

THE LIFE-BOAT.

JOURNAL

OF THE

Royal National Life-Boat Institution.

(ISSUED QUARTERLY.)

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WITH WRECK CHART.

COMPETITIVE TRIALS WITH PULLING LIFE-BOATS.

It will be remembered by our readers that last year the ROYAL NATIONAL LIFE-BOAT INSTITUTION carried out at Lowestoft a series of competitive trials and tests with sailing Life-boats, the particulars of which were published in the August number of the LIFE-BOAT JOURNAL (No. 165, pp. 219-231). The trials of rowing Life-boats of various types were deferred, but they are now being carried out at Montrose in accordance with the programme given below.

The Committee fully anticipate that these competitions, to which inventors and others were publicly cordially invited to enter, will have the effect of determining definitely the type of boat which is individually best adapted for the varying circumstances and conditions which are met with on different parts of the coasts of the United Kingdom.

The cost incurred is undoubtedly very large; but the liberal contributions of the public will, it is hoped and believed, in consideration of the importance of the object in view, enable the Committee to meet the outlay without trenching on the Institution's capital.

The following are the particulars of the competing boats, the names of the supervising committee, coxswain judges, &c. :—

SUPERVISING COMMITTEE.

Capt. A. CAMPBELL.
BAILLIE MEARNS.
Capt. A. W. STIFFE.
Capt. the Hon. H. W. CHETWYND, R.N., Chief Inspector of Life-boats to the Institution.
KEPPEL H. FOOTE, Esq., late Lieut. R.N., Inspector of the Northern District.

COXSWAIN JUDGES.

Mr. R. GILPIN, 1st Coxswain, Teignmouth.
" J. HAYNES " Port Isaac.
" M. KYLE " Holy Island.
" J. OWSTON " Scarborough.
" R. ROBERTS " Penmon.
" T. SMALLEY " Skegness.
" P. STEPHENSON " Boulmer.

LIFE-BOATS COMPETING.

—	Length.		Breadth.		Weight.		
	ft.	in.	ft.	in.	tns.	cwt.	qr. lb.
Cromer Type ..	35	3	10	3	4	3	— 19
Norfolk and Suffolk Type ..	32	—	10	—	2	16	— 7
Self-righting Type, No. 1 ..	38	—	8	—	4	14	2 —
Do., No. 2 ..	34	—	8	—	4	—	—
Do., No. 3 ..	34	—	7	6	3	9	3 7
Southport Type	38	—	9	4	4	11	1 26
Tubular Type ..	35	6	10	—	5	3	3 —

PROGRAMME.

The Life-boats, fully equipped and ready for launching, will be placed on the beach at the several stations assigned to them.

Before the Trials begin there will be three preliminary launches of all the boats for purposes of exercise, to give the crews a knowledge of their Boats; also to test the launching and hauling-up arrangements, including the organization and discipline of the launchers.

On the first suitable day after these preliminary launches have been completed, the Trials will begin and will be continued in the following order, as circumstances permit:—

1. Launching from an open beach into a surf and pulling off through breakers to a prescribed mark, landing on an open

beach, hauling-up and preparing for service again.

2. Running in a heavy sea with the wind abeam, on the quarter, and right aft.
3. Anchoring in heavy breakers as though to veer down to a wreck.
4. Towing by a powerful tug in bad weather.
5. Capacity for carrying rescued people.

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

More than one of these tests will be carried out in one day should circumstances permit.

A CAPITAL IDEA.

GORDON STABLES, Esq., M.D., R.N., of Twyford, Berkshire, the well-known author, in a letter published a short time since in *The Stock-keeper and Fancier's Chronicle*, made the following admirable suggestion, which we trust may be carried out successfully:—

"A 'DOGS OF BRITAIN' LIFE-BOAT.

" I know from long experience, and the readers of this journal know, that no truer, no more kindly-hearted class of men and women live and breathe than that to whose care and selection we owe all the best and most noble of the dogs of the British Islands. Nor do I know any more perfect brotherhood than that of the lovers of the race canine. At the same time, we get the name of being somewhat exclusive, and less in touch with other interests which we see everywhere around us than we ought to be. Nor do I think that this character is altogether undeserved. It is no doubt, however, the very fascinatingness of the fancy that causes us to talk about nothing else save dogs whenever we meet, should the meeting extend from morn till dewy eve, and from dewy eve till 'the wee short 'oor ayont the twal.' Now I have long thought that we could prove to the world in many ways that we have hearts that can feel for human suffering as well as for canine. What better plan of proving this, I urge, can be suggested than that of establishing a 'Dogs of Britain' Life-boat?"

"I do not desire to descant here on the horrors of shipwreck to men, to women, and to helpless babes. We are a nation

of sailors, we rule the waves now as surely as we did when our Nelson swept the French from off the ocean, and our hearts can still thrill with glad emotion at the relation of every deed of heroism done upon the ocean wave.

"A Life-boat would cost us but 700*l.*; I have hopes that we can raise and endow even two. No one to whom I have spoken or written on the subject but has promised me support. We have only to put our shoulder to the wheel and it is bound to go round.

"I sincerely believe that this appeal will not be made in vain.

"Mr. G. R. Krehl, of 169, Fleet Street, has kindly consented to become treasurer, and to open an account at a bank as the subscriptions come in.

"He will also publish the names of the donors from week to week in the *Stock-keeper*. Our committee need be but a small one. Collecting cards will be of course printed, and perhaps collecting boxes in the shape of small barrels, which might be affixed to the neck of many a lordly St. Bernard, Newfoundland, Great Dane, Mastiff or Collie.

"One other idea I have just thought of; why, on the evening of a judging day at some great show, should we not have a concert on behalf of our good cause—an after-dinner concert, say, at the Palace? I know more than one artist who would give his or her services for the love of dogs.

"And I myself, if no one more fitted for the task were chosen, would gladly in these columns tell the story of our boat from year to year.

"GORDON STABLES, M.D., R.N."

OPENING OF THE KIRKCUDBRIGHT NEW LIFE-BOAT HOUSE.



On the 30th November last a double event of a most interesting nature took place at the Lake, near Kirkcudbright, when the new Life-boat house, recently built by the ROYAL NATIONAL LIFE-BOAT INSTITUTION, was opened and formally handed over to the Local Committee, and the boat launched, the naming ceremony being performed by Lady ISABELLA HOPE, of St. Mary's Isle.

For some years it had been felt that the Life-boat, as formerly housed, was in a most inconvenient situation. Away from the river, the boat could not be taken there without the aid of horses. Valuable time was lost and the crew put to a good deal of needless exertion and trouble before the boat reached the beach; when there, especially at low water, the soft nature of the ground rendered the work of launching one of extreme difficulty. Even when fairly afloat, a long stretch of river lay between the boat and any situation of danger where a vessel was likely to be distressed. If a south-westerly gale was blowing (the gale which is most dangerous on this coast), the crew often found it well nigh impossible to make headway against it. Indeed, during the last heavy gale when the Life-boat's services were required experienced men considered it futile to try to work seaward in the teeth of it, and the boat had to be taken on her carriage to Ross Bay, and with great difficulty launched there. These difficulties entailed so much trouble

and expense that attention was drawn to the matter and measures taken to put the boat in a more serviceable and convenient situation. The first step in the right direction was the establishment of a system of signalling between the Ross and the town. The keepers on the light-house are always on the alert, and are the first to see when any vessel is in a position of danger and likely to require assistance; a system of signalling by rockets was therefore instituted, by which warning is given to those in authority in the town when the boat's services are required. This was a great advance on the old haphazard arrangement, when the first notification of danger was generally given by some of the people at the Lake. But with information received through such a channel, a long time necessarily elapsed before the boat could possibly reach the scene of action and render assistance; it was felt therefore that a more convenient station must be formed, and the boat located nearer her work. The river was accordingly surveyed on both sides; and eventually it was found that the best situation was at the Cutler's Pool, just inside the Torr Point, a situation which commands all parts of the estuary, where there is deep water at all states of the tide, and where a boat has comparative shelter from almost any gale. On the matter being laid before Lady ISABELLA HOPE, she at once generously granted a site, and in the spring active operations were commenced;

as a result, the boat is now in such a position that, on assistance being signalled for from the Ross, a crew can be conveyed to the Lake, and within at most an hour from the receipt of intelligence the Life-boat can be outside the Torr Point on her mission of mercy. As will be seen from our illustration, the boat-house is a very substantial and commodious erection, with a slip extending down to low water. The work has been carried out in a skilful and workmanlike manner, and in stability rivals the rock on which it stands. The slip is carried right into the house, and the boat sits on it with all her gear aboard, and ready to take the water at a moment's notice. Inside, the arrangements are reduced by system to a nicety of simplicity. All extra stores are ready to hand—sea anchors, spare sails, spars, &c., slung from the roof on pulleys; life-belts hung along the walls on racks. At the back of the house is a strong winch, with steel cable, by which the boat is hauled up. The slip is so constructed that the boat's keel sits in an iron trough, while she is supported under either bilge by oak ways. The launching is accomplished by knocking away the brake and starting the boat with a handspike, when she at once glides into the water. At the back of the house above the winch is a gallery in which the crew can take rest and shelter while waiting the development of events.

A large concourse of people assembled to take part in the opening ceremony, among those present being the Hon. CHARLES and LADY ISABELLA HOPE, and Miss HOPE, St. Mary's Isle; Capt. HOPE, R.N., Mrs. and the Misses HOPE, Park House; Mr. and Miss MAITLAND, Comptone; Provost COWAN, Ex-PROVOST CAVAN, chairman of the Committee; Bailie M'EWEN, Bailie M'MULDROW, hon. sec.; Mr. GIBSON, Town Clerk; Mr. DUDGEON, Mr. M'KIE, R.N., Rev. Mr. SHEEHY, &c.

Capt. HOPE, R.N., president of the Kirkcudbright Branch, expressed the acknowledgments of the locality to the Parent Institution for building such an excellent house and slipway. He trusted

the boat might not often be needed; but should the occasion arise, she would be put to the best use.

Ex-PROVOST CAVAN said that whether the value of this house was reckoned by pounds, shillings and pence, or by the substantial character and scientific and mechanical skill displayed in its construction, or still more by the increased advantages and facilities to the carrying on of their life-saving work—in one and all these respects, they had in the new boat-house a splendid gift handed over to them that day. Wrecks were not of so frequent occurrence since the establishment of the lighthouse on the Ross. Still, disasters would happen; but he was sure the crew, when called upon to attempt to save life, would, aided by a higher Hand, put forth every effort to rescue ship-wrecked men from a watery grave.

Bailie M'MULDROW, local hon. sec., said he would like to see a wider interest taken in the Institution locally, and particularly by the farmers and clergy. In looking over the Annual Report, he noticed that in all that wide district only two of the clergy were supporters. He further pointed out that their Life-boat had been presented to the Institution by a legacy under the will of the late Miss SARAH FERGUSSON, of Bath; and, by her wish, the boat was named the *Hugh and Ann*, after her father and mother; and he invited Lady ISABELLA HOPE to perform the naming ceremony.

The boat was then run out of the house. The crew, having donned their life-belts and caps, took their places, the Misses HOPE and Miss MAITLAND courageously accompanying them. As the boat started, Lady ISABELLA HOPE broke a bottle of wine over the bows, and the boat, gathering way, glided down the slip, presenting a beautiful picture as she breasted the water, throwing the glancing spray clear over her bows. After exercising, she returned, the steel hawser was run down, the gear placed ship-shape as she was hauled up, and the boat was housed ready for the first emergency.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.

ST. ANNE'S ON THE SEA, LANCASHIRE.—In accordance with the wishes of the Life-boat men, the large Life-boat which is kept moored afloat at the end of St. Anne's Pier has been replaced by the large sailing Life-boat specially designed for the competitive Life-boat trials at Lowestoft. She is a modification of a Life-boat designed in 1887 for the Southport Station, and is fitted with water ballast confined in six tanks, being also provided with a deck, relieving valves and side air-cases similar to those of the self-righting boat; she has a large drop keel and a raised deck forward to throw off the seas which may break over the bows, and is not self-righting. She is 43 feet long, 11½ feet wide, and is fitted to row twelve oars when required. She bears the same name—*The Brothers*—as her predecessor, which was presented to the Institution anonymously about four years since.

