INSTITUTION in carrying out those trials, which had been accomplished at very great expense. They were now in a position to state publicly what was the best class of large sailing Life-boats round the coast. And this decision as to which was the best type was given, not by unpractical men, but on the contrary by very practical and experienced men. Coxswains themselves were appointed as judges, and these men, who came from different parts of the coast, sent in their decisions directly after every trial took place. Those decisions were placed in a sealed box, and were opened only that week, being brought before the General Committee on Thursday, and in a very few days they would see in the public press what the results of the Lowestoft trials had been as far as the large sailing Life-boats were concerned. He had no doubt that the Committee would come to the conclusion that inasmuch as they had carried out these trials of the larger type of boats, it was their duty to carry out other trials, namely, trials connected with what were known as the smaller class of boats, the rowing class. He hoped they would be able to announce before long that they would carry out in the winter the remaining portion of these trials. Though those already carried out had been very expensive, yet the results obtained would be so important that he was sure a generous public might be relied upon to assist them. Thus they would, whenever a boat was wanted for a station, be able to say to the coxswains, "Here you are. You know the results of these trials, and you may take what boat you like. You have to risk your own lives to save others, and it is right that you should have every confidence in your boat." (Applause.) He thanked Mrs. BURCH for her great liberality in coming forward in the way she had done. The boat would be most useful to them, and he was sure the crew would, when circumstances required, be ever ready to risk their lives at all hazards to save the lives of those who were in distress. (Applause.) It was most gratifying that here in Yarmouth,

and also at Caister, two Norfolk people, Mrs. BURCH and Sir REGINALD BEAUCHAMP, should each have presented a boat in the kind way they had done. It was an example that many others might well follow in other parts of the country. He begged to thank Mrs. BURCH on behalf of the Institution, and now had the pleasure of handing the boat over to Mr. CHARLES DRIVER, the chairman of the local branch. (Applause.)

Mr. DRIVER, in replying, expressed the warm acknowledgments of his committee to the generous donor and the Institution. No doubt it was a fact that of late years Life-boat services had not been very frequent in Yarmouth. That was not because of any unwillingness on the part of their crew, but because the situation and formation of the coast had rendered these services more easily performed either by the Caister men on the north or by the Gorleston men on the south. Those present would remember that the beach in the old days was frequented by men who were always ready to perform Life-boat services, or services in connection with the saving of life, but of late years their occupation had left them. They still had, however, men who were just as noble and ready to go out in the boat, and when a vessel was stranded or wrecked anywhere in that district, the crew of that vessel, he was sure, would see very quickly that the new Life-boat would be launched to their rescue. He referred to a wreck which took place off Yarmouth last October on a dark and fearful night, when there was a heavy gale blowing, the whole horizon being lit up with lightning and the flashes of rockets from the lightships and vessels in distress. Then the old boat was taken along the Drive and launched opposite the Monument, and in a very short time several were rescued, and if any vessel was wrecked in the district in future he had no doubt a similar service would be rendered. The coxswain, HARVEY, was always ready, and was well backed up by his crew. The Institution was supported by voluntary contributions, supplemented by these munificent gifts received from time to time, and although they had a fair amount of subscribers in the town, still he thought a good many of their friends who lived more inland might support them. He did not think their subscribers should be limited to those living round the coast.

He made these remarks all in good part, and he trusted that the result of these proceedings, which had been made public in the way they had been, for the reason that the Life-boat Institution was one of the most popular institutions in the kingdom, would be a very substantial increase to their funds. He had great pleasure in receiving the gift. (Applause.)

A short religious service was then conducted by the Rev. J. H. WARE, B.A., after which the boat was named in the orthodox way the *John Burch*, by Miss JANE BURDEN, a niece of the donor. The boat was then launched, and proceeded on a short trial trip, during which, we understand, it gave every satisfaction to the crew.

MORTHOE, DEVONSHIRE; GOURDON and MORAY FIRTH, SCOTLAND.—These Life-boat establishments have recently been furnished with new boats of the self-righting type, containing all the latest improvements. The two first-named boats are 34 feet long, 8 feet wide, and row ten oars, the last-named being 36½ feet long, 7½ feet wide, and rowing twelve oars double-banked. The cost of all three boats has been defrayed from a munificent legacy bequeathed to the Institution by the late Rev. THEOPHILUS SIDNEY ECHALAZ, of Surbiton, Surrey, whose name each boat bears.

MOELFRE (ANGLESEY), and SUNDERLAND (SOUTH PIER).—New self-righting Life-boats have also been provided for these old-established stations. That for the former station is a 39 feet by 9 feet boat, rowing twelve oars double-banked,

and like its predecessor, which was the gift of the late Mrs. ATHERTON HOWARD, of Cheltenham, it is named the *Star of Hope*; it is fitted with two sliding keels, and three water ballast tanks. The Sunderland new boat is also a twelve-oared boat, and is 34 feet long and 7½ feet wide. The cost of this Life-boat, which is named the *Junius*, has been defrayed from a special contribution to the Institution made as a "Thank-offering" by a gentleman living in Northumberland, since deceased, who did not wish his name to be published, for a Life-boat of the most approved type, provided with a transporting carriage and life-belts for crew, to be placed on an English station where a boat-house already exists. The sum of 50*l.* is to be divided amongst the crew who shall man the boat the first time life is saved at the imminent hazard of their own lives. He also gave 250*l.* to be added to the Institution's fund for rewarding Life-boat men for injuries received on service.

#### LADIES' COMMITTEES.

It has been admirably suggested that Ladies' Committees should be formed in every county, city and town in Great Britain and Ireland for the purpose of raising funds for the ROYAL NATIONAL LIFE-BOAT INSTITUTION. All will agree that the idea is an excellent one, and we heartily commend it to all our lady supporters and friends, who will we trust take immediate action in the matter. Do not wait to be asked to join such a committee, but take steps to organize one.

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

PORTHDINLLAEN.—While a strong wind was blowing from the E.N.E., with heavy squalls of snow and a heavy sea, on the 11th Jan. 1892, the schooner *Rose*, of Carnarvon, dragged her anchors while lying in Porthdinllaen Bay and went aground. At 2.30 A.M. the Life-boat *George Moore* put off to her assistance and brought safely ashore her crew, consisting of three men.

The Life-boat was also launched at 10 A.M. on the 3rd May, and landed the

crew, consisting of two men, of the smack *Brothers*, of Carnarvon, which was in distress in Porthdinllaen Bay, having dragged her anchors and lost her boat which had been washed away in a heavy sea and a strong N.E. wind.

FILEY.—Signals of distress having been shown by the brig *Lancet*, of Whitby, the Life-boat placed here during the temporary absence of the station's boat, which was undergoing alteration, was launched

at 6.45 A.M. on the 11th January, in a heavy sea and a strong N. wind. The vessel was found to have had most of her sails blown away, she was waterlogged and the men on board her were greatly exhausted, having been at work at the pumps forty-eight hours. The seven men were taken into the Life-boat and landed at noon. Before the arrival of the Life-boat the master of the brig, finding that the vessel was drifting towards a rock-bound lee shore, let go his best anchor and ordered the boats to be got ready. The men's clothing, &c., having been put into one of the boats, it was lowered over the side and one of the seamen either jumped or fell into it. The boat at once capsizing, the man caught hold of the keel, but the boat then righted itself and he was washed away from it. Endeavours were made to save him by means of a rope, but the poor fellow lost his life.

While a moderate gale was blowing from the N. with a very rough sea, rain, snow and very cold weather, on the morning of the 28th April, the fishing lugger *Tally Ho*, of Scarborough, was seen making for the bay. On rounding Filey Brigg she encountered very heavy weather and was for a time in great danger of being swamped by the very high seas then running. At 9.15 the Life-boat *Hollon the Second* was launched, assisted to take the boat, which had lost all her sails and was half full of water, under shelter of the land and brought ashore her crew, consisting of four men.

BROADSTAIRS. — Flares having been shown close to the North Foreland, the Life-boat *Christopher Waud*, Bradford, was launched at 6.45 A.M. on the 13th January, and found the brigantine *Douse*, of and for South Shields, from Poole, in ballast, on the rocks, and probably destined to become a total wreck. The Life-boat took off her crew of six men, and landed them at Ramsgate at 9.30 A.M.

ARBROATH.—Four fishing-boats having been overtaken by a heavy sea on the 15th January, the Life-boat *William Souter* was launched at 6 P.M., as the boats would incur considerable danger in crossing the bar, on which the water was breaking very heavily. She remained in attendance until all the boats succeeded in safely entering the harbour.

