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THE NORTH COAST OF CORNWALL AS A SUITABLE POSITION FOR A STEAM LIFE-BOAT.

ON the 8th April this year the ROYAL NATIONAL LIFE-BOAT INSTITUTION decided to build and station a Steam Life-boat at Padstow, and it is of considerable interest to pass in review the reasons which led the governing body to adopt such a course.

Steam Life-boats, so far as we know them, are hardly boats to place haphazard at any harbour where they can be kept afloat irrespective of the question of the number and description of casualties in the neighbourhood, or whether the existing service has proved itself efficient without one; so there must have been very weighty considerations to have brought about such an important decision.

The north coast of Cornwall is about as dangerous a coast as is to be found in Great Britain and Ireland, but, unlike many other dangerous coasts, vessels are compelled to approach moderately near to it when making the Bristol Channel from the southward and westward, and the English Channel from the westward and northward; consequently there is always considerable traffic passing within sight.

A glance at the chart shows at once the nature of the Cornish coast. Take the sixty miles between Hartland Point and St. Ives, it is practically all rock-bound. At Widmouth Bay, south of Bude, there

is indeed a strand, a very stony one, but there is hardly another spot in those sixty miles where the sea does not, during some portion of the tide, wash the foot of the cliffs, excepting Hell Bay at Padstow, the very name of which is sufficient warning to give it a wide berth. A wonderfully beautiful coast—the inspiration of poets and artists, but the despair of mariners.

Not only is the nature of the coast terrible, but the fact of being absolutely open to the full force of the Atlantic subjects it to the onslaughts of a terrific sea. There are two sorts of seas, the *wind sea*, which is not of a very dangerous character and is the result of local winds not extending far from the coast, and the *ground sea*, which comes in from the Atlantic and results from disturbances affecting a wider area. The wind sometimes being expended or diverted before arriving at the coast, it is no uncommon thing to see breakers of great magnitude suddenly roll in without any wind to account for them. These are bad enough, but when the wind does accompany them, it is beyond the power of human strength to get a pulling boat to sea, while the nature of the coast makes it impossible to work large first-class sailing Life-boats.

Between Hartland Point and St. Ives, the part of the coast where it is hoped the steam Life-boat will be of service, there are six Life-boat stations, viz., Bude, Port Isaac, Padstow, Newquay, Hayle, and St. Ives (or one for every ten miles of coast if they were equally divided, which they are not). There are also on the same stretch of coast thirteen rocket stations, or one for every four and a half miles, this being essentially a coast where the rocket apparatus is more important than the Life-boat.

The oldest Life-boat station is Bude, having been in existence since before 1852. This station is credited with having saved 40 lives. Padstow was established in 1856, and has saved 215 lives. St. Ives, established in 1860, has saved 123 lives. Newquay, also established in 1860, has saved 63 lives. Hayle, established in 1866, is credited with 55 lives. And Port Isaac, which was established in 1870, has 72 lives as its score.

A considerable change has taken place since the formation of these branches. In their early days there was a very large number of small coasters carrying on trade with the ports at which these boats were stationed, and on referring to the wreck returns it is seen that the greater number of lives rescued were from these vessels, which often got into difficulties in trying to make these dangerous little harbours. Doom Bar and Hell Bay (cheerful names!) at Padstow have the most to answer for, and many a craft has left its bones in the neighbourhood of St. Ives and Hayle Bar. Bude-haven, which seems to have been so called ironically, has also been the scene of many a shipwreck. At Port Isaac one of the chief functions of the Life-boat is to take care of the fishing boats which are manned by the hardy and daring fishermen of this beautiful little rocky creek, but the Life-boat has also done some very good service to other vessels. The small coasting trade having nearly vanished, the casualties of the above description have of course decreased, and it was

not to cope with this sort of work that the ROYAL NATIONAL LIFE-BOAT INSTITUTION has decided to put a steam Life-boat at Padstow, but primarily to render assistance to larger classes of vessels unable to claw off the coast on to which they may have been drifted by a breakdown of machinery or loss of sails and spars. A slight outline of the cases which have been chiefly instrumental in guiding the Committee in this action will not be out of place. The wrecks are those of the *s.s. Escorial* on the 25th January, 1895, on which occasion 11 were drowned; the *s.s. Sicilia*, off Trevoze Head, 3rd October, 1895, when luckily there was no loss of life; the terrible disaster which overcame the *s.s. Syracuse*, of Hamburg, on the 3rd March this year, when every one on board perished by the vessel foundering off Newquay, and the loss of the ketch *Engineer* with all hands, between Morganporth and Bedruthan on the same night or early on the morning of the 4th March.

The *Escorial* was a screw steamer of 1189 tons laden with coal. She left Cardiff on the evening of 23rd January, 1895, in fine weather with a light N.W. wind blowing, smooth water and the ship upright. During the night the wind increased and the ship took a slight list to port. By noon of the 24th it was blowing a gale and the vessel was shipping water on deck. In the afternoon the vessel was discovered to be leaking, and she continued to heel over considerably; all the pumps were worked, but the water gained on them, and at 1 A.M. on the 25th the fires were drowned out and all hands called on deck. Signals of distress were made and answered from the shore. At this time the vessel was off Newquay, Cornwall; at daylight she was quite unmanageable, drifting in a S.E. direction along the coast. At noon the port anchor was let go but did not hold, and at 12.30 the vessel struck off a small place called Portreath about twenty miles from Newquay and nine from Hayle. When the ship struck, some of the crew took to the rigging, others went into the

chart house, and those on deck either jumped or were washed overboard. Shortly afterwards both masts went overboard, taking those who had sought refuge there with them. The master, first and second mate, second engineer, and seven of the crew were drowned, and the remaining eight were rescued by the Hayle Life-boat and the people on shore. Such was the state of affairs with regard to the vessel herself. On that occasion the action taken by the three Life-boats, Newquay, Hayle, and St. Ives was, at the request of the Life-boat Institution, included in the very exhaustive inquiry held by the Board of Trade into the loss of the vessel.

The Newquay Life-boat unfortunately failed to render assistance, and through a misunderstanding the St. Ives boat did not round Godrevy Light. The Hayle boat was taken overland and launched at Portreath, and whilst pulling one of the crew of the *Escorial* out of the water the boat got knocked broadside on and thrown on the beach, and owing to the extreme softness of the sand she was unable to get afloat again in time to render further assistance. The telegraphic arrangements on this occasion were all disorganised through the posts being blown down and the telephonic arrangements were not then in a complete state; the chief result of this was that when eventually the news of a vessel in distress reached Padstow, the tug was ashore, and without her the Life-boat could not have reached the *Escorial*.

In connection with the finding of the Board of Trade inquiry, it is worth while to quote some of Sheriff GUTHRIE'S (the presiding judge) remarks: "With regard to the Life-boats, there were three in question; and, as the answers to the questions (set by the Board of Trade) will show, there is, in the main, no doubt at all as to the good conduct of the boats' crews. The only remark I would make is, that in dealing with Life-boat questions, it seems to me, judging from the evidence we have had, that it is not fair to apply too strict and too stringent

rules to the conduct of Life-boat men. Of course, undertaking the work of Life-boat men, they are bound to do their duty . . . but it is impossible that all Life-boats' crews can be equally efficient. Some are composed of men who have long experience of seafaring life—experienced seamen; others are mixed crews, as we have seen, partly landmen, partly men living along the shore, and only partially making their living on the sea, and some allowance must be made in circumstances such as these. Upon the whole, it does not appear to the Court that there is very much to say—indeed, that there is anything to say in depreciation of the conduct of the Life-boat men."

Now whether, if a steam Life-boat had been at Padstow with the then existing, or rather imperfect system of, electric communication, she could have reached the *Escorial* in time, is a speculative question which nothing can be gained by trying to solve. Circumstances are altered now, and undoubtedly the loss of the *Escorial* is a most important link in the chain of argument in favour of placing a steam Life-boat on the north coast of Cornwall.

The next wreck which has a distinct bearing on the utility of a steam Life-boat on that part of the coast is that of the s.s. *Sicilia*; and although there was no loss of life on this occasion, the men were in imminent danger, and possibly a steam Life-boat might have been the means of saving the vessel. In this case the above steamer of 1349 tons was on a voyage from Liverpool to Barcelona, laden with coal, and her loss was strangely similar to that of the *Escorial*. She left Liverpool on the 30th September, 1895, and on the evening of the 1st October she got into bad weather, and part of her cargo shifted; the sea broke over her heavily, and found its way down below, the pumps were set going, but got choked the next morning. The engines were kept going until noon on the 2nd, when the fires were drowned out. The vessel was then between Trevoze Head and

Godrevy. Signals of distress were made, and a steamer called the *Caerleon* took the *Sicilia* in tow, and towed her for two hours—from 6 P.M. to 8 P.M.—when the tow-ropes parted and the *Caerleon* could do no more, but offered to stand by. At 9 P.M. the *Sicilia's* engines were got to move again, and the *Caerleon* left; but between 11 P.M. and midnight the fires were again put out, and signals of distress were made. The captain decided to abandon the ship at 8 A.M. on the 3rd October; and the crew, numbering twenty-five, left in the two ships' Life-boats. The vessel was then off Park Head, and the ships' boats made for Padstow. One boat was brought safely in, but the other, getting too close to Hell Bay, was boarded by the Padstow Life-boat, and the crew transferred and taken in safety to Padstow. In the meanwhile the s.s. *Sicilia* drove ashore south of Trevoise Head, and speedily broke up. It was not until 4.30 P.M. on the 2nd October that a telegram was received at Newquay from the coastguard at Portreath, reporting that a steamer was off there wanting assistance. This was the *Sicilia*. The Life-boat was launched and proceeded ten miles towards where the vessel was reported, but failed to find her; this was not surprising, because it would have been just the time when the *Sicilia* was being towed to the northward by the *Caerleon*. After burning some signals, which were not answered, the Life-boat returned to Newquay and was housed. The following morning, about 2.30, signals were reported by the coastguard, and the coxswain came to the look-out station, but as nothing further was seen and there was some doubt as to whether the signals were really distress-signals, and as neither the coastguard nor the coxswain connected these signals with the vessel of the previous evening, which they considered had got safely to sea, the Life-boat was not launched.