The ceremony of naming was made the occasion of a very interesting and picturesque function on the 10th September last. Thousands of people poured into the town from Southport, Blackpool and other parts, and the pier, where the proceedings took place, was crowded. Amongst those present were the Mayors of MANCHESTER, BLACKPOOL and BOLTON, the Rev. W. G. TERRY, M.A., Vicar of St. Anne's and President of the Local Branch of the Institution; also the Chairman, Mr. CHARLES W. MACARA, who is also a member of the General Committee of Management and Chairman of the Manchester Life-boat Saturday Fund, A. R. ROGERSON, Esq., Vice-Chairman, and the Hon. Sec., Mr. THOMAS BRADLEY, besides many other gentlemen, including the Hon. Secs. of the Fleetwood, Halifax, Huddersfield, Leeds and New Brighton branches, viz., Messrs. ERNEST CROSBY, G. SCARBOROUGH, J. T. KILNER, F. H. SHAW, J. W. LUDOLF, and HUGH B. KENT.

Shortly after noon the Rev. W. G. TERRY commenced the proceedings with a few remarks on the event of the day, and said they were all agreed how important it was to have a good Life-boat, and now they had got one of the best type. They all hoped that she would be successful, and that she and her crew might be instrumental in saving life.

Commander T. HOLMES, R.N., District-Inspector of Life-boats, said he felt it to be a great honour to represent the ROYAL NATIONAL LIFE-BOAT INSTITUTION that day, and he was glad to be at St. Anne's for the first time. St. Anne's was known all over the kingdom, indeed all over the world, as the place where a gallant band of men had lost their lives in attempts to save their fellow-men. There was no place where men were so ready, and there was no place on the coast where a Life-boat was more needed—(hear, hear). After giving a detailed description of the new Life-boat, he said that she was the result of all the skill, all the design and all the workmanship at the disposal of the Institution. He had great pleasure in now handing over the boat to Mr. PORRITT (chairman of the Local Board), as representing the town of St. Anne's—(loud cheers)—and would ask him to hand it to the local committee. She was a good boat, and no doubt the crew would manage her with pluck—(Applause). He prayed for protection for the boat and her crew. There were hundreds and thousands of men who went out in the Life-boats, and they deserved the thanks not only of them at St. Anne's, but of the whole British public. (Applause.)

Mr. PORRITT then referred to the proceedings of the day, and the interest which he took in the Life-boat cause, and afterwards handed over the boat to Mr. MACARA, chairman of the local committee.

Mr. MACARA, whose name is so well known in connection with the Life-boat cause, expressed the pleasure which he felt in accepting such a charge, and after referring to the efforts made to increase public interest in the cause, said he wished to remind them that Life-boats, like ships of the Royal Navy, not only wore out, but became obsolete—(hear, hear). They should always have the best boats. It should not be a question of money; but whatever was wanted should be supplied—(Applause). It was a matter of sincere regret to them all that the wife of their esteemed vicar was unable, in consequence of ill-health, to undertake the duty of naming the new Life-boat, and her daughter, Miss TERRY, would therefore take her place, and he was sure they

would all join with him in wishing that Mrs. TERRY's health might soon be restored—(Cheers).

Miss TERRY then took her seat in the *Nora Royds*, the St. Anne's pulling Life-boat, and was rowed round the pier-head to the new boat. She was accompanied by the Rev. W. G. TERRY and Mr. MACARA; and Mr. A. R. ROGERSON, of St. Anne's, was in charge of the *Nora Royds*, which was manned by the reserve crew, of which he is coxswain. There was some swell on the water, and a few minutes were required to bring the two Life-boats so that the bow of the new boat was in easy reach. Miss TERRY then cleverly dashed the bottle of wine directly on the bow of the boat, and named her *The Brothers*, and the ceremony was greeted with loud cheers.

In course of the proceedings suitable prayers were said by the VICAR, and appropriate hymns were sung.

A parade of the four Life-boats—*The Brothers* and the *Nora Royds* of St. Anne's, the *Charles Biggs* of Lytham, and the *Edith and Annie* of Southport, then took place. This was followed by a race by the four Life-boats, which was watched with much interest, the Lytham Life-boat coming in first, the St. Anne's *Nora Royds* second, the St. Anne's *The Brothers* third, and the Southport boat fourth. This terminated the proceedings on the pier.

In the afternoon a public meeting was held in the Mission Hall, St. George's Road, presided over by Mr. MACARA, who addressed the meeting, and said: I am sure many of those who have honoured us with their presence to-day have gained a better knowledge of Life-boat work by seeing the Life-boats afloat, the result of which will, I trust, be to further stimulate a more lively interest in the ROYAL NATIONAL LIFE-BOAT INSTITUTION. The people of St. Anne's must also feel greatly encouraged to maintain the reputation they have gained of being such zealous supporters of the noble society whose work is the succour of those in peril on the sea. This station, from its position on the estuary of the Ribble, is probably more favourably situated than any of the neighbouring ones for rendering prompt assistance to vessels that may be driven on to the treacherous sandbanks that abound on this part of the coast. I think the committee of management in London have acted most wisely in so promptly and

cheerfully giving effect to the representation of the St. Anne's committee regarding the importance of this station, by placing here the magnificent new boat which has been inaugurated to-day, the actual boat that came out first at the recent experiments at Lowestoft. I am sure, from my personal knowledge of the crew who are to man this boat, they will acquit themselves well when occasion arises. You have to-day seen several types of Life-boat. Now I would like to remind you that in this age of science and invention, Life-boats, like the ships of the Royal Navy and mercantile marine, not only wear out, but become obsolete much sooner than formerly. The ROYAL NATIONAL LIFE-BOAT INSTITUTION, as you are all aware, is supported entirely by voluntary contributions. It is, therefore, the duty of the British people to supply the committee of management with the necessary means to replace boats that have become obsolete. I maintain that the least that can be done by those who live at home at ease is not only to suitably reward the gallant men who are ever ready, at any hour of the day or night, to risk their lives to rescue those in peril on the sea, but also to ensure their safety as far as human foresight can, irrespective of cost. Lancashire and Yorkshire have come forward most nobly in the Life-boat cause, and I firmly believe that "Life-boat Saturday" will ere long be recognized throughout the length and breadth of the land as one of the permanent institutions of the country. A most pleasing feature in connection with this movement is that the working class have contributed so generously. At a public meeting I attended in Preston last week to establish a Life-boat Saturday in that town, the representatives of the trades unions were present, and asked to be allowed to serve on the Executive Committee. The first Life-boat Saturday in Dundee, which is to take place shortly, has been organised by Mr. C. W. Millar, the energetic secretary of the Sailor's and Firemen's Union. He has succeeded first in getting the other representatives of trades unions in the town, and also the friendly societies to join him in the movement, and now he has got a large council constituted of employers in the various branches of industry, and a number of the leading public men in the town, who are willing to give both their support and

influence in making Life-boat Saturday a success. In these days of strikes and lock-outs, it is, I am sure, most gratifying to see that all classes can still work harmoniously in the interests of philanthropy. Let us hope that Life-boat Saturday may not only be the means of putting this great national institution on a thoroughly sound financial basis, but may also be the forerunner of a better understanding between employers and employed. (Cheers.)

Other addresses were delivered by the Mayors of Manchester and Bolton in support of the Life-boat cause, and especially the Life-boat Saturday movement. In different parts of the town collecting boxes were placed lettered, "Saturday Life-boat Fund." The Sub-Committee, who carried out all the arrangements for the day, were Mr. J. F. PEARSON, Mr. R. PORRITT, Mr. ROGERSON, Mr. WAINWRIGHT, and Mr. T. BRADLEY. It was a most successful day throughout.

CULDAFF, IRELAND.—The ROYAL NATIONAL LIFE-BOAT INSTITUTION has recently formed a new Life-boat Establishment at Culdaff, County Donegal, for the benefit of the coasting vessels trading to and from Culdaff Bay, and to assist the fishing-boats when they are overtaken by sudden gales of wind and heavy seas. A fine new boat-house and a launching slip-way have accordingly been constructed at a considerable expense, and a new Life-boat, a transporting and launching carriage, and the usual full equipment of stores have been despatched to the station. The boat is of the modern self-righting type, possessing all improvements introduced up to the present time, including a drop keel and two water-ballast tanks; it is 34 feet long, 8 feet wide, and rows 10 oars double-banked. The whole amount expended on the formation of this new Life-boat Establishment has been presented to the Institution by Mrs. MONTGOMERY, of Littleover, Derby. This lady had expressed a wish to make such a donation as a loving memorial of her late son, WILLIAM ARTHUR PATRICK MONTGOMERY, who died on the 12th April, 1891, aged 37 years; and the Institution having invited her to allow her gift to be appropriated to the Culdaff new Station, she at once agreed to the proposition. In accordance with her wishes the boat is named the *William Montgomery*, and a stone

tablet recording the presentation has been affixed to the Life-boat house.

The public inauguration of the new Life-boat Establishment took place on the 8th December last, and notwithstanding that the rain fell pitilessly during the whole day there was a large gathering of persons from the surrounding district to witness the interesting proceedings, which were admirably organised by the energetic Local Honorary Secretary, Mr. R. M. FLEMING, J.P., and carried out under the directions of the District Inspector of Life-boats, Commander T. HOLMES, R.N. Prior to the launch the President and Chairman of the Culdaff Branch, Mr. ROBERT G. YOUNG, J.P., the Honorary Secretary, and other gentlemen expressed the gratitude of the locality to the ROYAL NATIONAL LIFE-BOAT INSTITUTION and to the benevolent donor, Mrs. MONTGOMERY, for the handsome and complete Life-boat Establishment provided there for the benefit of shipwrecked sailors and fishermen. The hymn, "For those at Sea," was then sung, after which the Rev. T. C. HUSTON, rector of the parish, offered up a special prayer.

Miss FLEMING was then asked by the chairman to come forward and christen the Life-boat. She said, "At the special request of Mrs. MONTGOMERY, I name this Life-boat the *William Montgomery*, in memory of her son, and I hope it will be the means of saving many lives." (Cheers.)

The Life-boat was then launched under the direction of Commander HOLMES, R.N., the District Life-boat Inspector, amid considerable interest and excitement—such a launch having never been previously witnessed by the majority of those present. In addition to the crowds in the vicinity of the Life-boat house, the pier was lined by spectators, and all the available rocks in the vicinity had groups of the country-people perched on them. All being ready, the boat on its carriage was run down the slip by means of the windlass. On reaching the edge of the water the order was given to man her, and the men, who wore their blue jerseys, red caps and life-belts, climbed on board. Rounds of hearty cheers were given as the noble craft shot off the carriage and floated buoyantly on the water, disclosing her graceful lines and fine proportions. Commander HOLMES was in command. Mr. FLEMING was also on board. The crew,

composed of coastguardmen and fishermen, were a fine body of men, hardy, seamen-like, and of good physique. The boat quickly got under weigh, was taken outside the pier, and tried both with sails and oars, and all were satisfied with the maiden trip. After half-an-hour's exercise the *William Montgomery* was brought back and replaced in the boat-house.

After the inauguration ceremony a large party sat down to a luncheon. The following were the principal toasts:—"The Representatives of the Donor of the Life-boat and of the National Life-boat Institution," proposed in felicitous terms by Mr. YOUNG, and seconded by the Rev. T. C. HUSTON. The "Kind lady friends who on that occasion had graced the festive board by their presence and practical services" was proposed by Rev. T. C. HUSTON, seconded by Mr. JAMES M'GLIN-

CHEY, and responded to by the Rev. ROBERT PORTER. "The Visitors" was responded to in eloquent sentences by the Revs. T. BALDRICK MORRIS, W. SPROULE, and R. MORRISON. "The Local Committee" was associated with the names of Mr. YOUNG (Chairman), Mr. FLEMING (Hon. Secretary), Rev. W. M. M'GLINCHEY, and Rev. ENOCH STOREY. The speeches of the two clergymen mentioned in this connection were very interesting, and Mr. STOREY made touching reference to a wreck on the English coast at which he was present, illustrative of the boon conferred on the parish of St. Bodonus, Culdaff, by the donor of their Life-boat. The services of the 'Press' in connection with the work in hand, were suitably acknowledged. Afterwards the gallant crew of the *William Montgomery* were most hospitably entertained.