ORME'S HEAD.—On the afternoon of the 1st February the Life-boat *Sunlight* No. 1 was launched in response to signals of distress shown by vessels in the bay while a strong gale was blowing from W.N.W. with a rough sea. The boat took off the crew of two men from the schooner *John Nelson*, of Beaumaris, bound from Liverpool for Abersoch with a cargo of coal, which was in danger of sinking, and then proceeded to the ketch *Sea Gull*, of Beaumaris, coal laden from Liverpool, which had lost her mizen-mast, and took off her crew consisting of three men. The five men were safely landed and the Life-boat crew remained in the boat about three hours fearing that another vessel which was lying in the bay would require help, but her further services were not needed.

HOLYHEAD.—The Life-boat *Thomas Fielden* was called out on service on the 1st February by signals of distress shown by the s.s. *Meath*, of Sunderland, which had stranded at Penrhyn Point in a strong gale from the W.N.W. and a very heavy sea. The vessel's crew of thirty-eight men were rescued by the Life-boat and safely landed, the boat having to be hauled up at Penrhyn until the weather moderated sufficiently to enable her to return to her station.

NEWBIGGIN, NORTHUMBERLAND. — At about 7 o'clock on the morning of the 3rd February, the fishing-boats went out and shot their lines. At 10.30 a strong gale from the N. sprung up, rendering it difficult for the boats to haul in their lines, and placing them in great danger. The Life-boat *Robert and Susan* put off to their assistance and attended all the boats safely into the bay.

FRASERBURGH.—The schooner *Breeze*, of and from Sunderland, bound for Dingwall with a cargo of coal, was observed to be in danger in Fraserburgh bay while a N.W. gale was blowing accompanied by a heavy sea on the 3rd February. The Life-boat *Cosmo and Charles* put off to her assistance, succeeded in reaching her and rescued her crew of five men before she stranded about  $1\frac{1}{2}$  mile south of the port.

RHYL.—A steamer was observed flying

signals of distress about three miles N.N.E. of Rhyl pier, in a strong W.N.W. breeze and a heavy sea at 5 P.M. on the 5th February. The Life-boat *Jane Martin* put off to her assistance and on arriving alongside found that she was the *Lady Louisa*, of and for Liverpool, which had only left Rhyl at about 3 P.M. The master reported that the engines were disabled and that the engineer had been injured by the escaping steam. Some of the Life-boat men boarded the vessel and rendered assistance and ultimately the steamer was anchored, the Life-boat returning ashore with a telegram to Liverpool for a steam-tug. On the following day a tug arrived and towed the disabled steamer to her port of destination.

CLACTON-ON-SEA.—On the afternoon of the 13th February, while a moderate gale from the N.E. was blowing and the sea was rough, a vessel was seen ashore on the Sunk Sand. The Life-boat *Albert Edward* was launched at 5.35, and found that the stranded vessel was the barque *Saga*, of Flekkefjord, bound from Gothenburg for London with a cargo of firewood. At first the master declined assistance, but when the tide flowed the sea became heavy and at about 12 o'clock a portion of the vessel's keel and some bottom planks came up alongside. The ship then filled with water and as it was evident that there was no chance of saving her the master decided to abandon her and he with his crew of ten men and their luggage were taken into the Life-boat and brought safely ashore.

Signals of distress having been shown by the Middle Light Vessel on the 16th February, the Life-boat *Albert Edward* was launched at 1.15 A.M., proceeded to the Lightship and was informed that a vessel was ashore on the Maplin Sands. The Life-boat then went to the Sands and found the ketch *Don*, of Great Yarmouth, stranded about three miles W.N.W. of the Swin Lightship. The Life-boat remained by her until the following tide, laid out an anchor and got the vessel afloat. The ketch had lost her rudder, and, as the wind and tide were adverse, considerable difficulty was experienced with the vessel until a jury rudder had been rigged, when she was taken into the river at Burnham, the pumps being continually at work during the whole time. The Life-

boat men were engaged nearly forty-two hours in rendering this service and suffered much from the intense cold, blinding snow-storms, great exertion and want of sleep. The rigging of the boat was covered with ice.

STAITHES, YORKSHIRE.—Towards dusk on the 17th February, considerable anxiety was felt regarding three of the fishing-cobles which had not returned to port and, as a strong wind was blowing and the sea was becoming heavy, the Life-boat *Winefride Mary Hopps* was launched at 6 o'clock, found the boats and piloted them safely to the shore.

On the 5th May the Life-boat was again taken out and rendered assistance to five fishing cobles, which were in danger, a very strong N.N.E. wind blowing and a heavy sea having risen while they were out fishing.

LYNMOUTH.—The Life-boat *Louisa* was launched at 3 P.M. on the 19th February, a vessel having been reported to be in distress. A whole gale was blowing from the E.N.E., the sea was rough, the weather was thick and snow was falling. On reaching the vessel she was found to be the pilot-cutter *Pollie*, of Cardiff; she had been damaged apparently by collision and had been abandoned by her crew. She was towed by the Life-boat into Ilfracombe harbour.

DUNGARVAN.—On the morning of the 20th February, a bright light was seen shining through a heavy snow-storm and it was at once concluded that it was a signal made by the trawler *Christian*, of Dunmore, which had been lying at anchor in the pool for two or three days. The snow suddenly cleared and the vessel was then discerned rolling very heavily, the seas breaking over her. The crew and launchers of the Life-boat *William Dunville* were summoned and at once set to work to clear away the snow which was five or six feet deep round the Life-boat house. As soon as access to the doors could be obtained the boat was taken out and launched, but on reaching the trawler she was found to be abandoned. A search was made for the crew along the bank, but they could not be seen. On returning to Dungarvan it was found that they had landed there in their own

boat fearing that their vessel would break up. The master and owner of the ketch begged of the coxswain to assist him to recover the craft, as it was the only means of support for himself and his three sons who formed the crew of the vessel. The weather fortunately moderated and the coxswain and four of the crew of the Life-boat boarded the ketch and assisted to take her to Dungarvan.

DUNMORE EAST, Co. WATERFORD.—The Life-boat *Henry Dodd* was launched at 10 A.M. on the 21st February and rendered assistance to the Norwegian brigantine *Augvold* by leading her over the bar into the harbour. Two of the Life-boat men were put on board the vessel and assisted to bring her to a safe anchorage. While the Life-boat was returning to her station the brigantine *Queen of the Isles* also showed a signal of distress; the boat at once proceeded to her and remained by her until she was out of danger.

TEAMORE, COUNTY WATERFORD.—The brig *Paul*, of Hennebont, was seen standing into the bay on the morning of the 22nd February, after a very stormy night. She had only two topsails and a jib set and appeared to be labouring very heavily. A strong S.S.E. breeze was blowing, a heavy sea was running and the weather was very cold, with heavy showers of hail and rain. The coastguard fired a signal gun and the vessel then turning her head to the E., proceeded across the bay, but was unable to weather Brownstown Head, and therefore anchored about half a mile from the rocks there. As it was thought that she would be in need of assistance the Life-boat *Alfred Trower* was taken along the shore to Rabbit Burrow and there launched in a very heavy surf; but on reaching the vessel, it was found that all she required was to get out of the bay and that she had already obtained the services of some men to pilot her. The Life-boat remained close to the brig until she got well out to sea; and the wind having somewhat abated, and blowing from a more easterly direction, she was able to resume her voyage.

HOLY ISLAND.—The No. 1 Life-boat *Grace Darling* was launched at about 11 A.M. on the 22nd February, the Rev.

W. W. F. Keeling, Vicar of Holy Island, and Honorary Secretary of the Institution's branch, taking charge of the boat in the absence of the coxswain, who was afloat in his fishing boat, and rendered valuable help to three fishing cobses which had been overtaken by a heavy sea and thick weather. Several boats had returned to port, but the other three did not come in; and as heavy rolling waves were breaking on the bar, and for some distance out at sea, considerable anxiety was felt regarding the safety of the fishermen. Without the aid of the Life-boat it would have been a most dangerous feat, if not an impossibility, for the boats to have crossed the bar and reached home.