At Padstow nothing was known of the vessel in distress until a boat was seen at noon on the 3rd October about $1\frac{1}{2}$ miles

N.W. of Stepper Point, which is at the entrance of Padstow Harbour. The wind was W.N.W., blowing a whole gale, and a very heavy sea was running. Stepper Point heads about N.N.E., and the channel on the east side of it, which leads up to Padstow is very narrow; in fact, only 160 yards of navigable water separates the rocky promontory which terminates at Stepper Point from the Doom Bar, and outside the Doom Bar the coast trends away to the eastward and forms Hell Bay. A vessel therefore making Padstow in north-westerly winds must hug the Stepper Point shore as close as possible to avoid being drifted into Hell Bay or on the Doom Bar.

As soon as the boat was sighted the Padstow Life-boat was launched, and the local tug, which is a boat of small power, communicated with. The Life-boat proceeded to Stepper Point, and met the first of the *Sicilia's* boats just coming in, evidently steered by some one acquainted with the place, for she was kept quite close to the Point. The men on board this boat told the Life-boat men that there was a second boat still at sea; so attempts were immediately made both by tug and Life-boat to round Stepper Point and get out, but the sea proved too heavy and the Life-boat returned and waited just inside so as to be ready to go to the second boat, which came in sight shortly afterwards, but unlike its predecessor was not being steered a safe course. The Life-boat started after her and reaching her when close to the outer breakers of Hell Bay, transferred her crew to the Life-boat and returned with them in safety.

This case has been quoted at some length because, although no lives were lost, there might very easily have been a great disaster, and also to show the dangers to be encountered in making Padstow Harbour. With the improved coast communication and a steam Life-boat at Padstow, such a position as the crew of the *Sicilia* found themselves in would certainly be stripped of a great deal of its danger.

We now come to the last two casualties, the terrible details of which are fresh in our minds, for the sad occurrences only took place this year on the 3rd and 4th March. Between 2 and 3 P.M. on the afternoon of the 3rd of March, during a very heavy N.W. gale, a steamer was seen from Padstow and Newquay with a strong list to port. She was then about twelve miles W.N.W. of Stepper Point, and about six miles in a north-westerly direction from Newquay. She had a heavy list to port, and distress signals flying which could be distinguished from Newquay. The vessel, as will be readily seen, was dead to windward of both Padstow and Newquay, but apparently drifting into Newquay. No vessel could have been in such a difficult position to reach as regards the North Cornwall Life-boat. St. Ives was twenty miles off, and to reach the wreck the Life-boat would have had to have gone outside the "stones" which lie off Godrevy, and Hayle was completely embayed.

The Newquay Life-boat made a gallant attempt to reach the distressed vessel, and after trying for three hours to beat to windward (for in such a sea and wind nothing could be done under oars) of Towan Head, was obliged to give it up, and the gale not moderating, no further attempt was possible. The unfortunate steamer, which was afterwards found to have been the *Syracusa*, of Hamburg, foundered off Newquay some time after 10 P.M., and all hands were lost. Although there is no proof as to the actual reason of the loss of the vessel, those who saw her conjectured that her cargo had shifted as in the case of the *Escorial* and *Sicilia*. It would have been futile for the Padstow boat to have attempted to beat the twelve miles to windward necessary to have reached this vessel when she was first seen, but a steam Life-boat might have covered the distance in about four hours, as she would probably have been able to make about three miles an hour even in the teeth of such a gale.

At 3.50 A.M. on the morning of the 4th

March the coastguard saw a flare due east from Newquay, and immediately the Life-boat's crew were summoned and the boat was afloat by 4.30. The wind was very changeable, varying from S.W. to W.N.W., and at times of terrific force. The Life-boat proceeded under oars towards the flare, which was from time to time lost sight of. It was not till daylight that the actual position of the unfortunate vessel, which proved to be the ketch *Engineer*, was seen, and a worse position for her or a more dangerous position for a Life-boat to try to get to could not be imagined. The *Engineer* was near the shore between Morganporth and Bedruthan steps, with the seas washing over her and broken water a long way outside her. The Life-boat made three attempts to get at her, each time going into the broken water, but was not able to venture close enough, for in case of failure there was nothing but a steep cliff to leeward, which would have meant death to the whole Life-boat crew. The unfortunate ketch went to pieces, and all her crew were drowned.

The four wrecks cited most distinctly point to the necessity of a steam Life-boat on the north coast of Cornwall, and although what might have been done had one been there is of course purely speculative, still it is not unlikely a steam Life-boat might have rendered good service to the three steamers, and if she could have got to the ketch *before* she was discovered in the position the Newquay Life-boat found her, she might also have saved her crew, but it is more than doubtful if even a steam Life-boat could be expected to go in among rocks on a dead lee shore with nothing but a cliff to receive her in the event of failure.

The question for the ROYAL NATIONAL LIFE-BOAT INSTITUTION to consider was where to put the steam Life-boat. At St. Ives the boat could not lie afloat in safety during all states of the tides—a *sine quâ non* for a steam Life-boat. At Hayle, Portreath, Newquay, Port Isaac, Bude, the same disqualification exists.

Padstow is the only place on the north coast of Cornwall between St. Ives and Hartland where it is possible to keep a boat afloat and in a sheltered position, and it is also the most central place. Newquay naturally showed a great anxiety to have the steam Life-boat stationed there, but it would have entailed building a very costly break-water to protect her in a position where she could have been

moored. Newquay's claims were most carefully considered, but with the existing natural advantages of Padstow there could be no doubt which had the greatest claim, and it is hoped before another six months have passed that a steam Life-boat will be there, but it is at the same time most earnestly hoped that it will be long before her services are required.

THE LIFE-BOAT SATURDAY FUND.

SINCE the issue of the Parliamentary Report last July, which stated that the charges of mismanagement brought against the ROYAL NATIONAL LIFE-BOAT INSTITUTION with regard to the Life-boat Saturday Fund were "entirely without foundation," greatly increased activity has been evinced by the Life-boat Saturday Committees all over the country. The serious and extraordinary charges which had been so unjustly made against the management had produced the most damaging effects, financially and otherwise, making it extremely difficult for any of the committees to act, or to arrange or promote demonstrations and collections. Thus not only was zeal damped but progress paralysed. Justice having now been done to the movement by the most impartial and independent of tribunals, hope and effort have generally revived, and the Life-boat Saturday friends have been making earnest endeavours to recover lost ground and to open up new "gold-fields." It is of course too late in the year now to arrange for demonstrations to take place before its close. Demonstrations, galas and

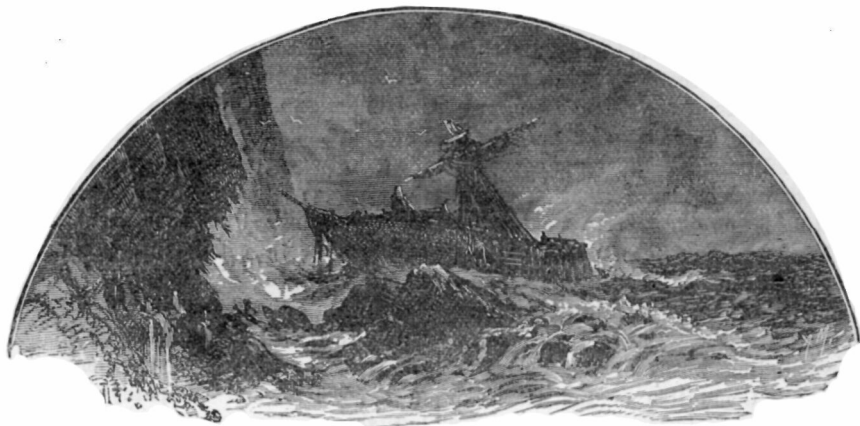
other out-of-doors entertainments must of necessity take place in the summer time and in suitable weather, or, at all events, when the weather ought to be suitable; effort has of late been rather directed, therefore, to making preparations for the 1898 season, which in view of all that has happened should be more successful than any of its predecessors. Those helpers who, directly they scented the breath of calumny, deserted with such alacrity the cause which they had taken in hand so enthusiastically, will now doubtless be only too thankful to make amends for their unseemly haste to forsake the great work which it had been their privilege to assist, by giving greater support financially and by renewing their endeavours with greater singleness of purpose to interest others in the Life-boat Institution and the great national work it conducts. On the other hand, those real and staunch friends who, through evil report and good report, have stood by the Life-boat Saturday movement will now go forward strengthened and supported, and we wish them all possible success.

THE PARLIAMENTARY INQUIRY.

"YOUR Committee cannot conclude their report without recording their opinion that the thanks of the whole community are due to the Committee of the ROYAL NATIONAL LIFE-BOAT INSTITUTION for the energy and good management (often in very difficult circumstances) with which they have for so many years successfully carried out the national work of life-saving, and this without reward or payment of any sort." These are amongst the concluding words of the Report of the Select Committee of the House of Commons appointed last March to inquire fully—and they did so for four months—into the Institution's administration and the adequacy of its organization for saving life on the coast. After considering every detail and hearing all the complaints which the few but demonstrative enemies and traducers of the Institution had to advance, this is the important and significant verdict: that the thanks of the whole community are due to the Institution. The view thus forcibly expressed has been fully endorsed by the Press of the country, which has generously circulated broadcast hundreds of leading articles and paragraphs, not only concurring in the finding of the Select Committee, and expressing with one consent its entire satisfaction, but urging the public to forthwith contribute without stint and without misgiving to the funds of the Society, and so to make amends for the help which has been so unfortunately withheld in consequence of the baseless and improper charges which had been so unjustly, malevolently, and assiduously circulated against the Institution. Congratulatory resolutions, letters, and telegrams have, during the last three months, been pouring into the office of the

Institution from all parts of the United Kingdom and even from the Continent and the Colonies, and one and all, high and low, rich and poor, seem glad to find that the oldest and largest Life-boat Service in the world has passed through the ordeal of a searching parliamentary investigation not only unscathed, but praised and encouraged. What should be the natural outcome and result of all this? Surely increased and substantial financial support. Good words are excellent things in themselves, and sympathy is sweet; but the good words come with greater force, and sympathy shows proof of its sincerity, when backed up by action. The weak part of the income of the Institution is the comparative paucity of the annual subscriptions, which really constitute, with the interest accruing on such legacies as the Committee have been able to invest, the only reliable source of maintenance. We would therefore appeal to our local committees and friends all over the country to urge all those whom they can influence to become *annual subscribers* to the Institution. Donations are very necessary and much valued, but the annual subscriber is the best friend to the cause. Some generous friends may be contemplating mentioning the Institution in their wills. We hope there may be many such. We would draw their special attention to the following paragraph in the Parliamentary Report. "The Institution would be greatly helped in its work, and seafaring men more fully provided for when in danger, were money left to the managers of the Institution to use in their discretion for the objects prescribed in their charter." We would earnestly commend and support this most useful suggestion and recommendation.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.



