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TEMPORA MUTANTUR ET NOS MUTAMUR IN ILLIS.

THE almost total disappearance of the old-fashioned small sailing coaster, the place of which has been taken by steamers, coupled with the vastly improved conditions under which the coasts of Great Britain and Ireland are lighted, has naturally an important bearing on the disposition of the fleet of Life-boats belonging to the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

In the early days of the Institution it was no infrequent thing to hear of upwards of 50 small craft being stranded almost simultaneously and within sight of one another, the cause being a sudden shift of wind or an unexpected and sudden gale catching them on a lee shore. It was consequently necessary to have a great number of the smaller class of Life-boats stationed along the high road used by these coasting vessels, so as to be prepared for any emergency, more especially as these coasting craft might usually be expected to break up very shortly after taking the ground.

The times are considerably altered now, but to show what used to occur when the small coasting traffic was at its height, the following short extracts from accounts of gales of wind may be taken as examples of what the state of affairs was :—

Gale 25th September, 1851.—Sprung up N.N.E., veered to S.E. where it was at its strength. On the east coast 112 vessels were wrecked, 18 of which were stranded between Hartlepool and Redcar, 70 lives lost.

Gales between the 27th October and 18th November, 1852.—On the 27th October the light colliers bound northward knew by the heavy swell rolling in from the N.E. that a storm was coming, and bore up for the Humber, Yarmouth Roads and the Tyne; many failed to get into safety and 124 were wrecked. On the 3rd November a second gale came on from S.S.W., backed to S.E. and blew hard until the 8th. After a short lull the wind freshened up on the 11th, and blew a heavy gale, continuing until the 18th. During this interval no less than 600 ships sought shelter in the Humber; many, however, were caught between the Tyne and Flamborough Head, and 176 were wrecked, making a total of 300 vessels wrecked since the 27th October. The loss of life was 217.

Gales of 25th October to 31st October, 1859.—Between these dates 248 vessels were lost on our coasts and 686 lives, but this includes 446 who perished in the *Royal Charter* on the 25th October. The

remaining lives were chiefly lost from small coasters.

Gales of 28th May and 2nd June, 1860. —In the first of these, 143 vessels were wrecked and 34 lives lost, and in the second, 51 were wrecked and 17 lives lost. In these two gales there were an enormous quantity of fishing boats lost and many fishermen perished, but it is with the coasting trade that this article is concerned.

In the *Life-boat Journal* for October, 1863, page No. 337, occur the following remarks:—"Schooners and brigs were as usual the most numerous description of vessels that were lost during the past year on our shores. These are usually employed in our coasting and coal trade, and the destruction of hundreds of them, even in moderate gales, is now reduced to a matter of certainty," and, further on, "—one of them was a collier sloop 71 years of age! Another collier brig also foundered in October last, and 7 out of 9 of her crew were drowned. She was 99 years old!" No doubt these were by no means very exceptional cases, though mercifully they are so now. The wreck register for 1863 shows that out of the 2001 vessels lost, 614 were colliers laden, and 114 colliers light.

Gale of 10th and 11th January, 1866. The following is an extract of an account of this gale at Torbay, but its ravages were by no means confined to that place. "When at last the long looked for morning light came, of the 62 vessels which had been in the bay the evening before, 20 had ridden out the gale or got into harbour, one had beaten out to sea, and the rest had foundered or were cast ashore. More than 40 wrecks had taken place in the bay alone, and out of their crews 73 men are supposed to have been drowned."

In 1865, there were no less than 855 colliers lost, either laden or in ballast! In those days these vessels, especially on the north-east coast, had an established reputation of being the most rotten and worst found vessels that left our ports.

These are but a few examples taken at

random, but quite sufficient to prove that the small coasters came ashore, not in twos or threes, but by dozens at a time. The object of this article is not to show that it is necessary for the Institution to relax its efforts, quite the contrary; for, with the enormous increase of shipping, there is usually an actual increase in the number of casualties, although the proportion may be smaller. But it is rather to explain that the work to be expected of the Life-boats is altered, and that whereas from time to time it becomes evident that certain stations which may have had their use in the past, when there were many coasting vessels, may now be closed, it is clear that others require strengthening by having steam or larger Life-boats and improved launching facilities supplied to them. The falling off in the sailing coasting trade of course does not affect Life-boats stationed in fishing neighbourhoods nor those whose duty it is to guard outlying sands. It is still the small coasting vessel which most frequently requires the aid of the Life-boat; this is only to be expected, for be she either a steam or sailing vessel, the navigation of our coasts has always its risks; but the old days of these vessels coming ashore 50 at a time has passed. The steam coasters are generally speaking impervious to sudden shifts of wind, and unless a gale springs up with extraordinary rapidity they can usually manage to clear off the land. Accidents to their machinery or their cargo shifting are the causes which chiefly bring them to grief. The sailing coasters are of a more weatherly type than those that used to strew the coast with their timbers; the present coasting vessel for the most part is ketch-rigged and well found, being in every way a more desirable craft for her work than the old-fashioned *Geordy Brig*, a rig which is getting rarer every day.

In addition to the gradual extinction of the small craft, the chief factor which has guided the Institution in making changes in some of their Life-boat stations, by closing some, changing the position

and strengthening others, has been that the great improvement in the lighting of the coast which has taken place in the last thirty years, has had sufficient time to prove that there are parts of the coast formerly bearing a bad reputation which have now lost that characteristic, light-vessels or lighthouses having been placed in such a position as to give timely warning before a vessel gets embayed or set in to dangerous proximity to the coast by the currents or indrafts. Such important lights as the following, all of which have been placed within the last thirty years, cannot fail to have an enormous effect in decreasing the number of casualties in their respective neighbourhoods:—The Wolf, Anvil Point, Royal Sovereign, Southwold, Cross Sand, Inner Dowsing, Withernsea, Souter Point, North Carr, Sandy Ness, Rattray Head, Ailsa Craig, Salker, Bull Point, Lundy Hartland Point, the Barrels Rock, Kish, South Rock, and Skullmartin. Improvement in other lights and the better lighting of harbours, has also contributed largely in some places to the safety of the coast, and on this account it has been found possible to close some useless stations, so that the money for their upkeep might be expended in some better and more needed direction.

There has been a growing tendency, noticeable all round the coast, towards choosing larger Life-boats, experience having shown that a larger class than the small pulling Life-boat can, speaking generally, be used in most places where there is the slightest protection for launching. A moderate-sized Life-boat is able to command a good stretch of coast, especially if the part of the coast, as is frequently the case, is in the form of a bay, when a boat can be placed at each point, so that one shall always be to windward; the boats in the bight of the bay thus often become unnecessary. Getting a Life-boat off from a dead lee shore is always a difficulty, and attempts to do so must frequently be attended by failure; consequently it is always prefer-

able to expend money in improving the launching facilities at a station in a good position than to depend too much on the uncertainty of the one in the bight of the bay. This policy has been carefully carried out by the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and in the last few years many stations have been brought up almost to a pitch of perfection so far as the launching arrangements are concerned.

Margate is one of the most recent examples; its geographical position is splendid for Life-boat work, for in the most dangerous winds it lies to windward of many of the sand-banks at the mouth of the Thames, and a Life-boat can usually start in comparative shelter. For this reason the Institution has lately expended some thousands of pounds in building slipways and putting the launching arrangements in first-rate order there. The Margate station is only one of many where much money has been spent recently in improving the service, and is simply quoted as an instance to show that although it is found necessary to close some stations, the money is required elsewhere. Economy as an argument for closing a station is not the important factor, and no station is ever closed if there is any reasonable chance, be it ever so remote, of its proving useful advanced by those living in the neighbourhood capable of giving a valuable opinion.

Times change, and it is the aim and ambition of the Life-boat Institution to keep pace with them. What was most suitable in 1860 may not be so now. Great improvements have been made in every type of Life-boat, and much more is known as to the advantages of each type to suit the special sort of work to be encountered at each station; besides which, minds are much more open now than formerly. The officers of the Institution have learnt much from the Life-boat men, and the Life-boat men have profited much from their contact with the officers.

THE LIFE-BOAT SATURDAY FUND.