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

REDCAR.—The Life-boat *Brothers* was launched for exercise at 2.15 p.m. on the 23rd June, 1892, in a moderate gale from the N. by E. and a rough sea, and, while under sail, the coble *Wild Rose*, of Redcar, was seen, about two miles to leeward, endeavouring to beat up from Saltburn to Redcar. As the wind and sea were increasing, the Life-boat proceeded to her, put two men on board, and assisted her crew to reach Redcar in safety.

KIMERIDGE, DORSET.—A vessel was reported ashore on Kimeridge Ledge during a thick fog, a heavy ground sea, and a fresh S.W. wind, on the 26th June. The Life-boat *Augustus Arkwright* was launched at 9 p.m. and found the stranded vessel was the brigantine *Lythemore*, of Llanelly, bound from Cardiff for Southampton with a cargo of steam-coal. She was in no immediate danger, but the Life-boat, at the request of the captain, remained by her during the night, and on the following morning laid out an anchor, so as to enable her to be hauled into deep water when the tide served.

RHOSNEIGIR, ANGLESEY.—The smack *William*, of Carnarvon, bound from Youghal for Garston, timber laden, was

observed stranded about a quarter of a mile from the Rhosneigr Life-boat house, during thick weather, a S.S.W. wind, and a rough sea, on the 26th June. The Life-boat *Thomas Lingham* put off to her assistance at 11.30 p.m., and, as she was in danger of becoming a total wreck, being surrounded by rocks, brought ashore her crew, numbering three men.

NAIRN.—The fishing-yawl *Margaret and Ann* was seen in the bay, about five hundred yards east of Nairn harbour, in a critical position, while a gale was blowing from the S.W. and a high sea was running, at about 1 p.m. on the 27th June. She was lying at anchor and was in danger of being swamped or, if the cable snapped, of being driven amongst the salmon fishing nets. The Life-boat *Caulfield and Ann* was promptly launched and brought the boat and her crew, consisting of a man and a boy, who were completely exhausted, safely ashore.

RAMSEY, ISLE OF MAN.—While a moderate gale from the S.S.W. was blowing and in thick weather, the schooner *Mary Jane*, of and for Ramsey from Whitehaven with a cargo of coal, was seen labouring heavily, having her sails

torn and rendered useless, about four miles E.N.E. of Ramsey on the afternoon of the 2nd July. The Life-boat *Mary Isabella* put off to her assistance at 5.45, some of the Life-boat men boarded her and, as she was leaking badly, the pumps were kept going for an hour; but the water continued to gain on them and it ultimately became necessary to abandon the schooner and take to the Life-boat, the vessel's crew of three men being safely landed by the boat at 9.20.

On the 12th August, while a moderate gale was blowing from the S.S.W., with a rough sea, a telegram was received from the coastguard at Port Cranstal, about a mile south of the Point of Ayre, stating that a vessel was ashore there and that the Life-boat was required. The Life-boat *Mary Isabella* was promptly launched and at 9.37 P.M. was on her way to Port Cranstal; but on arriving there it was found that the vessel had floated off with the assistance of the coastguards and some local fishermen. In beating back, the Life-boat fell in with the vessel, which was the cutter *Royal Fern*, of Peel, about half a mile seawards of where she had stranded. She was leaking badly, and her crew of three men were in need of help. Three of the Life-boat men went on board and the Life-boat took the cutter in tow; but very little progress was made, as the gale had freshened considerably. At 1 A.M., as such slow progress was being made and it was feared that some of the Life-boat spars might have been carried away, E. C. KERR, Esq., the Hon. Secretary of the Institution's Ramsey branch, prevailed on the master and crew of the s.s. *Seal*, of Glasgow, a small coasting vessel which had just put into Ramsey for shelter, to go out in search of the boat, Mr. KERR accompanying them. The Life-boat and cutter were met about two miles N.E. of the harbour, having travelled only four miles in about three hours. Both were taken in tow, and at 2.30 A.M. reached the harbour, where hundreds of visitors were standing in a drenching rain awaiting the return of the boat.

NEW BRIGHTON.—At 2.30 P.M., on the 19th July, intelligence having been received that a vessel was showing signals of distress, the No. 2 Life-boat *Henry Richardson* put off, in tow of the steam-tug

Brilliant Star, and found the three-masted schooner *Renown* ashore at Formby Hole. The wind was then blowing a heavy gale from the W.N.W., and there was a heavy sea. A tug was taking the vessel in tow when the Life-boat arrived; three of the Life-boat men went on board the schooner to help to get up her anchor and she was then towed to Liverpool, the Life-boat returning to her station, there being no further occasion for her services.

The full-rigged ship *Maxwell*, 1,800 tons, of Liverpool, left that port on the morning of the 19th July, bound for San Francisco with a cargo of coal. She was towed by the steam-tug *Great Western* and, on arriving near the North-West light-vessel between eight and nine o'clock in the evening, the weather had become so bad, a very heavy gale blowing from the N.E., and the sea being extremely rough, that it was considered advisable to return to Liverpool as the ship was plunging heavily, her decks were full of water and the tug was unable to control her. In crossing the bar, on which a very heavy sea was running, the *Maxwell*, unfortunately grounded and all efforts of the steamer to tow her off failed. Ultimately the hawser parted and the tug then made for Liverpool to obtain assistance.

In response to signals the crew of the New Brighton Life-boat *Henry Richardson* promptly assembled, and at 11.40 the Life-boat proceeded for the wreck in tow of the *Great Western*, and at 1.40 reached the ship, over which the heavy seas were washing, threatening her every moment with total destruction. Considerable difficulty was experienced by the Life-boat men in taking off the twenty-nine persons on board the vessel, so unusually high were the seas; but this was at length safely accomplished, the men were safely landed at New Brighton and were afterwards taken to Liverpool.

Soon after striking the bar the *Maxwell* was run into by a small schooner which was seriously damaged by the collision.

One of the Liverpool Life-boats, belonging to the Mersey Docks and Harbour Board, also put off to the aid of the ship-wrecked men, but was capsized, being struck by heavy seas, and two of her crew were unhappily drowned, another of the men succumbing to his injuries shortly after his admission to the Cottage Hospital at Hoylake.

Owing to the darkness of the night and the fury of the gale, the Liverpool boat was not seen by those on board the New Brighton boat, nor were any cries for assistance heard by them, and they were therefore unaware of the accident which had so unfortunately befallen the Liverpool men.

PAKEFIELD, SUFFOLK.—A heavy gale sprung up suddenly from the N.E. on the morning of the 20th July, seriously jeopardizing several small fishing-boats belonging to Lowestoft which were fishing about four miles from the land S.E. of Pakefield. Some of the boats showed signals of distress, and at about 5 o'clock the Life-boat *Two Sisters Mary and Hannah* was launched, proceeded to their assistance and with the help of the steam-tug *Despatch*, of Lowestoft, saved seven of the boats and their crews, numbering in all sixteen men.

ST. IVES, CORNWALL.—On the morning of the 20th July, the pilot-cutter *Mary*, of Bristol, was seen riding in a dangerous position, while a strong gale was blowing from the N. accompanied by a heavy sea. Every movement of those on board the vessel could be seen from the high ground and it was thought that as she had two anchors down she would ride out the gale, but when the tide fell and the water under her was becoming shallow it was feared that she might strike and upset. The Life-boat *Exeter* was therefore launched at 8 o'clock, and brought ashore the cutter's crew, consisting of three men and a boy.

CAISTER, NORFOLK.—At about 1 A.M. on the 25th July, the side lights of a vessel were observed near the Barber Sand and it appeared that she was in great danger of stranding, and shortly afterwards flares were seen from the sand. The Caister No. 2 Life-boat *Beauchamp* at once put off, and found that the vessel, which was the ketch *William and Sarah Ann*, of Goole, bound from Lynn for London and laden with tiles, had struck on the north part of the sand, the heavy seas breaking round and over her. The Life-boat made two attempts to get alongside but was unable to do so, a third attempt, however, proved successful, and some of the persons on board the

vessel were taken into the boat for a time. The boat remained by the ketch about four hours when she floated, leaking badly, and was taken into Yarmouth harbour. She had a crew of four men, and a woman and two children were also on board.

On the 7th October, at about 1 A.M., a steamer, which proved to be the s.s. *Idlewild*, of Sunderland, coal-laden from the Tyne for London, appeared to have run aground on the north part of the Barber Sand. The coxswain of the Life-boat *Beauchamp* was called and, after an inspection through the glass it was evident that the steamer was really stranded. The Life-boat was then launched and sailed to the vessel in a strong S.W. breeze, encountering a very heavy cross sea. On nearing the sand, the boat's anchor was let go, and she wore down to the ship. The services of the life-boat men were engaged to assist to get the vessel afloat and in about three hours this was accomplished; she was taken into the Cockle Gat and then resumed her voyage. She had a crew of fifteen persons.

On the 11th November, while a moderate breeze was blowing from the E., some Scotch fishing-boats and a smack were seen to run aground on the Barber Sand, on which a heavy sea was breaking. The Life-boat *Beauchamp* put off at 6 P.M., sailed to the sand, and found that the Scotch boats were just getting clear. In making for the smack the Life-boat fell in with another Scotch boat which was making straight for the sand. The master was informed of his danger and was advised as to the course he should take. The Life-boat afterwards let go her anchor, wore down to the smack, and, at the master's request, remained alongside until about 1 A.M. when the vessel floated.

On the 13th November the brig *Eugenie*, of Brevig, bound for Great Yarmouth with a cargo of ice, stranded on the North Scroby Sand in a very heavy sea and a strong breeze from the S.S.W. The Life-boat *Beauchamp* went to her assistance and, with the help of a steam-tug, got her afloat and took her into Yarmouth harbour.

BRANCASTER, NORFOLK.—At daybreak on the 10th August, while a moderate

N.E. breeze was blowing, with considerable ground swell, the s.s. *Mogador*, of London, was seen about nine miles north of Brancaster. She showed no signal; but as her position was evidently critical, the crew of the Life-boat *Lily Bird* were summoned and eventually it was decided to launch the boat and proceed to the steamer. Soon after the boat had put off the vessel made signals for assistance. When the boat reached her she was afloat, the tide having risen; but she had been aground on the sands, and was still in great difficulties. At the request of the master, the coxswain of the Life-boat took charge of the ship, the Life-boat being taken in tow, took her into deep water, and left her in charge of a Lynn pilot.

On the morning of the 14th October the coxswain was informed by the Chief Officer of Coastguard that a message had been received by telephone from Thornham, stating that the services of the Life-boat were required by a vessel in distress off Holme Point. The wind was blowing from the N.E., the weather was stormy and a heavy sea was running. The Life-boat *Lily Bird* was launched at 10.15, and proceeded under canvas to the vessel, which was stranded about three hundred yards from the beach at Holme Point. She was the schooner *Rensche*, of and from Papenburg for Lynn, laden with oil cake. The Life-boat's anchor was let go, the boat veered close to the vessel, and took off her crew consisting of five men. The wind and the heavy sea rendered it impossible for the boat to return to her

station; and she therefore made for Hunstanton, where all were landed at 1 P.M., the boat being taken back to Brancaster by road.

LITTLEHAMPTON.—The Life-boat *James, Mercer and Elizabeth* was launched at 10 P.M. on the 14th August, in a rough sea and a moderate to fresh gale of wind from the S., it having been reported that a vessel was making signals of distress. The vessel, which was the yawl *Surf*, belonging to Littlehampton, with the owner and one man on board, was found about a mile south of the coastguard station. Two of the Life-boat men boarded the yacht and brought her safely into harbour, the owner of the vessel coming ashore in the Life-boat.