POOLE.—This Life-boat station has recently been completely renovated, the boathouse and slipway having been altered and improved, and the Life-boat, which was no longer fit for further service, having been replaced by another and larger boat, which was designed by Mr. G. L. WATSON, the Naval Architect of the Institution. She is a non-self-righting boat of what is termed the Southport class, and is fitted with a deck, side air-cases, freeing valves, four water-ballast tanks, a wooden drop-keel, and two small air-cases at each end. She is 38 feet long, 9 feet 4 inches wide, and rows 12 oars, double-banked. She took part in the competitive trials with pulling Life-boats at Montrose, and was placed second in the order of merit, the first place having been taken by a 38 feet by 8 feet self-righting boat. When it became necessary to replace the Poole boat she was sent there on trial; and the crew, after taking her out in a gale of wind and heavy sea, requested that she might be allowed to remain permanently on their station. Her cost has been defrayed from the City of London Masonic Life-boat Fund, and the boat is named the *City Masonic Club*. The ceremony of dedicating, naming, and launching the boat at its station in the presence of the representatives of the donors was made an occasion of great rejoicing and display at Poole on the 26th August, the only drawback being the weather, which was very unpropitious, rain falling heavily nearly the whole time. The Freemasons

were particularly interested in the event, and the local lodge, "Amity, 137," Bro. J. H. WHADCOAT, W.M., was very active in carrying the arrangements to a successful issue. A special meeting was held by that lodge in the afternoon by dispensation from the P. G. M. of Dorset, which was largely attended. Amongst those present were the following four delegates from the City Masonic Club, London, viz., Bro. A. H. LILLEY (President), Bro. J. C. WILKINSON PIMBURY (Treasurer), Bro. J. BROCKETT SORRELL (Preceptor and Secretary), and Bro. LOUIS FERGUSON. The Freemasons afterwards proceeded through Market Street to the Odd Fellows Hall in full regalia, and after luncheon they adjourned to the public meeting at the Guildhall, where there was a crowded attendance, and the proceedings were characterized with great heartiness and enthusiasm.

The chair was occupied by the Right Worshipful the Mayor of Poole (Lord WIMBORNE), who was supported by Lady WIMBORNE (the Mayoress), and the Hon. Misses GUEST, Dr. and Mrs. HOSKER (the Mayor and Mayoress of Bournemouth), the Deputy-Mayor of Poole (Alderman H. FARMER), and many other ladies and gentlemen. The Mayors wore their chains and robes of office.

Lord WIMBORNE opened the meeting, and called upon Mr. SORRELL, who on behalf of the donors presented the Life-boat to the Local Committee. He said that the City Masonic Club was established in London in 1890 with two objects, first to improve

its members in Masonic knowledge, and second to provide funds for distribution among Masonic Institutions. They had spent some hundreds of pounds in that way, besides what individuals had done, but some of the members felt that they should do something outside those objects, and that they should establish a Life-boat, and it was a proud moment for them to see at last their object accomplished with the help of the ROYAL NATIONAL LIFE-BOAT INSTITUTION. In asking the Local Branch to take charge of their offering to the Institution he expressed a hope that the occasions for its use might be few and far between, but he firmly believed, that if occasion should arise, no matter under what conditions of peril, the brave crew who would man that boat would not be wanting in the discharge of their great and glorious duty. (Loud applause.)

LORD WIMBORNE said that it gave him great pleasure to think that one of his Mayoral duties should be to receive and accept that splendid gift. (Applause.) He would always remember that day as one that had greatly helped to advance the interests of Poole. To a seaport like Poole, he need hardly say the gift of a new Life-boat was of inestimable value, and he was perfectly satisfied from the past records that when the cry "Man the Life-boat" was raised, they would find the crew able and willing to go forth to succour their brethren in distress. (Applause.)

THE MAYOR OF BOURNEMOUTH, who also replied, said that in the case of Poole and Bournemouth, which were situated on the sea, they had constant evidence brought to them of the dangers to which their fellow-creatures were subject. They must remember that but for their sailors they would starve, but beyond that selfish idea they should let a nobler thought impel them, namely, to help their fellow-creatures who went down in ships to the great waters. (Applause.) And besides that let them remember the poor wives and children of the sailors and the Life-boat men, for while the latter did their duty in a time of excitement, the former had to stay at home wondering whether they would ever see again those they loved dearly.

After hearing other addresses and passing votes of thanks to the donors and

to Lord and Lady WIMBORNE, an adjournment was made to the Life-boat house.

A short dedication service was then held, which was conducted by the Rector, the Rev. J. A. LAWSON, assisted by Rev. W. OKES PARISH (Vicar of Longfleet and Rural Dean). The service consisted of the singing of the hymns "All People that on Earth do Dwell," and "Eternal Father, Strong to Save," with a portion of the 107th Psalm, the singing being led by St. James's choir. After special prayers had been read by the Rev. W. O. PARISH, the rector pronounced the Benediction.

The naming ceremony was then performed by Lady WIMBORNE in the boat-house, the boat at the time being manned by the crew, and ready to go off the slipway. Before doing so, Lord WIMBORNE, the Hon. Miss GUEST, Dr. J. A. HOSKER, and the Rev. J. A. LAWSON went into the boat, and remained there until after the launch. Lady WIMBORNE performed the ceremony amidst loud applause. Her ladyship broke a bottle of champagne over the bows of the boat, and in doing so said, "I have great pleasure in christening this boat the *City Masonic Club*." Immediately the boat was released, and, gliding down the slipway, took the water in a very graceful manner, amidst loud cheers. After the boat had been taken a little way down the harbour, it was rowed back to the slipway and again housed, and this brought the ceremony to a conclusion. The procession afterwards re-formed and marched back to the Guildhall.

In the evening the members of the Life-boat crew were entertained to supper in the Odd Fellows Hall, thanks to the liberality of the donors of the boat. The Rev. J. A. LAWSON, as President of the Poole and Bournemouth Branch of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, occupied the chair, Mr. H. BURDEN (Hon. Sec.) being in the vice-chair.

SOUTHWOLD.—One of the two Life-boats at Southwold, stationed there many years since by the ROYAL NATIONAL LIFE-BOAT INSTITUTION, has just been replaced by a similar boat of the Norfolk and Suffolk type, but of rather larger dimensions. The new boat is 32 feet long, 9 feet wide, and is fitted to row 12 oars, double-banked. The cost of this

new Life-boat, with its transporting carriage and equipment, has been defrayed from a legacy of 1000*l.* bequeathed to the Institution by the late Mr. JOHN BOULDERSON BARKWORTH, of South Leigh, Havant, Hants, for a Life-boat and boat-house for the east coast of England. The boat has, in accordance with the testator's request, been named the *Rescue*, and the balance of the bequest will be appropriated in erecting a new Life-boat house at Southwold when the present one is worn out, the money in the meantime being specially invested. This Life-boat was exhibited at the recent Yachting Exhibition held at the Imperial Institute, London, as a typical Life-boat of the Norfolk and Suffolk class, and was much admired. Arrangements were made for a public ceremony on the occasion of the first launch of the Life-boat at its station on Tuesday, the 7th September.

A procession was formed on the Market Hill, composed of the Southwold Volunteer Artillery Band, members of the Corporation, with the Mayor (Mr. E. N. U. ADNAMS) in his official robes, members of the Life-boat Committee and the Coastguard, the rear being brought up by the new Life-boat on its carriage, drawn by a team of six horses, and manned by its crew in their red caps and life-belts. Although a slight shower occurred at the time appointed for the start, there was a large assemblage of spectators. The procession, to the strains of lively music, marched—*via* the principal thoroughfares—to the foot of Gun Hill, where a short ceremony took place. The Mayor, members of the Corporation and others, having boarded the Life-boat, the Mayor introduced Mrs. BARKWORTH, the widow of the donor of the boat, and in doing so—speaking not only on behalf of himself as a member of the Southwold Corporation and a humble ratepayer, but on behalf of the town itself—said they were very pleased and proud to receive such a handsome present as they were about to receive that day. (Cheers.) He reminded many present that they were only summer visitors, who enjoyed fine weather; but after they had gone came storms and gales, which washed away their beach and called for the services of the Life-boat. It was therefore very gratifying that Southwold had been chosen to be the recipient that

day of one of the most recent types of Life-boat yet built. (Cheers.) He testified to the never-failing courage of the Southwold beachmen in time of danger, and trusted that the new boat would never be disgraced by any act of cowardice on the part of its crew. (Loud cheers.) Mrs. BARKWORTH then came forward, and said: "I have great pleasure in presenting this boat to the Station at Southwold, in the name of my late husband, Mr. JOHN BOULDERSON BARKWORTH." (Loud cheers.)

The gift was acknowledged in suitable terms by the District Inspector of Life-boats, Commander HOLMES, R.N., who handed the boat over to the care of the Local Committee, on whose behalf it was accepted by Mr. J. SINCLAIR, the hon. secretary. A short religious service was then conducted by the Rector (Rev. C. H. SUTTON), the surpliced choir of St. Edmund's Church singing the well-known "Hymn for those at Sea." Mrs. BARKWORTH then, in the orthodox manner, broke a bottle of wine on the bow of the boat and named her the *Rescue*, after which she was launched from her carriage into the sea, amidst great cheering.

KESSINGLAND (SUFFOLK) and SUTTON (LINCOLNSHIRE).—The ROYAL NATIONAL LIFE-BOAT INSTITUTION has replaced Life-boats at Kessingland and Sutton by new boats of the same type as those superseded. The Kessingland Life-boat is a large sailing boat of the Norfolk and Suffolk class, 38 feet long and 12 feet wide, provided with four water-ballast tanks and two sliding or drop-keels. She has been provided from a handsome gift received by the Institution from a blind gentleman, Mr. JAMES PAUL, M.D., of Barnes, Surrey, at whose request the boat is named *St. Paul*. The Sutton new Life-boat was presented by Mr. HANS BLACKWOOD, of Leamington, in memory of the late Mrs. BLACKWOOD, and is named, in accordance with his wish, the *Sir John*. This boat is 35 feet long, 8 feet 3 inches wide, and rows 10 oars, double-banked, she has one water-ballast tank and one drop-keel, and possesses the latest improvements; she was shown at the Imperial Institute last summer as a specimen of the modern self-righting Life-boat.

UNITED STATES LIFE-SAVING SERVICE.

THE Life-saving Service in the United States, which is a branch of the Government, has recently issued its Annual Report, giving full particulars of its operations during the year which ended on the 30th June, 1896.