THE unusually fine weather of the last three months has been most favourable to Life-boat Saturday demonstrations throughout the country, and hardly a Saturday has passed without one or more of such functions being held. The popularity of the movement seems to grow, and wherever a Life-boat Saturday procession has been marshalled or a special collection made, the local enthusiasm has been great. All classes of society have "lent a hand," and the claims of the cause would seem to have found an extraordinary and unusually gratifying response amongst the Trades and Friendly Societies. The recent action of the Institution in deciding to grant pensions or retiring allowances to deserving Life-boat coxswains, bowmen and signalmen of long service and good behaviour, has given great satisfaction to the working classes generally as well as to those directly interested, and there is every reason to believe that the increased expenditure incurred by the Life-boat Institution, as a result of the pension

scheme, will be made good by increased contributions from the "million."

In connection with every undertaking, however good the object may be and however admirable may be the management, there are always to be found a few jealous, carping souls or mischievous busybodies endeavouring to obstruct and damage, and the Life-boat Saturday movement has not been without its "chip in porridge," but the unreasoning and unreasonable opposition which it has met with in a few isolated cases, whilst it may have done harm, has been the means of affording special opportunities to the friends of the cause to appeal for help and support.

We are glad to note that the enthusiasm of Ireland has been fired by the good example set by England and Scotland, and that steps have been or are being taken, to hold important demonstrations for the Fund in Belfast (for the second time), Dublin and other important centres.

UNITED STATES LIFE-SAVING SERVICE.

Mr. SUMNER I. KIMBALL, the able and indefatigable General Superintendent of the United States Government Life-Saving Service, has sent us his very interesting Annual Report, just issued, furnishing particulars of the operations of the Service for the year ended the 30th June, 1897.

It appears that, at the close of the year under consideration, the Life-Saving Establishment embraced 259 stations. Of this number 189 were situated on the Atlantic and Gulf coasts, 55 on the coasts of the Great Lakes, 14 on the Pacific coast, and 1 at the Falls of the Ohio, Louisville, Kentucky. These stations were open for varying periods during the year, ranging from four months to the whole year; but although the surf-men were withdrawn from the stations only open a portion of

the year, a keeper is left in charge of each station all the year round.

During the year there were 394 disasters to documented vessels within the field of the Service's operations, the number of persons on board these vessels being 3,737, of whom 42 were lost. The total value of the property imperilled was 7,107,825 dollars, of which 5,108,895 dollars was saved, and 1,998,930 dollars was lost. The number of vessels totally lost was 54. There were also 305 casualties to undocumented craft, such as sailing boats, pulling boats, &c. These carried 706 persons, of whom 11 perished. The total number of disasters, 699, exceeds that of the preceding year by 19, and is the largest number reported in the history of the service. Notwithstanding this, however,

the number of vessels totally lost is the smallest since 1879, when the scope of the service was much less extended, the number of stations at that time being only 173.

Seventy-four persons not on board vessels were rescued by the surf-men from dangerous situations, and would have perished had it not been for the prompt assistance rendered there.

In 553 instances, vessels were worked off when stranded, repaired when damaged, etc., in addition to which assistance of minor importance was rendered to 319 other vessels and small craft. There were, besides, 229 cases where vessels, running into danger, were warned off by signals.

The surf-boat was used 716 times, making 916 trips. The self-righting and self-bailing life-boat was used 105 times, making 124 trips. The gasoline launch

was used 26 times, making 27 trips. Smaller boats were used 440 times, making 709 trips. The river life-skiffs at the Louisville station were used 38 times, making 54 trips. The breeches buoy was used 9 times, making 86 trips. The wreck gun was employed 13 times, firing 28 shots, and the hearing stick was used 33 times.

There were landed by the surf-boats 603 persons; by the life-boats 173; by the gasoline launch 26; by the river life-skiffs 41; by other station boats 544; and by the breeches buoy 75; total, 1,462. Besides the persons landed by boats, there were 77 persons rescued by other means. The total number of persons succoured by the Service since the introduction of the present system in November, 1871, has been 13,213; 14 casualties were attended with loss of life.

LAYING THE FOUNDATION STONE OF THE EASTBOURNE NEW LIFE-BOAT HOUSE.

WITH the hearty co-operation of His Grace the Duke of DEVONSHIRE, who is the Mayor of Eastbourne and the Freeholder, and the Corporation of Eastbourne, the lessees, an admirable site for a new Life-boat house has recently been provided at Eastbourne in a prominent and very suitable spot for launching the Life-boat near the Wish Tower; and the fund specially raised by the *Daily Telegraph*, to commemorate the well-known actor WILLIAM TERRISS, who was a short while since cruelly assassinated, has been utilised for the building of a new boat-house on the site in question as a memorial which it is believed would have been particularly acceptable to him could he have been consulted, as he had been a sailor, and was very fond of the sea and everything connected with it, besides having a special affection for Eastbourne.

On Saturday, the 10th July last, the ceremony of laying the foundation stone of the new building took place, and was in every way completely successful; the weather was simply perfect and all the proceedings passed off in a most satisfactory manner. The Duchess of DEVONSHIRE, who presided on the occasion, was accompanied by Lady MARY and Lady

THEO ATCHESON. Her Grace was received on her arrival by Rev. H. BICKERSTETH OTTLEY (Vicar of Eastbourne), the Chairman of the Local Life-boat and Reception Committees, who was accompanied by Mr. Alderman J. SKINNER (Deputy-Mayor of Eastbourne), Mr. H. W. FOVARGUE (Town Clerk, wearing wig and gown), the Chairman and Deputy-Chairman of the ROYAL NATIONAL LIFE-BOAT INSTITUTION (Sir EDWARD BIRKBECK, Bart., and Colonel FITZROY CLAYTON), Mr. CHARLES WYNDHAM, and Mr. H. LAWSON, L.C.C. There were also present the bandsmen of the Sussex Artillery, the guard of honour of the Eastbourne College Cadet Corps, and the crew of the Life-boat in cork jackets led by Huggett, the coxswain.

The VICAR announced the regret of the Duke of DEVONSHIRE and other distinguished persons that they were unable to attend the ceremony, and stated that the family of the late Mr. TERRISS was represented by his son, Mr. TOM TERRISS, and that his daughter had sent the following telegram:—

"I am deeply grateful to Her Grace the Duchess of Devonshire and the public who have so generously come forward to erect this splendid Life-boat house to my dear father's

memory, and nothing would have been of more consolation to me than to have witnessed this loving tribute to-day did I not know that the strain would be more than I could bear.—
ELLALINE TERRISS.”

An address was then delivered by Mr. CHARLES WYNDHAM, after which, at the call of the chairman, Mr. H. LAWSON, L.C.C., on behalf of the *Daily Telegraph*, stated the result of the appeal for funds to provide a suitable memorial to Mr. Terriss, and the decision to apply the subscriptions received (1216*l.*) to the erection of a Life-boat house at Eastbourne. He said:—

“That the heart of the late Mr. Terriss ever went out to those who go down to the sea in ships. The public always associated him with the characterization of naval parts in nearly every theatre in the country, and there are few in which he did not take an important share in the representation of the dramatic masterpieces of our literature. His last letter was written to enclose his subscription to the fund for the widows and children of those who perished in the Margate Life-boat disaster. It gives us very great pleasure to think that the money which we have collected for this purpose should be devoted to the great national and voluntary organisation for saving life at sea, which has ever been associated with the most daring deeds of heroism and the most unselfish devotion to duty. I have very much pleasure, therefore, in formally making my report to Sir EDWARD BIRKBECK, Chairman of the Institution.” (Cheers.)