PORT ERROLL.—On the night of the 24th February, while a gale of wind was blowing from S.E. to S. and a heavy surf was breaking on the beach, the schooner *Perle*, of Dunkirk, was driven ashore on the sands at Cruden Bay. The Life-boat *Frances Camilla Howard* was launched at 8.30, and succeeded in rescuing eleven men. When they had been landed they, by means of signs, indicated that there was still somebody on board the vessel and the Life-boat therefore again proceeded to her. With great difficulty caused by the heavy surf and the wreckage floating round the vessel, all her rigging having been carried away, the Boat got alongside, two of the Life-boat men boarded her and, on searching below, found a boy there who was ill. He was placed in the Life-boat and taken safely to land. One of the Frenchmen then came up to the coxswain and signified that the remainder of the crew had attempted to reach the shore by jumping into the sea, having tied themselves to a rope; the rope was still attached to the wreck and the poor fellows had all been drowned. The Life-boat men made a third journey to the schooner and cut the rope so as to allow the bodies to be dragged to the shore.

St. AGNES, SCILLY.—While a strong breeze from the E.S.E. was blowing on the 28th February, the smack *Jessie*, of Plymouth, which had lost her main-boom, was seen running into a dangerous position and the Life-boat *James and Caroline* was therefore launched at 5.45 p.m. and proceeded to her assistance. Before the

Life-boat could reach her she had succeeded in getting through a narrow passage between the rocks and then attempted to anchor; but having lost one of her anchors and chains she had only fifteen fathoms of chain to pay out and that was not sufficient to enable the anchor to obtain a holding. Two of the Life-boat men went on board at the request of the master, got up the anchor, shackled on another chain and securely moored the vessel. On the following day the Life-boat men brought her into the harbour.

MONTROSE and JOHNHAVEN.—On the 29th February a heavy sea was breaking on the bar at Montrose and a strong wind from the E.N.E. suddenly sprung up. As three of the fishing boats were at sea the Life-boat *Augusta* was launched at 7.10 P.M., and rowed to the bar. At 7.30 two of the boats safely crossed the bar, the Life-boat men hailing them as they passed, the crews stated that had they been aware that the sea was so heavy they would not have attempted to enter the harbour. They also reported that another fishing boat was outside the bar and, as the sea was becoming heavier, the Life-boat men showed a red light to warn her off; the warning was seen, and the boat proceeded northward. The Life-boat then returned ashore and a telegram was despatched to the coxswain of the Johnshaven Life-boat requesting him to keep a look-out for the fishing-boat. At about 8.30 the boat's light having been seen, the Johnshaven Life-boat, the *Meanwell*, of *Glenbervie*, was launched, took off a pilot, put him on board the boat, which was the *Wanderer*, of Ferryden, with a crew of six men, and remained by her until she was brought safely into Johnshaven harbour.

MONTROSE.—On the 3rd May, the Life-boat *Augusta* was again launched to the assistance of fishing boats which were in danger. Two French fishing boats and eight other boats were seen in the offing while a strong gale from the E.N.E. was blowing and a very heavy sea was running. With the help of the Life-boat some of the boats managed to cross the bar and to safely enter the harbour; but others would not incur the risk and made for Johnshaven and the Firth of Forth.

WALTON-ON-THE-NAZE.—On the 17th March, the Life-boat *Honourable Artillery Company* was called out by signal guns. She was launched at 5 P.M., and was towed to the north-east part of the Gunfleet Sands where the steamer *Brighton*, of and for London, from Newcastle with a cargo of coal, was found stranded. The Life-boat men assisted to throw cargo overboard to lighten her, until nearly 3.30 A.M., when the vessel was towed by three steam-tugs into deep water and safely anchored. As her services were no longer required, the Life-boat then returned to her station, arriving there at 5 A.M.

RAMSGATE.—Signal guns having been fired by the light-vessels, the Life-boat *Bradford* in tow of the steam-tug *Aid*, left the harbour at 6.45 A.M. on the 18th March, and found the barquentine *Telegraph*, of Frederikshald, bound from Christiania for Kinsale, laden with ice, and carrying a crew of nine men, stranded on the S.E. part of the Goodwin Sands. The tug's wire hawser was attached to the vessel and, with the help of the Life-boat men and the crews of two Deal galleys, she was got afloat, and at the master's request taken to Dover, which was reached at 2 P.M. The tug and Life-boat regained their station at 5 P.M.

BRANCASTER, NORFOLK.—On the morning of the 18th April a vessel was observed stranded on Burnham Flats, but she suddenly disappeared. At 7 o'clock the Life-boat *Lily Bird* was launched in a heavy sea and a strong N. wind, proceeded under canvas to the place where the vessel had been seen and at about 11.30 sighted her lying on her beam ends with the seas breaking over her. When about a quarter of a mile from the wreck the Life-boat men saw one man lashed to the mainmast head, and on getting alongside he was with some difficulty rescued. He was the master and also the owner of the vessel, which was the brig *Felic*, of and from Stettin, bound for Wisbech with a cargo of oak timber, and he was the sole survivor of the ship's company, his crew of seven men having all met a watery grave; some of them, being benumbed by cold and wet, had fallen from the rigging into the sea and others had been washed or

thrown overboard when the vessel suddenly heeled over.

**BERWICK-ON-TWEED.**—On the 22nd April, the steam-yacht *Beaver*, of Berwick, was seen in the bay showing signals of distress while a strong breeze was blowing from the W.N.W. The Life-boat *John and Janet* put off to her assistance at 5 P.M. and found that her fires were out and that the sea was washing into her. The Life-boat men assisted to take the yacht and the six persons who were on board to Berwick.

**SCARBOROUGH.**—The fishing-coble *Jane and Ann*, of Scarborough, was making for the harbour in a strong gale on the 28th April and as it was clear that she would encounter considerable danger in coming in, the sea being very heavy, the Life-boat *Queensbury* was launched at 8.50 A.M. to assist her. By that time she had brought up off the pier-head finding it impossible unaided to enter the harbour. With the help of the Life-boat men she was got into the harbour and attached to the pier, but the rope broke and she drifted out again into the broken water; another line was taken to her from the pier and she was successfully hauled again into the harbour and securely moored. She had a crew of four men on board.

**CARDIGAN.**—On the 3rd May, the crew, consisting of two men, of the smack *Christiana*, of Cardigan, were safely landed by the Life-boat *Lizzie and Charles Leigh Clare*, their vessel having stranded on the West side of Cardigan bar, in a moderate gale from the N.E. with a choppy sea, and being in considerable danger of becoming a total wreck.

**WINTERTON, NORFOLK.**—Signal guns were fired by the Newarp Lightship on the morning of the 5th May and a vessel with only one mast standing was seen to be drifting on the outer side of the lightship. The Life-boat *Margaret* was accordingly launched at 5.30 A.M. and found the vessel was abandoned and full of water. With the help of a steam-tug she was towed to the beach. She proved to be the brig *Ageneze*, of Sandefjord, bound from Christiania for Plymouth with a cargo of spars and poles. On the previous day she had struck on the "Hammond's Knoll," and as she eventually filled with water her crew were compelled to leave her in order to save their lives. They, therefore, took to their boats and got on board the Wold Light-vessel, from whence they were taken by a smack and landed at Great Yarmouth.

**HARWICH AND ALDEBURGH.**—Signals having been made by the light-vessels, the *Springwell* Life-boat stationed at Harwich and the *Aldeburgh* Life-boat at Aldeburgh were launched at 8 A.M. on the 5th June, and proceeded to the Shipwash Sands where the barque *Ephrussi*, of Brevig, bound from Dram for London with a cargo of ice, was found stranded. A smack had already reached her and the crew had been engaged to assist in throwing overboard some of the cargo in order to lighten the vessel. The Life-boats remained by until the tide flowed, when it was evident that their services were not required and ultimately the ship was towed off the sand by the steam-tug *Harwich*, which had towed the *Springwell* Life-boat on her outward journey.

### THE WRECK REGISTER AND CHART FOR THE YEAR 1890-91.

THE Wreck Register not having been issued as early as usual by the Board of Trade, we are unable to furnish our readers, in the November number of our Journal, as has been our wont, with a Chart showing the wrecks and shipping casualties which have taken place around the coast of the United Kingdom during

the year 1890-91, and with the other interesting and important statistics connected therewith, which it has been our practice to bring under their notice for upwards of thirty years. We hope, however, to give a summary of it in the next number of the *Life-boat Journal* for February 1893.

SUMMARY OF THE  
MEETINGS OF THE COMMITTEE.

THURSDAY, 10th March, 1892.