We observe that at that time the organization comprised 256 stations, 186 being on the Atlantic and Gulf coasts, 55 on the coasts of the Great Lakes, 14 on the Pacific, and one at the Falls of the Ohio, Louisville, Kentucky. About two-thirds of the stations are furnished with surf-boats; the remainder are supplied with self-righting Life-boats. The number of persons landed or taken to places of safety by surf-boats during the year under consideration was 879, and those rescued in the same period by self-righting boats numbered 72.

During the year there had been 437 disasters to vessels coming within the field of station operations, this number being 46 less than in the previous twelve months. There were 4,608 persons on board these vessels, of whom 13 only perished. The number of vessels totally lost was 67, being a decrease of 14 as compared with the previous year. In addition there were, during the year reported on, 243 disasters to smaller craft, such as sail-boats, row-boats, &c., which had 597 persons on board, only 7 of whom were lost. The total number of persons succoured at the stations was 613.

Besides the lives saved from vessels, the life-saving crews were instrumental in rescuing 82 persons under various circumstances, as follows:—21 had fallen from wharves, piers, &c., and would have perished but for the timely assistance of the life-saving crews; 12, who were cut off from shore by the tide while fishing from outlying rocks, were rescued by the surfmen, who waded into the water and assisted them with heaving lines; 6 bathers were rescued; also 11 persons were taken off an island which was under water; the remaining lives were saved in various other ways.

In 571 instances vessels were worked off when stranded, repaired when damaged,

piloted out of dangerous places, and similarly assisted by the station crews. Minor assistance was also rendered in 167 other cases. There were, besides, 229 instances where vessels running into danger of stranding were warned off by the signals of the patrols.

The surf-boats were used 743 times, making 1100 trips, and the self-righting and self-bailing Life-boats were used 115 times, making 147 trips.

The foregoing statistics exhibit the most satisfactory results yet accomplished by this Service; while the total number of disasters (680) was greater than in any previous year, the percentage of lives and property lost was less, being only one person out of every 260, and $11\frac{1}{2}$ per cent. of property—a very gratifying result, the average for twenty years, excluding one abnormally heavy year, being 1 loss out of every 112 lives imperilled, and 21 per cent. of the property involved.

As directed by the Act of Congress organizing the Life-saving Service, special inquiries were held into every case where there was loss of life, with results eminently satisfactory to the Service, it being satisfactorily demonstrated that it was from no want of daring or skill on the part of their men that those lives were unhappily lost.

The Service has to deplore the loss by death of an able and energetic member of the service, viz., Capt. JOHN M. RICHARDSON, Superintendent of the First Life-saving District, who received his appointment in July, 1874, and was the first officer to have charge of a district; he therefore necessarily performed an important part in the initiation and development of the present system, which was then in the early stages of its organization.

The Report closes with an allusion to the inadequacy of the compensation awarded by Congress to the Superintendents of Life-saving Districts and to the surfmen, which was a source of serious discontent and complaint, and which it was strongly hoped would lead to early remedial action being taken.

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



WALMER.—On the 6th Feb., 1897, in response to guns and rockets, the reserve Life-boat temporarily placed on this station was launched at about 3.45 A.M., proceeded to the South Sand Head light-vessel, and ascertained that she had been run into by a barquentine, and that three of the vessel's crew were on board the lightship. It was further stated that the barquentine had drifted towards the sands, and the Life-boat searched for her but failed to discover her. At dawn the Dover steam-tug took the boat in tow, and shortly afterwards the vessel was seen flying a signal denoting that she was in need of help. On reaching her the Life-boat men, finding that she had lost her bowsprit and all her head-gear, rendered assistance, and ultimately the steamer took her in tow to Dover.

On the 7th June the Life-boat was again called out, and proceeded to the aid of the ship *Micronesia*, of Liverpool, which had her cargo of nitrate on fire. Two steam-tugs and a Deal galley were in attendance on the vessel, some of her crew being on board one of the tugs, and at the request of the captain the Life-boat remained by the ship, towing astern in case of emergency, until she was put ashore on Deal beach.

PEEL, ISLE OF MAN.—The smack *Orion*, of Ramsey, arrived in Peel Bay, from Annalong, early on the evening of the 20th February. During the evening, the wind increased to a tremendous gale from W.N.W. As the smack was dragging her anchor, a second one was dropped, but she rode very heavily, and as the heavy

seas were breaking into her, signals of distress were shown, in response to which the reserve Life-boat placed here in the temporary absence of the station's own boat, was launched at 11.30 p.m., and an hour afterwards returned with the vessel's crew of three men. On the following day the smack, which had ridden out the gale, was safely berthed in the harbour.

CAISTER, NORFOLK. — On the 21st February some of the crew and beachmen on board the s.s. *Varna*, of London, which had been lying on Caister beach since stranding there on the 23rd January, hoisted a flag. A moderate gale had suddenly sprung up from N.W. with heavy squalls, and there was a heavy sea. The No. 2 Life-boat *Beauchamp* was launched at 7 a.m., proceeded to the vessel and remained at anchor near her until she floated at midnight on the 22nd February.

On the 28th April the Life-boat *Beauchamp* was again called out. A yawl had been employed to assist in getting the brigantine *Watch*, of Hull, off the Middle Cross Sand, where she had stranded in very thick weather. The state of the weather was so uncertain that the crew of the yawl sent a message ashore, in response to which the Life-boat proceeded to the scene at 8 p.m., and stood by until the vessel floated at 7 o'clock on the following morning.

POINT OF AYR (FLINTSHIRE), and HOYLAKE (CHESHIRE). — On the 21st February, during a whole gale from W. with a very heavy sea, intelligence was received that rockets were being fired in the direction of Lime Wharf. The Point of Ayr Life-boat proceeded out and found the flat *Ann Grace*, of Liverpool, coal laden from Point of Ayr for Cemaes, unmanageable, and her crew of two men desirous of being taken off. They got into the Life-boat and were safely landed. The vessel was picked up on the following day by the Hoylake Life-boat *Coard William Squarey*, which had been out with the view of assisting another vessel, and observing the flat drifting near the West Hoyle bank, made for her and, with considerable difficulty, took her into port.

On the 7th May two fishing-smacks, the *Polly* and *Oiling On*, of Pargate, were seen aground on the West Hoyle Bank in

a perilous position, a strong breeze blowing from the W.N.W. The Life-boat *H. G. Powell*, stationed at Point of Ayr, put off at 7.30 a.m., was towed by a steam-tug, rendered assistance to the *Oiling On* and stood by the *Polly*, which was in a less dangerous position, until she floated.

WEXFORD. — While the fishing fleet were returning, on the 2nd March, a strong gale having suddenly sprung up from S.S.W. with a rough sea, one of the boats was observed to fly signals of distress, and another, with her sails blown away, anchored in broken water on the N.W. side of the bar. The Life-boat *Andrew Pickard* put off at noon, and, sailing over the bar, proceeded to the first-mentioned boat, and advised her crew to anchor and wait for a steam-tug which had been summoned by telephone. The Life-boat then made for the other boat, the yawl *Fairy Queen*, which was in a dangerous position, and, having veered down to her, succeeded with some difficulty in getting a rope on board, and hauled her into deep water, remaining by her until the arrival of the tug, which towed her into the harbour. She had a crew of four men.

During very thick weather, on the 23rd March, intelligence was received that a fishing-boat was aground on the N. side of the bar. A moderate gale was blowing from S.S.W., and the sea was rough. At 4.30 p.m., the Life-boat *Andrew Pickard* went out to her assistance, and found she was the yawl *Arctic*, returning to Wexford from the fishing grounds. She was beating heavily on the sands, but, as there was a probability that if she was not rendered leaky she would float with the rising tide, the Life-boat remained close to her. In about half an hour she forged into deep water with the loss of both anchors. As she needed no further assistance, the Life-boat returned to her station.

APPLEDORE, DEVON. — The Life-boat *Robert and Catherine* was launched at 7.45 p.m. on the 2nd March, and rescued the crew of three men from the ketch *John*, of and for Bideford, from Lydney with coal, which was totally wrecked near the bar buoy, in a strong W.S.W. gale, a very heavy sea and thick weather.

SUNDERLAND (SOUTH PIER).—The s.s. *Jacinth*, of Dundee, in ballast from Montrose for Sunderland, in making for the south entrance, on the night of the 2nd March, struck on the South Beacon rocks and was badly holed. The wind was blowing a moderate gale from S.S.E. at the time, and there was a heavy sea. In response to her signals of distress, the crew of the Life-boat *Junius* were summoned, and at 11.30 the Life-boat was launched, proceeded to the vessel and gallantly rescued her crew, consisting of eleven hands. The steamer became a total wreck.

SOUTHEND, ESSEX.—A gale of wind having sprung up on the 2nd March, it was feared that the barge *Ada*, which had arrived from London with a load of granite, would be in need of help. She was lying about half a mile S.E. of the pier-head. The coxswain and crew of the Life-boat *Theodore and Herbert* proceeded to the head of the pier at about 9 P.M. and remained on the watch until midnight, when it was seen that the vessel was driving, and they at once proceeded in the Life-boat to her assistance. At the master's request some of the Life-boat men went on board to help to get her anchor up, and she was taken to Southend. The Life-boat returned at 5 A.M., and at 2 P.M. was again called out by telegraph from Lloyd's signal station. The crew were summoned, and on proceeding down the pier saw a barge, with a flag in her rigging, about a mile E. of the pier. The topmast had been carried away, her sprit was broken in three places, and the mainsail was hanging in ribbons to the mast. The Life-boat proceeded to her and found she was the *Charles Little*, of Rochester, and that in addition to the loss of spars, &c., her boat had been sunk. The Life-boat men endeavoured to weigh anchor so as to get her in shore. They tried hard for an hour but could not succeed, and, as a whole gale was blowing from the W. with a rough sea and the tide was ebbing, the crew of two men were taken into the Life-boat and safely landed.

SOUTHSEA.—On the 3rd March while a strong gale was blowing, the weather being very cold and thick, with squalls of rain and hail, intelligence was received

that a vessel was in distress and that the Warner Light Vessel was sending up rockets. At 7 A.M. the Life-boat *Heyland* was launched and proceeded, under sail, towards the vessel, shipping several seas on the way, and reached her just in time to rescue her crew of two men, as her boat astern was full of water and the vessel foundered soon after her crew had been taken off. She was the ketch *Fox* of Cowes, laden with stoneware pipes from Poole for Brading, Isle of Wight. On account of the strength of the wind it was feared that the Life-boat would find it very difficult to accomplish her return journey, and an application was therefore made for one of the Government tugs to be allowed to tow her back to her station. The request was most readily and kindly granted by the Admiral Superintendent of Portsmouth Dockyard, and the steam-tug *Dromedary* was despatched to the boat's assistance and brought her safely back with the rescued men.