Sir EDWARD BIRKBECK next accepted the gift on behalf of the Institution, and made the important announcement that the house would, when complete, be supplied with a new Life-boat. He said:—

“The deputy-chairman, Colonel FITZROY CLAYTON, and myself are proud to take part in this most important and interesting occasion. When first the question was brought to our notice by the *Daily Telegraph* authorities that they were desirous of some memorial being placed to the late William Terriss in connection with the Royal National Life-boat Institution, we most readily fell in with any proposal they wished to make, and the desire that a Life-boat house should be erected at the important station of Eastbourne was one that met with our entire approval. I am only too glad of this opportunity of expressing on behalf of my committee our most earnest thanks to the proprietors and the authorities of the *Daily Telegraph* for the great pains which they took in bringing the matter before the public in their well-known newspaper, and in raising a sum which is sufficient to erect the finest Life-boat house that there will be around the coasts of the United Kingdom. (Cheers.) And I do most heartily congratulate the inhabitants of Eastbourne that they will have what I may truly call such a magnificent structure. (Cheers.) I also am desirous of thanking Mr. CHARLES

WYNDHAM and those of the dramatic profession who so liberally subscribed to the Fund. (Cheers.) The question of a new Life-boat house was not a new one, for the local committee had pressed my committee to give the matter serious consideration, because the gallant crew of Eastbourne required a larger boat than their present one. We felt that this was the opportunity to grant their request. (Cheers.) The old Life-boat house was not large enough for the type of boat which the crew wished to have, and therefore we have consented to the proposal, and they will shortly have not only a new Life-boat house, but a new Life-boat as well, to be built according to the crew's own wishes. (Cheers.) For it is one of the practices of the Institution that we have to those who risk their lives in the boat to choose the type of craft which they believe to be the best adapted to the station to which they are attached. A deputation from the Eastbourne crew have visited various stations to ascertain which description of Life-boat they consider most suitable. They have been to Southport, Rhyl, Tynemouth, and Newhaven, and they have fixed upon a type of boat of which I believe they will be very proud, and which, if needs be, will prove very serviceable. I may briefly say that she will be 35 ft. in length, and of 8 ft. 6 in. beam, and fitted with all the newest improvements that science has invented, and everything that can possibly be done will be done. I may remind you that, though the services of this station have been few, still it is credited with having saved fifty-four lives, and I hope that when this Life-boat house is finished, and the new Life-boat is in it, the thousands of visitors who come to Eastbourne will inspect them both, and they will not leave the collecting-box empty. (Loud cheers.) It was brought to the notice of our Committee last Thursday that at the town of Great Yarmouth, principally in bronze and sixpences, no less a sum than 50*l.* was taken out of the collecting-box, contributed in this way in appreciation of the Life-boat services. Finally, on behalf of the Institution, I wish to say that our most grateful thanks are due to Her Grace for having come here to-day. There is no lady in London who has done more in collecting money during the last three years in the West End, and with such successful results, than Her Grace the Mayoress of Eastbourne. (Cheers.)

After these speeches, the Venerable the Archdeacon of LEWES conducted a brief religious service, followed by a choir of school children, dressed in white, with orange, blue, and purple sashes, trained by Mr. MATTHEWS and Mr. CARDOE, singing the hymn “For those at Sea,” which was followed by versicles and responses, the Lord's Prayer, Psalm cvii., and a special Collect.

Mr. TOM TERRISS then accepted from Sir EDWARD BIRKBECK a silver trowel, inscribed, which he tendered to the Duchess, who forthwith discharged the

duty of stone-laying. The engraved block, in gold letters, bore the record: "This foundation-stone of the William Terriss Memorial Life-boat House was laid by Her Grace the Duchess of DEVONSHIRE on the 16th of July, 1898." As it was suspended from a tripod the stone was turned so that this inscription should be hereafter read from the exterior of the building. The stone having been lowered into position and adjusted, her Grace said: "I declare the foundation-stone of this Life-boat house to be well and truly laid, in memory of WILLIAM TERRISS, to the glory of God, and to aid in rescuing those who may be in danger of shipwreck or other peril on the sea."

There now only remained the pleasant duty of moving a vote of thanks to Her Grace, which fell to Colonel FITZROY CLAYTON to discharge. In so doing, he referred to the gallant services of the Eastbourne crew in saving eleven lives at Birling Gap in the face of a gale of wind

blowing strong on shore, and added that three or four of the crew who manned the boat on that desperate occasion were still with them to do good work wherever it should be required.

The new Life-boat house will be 50 ft. long and 20 ft. wide, built in Keymer red brick, with Victoria stone dressings, pilastres, balustrade and ornamentation. The roof will be flat and asphalted. Mr. W. T. DOUGLAS, M.Inst.C.E., engineer and architect to the NATIONAL LIFE-BOAT INSTITUTION, has prepared the plans. Above the memorial stone will be placed a tablet with an inscription: "This Life-boat house has been erected in memory of WILLIAM TERRISS with subscriptions received by the *Daily Telegraph* from those who loved and admired him, and who sorrowed together, with all his friends and fellow-countrymen, at his most cruel and untimely end, 1898. 'Shadows we are, and shadows we pursue'"—TERRISS'S favourite quotation.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.



KINGSTOWN, IRELAND.—This Life-boat station was transferred to the ROYAL NATIONAL LIFE-BOAT INSTITUTION by the Dublin Ballast Board in January, 1862. In April of the same year the Institution replaced the Life-boat then at the station by a new boat named the *Princess Royal*,

the cost of which was defrayed from a fund collected by Miss S. H. BERTIE CATOR of Sussex Square, London. In October, 1867, another Life-boat bearing the same name took this boat's place, and in May, 1879, was in turn replaced by another named the *Hector*, the cost being provided

by a legacy bequeathed by the late Miss MARGARET ANDERSON of Leamington, supplemented by a gift from her niece, Mrs. GOFF, since deceased.

In 1890 the Committee of the Institution decided to station a second Life-boat at Kingstown to be kept moored afloat. It was one of the largest self-righting Life-boats, 42 feet long by 11 feet wide, and was maintained as an addition to the smaller boat kept in the Life-boat house in compliance with the request of the Local Committees, coxswains and crew, concurred in by the District Life-boat Inspector, and the Chief Inspector of Life-boats to the Institution. On the 15th August, shortly after the boat arrived at her station, it was blowing very hard, the wind gauge indicating forces 9 and 10 in the squalls, *i.e.*, a strong gale to a whole gale. It was determined to make use of the opportunity to try the new Life-boat, and accordingly the crew were mustered and the boat proceeded out, having on board the then Local Honorary Secretary, Captain the Hon. F. G. CROFTON, R.N., and the District Inspector of Life-boats, Lieut. H. T. GARTSIDE TIPPING, R.N. The boat was reported to have behaved beautifully, "being as stiff as possible, and as weatherly almost as a cutter yacht." The crew and all had the greatest confidence in her, and felt satisfied that she "was fit for any work, and would do anything she was asked."

This Life-boat was presented by the Civil Service Life-boat Fund, and was named the *Civil Service No. 7*. She was on only one occasion called out for service, and that happened on the 24th December, 1895, when the ship *Palme*, of Finland, stranded in a strong gale from E.S.E. and a heavy sea. The boat was capsized and partially wrecked, and unhappily the whole of her crew of fifteen men lost their lives. The sister boat is at Queens-town, and has been out on service five times. Her coxswains and crew are very proud of her.

In March, 1891, the *Hector* Life-boat was replaced by a new one bearing the name *Hannah Pickard*, her cost being defrayed from the legacy of the late Mr. ANDREW PICKARD of Leeds.

This boat also proceeded to the rescue of the crew of the *Palme* and was capsized, fortunately, however, without any loss of life.

The *Princess Royal* Life-boats were launched for service on ten occasions and saved twenty lives; the *Hector* was taken out eight times and rescued twenty-five persons; and the *Hannah Pickard* has been out twice and has saved five lives. The *Civil Service No. 7* Life-boat went out once.

Thus there have been twenty-one occasions of putting off on service, and fifty lives have been saved by the Kingstown Life-boats since they have been managed by the Institution.

The cost of the fine new boat which has recently been placed on this station, and which is named *Dunleary*, the ancient name of Kingstown, has, like that of her predecessor, been presented to the Institution by the Civil Service Life-boat Fund, the subscribers to this fund, numbering upwards of 16,000, representing every Government Department and Office in England, Scotland and Ireland. The type of boat has been selected by the crew. She has been designed by Mr. G. L. WATSON, the consulting naval architect of the Institution, and is a large sailing boat; she is 45 feet long, has 12 ft. 6 in. beam, and draws 3 ft. 6 ins. of water with the crew and all gear on board, her load displacement at this draft being 16½ tons. The boat possesses very large stability, having five tons of lead on the keel, in addition to being fitted with a large steel centre board or drop keel weighing 8 cwt., and, in consequence, carries a considerable amount of sail for a life-boat; she is rigged with a large standing fore lug and a jib and a square-headed mizen. Internally the boat is divided into several watertight compartments by means of bulkheads, which are fitted with watertight wooden air cases occupying the entire space in the hold of the boat. The top sides are protected by a cork fender, running right forward and aft on each side. The boat was built by Messrs. HOLLWEY & SONS, of Dublin, from the designs of Mr. G. L. WATSON.