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 Corre-  
spondence, Building and Wreck and Reward  
Sub-Committees and ordered their recommen-  
dations 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—Broughty Ferry, Eye-  
mouth, North Berwick, Dunbar, Newbiggin,  
Sunderland, Roker, Dornoch, Huna, Thurso,  
Ackergill, Kildonan and Ardrossan.

Western District—Teignmouth, Sidmouth,  
Lyme Regis, Hope Cove, Salcombe, Brixham,  
Plymouth, Yealm, Weymouth, St. Helier's (Jer-  
sey) and St. Peter's Port (Guernsey).

Irish District—Orme's Head, Llanddulas  
and New Brighton.

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

	£	s.	d.
Miss ELIZABETH ANN REVELL . . . . .	200	—	—
NORDDEUTSCHER LLOYD . . . . .	105	—	—
"A Lady" . . . . .	50	—	—
Proceeds of Amateur Theatricals at Barford Hill, Warwick, on the 25th and 27th January, per C. A. SMITH-RYLAND, Esq. . . . .	40	—	—
Collected by the Life-boat Crew Covent Garden Fancy Dress Ball, March 1st . . . . .	13	7	6
Collected on board s.s. <i>Oratava</i> , per Capt. STODDERT . . . . .	8	—	—
Proprietors of the <i>Pictorial World</i> Contribution Box on s.s. <i>Bede</i> , per Capt. HENDERSON . . . . .	3	13	—
Aske's Hatcham Boy Schools, col- lected after Lecture by WILLIAM MASKELL, Esq., per A. BARKER, Esq., M.A., Head Master . . . . .	2	5	—

*Life-boat Sunday Collections.*

Edinburgh and St. John's Episco- pal Church, per Rev. G. PATON . . . . .	46	10	—
New Southgate St. Paul's Church, per Rev. I. BOWMAN, M.A. . . . .	6	19	1
South Shields Seamen's Church— Church Parade of Volunteer Life Brigade, per Rev. H. W. FARRAR, M.A. . . . .	6	16	—
Cordwalles School Chapel, per Rev. C. W. HUNT, B.A. . . . .	6	11	—
Lowestoft, Christ Church, per Rev. E. W. S. KINGDOM . . . . .	4	5	2
Shipley Congregational Sunday School, per S. D. PICKARD, Esq. . . . .	3	2	—

—To be severally thanked.  
Also the receipt of the following legacies:—  
£ s. d.  
ADDISON, Mrs., Lochgelly . . . . . 90 — —  
ATOCK, WM. Esq., Doncaster . . . . . 100 — —

	£	s.	d.
JONES, Mrs. MARTHA, Highbury . . . . .	50	—	—
SEMPLE, ALEX., Esq., Maida Vale . . . . .	180	—	—
THORNHILL, FREDERIC, Esq., With- ington . . . . .	100	—	—
WALKER, D. J. A. Esq. . . . .	5	—	—
WHEELER, Mrs. CHARLOTTE, Eccle- ston Square . . . . .	270	—	—
WOOLLANS, Mrs. ELIZABETH, Avenue Road, N.W. . . . .	500	—	—

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

G. BRAXTON ALDRIDGE, Esq., Poole; CHARLES  
H. BELOE, Esq., Liverpool; A. J. BIRNIE, Esq.,  
Whitelink Bay; E. J. BLUETT, Esq., Scilly  
Islands; PERCY CROSSIE, Esq., Greencastle;  
Capt. G. ASHE GOLDWYER, Littlehaven; E. A.  
GIBBON, Esq., Carnsore; C. F. GRANTHAM, Esq.,  
Skegness; EDWD. GREER, Esq., Howth; Capt.  
E. JONES, Ramsgate; J. M. MEEK, Esq., Red-  
car; PATRICK MURRAY, Esq., Arran; J. W.  
NOEL, Esq., Newhaven; W. PEREGRINE PROPERT,  
Esq., L.L.D., St. David's; JAMES RICHMOND,  
Esq., Southend; J. R. ROWLANDS, Esq., Tenby;  
Capt. W. THOMAS, Newquay; W. T. TRESSIDDER,  
Esq., St. Ives; and Capt. J. S. VIDLER, Rye.

Also the services rendered to the Life-boat  
cause by HAROLD L. BOWER, Esq., during the  
twenty years he held the office of Honorary  
Treasurer of the Liverpool and New Brighton  
Branch of the Institution.

Reported the transmission of a new Life-boat  
to Ardrossan, and altered and improved boats  
returned to Newquay, Cardiganshire and St.  
David's.

Paid 6,234l. 6s. 5d. for sundry charges on  
various Life-boat Establishments.

Voted 385l. 10s. 6d. to pay the expenses of  
the Clacton, Staithes, Lynmouth, Dunmore  
East, Dungarvan, Holy Island No. 1, Tramore,  
Port Erroll, St. Agnes, Montrose No. 1 and  
Johnshaven Life-boats in rendering the follow-  
ing services:—

	Lives saved.
Barque <i>Saga</i> , of Flekkefjord . . . . .	11
Ketch <i>Don</i> , of Great Yarmouth. Saved vessel and . . . . .	6
Three fishing-cobles of Staithes. Ren- dered assistance.	
Pilot cutter <i>Pollie</i> , of Cardiff. Saved vessel.	
Brigantine <i>Augvold</i> . Rendered assist- ance.	
Brigantine <i>Queen of the Isles</i> . Remained by vessel.	
Cutter <i>Christian</i> , of Dunmore. Saved vessel.	
Three fishing-boats of Holy Island. Ren- dered assistance.	
Brig <i>Paul</i> , of Hennebont. Remained by vessel.	
Schooner <i>Perle</i> , of Dunkirk . . . . .	12
Smack <i>Jessie</i> , of Plymouth. Rendered assistance.	
Three Montrose fishing-boats. Remained in attendance.	
Fishing-boat <i>Wanderer</i> , of Ferryden. Rendered assistance.	



(Accounts of these services will be found on pages 252-254.)

Voted also 31*l.* 5*s.* 3*d.* to pay the expenses of the Kilmore, Thurso, Bude, Porthcawl, Cemlyn, Caister No. 2, Southwold No. 2, Cemaes, Southend (Essex), Aldeburgh, Gorleston No. 1, Milford, Kildonan, Cahore, North Sunderland, Wexford No. 1, Walton-on-the-Naze, Hartlepool No. 3, Winterton No. 2, Plymouth, Barmston and Withernsea Life-boats in assembling their crews or putting off with the view of assisting vessels which did not ultimately need their services.

Read letter from the Norddeutscher Lloyd, owners of the s.s. *Eider*, thanking the crews of the Atherfield, Brighstone Grange and Brooke Life-boats for the gallant services rendered to that vessel when she was stranded on Atherfield Ledge. They also forwarded to the Institution a contribution of 105*l.*

Voted the thanks of the Institution, inscribed on vellum, to CHARLES DABELL, Esq., the Rev. F. B. LIPSCOMB and Mr. WILLIAM HILLIER, the Honorary Secretaries of the Atherfield, Brighstone Grange and Brooke branches, for their valuable services on the occasion of the stranding of the *Eider*.

Also the thanks of the Institution, inscribed on vellum, and 1*l.*, to PATRICK ROONEY, and 5*l.* to five other men, for saving the crew of five men from the fishing-boat *St. Patrick*, of Newcastle, which was capsized about five miles S. of St. John's Point, co. Down, in a moderate S.E. gale and a heavy sea on the 15th February. To enable them to effect the rescue the salvors had to throw overboard their catch of fish.

Also 5*l.* 5*s.* to seven men for saving a boat, containing two men, which was in danger near Cantick Head, Orkney Islands, in a strong gale and a moderately rough sea, on the 25th January.

Also 4*l.* 10*s.* to six men, for putting off in a boat and saving three men whose boat had been disabled off Amlwch in a very strong S.W. breeze and a rough sea, on the 21st January.

Also 3*l.* to six men, for saving four fishermen whose boat had been capsized off Garnish Island, co. Cork, in a moderate gale from the N.N.W. and a rough sea on the 5th January.

Also 3*l.* to six men, for saving, by means of ropes, the crew of five men from the schooner *Excel*, of Whitehaven, which had stranded on the Harry Furlongs rocks in a gale from the E. and a heavy sea, on the 15th February.

Also 1*l.* 10*s.* to four men, for putting off in a boat and saving two of three men from a boat which had been capsized off Minehead, Somersetshire, in a fresh breeze from the W.N.W. and a moderate sea, on the 7th February.

THURSDAY, 7th April.