CLOVELLY.—The smack *Telephone*, of and for Padstow from Newport, coal laden, parted one of her cables in Lundy Roads, in a moderate gale from N.N.W. and a rough sea, on the 3rd March, and was obliged to slip the other to avoid being driven ashore. She drifted about between Lundy and Hartland Point, losing most of her sails, and finally ran for Clovelly. Intelligence of her being in distress having reached the Clovelly Life-boat Station the crew were at once summoned, and the Life-boat *Elinor Roget* proceeded out and met the smack about five hundred yards westward of the pier. The Life-boat's anchor and cable having been taken on board she was anchored, and her crew of three men were brought safely ashore. At high water the Life-boat again went out and brought the vessel into harbour.

BURNHAM.—On the morning of the 3rd March the barque *Norren*, having drifted up the Channel from Lundy Island and having lost all her sails, went aground on the Burrows Flats, in a whole gale from W.N.W., a heavy sea and thick weather, with snow. As soon as she was observed, the crew of the Life-boat *John Godfrey Morris* were summoned and at 10 o'clock the boat was launched and

proceeded towards the vessel, but the tide and wind prevented her from getting alongside until about 11.30. The captain had succeeded in wading ashore with assistance, but the crew of ten men who were on board were taken into the Life-boat and landed at about 2 o'clock.

BROADSTAIRS.—A vessel being seen in the offing, with a signal of distress flying, on the 3rd March, the Life-boat temporarily placed here in the absence of the station's own boat, was launched to her assistance about noon. A moderate W.N.W. gale was blowing at the time, and the sea was rough. She was found to be the schooner *Nancy*, of Goole, bound from Poole for London with pipe-clay. She had lost her sails, her rudder was disabled, and she was leaking very badly. The master, hoping the weather would moderate, asked the Life-boat men to remain near the vessel, and they did so for about two hours, when, as the wind was increasing, he called the boat alongside again, and, at his request, he and his crew of three men were taken into the boat, which then made for Ramsgate, it being impossible to land at Broadstairs owing to the low tide and the heavy surf. The schooner's crew were taken care of at the Ramsgate Sailors' Home, and the Life-boat returned to her station on the following day.

FISHGUARD, SOUTH WALES.—While a strong W.N.W. gale was blowing, with sleet, squally weather and a heavy sea, on the 3rd March the Coastguard watchman reported a schooner about five or six miles out, bearing N.N.W. from the look-out house, in a disabled condition, without any sail, and labouring very heavily. The No. 2 Life-boat, *Appin*, was launched at about 4 p.m., and sailing towards the vessel, reached her when about three or four miles distant from the station. She was in a sinking condition, having about seven feet of water in her hold; she had not a stitch of canvas left, and as it was dangerous to be on her deck, owing to the heavy seas sweeping over her, there was no alternative but to abandon her; her crew of three men and a boy then got into the Life-boat, and the schooner—the *Agricola*, of Cardiff—drifted towards Cardigan Head, and ultimately became a total wreck.

PENZANCE.—On the 4th March a whole gale blew from the W., the sea was high, and the weather very squally, with heavy showers of hail. At 9.30 a.m. the barque *Lady Gladys*, of Tönsberg, bound from Darien, U.S., to Dublin, with pitch pine, was seen to be dragging her anchor in Mount's Bay, and as she was in a dangerous position, her movements were closely watched from the shore. When half an hour later it was noticed that her cable had parted and that she was drifting towards the Grele Rocks, it was decided to take out the Life-boat *Elizabeth and Blanche* to her assistance, but before the Boat could reach her a second anchor had been lowered, and fortunately this one held. The Life-boat men found her waterlogged, and her crew of seventeen men were greatly exhausted: they remained by for about two hours, trusting that the weather would moderate, but as there seemed no indication of it doing so, the vessel's crew boarded the boat, and were taken ashore, arriving at 2.15. The Life-boat was kept afloat in the harbour until 5 o'clock, in readiness to hoist an anchor light on the vessel, which was considered necessary for the safety of other craft, but the gale abated sufficiently to allow a pilot boat to go out and do what was required.

GOURDON AND JOHNSHAVEN.—Several fishing-boats which had proceeded to sea in favourable weather early in the morning of the 4th March were overtaken by a gale from the S.S.E., and as the sea became very heavy considerable anxiety was felt for the safety of the fishermen. The Life-boat *Theophilus Sidney Echallaz* stationed at Gourdon, and the Johnshaven Life-boat, *Meanwell of Glenbervie*, were launched, and stood by the boats in readiness to render help to their crews should any casualty befall them.

On the morning of the 26th March these two Life-boats were again engaged on similar service, fourteen fishing-boats being in danger off Gourdon, and four off Johnshaven.

JOHNSHAVEN.—A dismasted vessel was observed about 2½ miles S.S.W. of Johnshaven, on the 17th March. The wind was then blowing a light breeze from S.S.W., the sea was rough and the weather thick and very cold. The Life-boat

Meanwell of Glenbervie was launched at 6 A.M., and on reaching the vessel found her abandoned; she was the brig *Terra Nova*, of Tönsberg, bound for Leith, with a cargo of wood. Some of the Life-boat men went on board, and as she was driving, more chain was paid out and she was brought up. Signals were made for more assistance, and a telegram was thereupon despatched from Johnshaven to Montrose for a steam-tug, and on her arrival the brig was taken in tow to the latter port, which was reached at about 12.30 P.M.

IRVINE.—The Life-boat *Busbie* was launched at 1.30 A.M. on the 10th March, and proceeded to the assistance of the s.s. *Texa*, of Glasgow, bound from Glenarm for Irvine with limestone, which had stranded on the north side of the bar, at the mouth of the harbour, in a strong S.W. breeze, a heavy sea, and thick weather. The vessel's crew, eight in number, were taken into the boat and brought safely ashore.

WHITBY.—Two Whitby cibles, the *Mary Alice* and the *Tranquil*, which were returning from the fishing-ground in a light wind and a strong sea on the 12th March, were seen in the offing, and as it was evident that they would run considerable risk in crossing the bar, the Life-boat *John Fielden* was launched at 5.15 P.M., and proceeded to their assistance. Having supplied the crews of the boats with cork jackets, the Life-boat assisted the *Mary Alice* to land on the beach; the crew of the *Tranquil*, however, decided to attempt to enter the harbour, and safely did so, the Life-boat keeping close to her until she was out of danger.

CRESSWELL.—While a fresh wind was blowing from S.E., accompanied by foggy weather and a heavy sea, on the 13th March, the brig *Vaaren*, of and from Tvedestrand for Newcastle-on-Tyne, laden with pit-props, stranded at Quarry Point. The Life-boat *Ellen* and *Eliza* was launched at 6.20 A.M., and rescued four of the vessel's crew, three others being rescued by the rocket apparatus. This service was rendered by the Life-boat under very trying and dangerous circumstances, and was most highly spoken of by those who witnessed it. The boat was

surrounded by rocks, and had to pull in between the broken masts of the vessel to take the men off, and it was entirely due to the skilful management on the part of the coxswain that the boat was not seriously injured. The only damage, however, was three oars broken and blisters on the hands of several of the crew, who had a very hard pull.

LOWESTOFT.—The shrimping lugger *Faith*, of Lowestoft, when near the East Newcome buoy, reaching in towards the land, on the 19th March, had her sails blown away by a sudden squall. The occurrence was witnessed by the coxswain of the Life-boat, who at once mustered the crew, and at 7.45 A.M. the Life-boat *Samuel Plimsoll* was on her way to the scene of the casualty. She went out under sail, and on reaching the boat, which had a crew of two men on board, took her in tow and brought her into the harbour.

GIRVAN, Ayrshire.—At 9 A.M. on the 19th March some of the fishing fleet which had been overtaken by a gale were seen approaching the harbour. A very heavy sea was breaking on the bar, and it was therefore thought desirable that the Life-boat *Sir Home Popham* should go out to meet the boats. She was immediately launched, and having accompanied them over the bar returned to the shore. Subsequently another boat, which it was thought had run for Lamlash for shelter, came in sight, and as the gale was increasing and the sea on the bar becoming worse, the Life-boat again went out and stood by the boat until she was in safety.

FORMBY.—Two vessels being sighted in a very dangerous position on the Great Burbo Bank, having run aground in a fog, on the 21st March, the Life-boat *John* and *Henrietta* was launched at 8.15 A.M., and after a long pull reached the vessels and stood by them until they were out of danger. One of them, the barque *Concurrent*, of Christiania, timber laden for Liverpool, was towed off the bank; and the other, the schooner *Waterlily*, of Liverpool, bound for Runcorn with a cargo of clay, floated off without assistance.

HILBRE ISLAND.—The Life-boat *Admiral Briggs* was launched at 1.9 P.M., on the

26th March, an intimation having been received that a vessel was driving on to the rocks. The weather at the time was misty, a whole gale of wind was blowing from W.S.W., and there was a very heavy sea on. The vessel in question proved to be the flat *Swift*, and at the request of the master the Life-boat remained by, and ultimately helped to get her out of danger. The boat then went to three other flats, and found they were all right; arrangements were, however, made with the crews that they should show lights should they find they needed any help.