On the 26th July last the boat was launched for the first time at her station, amidst much enthusiasm, in the presence of about five thousand spectators. Lady ROBERTS had very kindly undertaken to perform the naming ceremony, and when she arrived, accompanied by Field-Marshal Lord ROBERTS, K.P., she was received by Colonel FITZROY CLAYTON, the Deputy

Chairman of the Institution, and the Local Committee. Colonel CLAYTON, in opening the proceedings, read a telegram from London, which had just arrived, as follows:—"Contributors to the Civil Service Life-boat Fund, Committee and Hon. Secretary wish every success to the *Dunleary* and her gallant crew.—CHARLES DIBDIN, Hon. Secretary of the Civil Service Fund." (Cheers). He then stated that he had come there to hand over the splendid life-boat to the Committee and the crew that was to man her. As regards the boat, it seemed to him that the fitness of things had been carried out exceedingly well. Here they had a boat, built by an Irish builder, to be manned by an Irish crew, and to be launched by an Irish lady. (Cheers). That seemed to him to be a very good start indeed, and he was sure it would give pleasure to Irishmen that such an occurrence had taken place. He had the greatest pleasure in handing over this boat to the Committee, whom he knew would be proud of her, and would look after her when they knew they had one of the finest craft in the United Kingdom. The crew also, he was sure, would be proud of the boat. He knew what gallant fellows they were. They were like the rest of the men of Ireland, always ready to do their duty when called upon by land or sea. (Applause). Some of the finest services on record had been performed by the crews of Life-boats in Ireland. Long might the Kingstown boat have life, and her crew life and strength to man her, and in handing her over to the Committee he wished her God-speed wherever she might be. (Cheers).

Mr. THOMAS EDMONDSON, one of the Honorary Secretaries of the Institution's Irish Auxiliary (Dublin), having expressed the grateful thanks of the locality for the gift, called on Lady ROBERTS to name the boat, which her Ladyship proceeded to do by breaking over the bows the bottle of wine suspended from it, adding the words, "God speed the *Dunleary*," after which a rope was severed and the beautiful boat glided swiftly into the water.

Captain ALEXANDER A. WALKER, Honorary Secretary of the Kingstown Branch, conveyed the thanks of all concerned to Lady ROBERTS for the gracious manner in which she had performed the interesting ceremony.

Her ladyship, having bowed her acknowledgments, was conducted with Lord ROBERTS to her carriage by the members of the Local Committee, and drove away amidst many cordial expressions from those assembled near the place. As the Life-boat left the slip, the crew shipped their oars and rowed to the middle of the harbour where, resting for some moments, they cheered heartily for their new craft. The cheering was as vigorously returned by those on shore, and amidst this natural enthusiasm the sails were hoisted and the *Dunleary* sailed gracefully with a light breeze into the main harbour.

MARGATE.—The Institution has recently forwarded two large sailing Life-boats to Margate in the place of a smaller Life-boat stationed there some years since. The new boats are 40 feet long, 10½ feet wide, and row 12 oars, double-banked. They are self-righting boats, and each is provided with two sliding- or drop-keels. Owing to the great difficulties and delay always experienced at Margate in launching heavy Life-boats from the shore, on account of the softness of the sand and the flatness of the beach, the Institution, in view of the importance of Margate as a Life-boat station, guarding, as it does, the entrance to the estuary of the Thames, has expended a very large sum in building two launching slipways on either side of the jetty, with the sanction of the Pier and Harbour Company, which will enable the Life-boats to be expeditiously launched into deep water at any state of the tide. The boats are kept under cover on the pier at the head of each slipway, and when required on service the one which is on the leeward side will be at once manned and launched. The whole cost of the new boats and their equipment and launching slipways amounts to upwards of 5,000*l.* The No. 1 new Life-boat has been provided from a bequest to the Society by the late Mrs. E. H. KIDD, of Beddington, Surrey, and in accordance with her wish is named the *Eliza Harriet*; the other new boat is one endowed by the Civil Service Life-boat Fund, and is known as the *Civil Service No. 1*. The public inauguration of the new Life-boat station took place on the 14th September last in the presence of a large concourse of spectators. The District Inspector of Life-boats, Commander

HOLMES, R.N., attended, and handed over the boats and slipways to the care of the Local Committee, whose Chairman, Mr. J. T. FRIEND, J.P., acknowledged the gift, and called upon the Right Hon. JAMES LOWTHER, M.P., to declare the slipways open. Prior to launching the boats, the

Vicar of Margate, the Rev. W. H. T. ASHTON-GWATKIN, offered up a special prayer on behalf of the Life-boats, and the ceremony of naming them was performed by Mrs. J. T. FRIEND and Mrs. HATFIELD, wife of the Deputy-Chairman of the Margate Branch.

THE WRECK REGISTER AND CHART FOR THE YEAR ENDED THE 30TH JUNE, 1897.

THE BOARD OF TRADE have recently issued their very interesting Annual Blue Book, furnishing abstracts of the returns made to the Board of shipping casualties occurring on or near the coasts of the United Kingdom. The statistics now published relate to the year ended the 30th June, 1897. In accordance with our usual custom we propose to give our readers a digest of such of the valuable information supplied in the 180 pages of the Government returns in question as seem more especially to bear on the Institution's important work of life-saving, at the same time comparing the figures given with those supplied in former years. Notwithstanding all—and that all has been much—that has been done of late years to improve both our ships and sailors and the lighting of our very dangerous coast, shipping casualties resulting in the loss of life still continue, and will ever continue, to take place; but it is the glorious object and mission of the Life-boat Service to reduce the sad death-roll to the smallest possible dimensions and to offer succour to the shipwrecked and tempest-tossed mariner.

The total number of shipping casualties which occurred on or near the coast of the United Kingdom in the year 1896-7 was 5,277, this number being a considerable increase of 657 over the total for the previous twelve months; but, notwithstanding the large increase in the casualties, the number of lives lost as a result was only 328, a decrease of 130 as compared with the year 1895-6, and it is probable that very few of those lost could have been saved, having regard to

the nature of the casualties and circumstances which caused them.

The 5,277 casualties given as the total for the year under consideration included all descriptions of accidents befalling every class of vessel, such as collisions, foundering, strandings, missing vessels, etc. We classify the casualties under the following heads: (1) Total loss; (2) serious casualties; (3) minor casualties. Under all these headings a considerable increase is reported, the most marked increase being in the number of the minor casualties. The cases of total loss and serious casualty increased from 1,345, the total for the previous year, to 1,499, an increase of 154, while the minor casualties totalled 3,778, or 503 more than the number for the year 1895-6. It is somewhat remarkable, however, that although the number of casualties considerably exceeded the total for the previous year, loss of life resulted in only 94 cases, a very satisfactory decrease of 46 as compared with the preceding twelve months.

As is usual, the cases of collision represent a large proportion of the casualties. In the year 1896-7 they numbered 1,732, or 185 more than in the previous year. Those casualties involving total loss, collision cases not being included, increased from 250 to 360, the serious casualties from 722 to 738, and the minor casualties from 2,101 to 2,447.

Of the 5,277 casualties, 4,713 befel British and Colonial vessels, and 564 Foreign vessels. The total of the British and Colonial casualties was 600 more

than that of the previous year, and the total of Foreign casualties showed an increase of 57 cases.

The localities of the casualties, *excluding* collisions, were as follows:—East coast of England, 933, or 129 more than the year 1895-6; north coast, 634, or 91 more than the previous year; west coast of England and Scotland, and east coast of Ireland, 1,334, or 159 more than the preceding year; north coast of Scotland, 135, an increase of 19; east coast of Scotland, 198, or an increase of 17; other parts, 311, an increase of 57; total 3,545, or 472 more than the preceding year.

The *loss of life* resulting from the casualties in the several districts, *including* collisions, was as follows:—East coast of England, 56, or 47 less than in the year 1895-6; south coast of England, 19, or 26 less than the previous year; west coast of England and Scotland, and east coast of Ireland, 137, a decrease of 28 as compared with the previous year; north coast of Scotland, 14, or 9 less than in 1895-6; east coast of Scotland, 22, or 10 more than the year before; other parts 80; total, 328.

Following our usual custom we annex a chart of the United Kingdom on which a black dot is entered against every spot on which any important shipping casualty occurred during the year ended the 30th June, 1897. The position of each of the 294 Life-boats of the ROYAL NATIONAL LIFE-BOAT INSTITUTION is also indicated on the chart, so that it can be readily seen that the boats have been discreetly placed.