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

Read and confirmed the Minutes of the previous Meeting.

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

Read the Report of the Chief Inspector of Life-boats on his recent visit to Lowestoft.

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

Northern District—Southend (Cantyre), Campbeltown, Sunderland (South Outlet), Middlesbrough, Blyth (two boats) and Cresswell.

Eastern District—Lowestoft.

Western District—Torquay, Dartmouth and Exmouth.

Irish District—Kilmore.

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

	£	s.	d.
HER MOST GRACIOUS MAJESTY THE QUEEN (annual subscription)	50	-	-
The Right Hon. Lord CHARLES W. BRUDENELL-BRUCE, per the Hon. Mrs. TOLLEMACHE	105	-	-
Mrs. STEWART SAVILE (annual subscription)	20	-	-
Proceeds of a Village Concert at Ecclesall, near Sheffield, on 17th March, per Miss EDITH CRESWICK	13	-	-
Victoria Steamboat Association (Limited), collected by E. ARNOLD WILLIAMS, Esq., Managing Director, and EDGAR SHAND, Esq., General Manager	12	15	9
Trustees of BERMAN'S CHARITY (additional)	10	10	-
Part proceeds of private subscription dance at Leeds, per ARTHUR SCRIVEN, Esq.	6	-	-
Collected on board the s.s. <i>Oruba</i> , per Captain HAY	5	-	-
Readers of the "Christian," per Messrs. MORGAN and SCOTT	3	17	6
Publishers of the "Pictorial World" (additional)	2	11	-
Iona Debating Club Concert, per D. KIRKPATRICK, Esq.	2	1	6

*Life-boat Sunday Collections.*

Padstow, various places of worship	8	13	-
Brighstone, Isle of Wight, per the Rev. Canon HEYGATE	3	19	9
Somerby, per the Rev. W. MACMANUS	3	7	4
Paisley, St. George's Free Sabbath Schools, per Mr. M. GARDNER	1	13	5

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late Mrs. H. O. CARNLEY, of Hull (on account)	500	-	-
The late JAMES SAUL, Esq., of Tottenham (additional)	125	-	-
The late E. H. DAVENPORT, Esq., of Cornwall Gardens	25	-	-

Voted the thanks of the Committee to E. W. CHAPMAN, Esq., and JOHN HEDLEY, Esq., in recognition of their valuable services whilst holding the office respectively of Honorary Secretary of the Whitby and Blyth Branches of the Institution.

Reported the death of A. M. VIENER, Esq., who had been connected with the Blackpool

Branch of the Institution as Chairman and Honorary Secretary since its establishment 28 years ago, and decided to send a letter expressing the condolence of the Committee to his widow.

The Committee specially recognized the good services rendered by Mr. JAMES LOGIE during the long period in which he served as Coxswain of the Buckie Life-boat.

Paid 4,312*l.* 12*s.* 2*d.* for sundry charges on various Life-boat Establishments.

Reported that the Ramsgate and Walton-on-the-Naze Life-boats had rendered assistance to the barquentine *Telegraph*, of Frederikshald, and steamer *Brighton*, of London.

(Accounts of these services are given on page 254.)

Voted 386*l.* 4*s.* to pay the expenses of the Dungarvan, Balbriggan, Cloughy, New Brighton No. 2, Bude, North Sunderland, Caister No. 2, Gorleston No. 1, Brixham, Newhaven, Harwich, Totland Bay, Littlehampton, Stornoway, North Deal, Broadstairs, Lowestoft, Pakefield, Clacton and Hornsea Life-boats in assembling their crews or putting off with the view of rendering assistance to vessels in distress.

Voted the thanks of the Institution, inscribed on vellum, and 15*s.*, to Mr. J. McCARTHY, Principal Lighthouse-Keeper at Lundy Island, and 7*l.* 10*s.* to the two assistant lightkeepers and eight other men, for saving, by means of lines, the crew of twenty-one men from the s.s. *Tunisie*, of Bordeaux, which stranded under a high cliff on the eastern side of the island in a strong E. gale, a snowstorm, and a very high sea on the 19th February.

Also a further gratuity of 5*l.* to a man who was injured while assisting to launch the Cemaes Life-boat on service on the 12th December.

Also 2*l.* 15*s.* to three men for rescuing the crew of two men from the smack *Commerce*, of Beaumaris, which had stranded in Llandudno Bay in a strong gale from the N.E. and a heavy sea on the 26th March.

1*l.* 10*s.* was granted to four men who helped to launch the salvors' boat.

Also 1*l.* to the Coxswain of the Broughty Ferry Life-boat for saving the crew of three men from the fishing-boat *Scottish Chief*, of North Alloa, which was wrecked on Abertay Bank in a rough sea on the 4th March.

Also 10*s.* to two men for saving two men whose boat, while in tow of a steamer, had been sunk by a heavy sea at the entrance to the Tyne in a moderate S.E. breeze on the 20th March.

#### SATURDAY, 30th April.

The Annual General Meeting of the friends and supporters of the ROYAL NATIONAL LIFE-BOAT INSTITUTION took place this day at Princes' Hall, Piccadilly, Sir EDWARD BIRKBECK, Bart., M.P., V.P., in the Chair.

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

The meeting was also addressed by the Right

Hon. Sir MICHAEL HICKS-BEACH, Bart., M.P., President of the Board of Trade; The Right Hon. the Earl of MOUNT EDGUMBE, P.C., Lord Steward of the Household; The Right Hon. EDWARD MARJORIBANKS, M.P.; Admiral Sir WILLIAM DOWELL, K.C.B., Chairman of the Royal Naval Exhibition, Chelsea; Sir SAVILE CROSSLEY, Bart., M.P.; Colonel FITZROY CLAYTON, V.P., and ROBERT UNIACKE PENROSE FITZ-GERALD, Esq., M.P.

The officers for the current year were chosen, and various resolutions were moved, seconded and carried unanimously, pledging the meeting to renewed exertions on behalf of the benevolent and national objects of the Institution.

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

#### THURSDAY, 12th May.

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

Read and confirmed the Minutes of the previous meeting.

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

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

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

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

Northern District—Balcary, Kirkcudbright, Whithorn, Port Patrick, Port Logan, Ballantrae, Girvan, Ayr, Troon, Irvine, Berwick-on-Tweed, Tynemouth (two boats), Alumouth, Hauxley, Bamburgh Castle, Holy Island (two boats), Boulmer and Montrose (three boats).

Eastern District—Lowestoft.

Western District—Porthcawl, Swansea, Port Eynon, Carmarthen Bay, Burry Port, Tenby, Cardigan, New Quay (Cardiganshire), Newport (Pembrokeshire), Milford, Littlehaven, St. David's, Fishguard (two boats), Penarth, St. Agnes, St. Mary's, Penzance, Padstow and Port Isaac.

Irish District—Ramsey, Southport (two boats).

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

	£	s.	d.
Mrs. FRANCES ROGET, for the <i>Elinor Roget</i> , new Life-boat for Clovelly . . . . .	700	-	-
Balance of gift of the late JOHN COPPIN, Esq., for the <i>Junius</i> Life-boat for Sunderland South Pier . . . . .	500	-	-
JOHN SHEPARD, Esq. . . . .	250	-	-
Stewards of the Covent Garden Life-boat Fund (additional) . . . . .	80	1	-
Executors of the late Mrs. JANE HIBBERT . . . . .	50	-	-
Proceeds of sale of work by Mrs. CHARLES J. W. BARWELL, per Birmingham Branch . . . . .	23	3	3

	£	s.	d.
Collected on board the P. & O. s.s. <i>Oceania</i> , per A. H. HARVEY, Esq.	10	10	-
T. DUBBIN DUTTON, Esq., collected by his dogs "Starboard" and "Napier" in aid of Port Isaac Station . . . . .	7	8	9
Proceeds of Concert at Suffolk Hotel, Lowestoft, per Mr. F. S. SMITH . . . . .	1	10	-
Collected at "Pleasant Evenings for the People" at Hebden Bridge, per Mr. R. S. BLACKBURN . . . . .	1	4	-
<i>Life-boat Sunday Collections.</i>			
Derby—Baptist Church, Osmaston Road, per T. H. HARRISON, Esq.	25	6	-
Midhurst—St. Mary Magdalen and St. Denis, per the Rev. S. M. CAMPBELL . . . . .	3	-	-
Glasgow—Children of John Street Baptist Church Sabbath School, per R. COATS, Esq.	2	19	-
Colchester and District Trade Societies—Collection at Service at All Saints' Church, per L. J. WATTS, Esq. . . . .	2	11	6
Pimlico, Members of Bible Class at St. Barnabas, per the Rev. G. V. SAMPSON, B.A. . . . .	1	2	5