BULL BAY, ANGLESEY.—A small sailing boat, north of the Middle Mouse and drifting to sea, was seen by the coastguard, on the afternoon of the 26th August signalling for assistance. A message was at once sent to the Life-boat Station, and at 4.10 the Life-boat *Curling* was launched, reached the boat, on board of which were three lads, who being totally ignorant regarding the management of a boat had lost all confidence on being suddenly carried out to sea. A moderate gale of wind was blowing from the W.S.W., the sea was rough, the boats' sails were damaged and the craft was half full of water. The boat and her three occupants were brought safely ashore by the Life-boat.

THE WRECK REGISTER AND CHART FOR THE YEAR ENDED THE 30TH JUNE, 1891.

OF all the Blue Books printed year by year for "Her Majesty's Stationery Office," probably not one communicates such deeply interesting information as that to be found in the volume containing the elaborate Tables drawn up and published relative to the Wreck Register. The Board of Trade renders good service to the country by collating these statistics, which not only constitute a check on

those who, utterly regardless of the value of human life, would not hesitate, unless deterred by public criticism, to send creaky and utterly untrustworthy ships to sea, but which also accentuate the importance of the grand life-saving work carried on by the ROYAL NATIONAL LIFE-BOAT INSTITUTION and the Rocket Apparatus. For the benefit of those of our readers who have neither the time nor the oppor-

tunity for analyzing the pages of the "Wreck Register," we propose, as is our annual wont, to cull from its numerous folios the more important details and figures, and to place them in a compact and intelligible form before them.

For several years past the number of shipping casualties on our coasts has been steadily increasing. It is therefore with some relief we are enabled to state that during the year under consideration there was a considerable decrease, the number of vessels being 4198, or 146 less than during the previous twelve months. This fact taken by itself would of course be a cause for congratulation, and would go to prove that our sea-going population are becoming more careful and better educated than formerly; but, unfortunately, in looking further into the matter, we find that there was not a corresponding decrease in the number of lives sacrificed as the result of the year's casualties. So far from this being the case, it is our painful duty to point out that there was a heavy increase in the number of lives lost, the total having risen by 117 to 523.

The 4198 casualties included all the ships which were unfortunate enough to sustain any sort of accident or damage, but for convenience sake, and for the purposes of comparison, it is best to classify them. We therefore place them under three heads. (1) Total loss; (2) serious casualties; (3) minor casualties. It is a matter for deep regret that, while the aggregate of the minor casualties fell to 2521, or showed a decrease of 275 as compared with the previous year, there was a serious increase of 129 under the heads 1 and 2, namely, total loss and serious casualties, the total being 1677. It is difficult to find an explanation for this very unsatisfactory state of affairs; we can only trust that it is not the type of future years. The fact is the more unfortunate because in no less than 155 cases life was lost, whereas in the previous year life was sacrificed in only 139 instances.

As is always the case a large proportion of the casualties consisted of collision cases, the total being 1474, or 42 more than in the year 1889-90. Excluding collisions the instances of total loss rose from 281 to 344, and the serious casualties from 826 to 857. The cases of minor accident decreased, however, considerably, namely, from 1805 to 1523.

Of the 4198 casualties, 3694 befel British and Colonial ships and steamers, and 504 foreign vessels, the former showing a decrease of 251 as compared with the year 1889-90, and the latter a very large increase of 105.

The localities of the casualties, again excluding collisions, were as follows:— East coast of England 628, south coast 540, west coast of England and Scotland and east coast of Ireland 1037; north coast of Scotland 108, east coast of Scotland 140, and other parts 271; total 2724, or 188 less than in the previous year. It is interesting to note that for two years in succession the west coast proved more destructive than the east or other parts of the coast. This is not, however, of frequent occurrence, the east coast, as a rule, proving the most dangerous.

The loss of life arising from the casualties, collisions, and all other cases being included, is found to be as follows: East coast of England 37, or 15 less than in the previous year; south coast of England 147, or 69 more than the year before; west coast of England and Scotland, and east coast of Ireland 122, an increase of 22 as compared with the previous twelve months; north coast of Scotland 17, or 22 less than in the year 1889-90; east coast of Scotland 20, or 1 less than the year before; other parts 180; total, 523.

We would draw the special attention of our readers to the accompanying chart of the United Kingdom, on which has been entered a little black dot against every spot on which a shipping casualty of comparative importance happened on our coasts during the year ended the 30th of

June, 1891. It will be observed that on no part of the coast on which there is any amount of traffic has there been immunity from any serious disaster. The exact position of each of the 305 Life-boats of the ROYAL NATIONAL LIFE-BOAT INSTITUTION is also shown and it will be seen that the Life-boats have been judiciously placed where wrecks are most frequent.

As many as 4,897 British, colonial, and foreign vessels were wrecked on our shores between 1861 and the 30th June, 1891 involving the loss of life in each instance, the total number of lives thus lost being 21,949. Of the 523 lives sacrificed during the year under consideration, 487 were from British and colonial vessels and 36 from foreign vessels. It will be seen, therefore, on comparing these figures with those of 1889-90 that the number of lives lost from British and colonial ships exceeded the total number lost from British, colonial and foreign ships during the previous year by 81, while the increase of lives lost from British and colonial vessels alone was greater by 110 than the total for the year 1889-90. The foreign losses, however, only showed an increase of 7 lives lost. Of the 523 persons who perished 55 were lost in foundered vessels, 58 in collisions, 187 in stranded vessels, or more than double the number in the preceding year, 165 in missing vessels as against 78 the year before, and the remainder (58) in explosions, washed overboard, etc.

Although there has been, as already stated, an upward tendency in the number of vessels meeting with casualties on the coasts of Great Britain and Ireland, the totals year by year have fluctuated considerably, as will be gathered from the following figures which give the totals from June, 1854, to June, 1891:—1854 (last six months), 458; 1855, 1,141; 1856, 1,153; 1857, 1,143; 1858, 1,170; 1859, 1,416; 1860, 1,379; 1861, 1,494; 1862, 1,827; 1863, 2,001; 1864, 1,741; 1865

2,012; 1866, 2,289; 1867, 2,513; 1868, 2,131; 1869, 2,594; 1870, 1,865; 1871, 1,927; 1872, 2,381; 1873 (first six months), 1,206; 1873-4, 2,191; 1874-5, 4,259; 1875-6, 4,554; 1876-7, 5,017; 1877-8, 4,436; 1878-9, 3,716; 1879-80, 3,138; 1880-81, 4,297; 1881-2, 4,367; 1882-3, 4,363; 1883-4, 4,405; 1884-5, 3,764; 1885-6, 3,596; 1886-7, 4,224; 1887-8, 4,004; 1888-9, 4,272; 1889-90, 4,344; 1890-91, 4,198. Total, 106,986.

Notwithstanding the terrible loss of life from shipwreck which has taken place on our coasts during the past generation, amounting in the aggregate to 25,788 lives, it is very gratifying to know that during the same period the Life-boats of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and the other means recognized by it, were instrumental in saving 26,223 lives, the number rescued thus exceeding the loss by 435. Last year alone the Institution granted rewards for saving 1,056 persons from a watery grave.

In addition to the good work done by the Life-boats in the year 1890-91, admirable service was rendered by the 301 Rocket Apparatus Stations of the Board of Trade, which resulted in the rescue of 216 lives.

The statistics to which we have drawn attention, at once indicate clearly the dangerous nature of the British coast and the duty laid upon us to do all in our power to avert, as far as possible, or at all events to endeavour to reduce, the dangers incurred by those coming to and going from our shores. It is to be feared that few appreciate, as they should, the greatness of the debt we owe to our seafaring population, through whose instrumentality most of the necessaries and luxuries of life are supplied to us. No better proof of thankfulness could be given than by contributing liberally to the Life-boat Institution, which is very insufficiently supported by the public and is at the present time greatly in need of funds.

ELECTRICAL COMMUNICATION ON THE COAST FOR LIFE- SAVING PURPOSES.

THE resolution of the House of Commons so unanimously passed last Session at the instance of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, on the motion of its Chairman, Sir EDWARD BIRKBECK, Bart., V.P., relative to the establishment of a complete system of electrical communication on our coasts, has already produced good results. Many of the coastguard stations and post-offices are now telephonically or telegraphically connected, with the view of giving early notice to the Life-boats that their services are required, and during the past winter there have been several instances in which the newly-established telephone wires have rendered excellent service in calling out Life-boats, the launching of which resulted in the saving of life.

We trust that ere long not only all the coastguard stations and the necessary post-offices will be electrically connected, but that the lighthouses and lightships may also be placed in telephonic communication with the shore.

CIVIL SERVICE LIFE-BOAT FUND.

AT the annual meeting of the Committee of this Fund on the 18th January, presided over by Mr. CHARLES G. TURNER, Controller-General of Inland Revenue, Mr. CHARLES DIBDIN, hon. secretary, reported that during the year the Fund, which numbers upwards of 12,000 subscribers of half-a-crown, had contributed 1,000*l.* to the National Institution to complete the endowment of the Life-boat *Civil Service No. 7*, and 116*l.* to recoup the Institution the amount expended by it during 1892 in rewarding the crews of the Civil Service boats for services. The seven Life-boats which the Fund has presented to the National Institution and endowed have been instrumental in saving 214 lives and several vessels.

SUMMARY OF THE MEETINGS OF THE COMMITTEE.

THURSDAY, 8th September, 1892.

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

Read and confirmed the Minutes of the previous meeting.

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

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

Northern District.—Buddon Ness, St. Andrew's, Broughty Ferry, Eyemouth, North Berwick, Dunbar, Blyth (two boats), Balcarry, Kirkcudbright, Whithorn, Port Patrick, Port Logan, Troon, Girvan, Ballantrae, Ayr and Irvine.

Eastern District.—Brooke, Brighstone Grange, Atherfield, Totland Bay, Bembridge, Hayling Island and Southsea.

Western District.—Llanaelhairn, Pwllheli, Barmouth, Aberdovey, New Quay (Cardiganshire), Aberystwyth, Porthcawl, Port Eynon, Swansea, Burry Port, Carmarthen Bay, Tenby, Milford, St. David's, Fishguard (two boats), Newport (Pembrokeshire), Cardigan, Littlehaven and Penarth.

Irish District.—Wexford (two boats), Carnsore, Kilmore, Courtown, Tramore, Dunmore East, Fethard, Dungarvan, Youghal, Ardmore, Queenstown (two boats), Ballycotton, Courtmacsherry, Valentia, Tralee and Cahore.

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

	£	s.	d.
Collected by <i>The Sheffield Daily Telegraph</i> , from the inhabitants of Sheffield	1,382	6	10
Mrs. JOSEPHINE H. SILKENSTADT, to provide a Life-boat to be named the <i>Alfred S. Genth</i> , in memory of her late brother	700	-	-
Miss ANNIE F. HOWIS, in aid of the maintenance of her Life-boats at Porthoustock and Silloth	100	-	-
Miss MATILDA CHELLINGWORTH	100	-	-
A LADY	100	-	-
WOBSHIPFUL COMPANY OF DRAPERS, annual subscription	52	10	-
A LADY, in aid of endowment of Whitburn Life-boat, additional	50	-	-
C. CARR ASHLEY, Esq., in aid of the maintenance of the Lyme Regis Life-boat	25	-	-
Collected at POPLAR MERCANTILE MARINE OFFICE, per J. SWAIN, Esq.	21	10	-
Collected on board the s.s. <i>Garonne</i> on her recent cruise to Norway	9	5	-
Collected on board the s.y. <i>City of Richmond</i> on her recent cruise to Norway	5	-	-
Collected on board the Orient Mail Steamer <i>Austral</i>	2	8	1

Life-boat Sunday Collections.

	£	s.	d.
TYNEMOUTH LIFE-BOAT SUNDAY FUND, per G. BRUCE, Esq.	13	15	-
FYLINGDALES PARISH CHURCH, Yorkshire, per the Rev. R. JERMYN COOPER, M.A.	4	12	-
WALTON WEST CHURCH, Haverfordwest, per Littlehaven Branch Offertory at celebration on board the s.s. <i>Lake Superior</i> (Beaver Line), April 24th, 1892, per the Rev. S. E. SIMMS, M.A.	1	6	10
Offertory on board H.M.S. <i>Impregnable</i> , Devonport, per the Rev. W. CLARKSON, R.N.	-	16	9

—To be severally thanked.