Between 1861 and the 30th June, 1897, 5,746 British, Colonial and Foreign vessels were wrecked on or near our coast, involving loss of life in each instance, the total number of lives lost being 25,136. Of the 328 persons who thus perished in the year under consideration, 235 were from British and Colonial vessels, and 93 from Foreign vessels. Comparing these figures with those of the previous year it is found there is a decrease, and that a considerable one, of 152 lives lost from

British and Colonial vessels, but an increase of 22 in the lives lost from Foreign vessels.

Of the 328 lives sacrificed in the year 1896-7, 96 were lost in foundered vessels, 62 in collisions (the total under this head in 1895-6 was 116), 73 in stranded vessels, or 54 less than in the previous year, 45 in missing vessels, an increase of only one as compared with the previous twelve months; and 52 in explosions, washed overboard, etc. Of the 328 persons who lost their lives only 9 were passengers, the 319 others being officers and members of the crews of the vessels.

The number of vessels meeting with casualties on or near the coasts of the United Kingdom varies each year. These variations will be understood at a glance by perusing the following table, which gives the statistics for the last 44 years:—1854 (last six months), 453; 1855, 1,141; 1856, 1,153; 1857, 1,143; 1858, 1,170; 1859, 1,416; 1860, 1,379; 1861, 1,494; 1862, 1,827; 1863, 2,001; 1864, 1,741; 1865, 2,012; 1866, 2,289; 1867, 2,513; 1868, 2,131; 1869, 2,594; 1870, 1,865; 1871, 1,927; 1872, 2,381; 1873 (first six months), 1,206; 1873-4, 2,191; 1874-5, 4,259; 1875-6, 4,554; 1876-7, 5,017; 1877-8, 4,436; 1878-9, 3,716; 1879-80, 3,138; 1880-1, 4,297; 1881-2, 4,367; 1882-3, 4,363; 1883-4, 4,405; 1884-5, 3,764; 1885-6, 3,596; 1886-7, 4,224; 1887-8, 4,004; 1888-9, 4,272; 1889-90, 4,344; 1890-1, 4,198; 1891-2, 4,710; 1892-3, 3,499; 1893-4, 4,951; 1894-5, 4,917; 1895-6, 4,620; 1896-7, 5,277. Total, 134,960.

Although during the past generation the loss of life from shipwreck on or near our coast has been terribly large, the total number of persons so perishing numbering 28,975, it is satisfactory to know that that total would have been more than doubled had it not been for the Life-boats of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and the other means for saving life which it has employed and recognised. The total number of persons rescued by this means in the same period



SUMMARY

During the year ended the 30th June 1897 the Number of Vessels lost or damaged on the coasts and in the seas of the United Kingdom, including cases of minor damage, was 5277 and the loss of Life as far as can be ascertained was 328.

	Life Boats	Rocket Stations	
There are	217	209	in England & Wales.
	48	45	Scotland.
	39	52	Ireland.
	6	4	Isle of Man.
	4	0	Channel Islands.

WRECK CHART OF THE BRITISH ISLES

FOR THE YEAR
1896-97.

Compiled from the Board of Trade Register.

SHOWING ALSO THE PRESENT
LIFE BOAT STATIONS.
OF THE
ROYAL NATIONAL LIFE BOAT INSTITUTION.

● SIGNIFIES A TOTAL LOSS OR A SERIOUS CASUALTY
✠ REPRESENTS A LIFE BOAT.

Scale of Nautic Miles
10 0 50 100



STANDIDGE & CO., LIMITED, LITHO. 36, OLD JEWRY & 18, WORSHIP STREET, E.C.

was 30,663, the lives saved thus exceeding those lost by 1,688.

During the year 1897 the Institution granted rewards for the saving of 662 lives, besides which scores of persons were landed by the Life-boats from perilous positions.

The 310 rocket apparatus and other stations of the Board of Trade worked by the Coast Guard and Rocket Brigades have continued to carry on their noble work of life-saving, and were instrumental during the year 1896-7 in rescuing from drowning 242 persons, an increase of 88 lives saved as compared with the previous year.

These figures, which the Board of Trade have enabled us to examine and

compare, demonstrate in a marked degree the absolute necessity for the maintenance of a thoroughly efficient Life-boat Service on the British Coast, which, while it has been and is instrumental in rescuing thousands from a watery grave, is also the means of saving many a score of families from destitution and sorrow. The Committee of Management feel therefore that they have good ground for making a strong and earnest appeal to the British public for funds to enable them to carry on the important work of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, an Institution which, directly or indirectly, has contributed since its establishment in 1824 to the saving of nearly 41,000 lives from shipwreck.

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

DOVER.—While a strong gale was blowing from N.E., accompanied by a heavy sea, on the 25th March, 1898, two vessels in the bay showed signals of distress, and at 10 A.M. the Life-boat *Lewis Morice* put off to their assistance. She first proceeded to a fishing smack and ascertained that she wanted a tug. The Life-boat anchored, and was afterwards towed by the tug alongside the other vessel, the galliot *Norden*, of Haugesund. The master stating that he required assistance to get the vessel into harbour, four of the Life-boatmen therefore boarded her, one of them steering her and she was taken safely into port.

WEST HARTLEPOOL.—On the 25th March a strong wind was blowing from E.N.E. and in a very high sea the coxswain of the Life-boat *Forester's Pride* saw the schooner *Johannes*, of Grossefehn, in the bay at 9 A.M. At about 3 o'clock in the afternoon he observed a tug go out, evidently with the intention of towing her into dock. The schooner wore round with her head to the S., and the tug followed her for some distance, but as she was running into danger, the Longscar Rocks being ahead, the tug turned round. Observing this, and seeing breakers

ahead, the schooner wore round to the N., but was unable to follow the tug, and gradually drifted towards the land. Seeing that the vessel was in danger, the coxswain decided to launch the Life-boat, and with considerable difficulty rescued the vessel's crew of five men. She stranded near the battery, about five hundred yards N. of the Life-boat house.

YOUGHAL, Co. CORK.—The ketch *Gipsy*, of Youghal, returning from Cork, with no cargo or ballast, on the 25th March, found that with a strong head wind and an ebb tide she could not enter the harbour; she therefore ran for shelter under Blackball Head and anchored. The wind increased to a strong gale accompanied by a rough sea, and towards night, finding her anchor dragging, she slipped her cable at high water about 7 P.M., and headed for the harbour entrance, but being light she became unmanageable, and was driven ashore about a mile and a half S.W. of the harbour. A heavy sea was breaking round her, but as the tide was falling, those on board were in no immediate danger, and as in all probability they would be able to get her off with the morning's tide, it was considered unnecessary to send the Life-boat to their

assistance. At 4.30 A.M., however, the weather having become more boisterous, the Life-boat *Mary Luckombe* was launched and rescued the crew consisting of three men.

SUNDERLAND, SOUTH OUTLET.—While a whole gale was blowing from E.N.E., accompanied by a very heavy sea, snow and hail, on the 26th March, the three-masted schooner *Arion*, of Bremerhaven, laden with coal, stranded on Hendon Beach and became a total wreck. At 10 A.M. the Life-boat *Richard and Nellie Hedges* was launched and rescued the vessel's crew consisting of eight men. The service, which was an excellent one—the Life-boat being handled with great skill and judgment—was witnessed by a large number of people who gathered on the cliffs and beach and gave tremendous cheers as the last man from the schooner, the skipper, got into the boat. Some of the men were in an exhausted state and had to be supported; all of them as they walked through the crowd were heartily welcomed with hand-shakes and cheers.

RAMSGATE.—While a moderate gale was blowing from N.E., with a heavy sea, on the 26th March, the smack *Ismene*, of Ramsgate, was seen in Pegwell Bay, burning flares for assistance. The Life-boat *Bradford* proceeded out, in tow of the steam-tug *Aid*, at 7 P.M., and ascertained that the vessel had struck the sandbank at the mouth of the harbour and that one of her crew had been injured at sea. One of the Life-boatmen boarded the smack and stood by her until the tide made, when the tug towed both the Life-boat and the smack into the harbour, arriving at 11 P.M.