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late Miss E. C. ALLEN, of Finchley Road, for a Life-boat to be called the <i>Frederick Allen</i> (on account) . . . . .	560	-	-
The late H. R. LAVERS, Esq., of Inglefield Road . . . . .	270	-	-
The late LOUIS GOFF STRANGMAN, Esq., of Monkstown, for Irish Life-boat stations . . . . .	50	-	-
The late EVAN VAUGHAN, Esq., of Carmarthen . . . . .	50	-	-
The late Mrs. MELINA HENNING, of Orsett Terrace . . . . .	50	-	-
The late Miss KATHERINE HUNTLY, of Dover . . . . .	23	19	-
The late Mrs. F. E. THOMAS, of Nunney, Somerset (additional) . . . . .	3	5	2

The Committee heard with great satisfaction the report of the successful result of the efforts of Sir Edward Birkbeck, Bart., M.P., Chairman of the Institution, in the House of Commons relative to the establishment of a complete system of electrical communication on the coast of the United Kingdom, and to the appointment of a Royal Commission to inquire into the desirability of connecting certain light-vessels and rock lighthouses by cable with the mainland, and they expressed their sense of the valuable services rendered to the cause of life-saving on the coast by the energetic conduct of their Chairman.

It was reported that the competitive trials with sailing Life-boats at Lowestoft had been completed, and that the results would be published in due course.—(Vide the LIFE-BOAT JOURNAL for August, 1892.)

Decided, on the recommendation of the Local Committee and the District Inspector of Life-boats, that the Kirkside (Montrose) Life-boat Station be discontinued, as they, as well as the coxswain of the Boat, were of opinion that a Life-boat was no longer required at that spot.

Read letter from Lieutenant H. T. GARTSIDE-TIPPING, R.N., of the 5th May, resigning, in consequence of private affairs, his post of Inspector of Life-boats for the Irish District, which he had filled for thirteen years.

The Committee, in accepting Lieutenant GARTSIDE-TIPPING's resignation, expressed their high appreciation of his zealous and efficient services, and unanimously voted him the Silver Medal of the Institution in acknowledgment of the risk of life he had frequently incurred in the Life-boat service.

Reported that Mr. R. EARP, of Austin Friars, had forwarded to the Institution a transcript of instructions how to make a Life-belt, taken from "A Thousand Notable Things of Sundrie Sorts," printed 1627. Author, Thomas Lupton. (Vide the LIFE-BOAT JOURNAL for August, 1892.)—To be thanked.

Voted the thanks of the Committee to Captain THOMAS N. BARGLAX, in recognition of his valuable co-operation during the period in which he occupied the office of Honorary Secretary of the Dunbar Branch of the Institution.

The Committee specially recognised the good services rendered by Mr. BASIL MCKENZIE and Mr. ANDREW ROME during the long period in which they served respectively as Coxswain and Assistant Coxswain of the Kirkeudbright Life-boat.

Also the good services of Mr. HENRY TODDS during the period in which he occupied the office of Assistant Coxswain of the Gorleston Life-boat.

Reported that the Gorleston No. 3, Sunderland South Pier, and Great Yarmouth new Life-boats had been forwarded to their stations.

Paid 4,445*l.* 1*s.* 4*d.* for sundry charges on various Life-boat establishments.

Voted 69*l.* 4*s.* to pay the expenses of the Brancaster, Filey, Scarborough, Porthdinlaen, Cardigan, Montrose No. 1 and Staithes Life-boats in rendering the following services:—

	Lives Saved.
Brig <i>Felix</i> , of Stettin . . . . .	1
Fishing-lugger <i>Tally Ho</i> , of Scarborough . . . . .	4
Fishing-coble <i>Jane and Ann</i> , of Scarborough. Assisted to save boat and . . . . .	4
Smack <i>Brothers</i> , of Carvarvon . . . . .	2
Smack <i>Christiana</i> , of Cardigan . . . . .	2
Montrose fishing-boats. Remained afloat.	

Staithes fishing-cobles. Rendered assistance.

The Berwick-on-Tweed Life-boat assisted to save the steam-yacht *Beaver*, of Berwick, with 6 persons on board, and the Winterton No. 2 Life-boat assisted to save the derelict brig *Agnese*, of Sandefjord.

Details of these services are furnished on pages 250–255.

Voted 235*l.* 1*s.* to pay the expenses of the Palling No. 2, Winterton No. 2, Clacton, Donna Nook, Walmer, Newbiggin, Drogheda Nos. 1

and 2, Saltburn, Gorleston No. 1, Aldeburgh, and Harwich steam and sailing Life-boats in assembling their crews, watching, or putting off to the aid of vessels which ultimately did not require help.

Read letter from the Board of Trade forwarding extracts from communications from the German Ambassador, stating that in recognition of the services rendered to the stranded s.s. *Eider*, of Bremen, by the Atherfield, Brooke and Brighstone Grange Life-boats in February last, H.I.M. the Emperor of Germany had decided to present a gold watch bearing his portrait, imperial arms and monogram, to each of the coxswains of the three Life-boats. His Majesty also forwarded the sum of 200*l.* as a contribution to the funds of the Institution, together with the expression of his thanks.

Voted 3*l.* to the crew of a coastguard boat for saving two of the crew of the ketch *Yeo*, which had stranded off Padstow on the 15th March.

Also 20*l.* to one of the crew of the Orme's Head Life-boat who had suffered from a severe illness caused by exposure while on service in the Life-boat on the 14th December.

Also 20*l.* in aid of a subscription for the benefit of one of the crew of the Lydd Life-boat who nearly lost his life on the occasion of the capsizing of the boat while on service on the 11th November. He never recovered from the effects of the accident, and has been invalided from the coastguard service.

Also 24*l.* to the coxswain of the Holyhead Life-boat who was injured while on service with the Life-boat on the 1st February.

Also 1*l.* 10*s.* to the master and three of the crew of a fishing-lugger for rescuing the crew of six men from the lugger *Gideon*, of St. Ives, which had been damaged by collision with a schooner and ultimately sunk in a strong breeze from the E.N.E. and a heavy sea on the 2nd April.

Also 1*l.* to four men for saving a man and a child from a rowing boat in Swanage Bay in a moderate N.W. wind and a smooth sea on the 18th April.

#### THURSDAY, 16th June.

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

Read and confirmed the Minutes of the previous Meeting.

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

Read the Reports of the Deputy Chief Inspector of Life-boats on his recent visits to Clovelly, Barry Dock, Giles Quay, Carlingford Lough, Larne, Braunton and Fleetwood.

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

Northern District.—Newburgh, Port Erroll, Stonehaven, Arbroath, Johnshaven, Gourdon, Fraserburgh, Whitelink Bay, Peterhead, Banff, Buckie, Lossiemouth, Moray Firth, Stromness, Longhope, Thurso, Huna, Ackergill, Dornoch, and Stornoway.

Eastern District.—Southwold (two boats), Kessingland (three boats), Gorleston (three boats), Winterton (two boats), Yarmouth, Thorpeness, Aldeburgh, Dunwich, Ramsgate, and Kingsgate.

Western District.—Fowey, Mevagissey, New Quay (Cornwall), Looe, Weston-super-Mare, Falmouth, Porthleven, St. Ives, Hayle, Sennen, Porthoustock, Polpear and Mullion.

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

Commander THOMAS HOLMES, R.N., was appointed a District Inspector of Life-boats, and the Irish District was allotted to him, vice Lieutenant H. T. GARTSIDE-TIPPING, R.N., resigned.