Also the receipt of the following legacies:—

The late A. J. CORRY, Esq., of Putney	1,500	-	-
The late ROBERT METHVEN, Esq., of Cupar, Fife.	1,000	-	-
The late Miss J. B. BRADSHAW, of Manchester	500	-	-
The late THOMAS ATKINSON, Esq., of Peckham Rye	324	10	7
The late R. E. MORRICE, Esq., of Eltham	300	-	-
The late EDWARD COOPER, Esq., of Little Oakley	250	-	-
The late Miss E. C. ALLEN, of Finchley Road	140	-	-
The late Mrs. A. P. VOOGHT, of Wandsworth	100	-	-
The late Dr. WILLIAM P. DEVERELL, of Ardglass, co. Down	90	-	-
The late Mrs. ANN APPELBY, of Low Buxton	50	-	-

Reported that H.R.H. the PRINCE OF WALES inspected the steam Life-boat *Duke of Northumberland* belonging to the Institution at Cowes on the 4th August, when H.R.H. expressed himself greatly pleased with the boat. On the following day, H.I.M. the GERMAN EMPEROR embarked in the Life-boat, when she was taken for a short run and tried in various ways. His Majesty expressed his high approval of the boat.

Voted the thanks of the Committee to ARTHUR HILL COATES, Esq., the Rev. G. H. DAUNT, and Messrs. NEWMAN H. HUNT & SON in recognition of their past valuable co-operation while holding the office, respectively, of Honorary Secretary of the Belfast and Groomsport, Tyrella and Sheffield Branches of the Institution.

Reported the transmission to its station of the St. Anne's No. 2 new Life-boat.

Also that the Aberdovey Life-boat had been returned to its station after having been altered and fitted with all the latest improvements.

Paid 5.476l. 5s. 7d. for sundry charges on various Life-boat Establishments.

Voted 55l. to pay the expenses of the Ramsey, Littlehampton and Bull Bay Life-boats in rendering the following services:—

	Lives saved.
Cutter <i>Royal Fern</i> , of Peel. Assisted to save vessel and	3
Yawl <i>Surf</i> , of Littlehampton. Assisted to save vessel and	2
A sailing-boat. Saved vessel and	3
The Brancaster and North Deal Life-boats respectively rendered assistance to the s.s. <i>Magador</i> and assisted to save the s.s. <i>Rion</i> , of Newcastle, with 25 persons on board.	

(Reports of most of these services will be found on pages 273-275.)

Voted also 188l. 1s. 8d. to pay the expenses of the Ballantrae, Palling No. 2, Broadstairs, North Deal, Llandudno (Orme's Head), Hunstanton, Cloughy, Peterhead, Wexford No. 2, Kildonan, Gorleston No. 1, Dungeness (Lydd), and Winterton No. 2 Life-boats in assembling their crews or putting off to the aid of vessels which did not ultimately need the services of the boats.

The Ramsgate Life-boat was taken out on two occasions, but her services were not eventually called into requisition.

Voted the Silver Medal of the Institution, with a copy of the vote inscribed on vellum, to JOHN MCKINSTRY, aged fourteen years, for putting off in a boat and saving three of four persons from a ferry-boat plying between Larne Harbour and Island Magee, co. Antrim, which had been capsized about 200 yards from the landing-place at Island Magee, in a moderate gale from the N., squally weather and a rough sea, on the 19th July.

Voted also the thanks of the Institution inscribed on vellum, to H. A. INGLIS, Esq., Honorary Secretary of the Ballantrae Branch, in recognition of his highly laudable and valuable conduct in volunteering his services and helping to man the Ballantrae Life-boat when she proceeded to the assistance of the disabled steamer *Princess Victoria*, of Stranraer, in a N.W. gale and a heavy sea, on the 3rd September. Thanks were also expressed to Mr. McCULLOCH and to Mr. W. MURRAY, of H. M. Coastguard, and extra payment was granted to the crew of the Life-boat, in recognition of their services on the occasion in question.

Voted 100l. towards the local fund for the relief of the widow and child of ARTHUR WHALLEY, who, while running by the side of the Llandudno (Orme's Head) Life-boat carriage, with the view of helping to launch the boat which had been called out on service, on the 8th August, fell, was run over and died almost immediately.

Also 10s. to two fishermen for saving another fisherman whose boat had been driven on the rocks at Gobbins, co. Antrim.

Also 2l. to the crew of the lugger *Princess Royal*, of Walmer, for reporting at Lydd that rockets fired by a steamer on the 26th August were for a pilot only, and thus preventing the Life-boat from being needlessly launched.

Also 2l. to four of the crew of the s.s. *Holly*, of Glasgow, for putting off in a boat from that vessel and saving one of two men from a boat which had been capsized in Dublin Bay in a strong W.N.W. gale and a heavy sea on the 7th July.

Also 1l. 2s. 6d. to three lads for saving three

of five persons whose boat had been capsized and sunk off New haven, near Leith, in fine weather, on the 14th July.

Also 10s. to two men for putting off in a boat and saving three of four persons from the yacht *Sanspareil*, of Bognor, which had struck on an old submerged wreck and sunk off Thorney, Sussex, in a smooth sea, on the 23rd August. 9s. was also granted to replace two oars broken in effecting the rescue.

Also 10s. to two men for rescuing three men whose fishing-boat had been upset off the Tyne in a fresh N.N.E. wind and a moderate sea, on the 29th June.

Also 18l. 13s. grant to Mr. ROBERT WRIGHT, Coxswain of the Fleetwood Life-boat, in consideration of illness contracted in the Life-boat service and in payment of medical expenses incurred.

Also 3l. to a man who was injured while assisting to haul up the Clacton Life-boat after an exercise on the 13th August.

THURSDAY, 13th October.

Colonel FITZ-ROY CLAYTON, V.P., in the Chair.

Read and confirmed the Minutes of the previous meeting.

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

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

Northern District—Holy Island (two boats), Berwick-on-Tweed, Cresswell and Boulmer.

Eastern District—Grimsby, Donna Nook, Mablethorpe, Sutton, Skegness, Chapel, Hunstanton, Brancaster, Wells, Blakeney and Sheringham.

Western District—Exmouth, Plymouth, Yealm River, Hope Cove, Salcombe, Brixham, Torquay, Sidmouth, Lyme Regis, Dartmouth, Teignmouth, Weymouth, St. Helier's (Jersey) and St. Peter's (Guernsey).

Irish District—Aranmore, Greencastle, Portrush, Groomsport, Ballywalter and St. Anne's.

Read letter from the Secretary of the Hearts of Oak Benefit Society, of the 26th September, forwarding a contribution of 700l. from the members of that Society for the purpose of building and equipping a Life-boat to be named the *Hearts of Oak*.

Decided that the donors be thanked and that their gift be appropriated to the Palling No. 2 new Life-boat.

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

	£	s.	d.
Collected on board the ship <i>Torrens</i> , from the Passengers, Officers and whole of the crew during a voyage to Australia and back, 1891-2, per Captain W. H. COPE	29	5	-
The Right Hon. the EARL OF LODDON (all his share of the estate of his youngest brother, the Hon. HENRY HASTINGS, deceased).	11	9	10

Collected on board the R.M. s.s. <i>Orinoco</i> , per Captain WILLIAM GILLIES.	5	12	-
Collected on board the s.s. <i>St. Rognwald</i> , per Captain MASSON.	4	-	-
Collected on board H.M.S. <i>Swift</i> , per Lieut. T. S. ROGERS, R.N.	3	12	11
Moiety of proceeds of a concert at Instow, per GEORGE F. EYRE, Esq.	2	13	9
Contents of contribution box on board the s.s. <i>Medway</i> , per Mr. W. H. SMYTH.	2	7	6
Clackmannanshire Charity Football Association collection, per GEORGE BENZIE, Esq.	2	10	-
Collected on board the s.s. <i>Faithful</i> , per Captain J. SMITH, R.N.E.	1	9	-

Life-boat Sunday Collections.

Port Patrick, Scottish Episcopal Service, per Mr. P. BILLOT.	3	1	-
Harby Church, Melton Mowbray, per the Rev. M. O. NORMAN, B.A.	1	18	-

Life-boat Saturday Collection.

Redcar, per J. M. MEEK, Esq.	4	6	6
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—To be severally thanked.

Also the receipt of the following legacies:—

The late JAMES STEWART FORBES, Esq., of Wimbledon.	5,000	-	-
The late JAMES MAUD STOTT, Esq., of Rastrick, Yorkshire.	1,000	-	-
The late Miss E. S. SIBLEY, of Worcester.	305	13	2
The late Mrs. E. A. SMITH, of Cornwall Gardens.	250	-	-
The late Major J. BARKER, of Thornes, Wakefield.	100	-	-
The late Mrs. CHARLOTTE WHEELER, of Eccleston Square.	90	-	-

Reported the death of GEORGE WYATT, Esq., who had been Treasurer of the Isle of Wight Branch of the Institution from its formation in 1860, and decided to send a letter of condolence to his family.

Voted the thanks of the Committee to Mr. ROBERT BIGGERSTAFFE and Mr. J. KEENLYSIDE, Jun., in recognition of their kind services while holding the office respectively of Chairman and Honorary Secretary of the Blackpool and Blyth Branches of the Institution.

The Committee specially recognised the good services rendered by Mr. EDWARD CHEGWIDDEN, Mr. RICHARD HEADON, Mr. HUMPHREY JONES, and Mr. DAVID RICHARDS during the long period in which they held the office respectively of Coxswain of the Porthleven, Clovelly, Barmouth and Abersoch Life-boats.

Also the good services rendered by Mr. JOSEPH MILLS, whilst holding the office of Second Coxswain of the Littlehaven Life-boat.

Reported that great Life-boat Saturday demonstrations had recently taken place at Manchester (second year), Dundee and Preston.

Also that Ladies Committees to raise funds for the Institution had been formed in upwards of thirty districts in Lancashire at the instance of CHARLES W. MACARA, Esq. (Chairman of the Manchester Life-boat Saturday Fund and member of the Committee of Management of the Parent Institution) and Mrs. MACARA.

Decided that the best thanks of the Committee be conveyed to the principal promoters of these movements.

Reported the transmission to their stations of the new Life-boats for the Drogheda No. 1, Gourdon, Morthoe and Moray Firth stations.

Also that the Polpear and Walmer Life-boats had been returned to their stations after having been altered and fitted with all the latest improvements.

Also that the Steam Life-boat had been transferred to the Holyhead Station.

Paid 6,301l. 18s. for sundry charges on various Life-boat establishments.

Voted 115l. 2s. 3d. to pay the expenses of the Castletown, Ackergill, Sheringham, Dungarvan, Padstow, Dunbar and Whitby No. 1 Life-boats in rendering the following services:—

	Lives saved.
Steamer <i>Mona's Isle</i> , of Dublin. Remained by vessel.	
Smaok <i>Gem</i> , of Dublin	4
Fishing-boats of Sheringham	4
Yawl <i>Fair Play</i> , of Arklow. Remained by vessel.	
Schooner <i>Madby Ann</i> , of London	4
Barque <i>Charlotte Stringer</i> , of Grimstad	10
Coble <i>Palm Branch</i> , of Whitby	3

The Aldeburgh, North Deal, Gorleston No. 1 and Caister No. 2 Life-boats rendered the following services:—

Schooner *Arne*, of Soon, assisted to save vessel and 11 lives; ketch *Cicelia*, of Guernsey, assisted to save vessel and 5; schooners *Jubilee*, of Harwich, and *Tekla*, of Newcastle, assisted to save vessels and 13; and s.s. *Idlewild*, of Sunderland, assisted to save vessel and 15.

Voted also 206l. 16s. to pay the expenses of the Aranmore, Broadstairs, Aldeburgh, Harwich, Walton-on-the-Naze, Palling No. 2, Sheringham, Pakefield No. 1, Lowestoft No. 1, and Gorleston No. 1 Life-boats, in assembling their crews or launching with the view of assisting vessels which did not eventually need their services.