FLAMBOROUGH.—At noon on the 27th March a telephone message was received from Bridlington asking that the Life-boat might take provisions to the steamer *Hartside*, of Newcastle, which was lying off Sewerby. A gale of wind was blowing from the N.E., accompanied by a heavy sea, snow and rain. Shortly after the receipt of the message the Life-boat *Matthew Middlewood* was launched and took out provisions, which were gratefully received by the steamer's crew, to whom the Life-boatmen also gave all the tobacco

they had with them. Signals were then shown by the brigantine *Kathleen*, of Lowestoft, and the Life-boat at once proceeded to her. Her store of provisions was nearly exhausted, and five of her crew were anxious to go ashore. They got into the Life-boat, two other men deciding to remain in the ship, were landed, and on the following morning returned to the vessel.

HARTLEPOOL.—On the 27th March the Life-boats *Charles Ingleby* and *Cyclist* were taken out three times with the view of assisting vessels which were in danger in a gale of wind backing from E.N.E. to N.E., accompanied by a very high sea. The first vessel, the schooner *Baltic*, of Drammen, stranded behind West Hartlepool South Pier, where the seas were tremendous, the waves from seaward meeting those rebounding from the pier. The crew of the *Charles Ingleby* made a gallant and determined effort to reach the schooner, but were driven back to within about a boat's length of the pier, some distance N. of the vessel. After regaining control of the boat, and it being impossible in such a sea to reach the vessel from where she then was, she endeavoured to get to windward; and while doing so, the first of a number of rockets was fired from the shore, the shipwrecked crew being eventually saved by means of the rocket apparatus. Seeing the hazardous nature of the attempt made by the *Charles Ingleby*, and as other vessels were apparently in difficulties, it was decided to take out the *Cyclist* Life-boat, to be at hand if required. Another schooner, the *Dagmar*, was observed about to drop her anchor, with her topsail and other sail still set. The coxswain of the *Charles Ingleby* Life-boat fearing that the cable would part and the vessel would be driven ashore, advised the master to try to get between the piers into West Hartlepool Harbour. This advice he promptly followed, with the result that he just managed to get in, striking the North Pier a side blow, but saving his ship and crew. The two Life-boats then proceeded to the German barque *Mermaid*, and stood by her until with the assistance of a steam-tug she was got into the harbour. The boats reached the harbour at 6.30, and an hour afterwards went out to the assistance of the schooner *Vilfrid*. A tug

also went to her but failed to get communication, after twice getting her line on board, as the vessel had no towrope to give the tug. The schooner drifted to leeward and struck close to the *Baltic*. The Life-boats endeavoured to reach her, and the *Cyclist*, which was furthest out, was struck by several of the tremendous seas which were still breaking. The boat was compelled to lay head to sea, and signal for the assistance of the other Life-boat; and while she was approaching, another heavy sea struck the *Cyclist*, breaking three of her oars. A rocket from the shore was fired over the vessel, and as her crew could then be taken off by the rocket apparatus, the Life-boats returned to the harbour at 8.15. As they passed the tug at the bar, they were informed that the light of another vessel making for the harbour had been seen. Having taken in a fresh supply of spare oars for the *Cyclist*, the boats therefore again went out and searched the bay, but could find no trace of the reported vessel. At 9.30 they returned to the harbour. The crews landed, went round the cliffs, and looked out for the ship's light, but none could be seen. The Life-boats were moored in the harbour all night, so as to be immediately available if required, and were housed on the following morning.

BROADSTAIRS.—The coastguard on duty reported a vessel, burning flares, off the North Foreland at 3.45 A.M. on the 28th March. The Life-boat *Frances Forbes Barton* was launched at 4 o'clock, and found the barge *Anglo-Saxon* about two miles off the Foreland. She had left Ramsgate only a few hours when her steering-gear became disabled, and becoming unmanageable she broached to and was in danger of sinking. The sea fortunately moderating her crew contrived to get her under control by lashing a spar to the rudder-head. The coxswain of the Life-boat offered to assist to take the barge back to Ramsgate gratuitously, and the offer being accepted, one of the Life-boatmen went on board to pilot her, the boat remaining by her until she arrived at Ramsgate at 8 o'clock.

BLYTH, NORTHUMBERLAND.—On the morning of the 29th March signals of distress were sent up by the s.s. *Dan*, of Copenhagen, which had stranded on the

Sow and Pigs rocks a little to the eastward of Blyth Harbour, and in response the Life-boats *Dalmar* and *Oswald*, *Sarah* and *Jane* were launched and remained by the vessel until she floated off with the rising tide. The steamer was bound from Ghent, in ballast, for Blyth, and was making for the dry dock for repairs.

WITHEBNSEA.—On the morning of the 1st April intelligence was received that a fishing smack and a large steamer had stranded. A dense fog prevailed at the time and there was a heavy ground swell. The Life-boat *Admiral Rous* was launched and proceeded to the assistance of the vessels. The steamer succeeded in getting afloat again and resumed her journey, but the fishing boat, the dandy *Fertile*, of Grimsby, with a crew of five men, was not so fortunate. At the request of the master the Life-boat remained alongside the vessel and ultimately, with the help of two steam-tugs, she was got afloat and was taken home to Grimsby.

FLEETWOOD.—Signals of distress were shown on the night of the 6th April by the steam trawler *Diana*, of Grimsby, which had stranded on Barnard's Wharf in a strong W.S.W. breeze, a heavy sea, and thick weather. The Life-boat *Maude Pickup* was launched at 11.45, and on reaching the vessel found her in a sinking condition. She had lost her propeller, rudder and stern post, and several feet of her keel had been torn away by continually striking on the bank. The tide had floated her and was drifting her off the bank into deep water. The master acting on the advice of the coxswain of the Life-boat let go the anchor as the vessel was unmanageable, and with the aid of the donkey engines succeeded in keeping the water under until, with the aid of a tug which was summoned by the Life-boat, the vessel was taken into the harbour.

While a strong W.N.W. gale was blowing, accompanied by a heavy broken sea, on the 11th May, the barque *Margarethe*, of Borgo, Finland, bound from Fleetwood for Canada, stranded on Barnard's Wharf. The Life-boat *Maude Pickup* was launched in response to signals at 11.40 A.M., and was towed to the vessel by the harbour steam-tug

Brock. Heavy seas were breaking over her, and, being only in ballast, she was lifted and tossed about by every gust and wave. Great caution had therefore to be exercised in approaching her and rescuing her crew. The Life-boat was skilfully handled by the coxswain, and in less than ten minutes the eleven men on board the barque were taken into the boat, and at 12.45 were safely ashore.

HOLYHEAD.—The s.s. *Dahomey*, of London, bound from Liverpool for West Africa, with a general cargo, stranded on the rocks between the breakwater and the North Stack in a thick fog, on the night of the 6th April. On receipt of intelligence of the casualty, the steam Life-boat *Duke of Northumberland*, at about 10.15, proceeded to the vessel, and first of all took off the passengers nine in number and four of the crew. Having safely landed them, the Life-boat returned to the vessel and found that a steam-tug had arrived and was ready to render any assistance. The mails having been taken on board the Life-boat and landed, another trip was made with the parcel post packages and the passengers' luggage, and on returning once more to the vessel the master and Lloyd's agent requested her to remain by, and she accordingly stayed until about 7 o'clock in the morning.

KILMORE, Co. WEXFORD.—The Life-boat *John Robert* was launched at 12.30 p.m. on the 7th April, the coxswain having observed from his house a barque apparently ashore on Crossfarnogue Point. The vessel, which had grounded in thick weather, a moderate W.S.W. breeze and a smooth sea, was the *Haweswater*, of and for Liverpool, in ballast, from Port Natal. At the request of the master the Life-boat remained by her until about an hour after high water and then returned ashore, and eventually the ship's crew abandoned her and landed, as there was a probability of her becoming a total wreck.

CLOUGHY, Co. DOWN.—The barque *Beaconsfield*, of Drammen, laden with teak from Rangoon for Greenock, *via* Falmouth, stranded on the ridge inside North Rock in a strong S.S.W. breeze and a rough sea on the 9th April. She fired signals of distress, and at 11.20 p.m.

the Life-boat *Faith* proceeded to her assistance. Two of the crew got into the Life-boat and were safely landed. The others refused to leave the vessel unless they were allowed to take their kits with them, but as the crew themselves numbered sixteen men, the coxswain of the Life-boat was unable to accede to their request. On the following morning the wind freshened, and at about 1 p.m. the men hoisted a signal of distress, the Life-boat again went off to the ship and brought ashore seven of the crew. The other seven men took to one of their own boats, one of the Life-boat men taking charge of it, and by 4.50 p.m. all were safely on shore.