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

	£	s.	d.
Proceeds of sale of work by children at Mr. E. SILK's house, Solihull, per Birmingham Branch . . . . .	53	3	-
Collected on board the R.M.S. <i>Iberia</i> , per J. W. McAFEE, Esq. . . . .	51	14	9
A. HUTCHINSON, Esq., and the Misses FANNY and CHARLOTTE HUTCHINSON (additional) . . . . .	26	-	-
Surplus of Dramatic Performances at Royalty Theatre on 11th and 12th April last, per the COUNTESS RUSSELL . . . . .	22	15	11
Collection on the occasion of the visit of the Southampton Corporation to Church, per JOHN M. SCANNELL, Esq. . . . .	11	18	7
Readers of the "Christian," per Messrs. MORGAN and SCOTT . . . . .	11	-	-
Proceeds of Concert, per Cemlyn Branch . . . . .	7	2	2
Earl's Court School Dramatic Club, proceeds of performance, per the Rev. W. H. BRUCE . . . . .	5	-	-
Collected on board the s.s. <i>Oroya</i> , per Captain LAVINGTON . . . . .	5	-	-
Self-denial offerings during Lent at Langham Church, Bury St. Edmunds, per the Rev. A. G. LEE . . . . .	3	7	6

#### Life-boat Sunday Collections.

Eastbourne—St. Mary's Church, Contribution from offertory . . . . .	2	2	-
Barningham—Bury St. Edmunds, per the Rev. A. W. EDWARDS . . . . .	1	-	4

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late DAVID PRICE, Esq., of Queen Anne Street . . . . .	1000	-	-
The late Miss ANN WILSON, of Bolton . . . . .	500	-	-
The late Mrs. M. D. R. BULLIOTT, of Bath . . . . .	500	-	-
The late Mrs. REBECCA SMITH, of Greenock . . . . .	100	-	-
The late W. W. KERSHAW, Esq., M.D. of Surbiton . . . . .	90	-	-

	£	s.	d.
The late Mrs. MARY CURTIS, of Worthing, on account . . . . .	50	-	-
The late W. H. Dean, Esq., of Stratford (additional) . . . . .	27	18	4
The late Miss KATHARINE HUNTLY, of Dover (additional) . . . . .	1	1	-

Decided, that a new Life-boat Station be formed at Greenore, Ireland.

Reported that the Ballywalter, Crail, Filey, Fishguard No. 2, Redcar and Troon Life-boats had been returned to their Stations after having been altered and fitted with all modern improvements.

Paid 5321l. 10s. 10d. for sundry charges on various Life-boat Establishments.

Voted 62l. 18s. 9d. to pay the expenses of the services rendered by the Harwich and Aldeburgh Life-boats to the stranded barque *Ephrussi*, of Brevig. (An account of the service is given on page 255.)

Also 115l. 5s. to pay the expenses of the Caister No. 2, Winterton No. 2, Ballywalter, Huna, Orme's Head, Johnshaven and Llanael-haiarn Life-boats in proceeding to the assistance of vessels which did not ultimately require their services.

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

Reported that the Lords Commissioners of the Admiralty had awarded the sum of 10l. to the crew of the Dover Life-boat in recognition of their services in saving the crew of a Government dredger on the 22nd October, 1891.—*To be thanked.*

Voted 4l. to four men for putting off in a boat and saving seven boys whose boat had drifted out to sea off Llanaelhaiarn, Carnarvonshire, in a strong S. gale on the 28th May.

Also 2l. 10s. to five fishermen for putting off in a boat and saving the two proprietors of a sailing coble which had been capsized off Fairlight, Sussex, in a strong breeze and a rough sea on the 28th May.

A reward of 5s. was granted to a coastguard who promptly conveyed to the fishermen a message reporting the casualty.

Also 2l. 10s. to five men for putting off in a boat and saving three men from a ship's boat which was in danger off Workington, Cumberland, in a moderate gale from the S.W. and a heavy sea on the 29th May.

Also 1l. to two men for putting off in a boat and saving three of five men from a boat which had been capsized on the Pole Sand off Exmouth, Devonshire, in a moderate gale from the N.N.W. on the 5th June.

1l. was also awarded to two other men who picked up another of the occupants of the boat. He died, however, before reaching the shore.

Also 1l. to two men for saving one of the crew of the fishing boat *Pansy*, of Scarborough, which had capsized and sunk about four miles N. of that port in a strong breeze and a moderate sea on the 30th April.

Also 1l. to two men for saving two men from a boat which had been cut in two by collision with a steamer off Ringburn Point, Strangford Lough, on the 27th May.

THURSDAY, 14th July.

Admiral Sir JOHN CORBETT, K.C.B., in the Chair.

Read and confirmed the minutes of the previous meeting.

Also read those of the Finance and Correspondence, Building and Wreck and Reward Sub-Committees and ordered 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.—Southend (Cantyre), Campbeltown, Kildonan, Arrirossan, Cullercoats, Middlesbrough, Saltburn, Redcar, West Hartlepool, Hartlepool and Newbiggin.

Eastern District.—Margate, Broadstairs, Staithes, Runswick, Uppang, Whitby (two boats), Robin Hood's Bay, Scarborough, Filey, Flamborough (two boats), Barmston, Bridlington, Hornsea and Withernsea.

Western District.—Church Cove, Watchet, Appledore (two boats), Clovelly, Braunton, Morthoe, Ilfracombe, Lynmouth, Burnham and Bude.

Irish District.—New Brighton, Douglas (two boats), Castletown, Port Erin, Peel, Ramsey, Beaumaris, Penmon, Moelfre, Bull Bay, Cemaes, Cemlyn, Holyhead (two boats), Porth Rhuffydd and Rhosneigr.

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

	£	s.	d.
Worshipful Company of MERCERS . . . . .	105	-	-
E. F. WHITE, Esq. (Annual Subscription) . . . . .	50	-	-
Miss WHITE (Annual Subscription) . . . . .	25	-	-
Half proceeds of DUKINFIELD CYCLISTS CLUB Fancy Dress Parade . . . . .	4	-	-

*Ship Collections.*

R.M.S. <i>Oruba</i> , per Captain LINDSAY HAY . . . . .	5	-	-
S.S. <i>British Empire</i> , per Captain KYDD . . . . .	3	4	6
S.S. <i>St. Sanniva</i> , per Captain ANGUS . . . . .	2	16	9
Ship <i>Loch Torrildon</i> , per Captain PATTMAN . . . . .	2	16	-

*Life-boat Sunday Collections.*

Denny—Collection in Church and Bible-Class in U.P. Manse, per the Rev. DUNCAN C. MACKELLAR . . . . .	2	3	6
Tacolnestone Church—Collection on Whit Sunday, per the Rev. J. W. CORBOULD WARREN, LL.B. . . . .	1	6	6
Wilton, Kent—Church Parade of ANCIENT ORDER OF FORESTERS, Court Good Intent (2293), on Whit Sunday, per Mr. JOHN VIDEAU . . . . .	1	1	-
Penicwick, Midlothian—St. James-the-less Church, per A. JACKSON, Esq. . . . .	-	4	-

—*To be severally thanked.*

Also the receipt of the following legacies:—

	£	s.	d.
The late R. A. NEWBON, Esq., of Upper Street, Islington, for the purpose of providing and maintaining in perpetuity five Life-boats for the English coast . . .	17,662	5	8
The late JAMES PICKUP, Esq., of Southport . . .	1,000	-	-
The late J. E. HODGES, Esq., of Leicester . . .	100	-	-
The late A. C. BARKER, Esq., of Aberdeen . . .	61	5	9
The late Miss SUSAN FRYETT, of Gray's Inn Road . . .	18	-	-

Voted the thanks of the Committee to R. N. HORSFALL, Esq., and A. WOODWARD, Esq., in recognition of their valuable services while holding the office respectively of Honorary Secretary of the Fleetwood and West Hartlepool Branches of the Institution.

Reported the death of Mr. JOHN COGHILL, who had been Honorary Secretary of the Thurso Branch of the Institution for twelve years, and decided to send a letter conveying the condolence of the Committee to his family.

Read letter from Lloyd's Register of British and Foreign Shipping of the 6th July, forwarding for the use of the Institution a copy of their Register for the current year.

—To be thanked.

Reported that the Cullercoats Life-boat had been returned to its station, after having been altered and fitted with all modern improvements.

Paid 4,585*l.* 5*s.* for sundry charges on various Life-boat establishments.

Voted 75*l.* 5*s.* to pay the expenses of the Redcar, Rhosneigr, Kimeridge, Moray Firth and Ramsey Life-boats in rendering the following services:—

	Lives saved.
Coble <i>Wild Rose</i> , of Redcar. Rendered assistance.	
Smack <i>William</i> , of Carnarvon . . . . .	3
Brigantine <i>Lythemore</i> , of Llanelly. Remained by vessel.	
Fishing yawl <i>Margaret and Ann</i> . . . . .	2
Schooner <i>Mary Jane</i> , of Ramsey . . . . .	3

Voted also 19*l.* 19*s.* 6*d.* to pay the expenses of the Walmer and Polpear Life-boats in putting off with the view of assisting two distressed vessels.