Voted 5l. to the Coxswain of the North Deal Life-boat, who was injured while on service on the 13th September.

Also 1l. 10s. to one of the crew of the Sheringham Life-boat, who was injured on service on the 20th September.

Also a letter of thanks to GEORGE LOYD FOSTER HARTER, Esq., of Puckrup, Tewkesbury, and 10s. to a boatman for saving the crew of four men from a boat which had been upset off Westgate, Kent, on the 6th June.

Also 15l. to fifteen fishermen for putting off in the private Life-boat *Augusta* at Sheringham, and saving eleven men from some fishing-boats which had been overtaken by a moderate gale from the E.N.E. and a heavy sea on the 20th September.

Also 4l. to two men for putting off in a boat and saving three of four persons whose boat had been capsized on Mulroy Bar, co. Donegal, in a strong N.E. breeze and a heavy sea on the 15th June.

Also 1l. to two men for saving the crew of two men from the hooker *Lady*, of Costello Bay, which had been dismantled off Spiddal, co.

Galway, in a moderate gale from the S.E., and a rough sea on the 15th September.

Also 5s. to a man for saving two men whose boat had been capsized off Killyleagh, co. Down, in a moderate E.N.E. breeze, and a smooth sea, on the 19th August.

Also 15l. to the men who assisted to save the crew of eleven persons from the Norwegian barque *Sirene*, which, having become unmanageable, was driven against the pier at Blackpool, in a gale of wind and a very rough sea, on the 9th October. The vessel struck the pier several times and on each occasion some of her crew were rescued, until at length all of them were safely taken off the ship with the help of those who were on the pier. Considerable risk was incurred by the salvors, as the pier was much damaged by the frequent collisions of the vessel, and as the last man was rescued a large portion of the structure, a few feet from where the rescuers had been standing, was demolished.

The salvors generously handed the money which had been awarded to them to the Blackpool Hospital Fund.

Also thanks to Mr. CHARLES DAY in recognition of his kind services in volunteering to form one of the crew of the Lowestoft Life-boat on the 11th November last, and assisting to save the crew of two men from the lugger *Paramount*, of Hopeman.

The Committee also awarded a pecuniary grant to the widow of the Coxswain of the Bull Bay Life-boat in consideration of his services whilst serving in that capacity.

Thursday, 8th November.

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

Read and confirmed the minutes of the previous meeting.

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

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

Northern District.—Banff, Moray Firth, Lossiemouth, Buckie, Newburgh, Port Erroll, Peterhead, Whitelink Bay, Fraserburgh, Stonehaven, Gourdon, Johnshaven, Montrose (three boats), Arbroath and Tynemouth.

Eastern District.—Hasborough, Mundesley, Cromer, Dungeness (Lydd), New Romney, Hythe, Dover, Winchelsea and Rye.

Western District.—Church Cove, Falmouth, Polpear, Cadgwith, Mullion, St. Agnes, St. Mary's, Porthleven, Hayle, Penzance, Porthoustock, St. Ives, Sennen Cove and Port Isaac.

Irish District.—Newcastle (Dundrum), Tyrella, Giles Quay, Blackrock, Howth, Greystones and Wicklow.

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

Anonymous, per Messrs. ALLEN & Son, towards the maintenance of the "Aldeburgh" and "Upgang" Life-boats	£ s. d. 800 - -
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	£	s.	d.
Executors of the late SIDNEY C. WATSON, Esq., towards the cost of the Palling Life-boat, to be used in the forthcoming competitive Life-boat trials	700	-	-
"T. W. R."	50	-	-
W. J. CARVER, Esq.	25	-	-
Readers of <i>The Christian</i> , per Messrs. MORGAN & SCOTT	21	-	-
Contents of contribution box on board the s.s. <i>Brier</i> , per Captain A. McLARTY	4	-	-
Proceeds of concert by the BLACKHEATH CAMERA CLUB, per THOMAS B. EARLE, Esq.	4	-	-
Part proceeds of concert at East Bergholt, Suffolk, per the Hon. Mrs. HALFORD	3	5	6
Collected at West London School Chapel, Ashford, per the Rev. HUGH J. FLYNN, D.D.	1	5	-

Life-boat Sunday Collections.

Lowestoft Parish Church, 11th September	16	11	3
Bamburgh Church, 23rd October	2	11	2
Palling Do. 30th Do.	2	5	-

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late Miss JANE ELLEN KING, of the Grove, Hammersmith.	1,800	-	-
The late Miss M. A. SCHOFIELD, of Aberford, near Leeds	100	-	-
The late ALEXANDER McNAB, Esq., of Kerse House, Clackmannanshire	100	-	-
The late Miss MARY COOPER, of Milford, Godalming	100	-	-
The late Miss E. A. PENDRY, of Harewood, Leeds	45	-	-
The late Rev. H. W. SMITH, of Warrington Crescent, Maida Vale (additional)	40	-	10

Also the transmission to their stations of the Boulmer, Brighstone Grange and Cahore new Life-boats.

Also that the repairs of the Thorpeness Life-boat had been completed and the boat returned to its station.

Read letters from the General Post Office reporting the completion of various circuits in the scheme for telegraphic or telephonic communication on the coast, to assist in saving life from shipwreck, sanctioned by the Treasury.

Reported that a successful Life-boat Saturday demonstration had been held at Bury, Lancashire, on the 29th October.

Also that similar demonstrations were being organised at Montrose and Warrington.

Voted the thanks of the Committee to Mr. JOHN FERGUSON, in recognition of his kind co-operation whilst acting as Honorary Secretary of the Lossiemouth Branch of the Institution.

Voted the 4th Service Clasp, a certificate of service, and a pecuniary reward to Mr. JOHN HAYTER, on his resignation of the post of Coxswain of the Brooke Life-boat, which he had

held for thirty-two years. During that period he had been out in the Life-boats on that station twenty-eight times on service and assisted to save 222 lives.

Also the Silver Medal, a certificate of service, and a pecuniary reward, to Mr. WILLIAM POTTER, late Coxswain of the Cahore Life-boat, in recognition of the good services performed by him during the twenty-five years he had held that office. He had been out in the Life-boats on that station thirty-one times on service and saved forty-seven lives.

The Committee also specially recognised the services of Mr. PHILIP NICHOLLS, whilst serving as second Coxswain of the Sennen Cove Life-boat, and DAVID CLARK, who was boat-house keeper at Montrose for a number of years.

Decided to carry out a series of competitive trials and tests with Pulling Life-boats next January and to cordially invite inventors and others to enter boats for the competitions under certain prescribed conditions and regulations, to be obtained from the Secretary of the Institution. Also that all persons proposing to enter boats must give notice in writing of their intention to do so on or before the 30th November next and sign the required undertaking.

Paid 7,341l. 3s. for sundry charges on various Life-boat establishments.

Voted 236l. 2s. 6d. to pay the expenses of the Brancaster, Bridlington Quay, Palling No. 2, Saltburn, Cullercoats, Withernsea, Aldeburgh, Holyhead (steam Life-boat) and Fethard Life-boats in rendering the following services:—

	Lives saved.
Schooner <i>Rensche</i> , of Papenburg	5
Brigantine <i>William Parker</i> , of Ipswich	6
S.S. <i>Janus</i> , of Grangemouth	18
Schooner <i>Vigilant</i> , of Montrose	4
Cullercoats fishing cibles. Remained in attendance.	
S.S. <i>J. Y. Short</i> , of Sunderland	7
Schooner <i>James Taylor</i> , of Preston	4
Schooner <i>Miss Hunt</i> , of Carnarvon	4

The Penzance, Fethard and Holyhead (steam) Life-boats also rendered the following services:—Schooner *Express*, of Dublin, saved vessel and 4 lives; barque *Peelshire*, of Glasgow, rendered assistance; schooner *Miss Hunt*, assisted to save vessel, and schooner *Janets and Ann*, of Chester, rendered assistance.

Voted also 578l. 10s. to pay the expenses of the Buckie, Winterton No. 2, Palling No. 2, North Deal, Walmer, Kingsdowne, Mablethorpe, Grimsby, Porthcawl, Johnshaven, Hunstanton, Donna Nook, Lowestoft No. 1, Montrose No. 1, Harwich, Cemlyn, Gorleston No. 1, Aldeburgh, Runswick, Broadstairs, Arbroath and Holyhead (steam) Life-boats in assembling their crews or putting off to assist vessels not eventually requiring their help.

Reported that on three occasions the telephone communication recently established between many of the Coastguard Stations and Post Offices, in accordance with the resolution of the House of Commons passed last Session on the motion of Sir EDWARD BIRKBECK, Bart., had proved of service. At Brancaster the Life-boat was called out by a message from the

Coastguard at Thornham and saved five lives; the Hunstanton Life-boat crew were called out by telephone and at Winterton the wires were used to secure the services of a tug to tow the Life-boat to a wreck on the Hasborough Sands.

Voted 5*l.* to the Coxswain of the Porthdinllaen Life-boat, in consideration of illness contracted while on service in the boat.

Also 50*l.* to the widow of the Coxswain of the Greystones Life-boat, her husband having unhappily been washed off the pier at Greystones and drowned while endeavouring to render assistance to a vessel in danger on the 14th October.

Also 5*l.* to five of the crew of the Would light-vessel for putting off in a boat and saving the master and one of the crew of the Danish schooner *Hamlet*, who were clinging to wreckage, their vessel having been totally lost on the Hasborough Sands on the 11th October.

Also 2*l.* to two of the crew of the Hasborough light-vessel, who put off in a boat with the view of saving life on the occasion in question; and 5*l.* to the crew of the Calais fishing dandy 833, who also assisted in the attempts to rescue the shipwrecked crew.

Also 2*l.* to the crew of the fishing-boat *Betsey*, of Liverpool, for rescuing the crew of two men from the fishing-boat *Aeron Express*, of Aberayron, which had been blown out to sea, and was about five or six miles from land in a whole gale from the S. and a heavy sea on the night of the 26th October.

Also 1*l.* 17*s.* 6*d.* to five men for putting off in a boat and saving one of the crew of the fishing-boat *Brothers Gem*, of Banff, who had been knocked overboard by the jibing of the boat's sail at Gorleston, Suffolk, on the 10th October.

Also 1*l.* to two men for saving four men, whose boat, the *Enterprise*, of Burton Port, had been struck by a squall, capsized and sunk while competing in a sailing race at a regatta at Burton Port in a strong gale and a rough sea on the 24th September.

Also 10*s.* to a man for saving two persons from a boat which had been capsized and sunk off Felixstowe in a strong N.W. breeze, squally weather, and a rough sea, on the 1st August.

Thursday, 8th December.

Sir EDWARD BIRKBECK, Bart.,
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.—Hauxley, Tynemouth and Bamburgh Castle.

Eastern District.—Eastbourne, Newhaven, Thorpeness, Aldeburgh, Kingsdowne, North

Deal, Walmer, Hastings, Clacton-on-Sea, Walton-on-Naze, Harwich and Southend.

Western District.—Padstow, Polkerris, New Quay (Cornwall), Mervagissey, Appledore (two boats), Morthoe, Ilfracombe, Braunton, Clovelly and Lynmouth.

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

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

	£	s.	d.
Mrs. MONTGOMERY, balance of cost of Culdaff Life-boat Station; the boat to be called the <i>William Montgomery</i> , as a living memorial of her late son, Mr. WILLIAM ARTHUR PATRICK MONTGOMERY, who died on the 12th April, 1891, aged 37 years (making in all 1,850 <i>l.</i>)	850	-	-
Independent Order of Odd Fellows (Manchester Unity) — annual subscription	50	-	-
Ditto Donation	29	11	9
JOHN J. MOWBRAY, Esq.—annual subscription	21	-	-

Life-boat Saturday Collections.

Bury and District—per JOHN HASLAM, Esq.	350	-	-
Warrington—per J. LYON WHITTLE, Esq.	200	-	-

Life-boat Sunday Collections.