FISHGUARD, PEMBROKESHIRE.—While a strong gale was blowing from N. accompanied by a heavy sea, thick weather, rain and hail, on the evening of the 11th April, the three-masted schooner *Mary Lloyd*, of Carnarvon, laden with slates, from Portmadoc bound for Hamburg, was seen dragging her anchor and drifting towards the dangerous rocks on the Dinas side of the bay. The Life-boat *Appin* was launched at 8.10, sailed to the vessel and reached her in about twenty minutes. At the master's request some of the Life-boat men boarded the schooner, more chain was paid out with the view of bringing her up if possible, and eventually her crew of seven men took to the Life-boat, it being dangerous to remain any longer on board their vessel. The Life-boat then proceeded to the ketch *Elizabeth*, of Newport, Mon., bound from Cardigan to Pembroke Dock, with a cargo of bricks, which was riding heavily and in danger of parting her cable. Two of her crew got into the Life-boat, but the third man resolutely declined to leave the vessel which fortunately held to her anchor.

RHYL, NORTH WALES.—Signals of distress having been observed on the 12th April, the Life-boat *Caroline Richardson* was launched at about 3.30 a.m., and found the yacht *Ripple*, of and for Liverpool, from Conway, with three men on board, at anchor about a mile outside the mouth of the Voyrd River, having been prevented from entering the harbour, as had been intended, by the heavy seas. A moderate gale was blowing from the N.W., the weather was thick, there was a

rough sea and it was extremely probable that if the yacht remained where she was until low water she would go to pieces. In about three quarters of an hour, the weather having moderated, the coxswain of the Life-boat advised the yachtsmen to slip their cable and either follow the Life-boat to the Voyrd river or run for the Chester river. They adopted the latter course, the Life-boat seeing her fairly on her way.

RAMSEY, ISLE OF MAN.—While the wind was blowing from S.S.W., with the force of a strong breeze to a moderate gale, very squally, with a somewhat rough sea, and rain, on the 13th April, a signal of distress was shown by the ketch *Newlands*, of Belfast, which was dragging her anchor about a mile E. of the harbour. The Life-boat *Mary Isabella* was launched at 7.38 p.m., took off the crew of two men, and two pilots who had boarded the vessel in the morning to try to get her into the harbour, and safely landed them at 8.15.

MONTROSE.—At about 9 a.m. on the 13th April the wind commenced to blow from S.S.E., and the sea rose quickly, the coxswains of the Life-boats were therefore on the watch during the day in case there should be any call for their services. A large number of the fishing boats had gone to sea in the early morning, but most of them had returned safely by noon. In the afternoon the wind increased to a strong gale, with a heavy sea, rain and thick and very cold weather. Four of the boats had not come back and a sharp look out was kept for them. At about 5.30 one of the boats was observed making for the harbour, and it was evident she would encounter much difficulty and danger in effecting an entrance, as the sea was breaking frequently right over the bar. The Life-boat *Robert Henderson* was therefore launched, pulled down against wind and tide, and reached the harbour mouth just in time to see the boat, the *Tisiphone*, safely over the bar. Anticipating the arrival of the other boats, the Life-boat remained inside the bar, and at about 7.30 assisted two of them to cross. The last one reported that the fourth boat had been seen running N., evidently for Stonehaven or Aberdeen. The Life-boat

then proceeded back to her station, but while going up the river saw a schooner running for the harbour; she therefore went back and by means of a flag guided the vessel safely in. The schooner proved to be the *Gleaner*, returning to Montrose after a voyage to Newcastle.

PETERHEAD.—On the 13th April the Life-boat *George Pickard* was launched at 2.20 p.m. to the assistance of a fishing boat which was in danger, her mast having been carried away in a whole gale from S.E. and a heavy sea. Other boats, however, went to the rescue, and she was towed into the harbour. The Life-boat, therefore, gave her attention to other fishing boats, and remained in attendance until they succeeded in making the harbour.

CULLERCOATS, NORTHUMBERLAND.—On the morning of the 15th April seventeen of the fishing cobbles were out, chiefly engaged with the crab pots, when the sea began to rise. Six of the boats returned before the sea reached its height, one of these shipping a sea in crossing the bar. The Life-boat *Co-operator No. 1* was therefore launched at 9.20, proceeded to the bar, and for four hours was occupied in escorting the boats across as they arrived.

HAUXLEY, NORTHUMBERLAND.—The Life-boat *Algernon and Eleanor* was launched at 1 p.m., on the 15th April, and stood by the fishing coble *Guiding Star*, of Hauxley, which had been overtaken by a very heavy sea. The other boats had landed, the last one to arrive being several times nearly swamped, and the *Guiding Star* was seen about two miles to the S., her crew rowing against the tide, it being impossible to sail, and having to round the Bondicar buoy, where she would encounter considerable danger. The Life-boat met the boat near the buoy and accompanied her to the shore.

FILEY.—Six fishing cobbles which had gone out on the morning of the 15th April being overtaken by a heavy sea, the Life-boat *Hollon the Second* was launched at 2 p.m., when the boats came in sight, passed lifebelts on board them, and escorted them to the shore.

SCARBOROUGH.—The Life-boat *Queensbury* was launched at 1.15 P.M., on the 15th April, and rendered assistance to several fishing cobles which were in danger in a heavy sea. At 6 o'clock the Life-boat returned to the shore, and her crew, who were fatigued by their exertions, were replaced by a fresh one. Thirty-two men were landed from the cobles, and the boats were towed into the harbour one at a time.

WHITBY.—At about 11 A.M., on the 16th April, the Life-boat *John Fielden* was launched to the aid of fishing-cobles which were in danger in a rough sea. The Life-boat stood by the boats and at 1.30 returned to the shore, the last coble having by that time safely returned to the harbour.

On the 28th April the Life-boat again went to the assistance of endangered fishing-cobles, and remained by the boats until they safely crossed the bar and entered the harbour.

NEWBIGGIN, NORTHUMBERLAND. — A heavy sea rapidly sprung up on the 27th April, seriously endangering six cobles which had gone out to fish, and were returning to port. The Life-boat *Robert and Susan* was launched at about noon and escorted each of the boats through the worst part of their journey. They were all in safety at 3 p.m.

NORTH SUNDERLAND.—While the fishing-boats were out on the 28th April the sea suddenly rose, compelling them to return home. All the boats succeeded in entering the harbour safely with the exception of two, and to assist these, the Life-boat *Thomas Bewick* was launched at 11.30 A.M. One of the boats went back to the Farne Islands but the other, the coble *Beautiful Star*, happily succeeded in entering the harbour, the Life-boat standing by her until she was in safety.

PETERHEAD.—On the evening of the 28th April the wind increased to a gale, from E.S.E. and a heavy sea sprung up. As some fishing-boats were expected to arrive from Shetland, and the approach to the harbour was dangerous, it was decided to launch the Life-boat *George Pickard* into the harbour, so as to be