ARKLOW. — On the morning of the 28th March, the schooner *Express*, of and for Wexford, from Dublin, while beating down against a strong S.W. wind between the Arklow Bank and the mainland, the weather at the time being thick, with rain, stood too far over and grounded on the bank. Shortly afterwards the master ordered the boat to be got out, and while assisting to do so, a heavy sea broke over the boat and washed him overboard. As soon as news of the casualty reached the Life-boat station, steps were taken to launch the Life-boat, *Frances and Charlotte*, and when she arrived near the wreck the sails were lowered, the masts unstepped, and she was rowed through the breakers. In rounding the stern of the vessel, a fearful sea struck the Boat, completely filling her, but she emptied herself in about twenty seconds. Having let go her anchor, the Boat veered as close as she could safely do to the wreck, the hull of which was under water, three men having taken refuge in the starboard fore-rigging, and one man in the port-rigging. After several failures, owing to the position of the men in the rigging, a cane line was thrown to them, a veering line was then bent on to this and was hauled on board and made fast to the rigging on the starboard side. The coxswain of the Life-boat then shouted directions to haul plenty of slack on board, and the men to fasten themselves to the rope and jump overboard. Either they did not hear or did not understand these directions, and hauled in only six or seven fathoms to which they fastened a boy. The coxswain and crew shouted to the men to haul in more slack, but instead of doing so they immediately lowered the boy into the

water. He was hauled towards the Life-boat, but there was not sufficient slack to get him on board, and the Life-boat men therefore hailed the men on the wreck to let go the line or the boy would be drowned. They did so and the boy was got into the Life-boat almost lifeless. When the end of the veering line was got on board the Life-boat it was found that the cane line had been cast off, and thus all communication with the wreck had been severed. During this time the flood tide had begun to make, and the Life-boat was able to back nearer to the wreck, and endeavours were made to throw a coil of the veering line so as to again communicate with the men in the rigging, but without success. Ultimately the foremast went over the port side (the opposite side to that on which the Life-boat was lying), taking the three men in the rigging with it. It was impossible for the Life-boat to have crossed to the other side, for if the anchor had been lifted she would have been carried off the bank to the eastward by the tide and sea. The Boat remained at anchor by the wreck about an hour after the mast fell, but unhappily the men were not seen again. An enquiry was held by the Board of Trade into the circumstances attending the loss of this vessel, and the investigation included the action of the Life-boat crew. The court found that there was no delay on their part in proceeding to the wreck, and no undue delay in effecting communication with the men in the rigging; also that proper efforts were made by the coxswain and crew to restore communication with the men, and that after the foremast went over the port side, taking the men with it, it was impossible, owing to the strong tide and sea, for the Life-boat, being on the starboard side, to reach them.

RAMSEY, ISLE OF MAN. — The Life-boat *Mary Isabella* was launched at 7.40 p.m. on the 28th March, in response to signals of distress shown by the brigantine *Uto*, of Lillesand, timber laden from Gefle for Ramsey, which was riding heavily about two miles E. of the harbour. On reaching the vessel it was found that she was leaking, and had lost her best anchor when off the west coast of Scotland about a week previously. The Life-boat men assisted the crew to pay out all the chain

available for the three small anchors left, but as the wind was blowing a moderate gale from N.N.E. and there was a rough sea, it was doubtful if they would hold. If they did not she would in all probability have drifted on the rocks at Manghold Head. Her crew of six men were therefore landed, as a precautionary measure, by the Life-boat, but fortunately the gale moderated and the vessel rode safely at her anchorage.

AYR.—While the barque *Beech Holm*, of Sunderland, bound from Ayr for Cape Town with a cargo of coal, was being towed out of the harbour on the evening of the 28th March, the tow-rope slipped from her, and before it could be recovered she drifted on the St. Nicholas rock, W.S.W. of the harbour. A strong W.N.W. wind was blowing at the time accompanied by a heavy sea. The Life-boat *Janet Hoyle* was launched at 9.30 and rescued the vessel's crew, consisting of fourteen men, who were in considerable danger.

ILFRACOMBE.—On the 2nd April the Life-boat *Co-Operator No. 2* was called out in squally weather to the assistance of the barque *Aberlemno*, of Swansea, coal laden from Barry, which had stranded on a point called Egg Rock, W. of Combmartin, in a heavy snowstorm. The Life-boat men laid out a kedge anchor, and with the help of some men from Comb-

martin, who had boarded the vessel, she was ultimately got afloat.

DUNGARVAN, CO. WATERFORD.—While a moderate breeze was blowing from the S.E., accompanied by a very heavy sea, on the 5th April, a vessel was seen burning flares, and on this being reported at the Life-boat station immediate steps were taken to summon the crew. At 8.20 P.M. the Life-boat *William Dunville* was launched and rescued the crew of four men from the schooner *Maria McMillan*, of and for Dungarvan, with a cargo of coal from Milford. She had stranded on the northern end of Whitehouse Bank, and the seas were washing completely over her.

SWANAGE.—Two coastguard men went off in their punt, on the afternoon of the 6th April, for the purpose of picking up some wreckage. A strong spring ebb tide was running, and the wind was blowing strong from S.E. There was a heavy sea on the Ledge, and to this dangerous spot the boat was drawn and capsized, both men being thrown out; they, however, managed to right the boat, and got in again; but she was full of water, and drifted out to sea. The Life-boat *William Erle* was launched, and after a hard pull succeeded in reaching the boat and rescued the two men, one of whom was in an exhausted condition.

SUMMARY OF THE MEETINGS OF THE COMMITTEE.

Saturday, 15th May, 1897.

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

Read and confirmed the Minutes of the previous meeting.

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

Read the report of the Deputy Chief Inspector of Life-boats on his recent visits to the following Stations:—St. Anne's (two boats) and Llandudno (Orme's Head).

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

Northern District—Newbiggin, North Sunderland, Boulmer, Hauxley, Alnmouth, Holy Island (two boats), Dornoch, Huna, Ackergill, Wick, Thurso, Stromness, Longhope,

Nairn, Stornoway, Lossiemouth, Buckie and Banff.

Eastern District—Harwich (two boats), Clacton-on-Sea, Southend, Margate, Whitby (two boats), Uppang, Broadstairs, Robin Hood's Bay, Staithes and Runswick.

Southern District—Porthleven, Cadgwith, Mullion, Church Cove, Polpear, Porthoustock, Falmouth, Mevagissey, Polkerris, Looe and Selsey.

Western District—Cemaes, Moelfre, Rhosneigir, Cemlyn, Rhoscolyn, Holyhead (two boats), Penmon, Llanddwyn, Porth Rhuffydd, Llanddulas, Rhyl (two boats), Llandudno, Point of Ayr (two boats), Weston-super-Mare and Lynmouth.

Irish District—Port St. Mary, Castletown, Port Erin, Ramsey, Peel, Douglas, Arklow, Culladuff, Greencastle, Portrush, Arammore, Newcastle (Dundrum), Tyrella, Carrickfergus, New Brighton (two boats) and St. Anne's (two boats).

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

	£.	s.	d.
A Lady.	50	-	-
Stewards of the Covent Garden Life-boat Fund, in aid of the support of the <i>Covent Garden</i> Life-boat at Caister	40	10	-
Moiety of offertories on board the steam-yacht <i>Midnight Sun</i> on her last cruise	16	14	4
—To be severally thanked.			

Also the receipt of a legacy of 100*l.*, bequeathed to the Institution by the late Mr. AUGUSTUS PHILLIPS, of Stoke Bishop.

Voted the thanks of the Institution to VERNON ALLEN, Esq., in recognition of his long and valuable co-operation as Chairman of the Aldeburgh Branch of the Institution, which office he had just resigned.

Also to Mr. JOHN LEWIS in acknowledgment of his past kind services as Honorary Secretary of the Filey Branch.

The Committee also specially recognised the long and good services of Mr. LAWRENCE BYRNE, late second coxswain of the Drogheda No. 2 Life-boat.

Reported the transmission to their stations of the Fraserburgh and Mevagissey new Life-boats.

Paid 49*4s.* for sundry charges on various Life-boat establishments.

Voted 91*l.* 12*s.* to pay the expenses of the following Life-boat services :—

Life-boat.	Vessel.	Lives saved.
Cloughy	S.S. <i>Rannock</i> , of Glasgow. Landed 15 men.	
Clovelly	Smack <i>Emily</i> , of Apple-dore. Landed 2 men.	
Newbiggin	Coble <i>Try Again</i> . Stood by boat.	
Porthcawl	Schooner <i>James and Agnes</i> , of Lancaster.	2

The Arbroath Life-boat stood by the fishing-boat *Royal Arch*, of Arbroath; the Caister No. 2 Life-boat remained by the brigantine *Watch*, of Hull; the Kingsdowne Life-boat assisted to save the schooner *Excel*, of Bideford, and her crew of 5 men; and the Broadstairs, Kingsdowne and North Deal Life-boats assisted to save the s.s. *Langdon*, of London.

Voted also 179*l.* 13*s.* in payment of the expenses of launches of the following Life-boats with the intention of aiding the crews of distressed vessels :—Broadstairs, Cemlyn, Gorseston No. 1, Harwich, Huna, Kingsdowne, Peterhead, Walmer and Winterton No. 1.

Also 12*l.* grant, including medical expenses, to a man injured while on service with the Walmer Life-boat on the 6th February.

Also 7*l.* to seven fishermen for putting off in two boats and saving the crew of four men from the fishing-boat *Lily*, of Lerwick, which had been caught by a high wave and dashed to pieces on a rock while returning to port in a strong S.E. breeze and a heavy sea on the 4th March.

Also 5*l.* to five men who put off in a boat to the assistance of the galley punt *Gipsy Queen*,

of Deal, which was filled by heavy seas while launching from Deal beach, and was in a sinking state in a moderate gale and a heavy sea on the 4th April.

Also 3*l.* to six men for putting off in a fishing-boat and rescuing five men and a dog from the ketch *Mountsfield*, of Rye, which had stranded and sunk off Withernsea, Yorkshire, in a strong S.E. wind and a somewhat rough sea, on the 11th April. 1*l.* 1*s.* was also awarded to seven men who assisted to launch the boat used by the salvors.

Also 15*s.* to three men for assisting a Broadstairs skiff, which had been partly swamped at Dumpton Gap in a strong N.N.E. breeze and a moderate sea on the 10th April. 1*l.* was also granted to the men, being the amount they would have received for a pilotage engagement, which however was lost through rendering this service.

Also 15*s.* to three men who put off in a boat and saved four fishermen, whose two boats had been in collision and sunk off Port Stewart, in squally weather, on the 29th April. 10*s.* was also granted to two other men in payment for rope lost in rendering help to one of the boats.

THURSDAY, 3rd June, 1897.

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

Read and confirmed the Minutes of the previous meeting.

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

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

Northern District—Fraserburgh, Whitelink Bay, Peterhead, Port Erroll, Newburgh, Stonehaven, Gourdon, Johnshaven, Montrose (two boats), Arbroath and Broughty Ferry.

Eastern District—Scarborough, Filey, Flamborough (two boats), Barmston, Bridlington Quay, Withernsea, Hornsea, Grimsby and Kingsgate.

Southern District—Newhaven and Shoreham.

Western District—Burnham, St. Mary's and St. Agnes (Scilly Islands).