Haslingden Wesleyan Chapel, on occasion of the visit of the Mayor and Corporation — per T. B. HAMILTON, Esq., Mayor	15	4	9
Hadnall Church, Salop—per the Rev. BROOKE C. MORTIMER, M.A.	12	11	7
Sunninghill, St. Albans—per C. D. KEMP-WELCH, Esq.	9	18	9
Cawthorne Church, Barnsley, Children's service—per the Rev. C. T. PRATT, M.A.	2	-	9
Brockdish Church, Scole—per the Rev. F. R. SMITH, M.A.	-	12	-
H.M.S. <i>Shannon</i> — per the Rev. ARTHUR BAKER, M.A.	-	9	6

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late Lady GRIZELL BAILLIE	200	-	-
The late Miss HELEN MACFARLANE, of Edinburgh	50	-	-

Voted the Silver Medal of the Institution and a copy of the Vote inscribed on vellum to Mr. HENRY SPINDLER, in recognition of his gallant services during the 10 years he held the office of Coxswain of the Thorpe Life-boat. During that period he had been off in the boat 34 times on service and assisted to save 93 lives.

The Committee also specially recognised the

good services rendered by Mr. STEPHEN GOLD-
RING and Mr. THOMAS H. EDYVANE whilst
serving respectively as COXSWAIN of the Hay-
ling Island and Padstow Life-boats.

Also the long services of Mr. RICHARD
HUGHES, as Second Coxswain of the Cemaes
Life-boat.

Reported the transmission to their stations of
the Åbersoch, Brancaster, Culdaff, New Quay
(Cornwall) and Pwllheli new Life-boats.

Also that the Balcary Life-boat had been
altered and fitted with all the latest improve-
ments and returned to its station.

Paid 8,142*l.* 4*s.* 1*d.* for sundry charges in
various Life-boat establishments.

Voted 168*l.* 5*s.* 6*d.* to pay the expenses of the
Caister No. 2, Port Patrick, Thorpeness, Alde-
burgh and Wexford No. 1 Life-boats in render-
ing the following services:—

	Lives saved.
Fishing-boats. Rendered assistance.	
Fishing-boat <i>Minnie</i> , of Port Patrick.	
Remained in attendance.	
Ship <i>Glencairn</i> , of Glasgow. Remained	
by vessel and landed.	23
Yawl <i>Manz Girl</i> , of Dublin. Rendered	
assistance.	

The Margate, Caister No. 2, Ramsgate and
Lowestoft No. 1 Life-boats rendered the follow-
ing services:—s.s. *Maryland*, of London, ren-
dered assistance; brig *Eugenie*, of Brevig, as-
sisted to save vessel and crew, 8; barge *Firefly*,
of London, assisted to save vessel and 4; and
trawler *Hiram*, of Lowestoft, rendered assist-
ance.

Voted also 340*l.* 3*s.* 6*d.* to pay the expenses
of the Thorpeness, Palling No. 2, Winterton
No. 2, Gorleston No. 1, North Deal, Skegness,
Walmer, Cloughey, Broadstairs, Margate, Beau-
maris and Penmon Life-boats in assembling
their crews or putting off to the assistance of
vessels not eventually needing their help.

Voted the Silver Medal of the Institution
and 2*l.* to MALCOLM KENNEDY, master of the
fishing skiff *Jessie*, of Bowmore, Islay, and 2*l.*
each to his crew of three men for saving three
other men from the fishing boat *Oag Van*, of
Port Ellen, Islay, which was wrecked on the
rocks at Rhugarton-taig, Islay, in a moderate
gale from the N.N.W. and a heavy sea on the
10th October.

Also 5*l.* to five men for putting off in a boat
and saving two of the crew of the schooner
Daring, of Garston, which had sunk in Slade
Bay, co. Wexford, in a strong W.S.W. gale and
a heavy sea on the 29th November.

Also 2*l.* to four men for saving the crew of
four men of the fishing boat *St. Joseph*, of Gal-
way, which had been dismasted in a strong
N.E. breeze and a somewhat rough sea in
Galway Bay, on the 25th October.

A RACE FOR LIFE.

A GUN is heard at the dead of night
“Life-boat ready!”
And every man to the signal true
Fights for place in the eager crew;
“Now, lads, steady!”
First a glance at the shuddering foam,
Now a look at the loving home,
Then, together, with bated breath,
They launch their boat in the gulf of death.
Over the breakers wild,
Little they reck of weather,
But tear their way
Through blinding spray,
Hear the skipper cheer and say:
“Up with her, lads, and lift her,
All together!”

They see the ship in a sudden flash
Sinking ever
And grip their oars with a deeper breath;
Now it's come to a fight with death!
Now or never!
Fifty strokes and they're at her side,
If they live in the boiling tide,
If they last through the awful strife,
Ah, my lads, it's a race for life!
Over the breakers wild,
Little they reck of weather,
But tear their way,
Through blinding spray,
Hear the skipper cheer and say:
“Up with her, lads, and lift her,
All together!”

And loving hearts are on the shore,
Hoping, fearing,
Till over the sea there comes a cheer,
Then the click of the oars you hear,
Homeward steering.
Ne'er a thought of the danger past,
Now the lads are on land at last;
What's a storm to a gallant crew,
Who race for life and win it too?
Over the breakers wild,
Little they reck of weather,
But tear their way
Through blinding spray,
Hear the skipper cheer and say:
“Up with her, lads, and lift her,
All together!”

J. L. MOLLOY.

NOTICE.

*The next number of the LIFE-BOAT JOURNAL, containing the Annual Report, &c.,
will be published on the 1st May.*

Services of the Life-boats of the Institution during 1892.



				Lives saved.
1892.				
Jan.	4.	5.30 a.m. Steam-tug <i>Defiance</i> , of Greenock. Ballywalter Life-boat remained by vessel.		
"	5.	3 p.m. Fishing-smack <i>Liberator</i> , of Wexford. Wexford No. 1 Life-boat rendered assistance.		
"	7.	6.15 p.m. Schooner <i>Broughty Castle</i> , of Portaferry. Douglas No. 2 Life-boat saved		3
"	7.	10 p.m. Schooner <i>The Saint</i> , of Runcorn. Lynmouth Life-boat landed . . .		5
"	8.	1.15 p.m. Coble <i>Morning Star</i> , of North Sunderland. North Sunderland Life-boat rendered assistance.		
"	8.	1.15 p.m. Coble <i>Mary and Ann</i> , of North Sunderland. North Sunderland Life-boat rendered assistance.		
"	8.	1.20 p.m. Cutter <i>John</i> , of Dungarvan. Dungarvan Life-boat landed an injured man.		
"	10.	12.15 a.m. S.S. <i>Alonso</i> , of Hull. St. Ives Life-boat landed		7
"	11.	2.30 a.m. Schooner <i>Rose</i> , of Carnarvon. Porthdinllaen Life-boat saved . . .		3
"	11.	6.45 a.m. Brig <i>Lancet</i> , of Whitby. Filey Life-boat saved		7
"	13.	6.45 a.m. Brigantine <i>Douse</i> , of South Shields. Broadstairs Life-boat rescued .		6
"	15.	6 p.m. Four fishing-yawls of Arbroath. Arbroath Life-boat remained afloat.		
"	16.	10.30 a.m. Schooner <i>Harriet</i> , of Bristol. Milford Life-boat remained by vessel.		
"	16.	12.30 p.m. Fishing-punt <i>Mary Ann</i> , of Southwold. Southwold No. 2 Life-boat saved		4
"	16.	1.30 p.m. Sloop <i>Mary Ann</i> , of St. Andrew's. St. Andrew's Life-boat rendered assistance.		
"	16.	2.30 p.m. Ketch <i>Mary's</i> , of Aberystwith. Wexford No. 1 Life-boat saved . . .		3
"	20.	morning. Ten fishing-boats. Holy Island No. 1 Life-boat rendered assistance.		
"	26.	12.40 a.m. Dandy <i>Campida</i> , of Yarmouth. Caister No. 2 Life-boat remained by vessel.		
Feb.	1.	1.40 p.m. S.S. <i>Meath</i> , of Sunderland. Holyhead No. 1 Life-boat saved		38
"	1.	2.30 p.m. Schooner <i>John Nelson</i> , of Beaumaris. Llandudno Life-boat rescued . .		2
"	1.	2.30 p.m. Ketch <i>Sea Gull</i> , of Beaumaris. Llandudno Life-boat saved		3
"	1-4.	S.S. <i>Eider</i> , of Bremen. Atherfield, Brighthstone Grange and Brooke Life-boats saved mails, specie, &c., and		379
"	3.	12.15 p.m. Fishing-cobles. Newbiggin Life-boat remained afloat.		
"	3.	12.30 p.m. Schooner <i>Breeze</i> , of Sunderland. Fraserburgh Life-boat saved . . .		5
"	5.	5 p.m. Steamer <i>Lady Louisa</i> , of Liverpool. Rhyl No. 2 Life-boat rendered assistance.		