Reported that the Norwegian Government had forwarded to the Institution, through the Consul General, a medal of the second class for presentation to the coxswain of the Aldeburgh Life-boat, and a medal of the third class for each of the crew of the boat, in recognition of their services in saving the crew of the Norwegian barque *Winnfred* on the 11th November last.

Voted 200*l.* for the benefit of the widow and six children of ROBERT JONES, late Coxswain of the Holyhead No. 1 Life-boat, whose death had been accelerated by injuries he received while on service with the Life-boat on the 1st February last.

Also 1*l.* to a man who was injured while

assisting to launch the Ballywalter Life-boat on service on the 28th May.

Voted the thanks of the Institution inscribed on vellum and 10*s.* each to HENRY HAYES and GEORGE EDWARDS for rescuing four of six men from a boat which had foundered in Poole Bay, Dorset, in a S. gale, which sprung up suddenly on the 28th May.

Also 9*l.* to nine men for putting off in the Institution's boarding-boat at St. Anne's, Lancashire, and rendering assistance to the schooner *Countess of Carrick*, of Runcorn, which was in a dangerous position near the Horse Bank in a strong breeze on the night of the 25th June.

Also 2*l.* 10*s.* to five men for putting off in a boat and saving the crew of three men from a fishing yawl which had been capsized in a strong breeze and a heavy sea at Ranagh Point, Aranmore, Ireland, on the 3rd June.

Also 2*l.* to four men for saving four of five men from a boat belonging to the steam fishing vessel *Sudero*, of Grimsby, which boat had sunk in the South Bay, Peterhead, in a choppy sea and S.S.E. wind on the 25th June.

Also 2*l.* to four men for saving three of the crew of a Coastguard boat which had been upset off Winterton, Norfolk, in a sudden squall on the 4th July.

Also 1*l.* 2*s.* 6*d.* to three fishermen for saving one of the crew of the fishing-boat *Mary*, of Galway, which had foundered in a squall off Inverne, co. Galway, on the 2nd June.

Also 10*s.* to two men for saving a man whose boat had been capsized in Montrose Harbour in a light N. breeze and a smooth sea on the 23rd June.

THURSDAY, 4th August.

Admiral Sir JOHN CORBETT, K.C.B., in the Chair.

Read and confirmed the Minutes of the previous Meeting.

Also read those of the Finance and Correspondence, Building and Wreck and Reward Sub-Committees and ordered 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—Hartlepool (two boats), West Hartlepool, Seaton Carew, Seaham, Whitburn, Sunderland (South Pier), Roker, Sunderland (South Outlet), Anstruther, Crail and North Sunderland.

Eastern District—Shoreham, Selsey, Littlehampton, Brighton, Worthing, Lydd, Poole, Kimeridge and Swanage.

Western District—Porthdinllaen, Abersoch and Portmadoc.

Irish District—Llanddwyn, Rhoscolyn, Balbriggan, Skerries, Drogheda (two boats), Cloughy, Kingstown (two boats) and Poolbeg.

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

	£	s.	d.
WORSHIPFUL COMPANY OF GROCERS (additional) . . . . .	200	-	-

	£	s.	d.
ANCIENT ORDER OF FORESTERS, annual subscription in aid of the support of their three Life-boats . . .	180	-	-
In memory of the late Miss MARY BRENT, per Mrs. L. MIALL . . .	100	-	-
DUBLIN PORT AND DOCKS BOARD (annual subscription) . . .	75	-	-
"C. E. L." . . .	25	-	-
Contents of contribution boxes on board the steamers of the Victoria Steamboat Association (Limited) per EDGAR SHAND, Esq. (additional) . . .	8	11	9
Contents of contribution box, per ASHTON C. ALLEN, Esq. (additional) . . .	7	7	-
Collected on board the s.s. <i>Medway</i> , per Mr. W. J. SMYTH, Purser . . .	3	10	-
Collected in St. Mary's Church, Yaxley, per the Rev. W. H. SEWELL, M.A. . . .	1	4	-

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late Mrs. SARAH ANN LEE, of Gunnersbury . . .	1,000	-	-
The late Mr. W. J. EDWARDS, of Elmore Street, Islington (additional) . . .	218	13	10
The late F. W. BIGGE, Esq., of Princes Gardens, W. . . .	100	-	-
The late Miss M. A. CARTWRIGHT, of Bury St. Edmunds (additional) . . .	44	-	-

Read letter from the Honorary Secretary of the Lytham Branch of the 20th July, stating that the Branch had recently received 60*l.*, being the proceeds, after deducting expenses, of a Football Match, "Preston North End v. Blackburn Rovers," per Major TENDELL.—To be thanked.

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

Also that the Mevagissey, Milford and Seascale Life-boats had been returned to their Stations after having been altered and fitted with all modern improvements.

Paid 1,600*l.* 5*s.* 9*d.* for sundry charges on various Life-boat Establishments.

Voted 70*l.* 7*s.* 6*d.* to pay the expenses of the New Brighton No. 2, St. Ives and Pakefield No. 1 Life-boats in rendering the following services:—

	Lives saved.
Schooner <i>Renown</i> . Rendered assistance.	
Ship <i>Maxwell</i> , of Liverpool . . . . .	29
Pilot cutter <i>Mary</i> , of Bristol . . . . .	4
Seven Lowestoft fishing-boats, assisted to save vessels and . . . . .	16

The Caister No. 2 Life-boat saved the ketch *William and Sarah Ann*, of Goole, with seven persons on board.

Voted also 101*l.* 19*s.* to pay the expenses of the Pakefield No. 1, Broadstairs, Wexford

No. 2, Douglas No. 2, Saltburn, Kessingland, Runswick and New Brighton No. 2 Life-boats in assembling their crews, watching, or putting off to help vessels which, however, did not require their services.

Also 5*l.* to six men for putting off in a boat and saving the crew of three men from the ketch *Jane*, of Beaumaris, which stranded off Whitehaven and became a total wreck in a whole gale from the N.N.W. and a very heavy sea on the 19th July.

THE LIFE-BOAT.

In safety we sit in our homes,  
 And read about storms on the sea,  
 Of the dangers which men undergo,  
 And how brave in the danger they be.  
 We read of the waves mountain high,  
 Of the wind and its terrible roar,  
 We hear about sails torn away,  
 Of wrecks just in sight of the shore.  
 We read of the shrieks and the cries  
 Of the passengers mad with despair,  
 Some cursing the day they were born,  
 Some earnestly kneeling in prayer.  
 Some cling to the shreds of the wreck,  
 Some float on the wind-splintered mast,  
 They look, and with gladness they see,  
 Assistance is coming at last.  
 The Life-boat is coming! hurrah!  
 Is coming the drowning to aid;  
 She's manned by some true-hearted tars,  
 Who ne'er are of danger afraid.  
 They pull all together, and see!  
 Soon close to the wreck they have come,  
 With a fervent desire to save all,  
 Determined at least to save some.  
 They save what they can, then return  
 Through the waves with their load to the land;  
 Oh, surely these brave souls deserve  
 To be met with a liberal hand.  
 The cry of distress is a call  
 They always with gladness obey;  
 They wait near the coast in a storm,  
 And expect to be summoned away.  
 The clouds, and the lightning's flash,  
 The thunder, the wind's hollow blast,  
 Are signs which our sailors know well  
 Are fatal to sail and to mast.  
 So, waiting for sounds of distress,  
 The Life-boat is ready for sea,  
 And sailors, whose courage we bless,  
 Are waiting of service to be.  
 Then, all who have money to spare  
 Should give it for Life-boats and men,  
 Who in danger have saved many lives,  
 And are ready to do so again.

THOMAS BAKER.

December 13th, 1891.

NOTICE.—The next number of the *Life-boat Journal* will be published 1st February, 1893.

# ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

**Honour—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, E.N., K.G.

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

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

**Deputy-Chairman**—Colonel FITZ-ROY CLATTON, V.P.

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



## APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that during the past year (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.

		£	s.	d.
Number of Lives rescued by Life-boats, in addition to				
24 Vessels saved by them . . . . .	568	...	...	...
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 37,093; for which services 98 Gold Medals and Clasps, 1,087 Silver Medals and Clasps, 215 Binocular Glasses, 15 Telescopes, 5 Aneroid Barometers, 1,391 Votes of Thanks, inscribed on vellum and framed, 27 Certificates of Service framed and £127,553 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 November, 1892.