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

	£.	s.	d.
Collection in garrison churches, Malta, per the Rev. A. MALIM, M.A.	2	18	8
Contents of contribution box on board the ship <i>Criccieth Castle</i>	1	11	9
Contents of contribution box on board H.M.S. <i>Repulse</i>	1	11	7

Also the receipt of the following legacies :—

	£.	s.	d.
The late HENRY LOW, Esq., of Southampton	2495	17	1
The late MRS. OVEREND, of Sheffield.	1000	-	-

	£.	s.	d.
The late G. W. COURTNEY, Esq., of Richmond	100	-	-
The late E. J. AYLING, Esq., of Kennington	20	-	-

Reported the transmission to their Stations of the Peel and Rhyl new Life-boats.

Decided that the Kingsgate Life-boat Station be abolished.

The Committee specially recognised the long and good services of Mr. ANDREW TAYLOR and Mr. RICHARD WADDEN whilst respectively occupying the office of Coxswain of the Cullercoats and Arklow Life-boats.

Paid 3158*l.* for sundry charges on various Life-boat establishments.

Voted 47*l.* 6*s.* to pay the expenses of the Montrose No. 1, Point of Ayr and Wells Life-boats in respectively rendering the following services:—Ketch *Acacia*, of London, seven men saved; fishing-smacks, *Oiling On* and *Polly*, of Pargate, remained by vessels; a brigantine, rendered assistance.

The Broadstairs Life-boat assisted to save the ketch *Firefly*, of London, with four men on board; and the Holyhead No. 1 Life-boat helped to save the capsized schooner *Annie Crofield*, of Barrow, after picking up her crew, who had taken to their boat.

Voted also 72*l.* 8*s.* 6*d.* to pay the expenses of assemblies of crews or launches, with the view of helping distressed crews by the following Life-boats:—Ackerhill, Ballycotton, Clacton, Kingsgate, Newbiggin, Palling No. 2 and Shorcham.

FRIDAY, 9th July, 1897.

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

Read and confirmed the minutes of the previous meeting.

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

Read the report of the Deputy Chief Inspector of Life-boats on his recent visits to the Gorleston Station.

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

Northern District—Workington, Whitehaven, Maryport, Southend (Cantyre), Campbelltown, Kirkcudbright, Balcary, Whithorn, Ballantrae and Irvine.

Eastern District—Donna Nook, Sutton, Mablethorpe, Skegness, Chapel, Hunstanton, Brancaster, Cromer, Sheringham, Palling (two boats), Hasborough, Redcar, Saltburn, Runswick, Whitby (two boats), Robin Hood's Bay and Winterton (two boats).

Southern District—Brighton, Newhaven, Littlehampton, Southsea, Hayling, Cadgwith, Falmouth, Teignmouth, Exmouth, Worthing and Brighton.

Western District—Hayle, Sennen, Penzance, St. Ives, Bude, Port Isaac, Aberystwyth, New Quay (Cardiganshire), Swansea, Porthcawl, Lynmouth and Clovelly.

Irish District—Helbre Island, Formby, Southport (two boats), New Brighton (two boats), Hoylake, Peel, Port Erin, Castletown, Douglas, Blackrock, Giles Quay, Greenore, Tyrella, Cloughy, Groomsport, Ballywalter, Barrow, St. Anne's (two boats), Fleetwood, Blackpool and Lytham.

Reported that a contribution of 26*l.* 5*s.* had been received through Her Majesty the QUEEN from the British residents in Maranham, Brazil, such amount having been transmitted to Her Majesty as a Diamond Jubilee offering, with a request that it might be presented to the Institution. In forwarding this gift the contributors expressed the hope that the Institution would be as prosperous as has been the reign of their beloved Queen.

Decided that the best thanks of the Committee be conveyed to the contributors.

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

	£.	s.	d.
City of London Branch	1000	-	-
"C. A. M."	75	-	-
Collected on board the Hamburg American Company's s.s. <i>Columbia</i> on her last voyage from and to New York, per Messrs. SMITH, SUNDIUS & Co.	30	-	-
Collected on board the R.M.S. <i>Dunvegan Castle</i> , per Captain J. C. ROBINSON	10	-	-
Collected on board the s.s. <i>Tintallon Castle</i> , per Captain DUNCAN	8	-	-
—To be severally thanked.			

Also the receipt of the following legacies:—

	£.	s.	d.
The late Miss A. M. JARVIS, of Alexandra Road, St. John's Wood	500	-	-
The late W. F. RAWDON, Esq., of Clifton	500	-	-
The late THOMAS HALL, Esq., of Raymond Buildings, Gray's Inn	450	-	-
Ditto, on account of residue of estate	225	-	-
The late G. A. MAIDEN, Esq., of Brixton	369	3	9
The late Mrs. SUSANNAH HOLTBY, of Nafferton, York	100	-	-
The late Colonel C. H. PAGE, J.P., of Llandaff, Glamorgan	100	-	-
The late W. H. DEAN, Esq., of Stratford (additional)	26	3	10
The late Miss MARY COLES, of Thorn- ton Heath	20	-	-
The late H. B. TAYLOR, Esq., of Huddersfield	20	-	-

The Committee specially recognised the long and good services rendered by Mr. JAMES ARNETT SMITH and Mr. CHARLES PELHAM whilst acting as coxswains of the Selsey and Littlehampton Life-boats, which offices they had just resigned.

Read letter from Mr. F. NICOLAN, Inspector-General of Mexican Lighthouses, of the 4th June, expressing his thanks for the facilities afforded him by the Institution for visiting some Life-boat Stations on his recent visit to England, and for the information given him

relating to the Life-boat work. He forwarded a contribution of 5*l.* to the Institution.
—*To be thanked.*

Paid 4885*l.* for sundry charges on various Life-boat establishments.

Voted 166*l.* 1*s.* 9*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Aberdovey . .	Brig <i>Möringen</i> , of Drammen	6
Blackpool . .	Lord Nelson's old flag-ship <i>Foudroyant</i>	28
Criccieth . .	Schooner <i>Catherine Henry</i> , of Aberystwith	3
Cullercoats . .	Schooner <i>Luna</i>	6
Fleetwood . .	Barque <i>Stalen</i> , of Tvedestrand	3
" . .	Barque <i>Louisa</i> , of Drammen	10
" . .	S.S. <i>Zillah</i> , of Liverpool	5
Groomsport . .	Schooner <i>Hollyhew</i> , of Galway	8
" . .	Smack <i>Harp</i> , of Arklow	4
Moelfre . .	Ketch <i>William Shepherd</i> , of Beaumaris	2
Peel . .	Three fishing-vessels. Rendered slight assistance.	
Port Patrick . .	A fishing-boat. Rendered assistance.	
Ramsey . .	Schooner <i>Maid of Irvine</i> , of Belfast	3
" . .	Schooner <i>Furness Abbey</i> , of Glenarm	3

The Aldeburgh, Caister No. 2, Porthdinllaen and Walmer Life-boats rendered the following services:—S.S. *Teloa*, of Plymouth, stood by vessel; s.s. *Laleham*, of Newcastle, assisted to save vessel; schooner *Miss Hughes*, of Carnarvon, assisted to save vessel and crew, four; and ship *Micronesia*, of Liverpool, rendered assistance.

Voted also 266*l.* 16*s.* 3*d.* to pay the expenses of assembling the crews or taking out the following Life-boats with a view of assisting the crews of vessels in distress:—Aberystwyth, Barrow, Broadstairs, Caister No. 2, Carrickfergus, Fethard, Helbre Island, Ilfracombe, Kilmore, Margate, New Brighton (steam Life-boat), Palling Nos. 1 and 2, Porth Rhuffydd, Port Logan, Southend (Cantyre), Thorpeiness, Walmer and Winterton No. 1.

The Committee specially recognised the good services rendered by Mr. DAVID LEADBETTER, coxswain of the Fleetwood Life-boat, and his crew in rescuing the crews of three vessels on the 16th June. Also the excellent services rendered by the crews of the Blackpool, Groomsport and Southsea Life-boats.

Voted the Silver Medal of the Institution, accompanied by a copy of the vote inscribed on vellum and framed, with the sum of £2 each, to THOMAS RICKARD, GEORGE CAULFIELD, JAMES McLAUGHLAN, C. KELLY and EDWARD ROURKE for gallant services rendered under the following circumstances. On the 11th May the trawler *Dodger*, of Ringsend, sprung a leak when off the Nose of Howth and signalled to the hooker *Storm King*, of Howth, which took

her in tow but she immediately began to sink. The *Storm King* promptly launched a boat with THOMAS RICKARD and GEORGE CAULFIELD on board, who took off the *Dodger's* crew of two men, but that vessel's boom fouled the boat and carried it partly down, leaving the four men struggling in the water. They regained and righted the boat, but she was capsized three times by rough seas. The hooker *Maymaid*, of Howth, then bore down and sent a boat manned by McLAUGHLAN, KELLY and ROURKE, who picked up the four men from the water, incurring great risk of their own boat being capsized.

1*l.* each was also awarded to the masters of the two vessels for promptly proceeding to the rescue, and the sum of 3*l.* 11*s.* was granted to defray the cost of repairing damage to the *Storm King's* boat and replacing gear, etc., lost on the occasion.

Also 3*l.* 10*s.* to seven men, forming the crew of the steam-tug *Brock*, of Fleetwood, for rescuing the crew of three men from the flat *William and Alice*, which had stranded on a bank opposite the Wyre Lighthouse, in a strong W.S.W. gale and a heavy sea, on the 16th June.

THURSDAY, 12th August, 1897.

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

Read and confirmed the Minutes of the previous meeting.

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

Reported that the Select Committee of the House of Commons, appointed at the request of the Committee of Management of the Institution last spring to inquire into the administration of the ROYAL NATIONAL LIFE-BOAT INSTITUTION and into the adequacy of its organization for saving life on our coasts, after holding twenty-four sittings for the purpose of examining witnesses, and five private sittings, presented their report to the House of Commons on the 16th July last. The report fully vindicated and justified the administration and management of the Institution (*vide* page 869 of this journal, August, 1897, for the report).

Read the reports of the Deputy Chief Inspector of Life-boats on his recent visits to the Aberystwyth, Newcastle (Dundrum), Tyrella and Blackrock Stations.

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

Northern District—Ayr, Girvan, Ardrossan, Troon, Cresswell, Blyth (two boats), Newbiggin, Tynemouth (two boats), Hauxley, North Sunderland, Boulmer, Alnmouth and Cullercoats.

Eastern District—Blakeney, Wells, Walmer, Kingsdowne, North Deal, Dover, Folkestone, Broadstairs, Margate, Ramsgate, Hartlepool (three boats), Seaton Carew, West Hartlepool, Roker, Sunderland (South Outlet), Sunderland (South Pier), Seaham and Whitburn.