				Lives saved.
1892.				
Feb. 13.	5.35 p.m.	Barque <i>Saga</i> , of Flekkefjord.	Clacton Life-boat saved	11
" 16.	1.15 a.m.	Ketch <i>Don</i> , of Yarmouth.	Clacton Life-boat rendered vessel and	6
" 17.	6 p.m.	Three Fishing-cobles.	Staithe Life-boat rendered assistance.	
" 19.	3 p.m.	Pilot cutter <i>Pollie</i> , of Cardiff.	Lynmouth Life-boat saved vessel.	
" 20.	8.45 a.m.	Cutter <i>Christian</i> , of Dunmore.	Dungarvan Life-boat saved vessel.	
" 21.	10 a.m.	Norwegian Brigantine <i>Augvold</i> .	Dunmore East Life-boat rendered assistance.	
" 21.	10 a.m.	Brigantine <i>Queen of the Isles</i> .	Dunmore East Life-boat remained by vessel.	
" 22.	10 a.m.	Brig <i>Paul</i> , of Hennebont.	Tramore Life-boat remained by vessel.	
" 22.	11 a.m.	Three fishing-boats.	Holy Island No. 1 Life-boat rendered assistance.	
" 24.	8.30 p.m.	Schooner <i>Perle</i> , of Dunkirk.	Port Erroll Life-boat saved	12
" 28.	5.45 p.m.	Smack <i>Jessie</i> , of Plymouth.	St. Agnes Life-boat rendered assistance.	
" 29.		Ditto	ditto	
" 29.	7.10 p.m.	Three fishing-boats.	Montrose No. 1 Life-boat remained afloat.	
" 29.	8.30 p.m.	Fishing-boat <i>Wanderer</i> , of Ferryden,	Johnshaven Life-boat rendered assistance.	
Mar. 17.	5 p.m.	Steamer <i>Brighton</i> , of London.	Walton-on-the-Naze Life-boat rendered assistance.	
" 18.	6.45 a.m.	Barquentine <i>Telegraph</i> , of Frederikshald.	Ramsgate Life-boat assisted to save vessel and	9
Apr. 18.	7 a.m.	Brig <i>Felix</i> , of Stettin.	Brancaster Life-boat saved	1
" 22.	5 p.m.	Steam yacht <i>Beaver</i> , of Berwick.	Berwick-on-Tweed Life-boat assisted to save vessel and	6
" 28.	8.50 a.m.	Fishing coble <i>Jane and Ann</i> , of Scarborough.	Scarborough Life-boat assisted to save boat and	4
" 28.	9.15 a.m.	Fishing-lugger <i>Tally-Ho</i> , of Scarborough.	Filey Life-boat saved	4
May 3.	10 a.m.	Smack <i>Brothers</i> , of Carnarvon.	Porthdinllaen Life-boat saved	2
" 3.	1 p.m.	Smack <i>Christiana</i> , of Llangranog.	Cardigan Life-boat saved	2
" 3.	3 p.m.	Fishing boats.	Montrose No. 1 Life-boat remained afloat.	
" 5.	5.30 a.m.	Brig <i>Agnese</i> , of Sandefjord.	Winterton No. 2 Life-boat assisted to save derelict vessel.	
" 5.	12 noon.	Five fishing-cobles of Staithe.	Staithe Life-boat rendered assistance.	
June 5.	8 a.m.	Barque <i>Ephrussi</i> , of Brevig.	Harwich Life-boat remained by vessel.	
" 5.	8 a.m.	Ditto	ditto	
" 23.	3.30 p.m.	Coble <i>Wild Rose</i> , of Redcar.	Redcar Life-boat rendered assistance.	
" 26.	9 p.m.	Brigantine <i>Lythemore</i> , of Llanelly.	Kimeridge Life-boat remained by vessel.	
" 26.	11.30 p.m.	Smack <i>William</i> , of Carnarvon.	Rhosneigr Life-boat saved	3
" 27.	1 p.m.	Fishing yawl <i>Margaret and Ann</i> .	Nairn Life-boat saved	2
July 2.	5.45 p.m.	Schooner <i>Mary Jane</i> of Ramsey.	Ramsey Life-boat saved	3
" 19.	2.30 p.m.	Three-masted Schooner <i>Renown</i> .	New Brighton No. 2 Life-boat rendered assistance.	
" 19.	11.20 p.m.	Ship, <i>Maxwell</i> of Liverpool.	New Brighton No. 2 Life-boat saved	29
" 20.	5 a.m.	Seven fishing-luggers, of Lowestoft.	Pakefield No. 1 Life-boat assisted to save boats and	16
" 20.	8 a.m.	Cutter <i>Mary</i> , of Bristol.	St. Ives Life-boat saved	4
" 25.	1.30 a.m.	Ketch <i>William and Sarah Ann</i> , of Goole.	Caister No. 2 Life-boat saved vessel and	7
Aug 10.	6.15 a.m.	S.S. <i>Mogador</i> of London.	Brancaster Life-boat rendered assistance.	
" 12.	9.37 p.m.	Cutter <i>Royal Fern</i> , of Peel.	Ramsey Life-boat assisted to save vessel and	3
" 14.	10 p.m.	Yawl <i>Surf</i> , of Littlehampton.	Littlehampton Life-boat assisted to save vessel and	2
" 26.	4.10 p.m.	A sailing boat.	Bull Bay Life-boat saved vessel and	3
" 26-27.		S.S. <i>Rion</i> , of Newcastle.	North Deal Life-boat assisted to save vessel and	25
" 28.	7.30 a.m.	S.S. <i>Maryland</i> , of London.	Margate Life-boat rendered assistance.	
Sept. 7.	12.5 a.m.	Steamer <i>Mona's Isle</i> , of Douglas.	Castletown Life-boat remained by vessel.	
" 11.	12 noon.	Three-masted Schooner <i>Arne</i> , of Soon.	Aldeburgh Life-boat assisted to save vessel and	11
" 13.	7.30 a.m.	Ketch <i>Cicelia</i> , of Guernsey.	North Deal Life-boat assisted to save vessel and	5
" 16.	8.45 p.m.	Smack <i>Gem</i> , of Dublin.	Ackergill Life-boat saved	4
" 20.	6.30 p.m.	Fishing-boats of Sheringham.	Sheringham Life-boat saved	4
" 26.	8.50 p.m.	Yawl <i>Fair Play</i> , of Arklow.	Dungarvan Life-boat remained by vessel.	
" 27.	5.10 a.m.	Ditto.	ditto	
" 29.	1.15 p.m.	Schooner <i>Madby Ann</i> , of London.	Padstow Life-boat saved	4

				Lives saved.
1892.				
Oct.	3.	8 a.m.	Barque <i>Charlotte Stringer</i> , of Grimstad. Dunbar Life-boat saved . . .	10
"	4.	10.45 p.m.	Three-masted Schooner <i>Jubilee</i> , of Harwich. Gorleston No. 1 Life-boat assisted to save vessel and . . .	6
"	4.	10.45 p.m.	Schooner <i>Tekla</i> , of Newcastle. Gorleston No. 1 Life-boat assisted to save vessel and . . .	7
"	7.	1.30 a.m.	S.S. <i>Idlewild</i> , of Sunderland. Caister No. 2 Life-boat assisted to save vessel and . . .	15
"	8.	3.50 p.m.	Coble <i>Palm Branch</i> , of Whitby. Whitby No. 1 Life-boat saved . . .	3
"	14.	10.15 a.m.	Schooner <i>Rensche</i> , of Papenburg. Brancaster Life-boat saved . . .	5
"	15.	6.30 a.m.	Schooner <i>Express</i> , of Dublin. Penzance Life-boat saved vessel and . . .	4
"	15.	7 a.m.	Brigantine <i>William Parker</i> , of Ipswich. Bridlington Life-boat saved . . .	6
"	16.	5.30 a.m.	S.S. <i>Janus</i> , of Grangemouth. Palling No. 2 Life-boat saved . . .	18
"	16.	6.50 a.m.	Schooner <i>Vigilant</i> , of Montrose. Saltburn Life-boat saved . . .	4
"	18.	10 a.m.	Fishing cobles. Cullercoats Life-boat remained afloat.	
"	23.	9.30 a.m.	S.S. <i>J. Y. Short</i> , of Sunderland. Withernsea Life-boat saved . . .	7
"	26.	1.15 a.m.	Schooner <i>James Taylor</i> , of Preston. Aldeburgh Life-boat saved . . .	4
"	27.	4 a.m.	Schooner <i>Miss Hunt</i> , of Carnarvon. Holyhead Steam Life-boat saved . . .	4
"	27.	7 a.m.	Ditto. Holyhead Steam Life-boat assisted to save vessel.	
"	27.	10 a.m.	Schooner <i>Janets and Ann</i> , of Chester. Holyhead Steam Life-boat rendered assistance.	
"	29.	8.30 a.m.	Barque <i>Peebleshire</i> , of Glasgow. Fethard Life-boat rendered assistance.	
Nov.	11.	11.30 a.m.	Fishing-boat <i>Minnie</i> , of Port Patrick. Port Patrick Life-boat remained in attendance.	
"	11.	6 p.m.	A Scotch fishing-boat. Caister No. 2 Life-boat rendered assistance.	
"	11.	6 p.m.	A Lowestoft fishing dandy. Caister No. 2 Life-boat remained by vessel.	
"	13.	8.45 p.m.	Brig <i>Eugenie</i> , of Brevig. Caister No. 2 Life-boat assisted to save vessel and . . .	8
"	23.	7.45 a.m.	Barge <i>Fire-Fly</i> , of London. Ramsgate Life-boat assisted to save vessel and . . .	4
"	26.	12.15 a.m.	Ship <i>Glencairn</i> , of Glasgow. Aldeburgh Life-boat remained by vessel and landed . . .	23
"	26.	1 a.m.	Ship <i>Glencairn</i> , of Glasgow. Thorpeness Life-boat remained by vessel.	
Dec.	1.	8.45 a.m.	Yawl <i>Manx Girl</i> , of Dublin. Wexford No. 1 Life-boat rendered assistance.	
"	3.	1 p.m.	Trawler <i>Hiram</i> , of Lowestoft. Lowestoft No. 1 Life-boat rendered assistance.	
"	9.	5.40 a.m.	Schooner <i>Duke</i> , of Wicklow. Cardigan Life-boat saved . . .	3
"	9.	6.30 a.m.	Schooner <i>James and Mary</i> , of Dublin. Penmon Life-boat saved . . .	8
"	9.	5.30 p.m.	Ketch <i>Alice</i> , of Milford. Fishguard No. 1 Life-boat landed . . .	2
"	15.	2.20 p.m.	S.S. <i>Lloyds</i> , of London. Gorleston No. 1 Life-boat landed crew.	
"	16—19.		S.S. <i>Baldon</i> , of Newcastle. Winterton No. 2 Life-boat assisted to save vessel and . . .	17
"	18.	8.15 a.m.	Ketch <i>Daybreak</i> , of Peterhead. Fraserburgh Life-boat saved . . .	4
"	18.	4 p.m.	Schooner <i>Fairy</i> , of Sunderland. Fraserburgh Life-boat landed crew.	
"	22.	12.35 p.m.	Schooner <i>Raven</i> , of Bangor. Penmon Life-boat assisted to save vessel and . . .	3
"	23.	7 a.m.	Smack <i>Renown</i> , of Great Yarmouth. Great Yarmouth Life-boat assisted to save vessel and . . .	1
"	23.	9.30 a.m.	Brigantine <i>Chocolate Girl</i> . Lynmouth Life-boat landed pilot.	
"	23.	10.45 a.m.	Schooner <i>Spray</i> , of Dublin. Arklow Life-boat saved . . .	3
"	24.	10.45 a.m.	Ketch <i>May Queen</i> , of Plymouth. Padstow Life-boat moored vessel and landed crew . . .	3
"	24.	6.30 p.m.	S.S. <i>Verdandi</i> , of Gothenburg. Newbiggin Life-boat saved . . .	15
"	30.	11.20 p.m.	Lugger <i>Harriet and Robert</i> , of Newhaven. Newhaven Life-boat saved boat and . . .	2
"	31.	5 a.m.	Schooner <i>Francis</i> , of Fowey. Ramsgate Life-boat assisted to save vessel and landed crew.	
"	31.	8 a.m.	S.S. <i>Emma Sauber</i> , of Hamburg. Seaham Life-boat rendered assistance.	
"	31.	3 p.m.	Brigantine <i>Visitor</i> , of Glasgow. Teignmouth Life-boat rendered assistance.	
Total lives saved by the Life-boats in 1892, in addition to 33 vessels				836
Rewards were also granted by the Institution in the same period for saving by means of Fishing and other Boats				220
Total for 1892				1,056

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patron—Her Most Gracious Majesty the Queen.

Vice-Patrons—
 HIS ROYAL HIGHNESS THE PRINCE OF WALES, K.G.
 HER ROYAL HIGHNESS THE PRINCESS OF WALES.
 ADMIRAL H.R.H. THE DUKE OF EDINBURGH, K.G.
 CAPTAIN HIS ROYAL HIGHNESS THE DUKE OF YORK, R.N., K.G.

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

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

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

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



APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that during the past year (1892) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £77,174 on its 305 Life-boat Establishments.

GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING 1892.

		£	s.	d.
Number of Lives rescued by Life-boats, in addition to				
33 Vessels saved by them	...	836	...	...
Number of Lives saved by Shore-boats, &c.	...	220	...	...
Amount of Rewards granted during the Year	...	...	8,482	17 1
Honorary Rewards:—Silver Medals and Clasps	18	...	...	...
Binocular Glasses.	19	...	...	...
Aneroid Barometer	1	...	...	...
Votes of Thanks on Vellum	42	...	...	...
Certificate of Service	14	...	...	...
Total		94	1,056	£8,482 17 1

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 37,265; for which services 98 Gold Medals and Clasps, 1,091 Silver Medals and Clasps, 216 Binocular Glasses, 15 Telescopes, 5 Aneroid Barometers, 1,394 Votes of Thanks, inscribed on vellum and framed, 32 Certificates of Service framed and £130,223 have been given as Rewards.

The Committee earnestly appeal to the British Public for Funds to enable them to maintain their 305 Life-boats now on the Coast and their Crews in the most perfect state of efficiency. This can only be effected by a large and permanent annual income. The Annual Subscriptions, Donations and Dividends are quite inadequate for the purpose. The Committee are confident that in their endeavour to provide the brave Life-boatmen, who nobly hazard their lives in order that they may save others, with the best possible means for carrying on their great work, they will meet with the entire approval of the people of this the greatest maritime country in the world, and that their appeal will not be made in vain, so that the scope and efficiency of our great Life-saving Service, of which the Nation has always been so proud, may not have to be curtailed.

Annual Subscriptions and Donations are earnestly solicited, and will be thankfully received by the Secretary, CHARLES DIBDIN, Esq., at the Institution, 14 JOHN STREET, ADELPHI, London; by the Bankers of the Institution, MESSRS. COUTTS and Co., 59 Strand; MESSRS. HERRIES, FARQUHAR, and Co., 16 St. James's Street; MESSRS. HOARE, 37 Fleet Street, London; and by all the other Bankers in the United Kingdom.—1st February, 1893.