Southern District—Winterton, Rye, Hastings, Lyme Regis and Weymouth.

Western District—Morthoe, Ilfracombe, Appledore (two boats), Watchet, Pwllheli, Abersoch, Porthdinllaen, Aberdovey, Barmouth, Criccieth, Llanaelhaearn, Porthcawl and Penarth.

Irish District—Peel, Ramsey, Castletown, Port St. Mary, Douglas, Port Erin, Cloughby, Newcastle (Dundrum), Giles Quay, Greenore and Blackrock.

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

	£.	s.	d.
City of London Masonic Life-boat Fund, per J. BROCKETT SORRELL, Esq., and A. H. LILLEY, Esq., further on behalf of the "City Masonic Club" Life-boat, stationed at Poole (making a total of 650l.)	533	3	6
Worshipful Company of Skinners (additional)	21	-	-

Also the receipt of the following legacies:—

	£.	s.	d.
The late Miss ELEANOR DEVEY, of Southborough, for a Life-boat to be named the <i>William and Mary Devey</i>	1800	-	-
The late Mrs. M. A. WHITE, of Guilford Street, W.C. (on account of residue of estate)	1620	-	-
The late Mrs. E. F. ABBOTT, of Lupus Street, S.W.	900	-	-
The late Colonel WILLIAM BRIDGES, of Southampton	100	-	-
The late Miss SUSAN BAKER, of Crewkerne	9	-	-

Deep regret was expressed at the decease of the following Honorary Secretaries of Branches of the Institution, and it was decided that letters of condolence be sent to their families:—Mr. H. B. MACKINTOSH, Anstruther; Mr. JOHN BROAD, Melrose; and Mr. W. H. FOGG, Brighouse.

Voted the thanks of the Committee to Mr. WILLIAM GREEN, the Rev. J. R. KENNEDY, and Mr. FRANCIS QUIN, in recognition of their past long and valuable services as Honorary Secretaries of the Leicester, Port Patrick and Grangemouth Branches of the Institution, which offices they had just resigned.

The Committee suitably recognised the long and good services rendered by Mr. JOHN TAYLOR whilst serving as coxswain of the Blyth Life-boat.

Paid 4885l. for sundry charges on various Life-boat Establishments.

Voted 160l. 16s. to pay the expenses of the Llanaelhaearn, Cemlyn, Cemaes, Kessingland No. 2, Filey, Winterton No. 2, Newhaven, Formby, Harwich No. 1, Caister No. 2 and Padstow Life-boats in assembling their crews, watching or putting off with the view of rendering help to the crews of vessels in distress.

Also 1l. 2s. 6d. to three men for rescuing four men from the sailing boat *Lily*, of Holyhead, which had been capsized in Holyhead

Bay in a strong breeze and a moderate sea on the 4th July.

Also 1l. to two men for rescuing two other men from a boat which had been swamped in Dungloe Bay, co. Donegal, on the 19th February.

Also 1l. to two men for rescuing three other men whose boat, a pair-oared skiff, had been filled by rough seas and drifted ashore, her occupants supporting themselves by the oars, &c., in Poole Harbour, on the 14th May.

Also 5s. to a man who rescued another man from a boat which had sunk near Shanes Island, co. Donegal, in a strong W. breeze and a smooth sea on the 5th December.

THURSDAY, 9th September, 1897.

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

Read and confirmed the minutes of the previous meeting.

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

Read the report of the Deputy Chief Inspector of Life-boats on his recent visit to the Campbeltown Station.

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

Northern District—Holy Island, Anstruther, St. Andrews, Crail, Whithorn, Ballantrae, Irvine, Port Patrick and Southend (Cantyre).

Eastern District—Saltburn, Redcar, Dunge-ness (two boats), New Romney, Hythe, Winterton (two boats), Caister (two boats) and Yarmouth.

Western District—Cardigan, Fishguard (two boats), St. Davids, Tenby, Angle, Littlehaven, Ferryside, Swansea, Port Eynon and Burry Port.

Irish District—Balbriggan, Drogheda (two boats), Skerries, Kilmore, Carnsore, Rosslare Harbour, Wexford (two boats), Courtown, Cahore, Arklow, Poolbeg and Howth.

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

	£.	s.	d.
Oldham Branch, for one year's maintenance of <i>Oldham</i> Life-boat at Abersoch	70	-	-
C. S. HOLINSWORTH, Esq., Birmingham (additional)	26	5	-
Proceeds of Gymkhana at Walmer on 26th August, 1897, per Mr. CHARLES H. PAGE	17	8	9
Proceeds of a concert at the Rhos-neigr Life-boat House	7	-	-
Proceeds of a concert, &c., at Port Eynon	5	12	6

—To be severally thanked.

Also the receipt of the following legacies:—

The late W. ROTHWELL, Esq., of Colwyn Bay	1350	0	0
The late GOSWELL JOHNSON, Esq., of Branley	402	-	8
The late Mrs. OGDON, of Wirksworth, Derby	279	8	4

	£.	s.	d.	Life-boat.	Vessel.	Lives saved.
The late Miss F. B. WELLS, of Blackpool	100	-	-	Lowestoft No. 2	Smack <i>Samuel J. Dobson</i> , of Lowestoft. Assisted to save vessel and.	5
The late Mrs. McKOWEN, of Holywood	50	-	-	Padstow	Lugger <i>Boy George</i> , of Porthleven. Rendered assistance.	
				Ramsey	Cutter yacht <i>Lucinda</i> . Landed 2.	

Voted the thanks of the Committee to Mr. CLAUDE W. S. GOULD, Mr. WILLIAM BENNETT and Mr. W. H. THOMAS in recognition of their past valuable co-operation as Honorary Secretaries of the Barnstaple and Braunton, Burton-on-Trent and New Quay (Cornwall) Branches of the Institution, which offices they had just resigned.

The Committee suitably recognised the valuable services of Mr. ROBERT ROBERTS during the very long period of thirty-six years in which he occupied the post of coxswain of the Penmon Life-boat, which office he had just resigned on account of old age.

Reported the transmission to its station of the Southwold No. 2 new Life-boat.

Paid 4693*l.* for sundry charges on various Life-boat establishments.

Voted 126*l.* 19*s.* 6*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Clovelly . . . S.S. <i>Grimsby</i> , of Cardiff.		17
Gorleston No. 3	Dandy <i>Young Joseph</i> , of Great Yarmouth.	
Kingsdowne .	Schooner <i>Why Not</i> , of Carnarvon. Remained by vessel.	
	Schooner <i>Bristow</i> , of Hull. Remained by vessel.	

The Great Yarmouth Life-boat assisted to save the cutter *Retort*, of Lowestoft, and her crew of two men, and the Llandudno Life-boat saved the schooner *Dora*, of Chester.

Voted 87*l.* 11*s.* 9*d.* to pay the expenses of assembling the crews or taking out the following Life-boats with the view of assisting vessels in distress:— Ballywalter, Brixham, Bude, Formby, Holyhead, Palling No. 2 and Winterton No. 2.

Also 3*l.* 10*s.* to seven men for rendering assistance to the tug *Albert*, of Connah's Quay, which was temporarily disabled by damage to her machinery, near the rocks at Great Orme's Head, in foggy weather, on the 26th August.

Also 10*s.* to a man who rescued two men from a small boat which was drifting seawards, off Clovelly, in a strong S.W. breeze and a rough sea. The salvor was in charge of a sailing boat with five passengers, and on observing the distressed boat, made for it, and brought the men, who were much exhausted, safely ashore.

A LIFE-BOAT SONG.

'Tis a stormy night, and the wild winds
 roar,
 The waves roll mountains high,
 And the Life-boat crew are called to the
 shore,
 For a ship to the rocks is nigh.
 Not a moment waver our heroes bold,
 As their boat they bravely man;
 The fate of a crew in their hands they
 hold,
 And they'll save if save men can.
 Then gallantly bend to the oars, my lads,
 And pull with all your might;
 Though loudly the tempest roar, my lads,
 There are lives to be saved to-night.
 Their loved ones watch on the foam-framed
 beach,
 And pray with blinded eyes,
 That the gallant lads their goal may reach,
 And snatch from the sea men's lives.

Ah! the ship has struck, and the billows leap
 Triumphant o'er the deck:
 In the cruel grasp of the mighty deep
 Lies the battered, storm-tossed wreck.
 Then gallantly bend to the oars, my lads,
 And pull with all your might;
 Though loudly the tempest roar, my lads,
 There are lives to be saved to-night.
 Though sorely pressed by wind and wave,
 The Life-boat men draw nigh
 To those they've fought so hard to save—
 For whom they dared to die.
 Thank heaven! their help is not too late,
 And saved are the shipwrecked crew;
 So back, brave hearts, to the loves that wait
 And watch on the shore for you.
 Then gallantly bend to the oars, my lads,
 And pull with all your might;
 Though loudly the tempest roar'd, my lads,
 Your duty you've done to-night.

A. A.

NOTICE.

*The next number of the LIFE-BOAT JOURNAL will be published
 on the 1st February, 1898.*

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.
 H.R.H. THE DUKE OF SAXE-COBURG AND GOTHA, 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 CLATTON, V.P.

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



APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that during the past year (1896) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £71,476 on its 296 Life-boat Establishments

GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING 1896.

		f.	s.	d.
Number of Lives rescued by Life-boats, in addition to				
20 Vessels saved by them	312	...	...	...
Number of Lives saved by Shore-boats, &c.	149	...	...	...
Amount of Rewards granted during the Year . . . . .	...	10,503	7	4
Honorary Rewards:—Gold Medal	1	...	...	...
Silver Medals	5	...	...	...
Binocular Glasses.	9	...	...	...
Aneroid Barometers	4	...	...	...
Votes of Thanks on Vellum.	39	...	...	...
Certificates of Service	5	...	...	...
Total	63	461	£10,503	7 4

The number of Lives saved either by the Life-boats of the Society, or by special exertions for which it has granted rewards since its formation, is 40,152. The rewards and recognitions granted by the Institution in the same period comprised 99 Gold Medals and Clasps, 1,161 Silver Medals and Clasps, 271 Binocular Glasses, 15 Telescopes, 14 Aneroid Barometers, 1,567 Votes of Thanks, inscribed on vellum and framed, 66 Certificates of Service framed, and £174,593 in money.

The Committee earnestly appeal to the British Public for Funds to enable them to maintain their 296 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-boat men, 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. COURTS and Co., 59 Strand; and by all the other Bankers in the United Kingdom.—1st November, 1897.