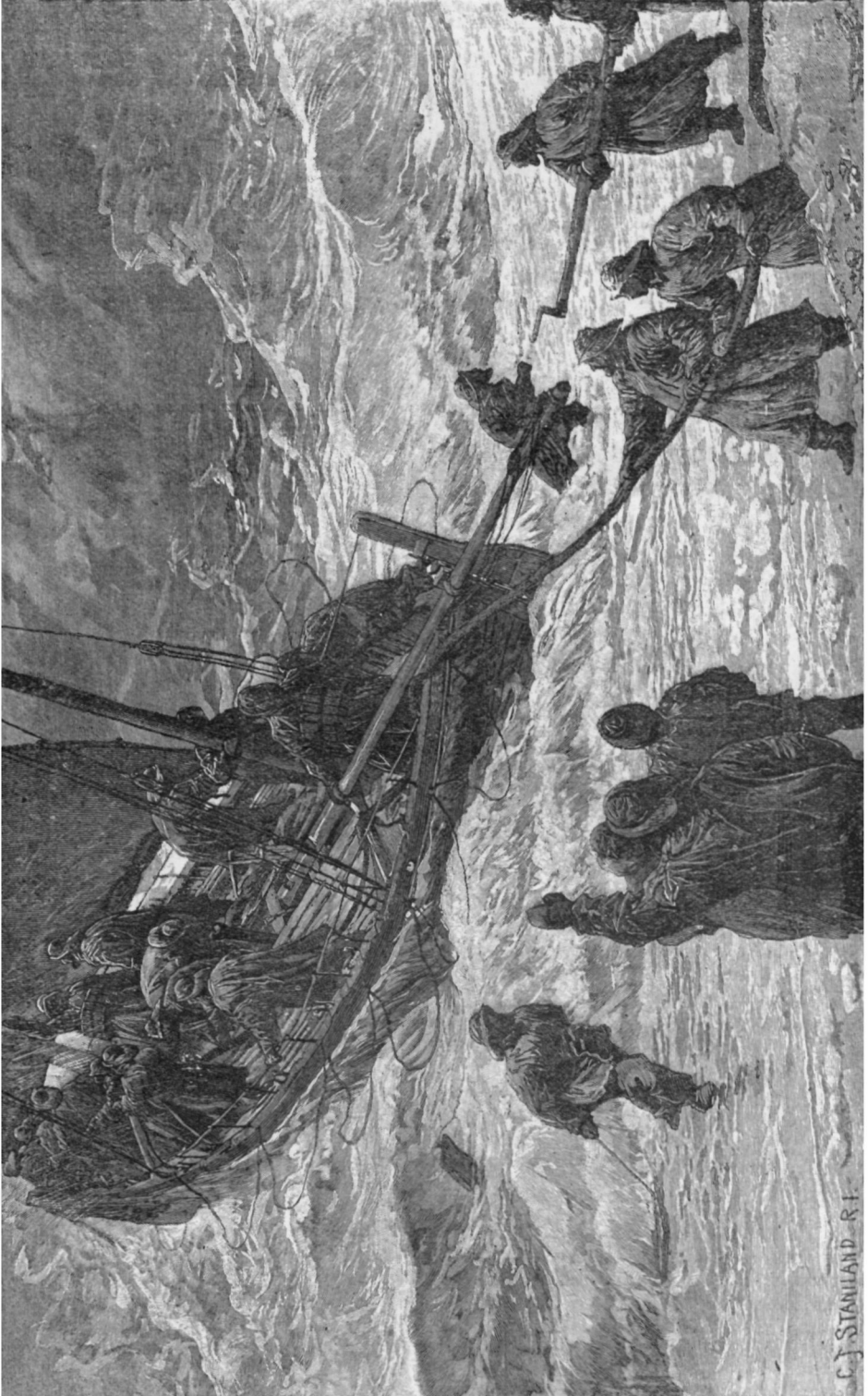
immediately available should her services be required. A watch was kept by the crew, half of them being on duty the first part of the night and the others relieving them. About 9 o'clock on the following morning the *Maggie M. Birnie* was observed, and the Life-boat at once proceeded to meet her and stood by her until she was towed into the harbour by the steam-tug.

STAITHES, YORKSHIRE.—The Life-boat *Jonathan Stott* was launched at 10 A.M. on the 29th April, and stood by the cobles which were returning home, having been overtaken while out fishing by a rough sea and a thick fog.

CRESSWELL, NORTHUMBERLAND.—On the morning of the 30th April while the wind was blowing half a gale from S.E., accompanied by a heavy sea, the s.s. *Strathcarron*, of Glasgow, bound from Danzig for Philadelphia, *via* the Tyne, laden with sugar, was observed stranded on the rocks at Brig Head. She had run aground in a dense fog, and before she was seen from the shore the mate and three of the crew took one of their boats and made for the land; the boat was capsized, but fortunately the men were able to swim to the shore. At 5 o'clock the Life-boat *Ellen and Eliza* was launched, proceeded to the vessel and at the master's request remained by her. It was however found impossible to get the vessel afloat and, as it seemed probable that she would become a total wreck, it was decided to abandon her, and in two trips the Life-boat brought safely ashore the twenty-seven men on board, all being safely landed at 7.15.

HILBRE ISLAND, CHESHIRE.—It having been reported that some of the boats engaged in cockle-fishing were in a dangerous position on the West Hoyle bank on the 2nd May, the Life-boat *Admiral Briggs* was launched at 4.25 P.M., and in two trips rescued three boats, the *Emblem*, *Times* and *Delembra*, belonging to Parkgate, and their crews consisting of six men and two women. A strong gale was blowing from E.S.E., the sea was choppy and the weather squally at the time these services were rendered.

GREAT YARMOUTH.—A schooner, which



C. J. STANLAND - R. F.

proved to be the *Ocean Wave*, of Fowey, coal laden, from Shields for Plymouth, was seen stranded on the Scroby Sand in thick weather on the 5th May. At 6.50 p.m. the Life-boat *John Burch* proceeded to her assistance, and with the help of a steam tug succeeding in getting her afloat took her into the roadstead where she anchored.

RAMSEY, ISLE OF MAN.—Signals of distress being shown by the brigantine *Parkside*, of Dundalk, on the 11th May, while a strong gale was blowing from W.N.W. with a heavy sea, the Life-boat *Mary Isabella* put off to her assistance at 9.55 a.m. Having become unmanageable the vessel had been anchored but was very close to the Whitestone Bank. Her crew of five men, fearing she would founder, had put on lifebelts and had their kits ready to take with them into the Life-boat, and at noon the boat returned to her station with the men and their belongings.

BROUGHTY FERRY.—On the 20th May

the brig *Speculation*, of Christiania, bound from Tapport for Bremen, with coal, was in tow of a steam-tug in a strong N.E. wind and a choppy sea, when the tow-rope broke. Another hawser was attached, but that rope also parted and the vessel began to drift towards the Abertay Sands. As quickly as possible a third rope was passed on board, but, although the rope was able to stand the strain the brig's windlass gave way, the vessels were once more separated, and the brig went aground on the sands and heeled over. Her dangerous position being observed from the shore, the Life-boat *Samuel Shawcross* was launched and proceeded to her. The seas were breaking over her, she had several feet of water in her hold and was gradually settling down. The heavy swell rendered it impossible for the Life-boat to approach her, and therefore the boat anchored and waited for a lull in the storm, when she succeeded in getting alongside and, with considerable danger, rescued the crew, consisting of seven men, some of their belongings and the ship's papers. The vessel became a total wreck.

SUMMARY OF THE MEETINGS OF THE COMMITTEE.

Thursday, 9th June, 1898.

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.

Also read the Minutes of the last meeting of the Central Committee of the Life-boat Saturday Fund, 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 Loozemouth, Dornoch, and Blyth Life-boat stations.

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

Northern District—Arbroath, Stornoway, Kildonan, Campbeltown, and Southend (Cantyre).

Eastern District—Caister (two boats), Greston (three boats), Yarmouth, Winterton (two boats), Kessingland (two boats), Thorpeness and Dunwich.

Southern District—Mullion, Porthoustock, Mevagissey, Polkerris and Fowey, Looe, Bembridge, Southsea, Littlehampton, Salcombe, Hope Cove, Yealm River, Plymouth, and Exmouth.

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

St. Agnes, (Scilly Islands), Hayle, St. Ives, Sennen Cove, and Penzance.

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

	£	s.	d.
Subscriptions received by the <i>Daily Telegraph</i> for the "William Terriss" memorial Life-boat house at Eastbourne	1126	13	3
Mrs. ROBERT PHELPS, in memory of her late husband	100	-	-
WILLIAM INGHAM WHITAKER, Esq., annual subscription	25	-	-
BARON FERDINAND DE ROTHSCHILD, M.P.	20	-	-
Collected on board the <i>Midnight Sun</i> during her last cruise, per CONNOP F. S. PEROWNE, Esq.	1	11	-

—To be severally thanked.

Also the receipt of the following legacies:—

The late Mrs. E. H. HARRIS, of the Grosvenor Hotel	900	-	-
The late H. L. BEDDINGTON, Esq., of Cornwall Terrace, Regent's Park, to provide a Life-boat to be called the <i>Rose Beddington</i>	900	-	-
The late G. W. COLLISON, Esq., of Cromer	276	10	9
The late Mrs. CHARLOTTE TRENBARD, of Cricket Hill, Yateley	180	-	-
The late Mrs. R. A. REES, of Clifton	100	-	-

Deep regret was expressed at the death of Mr. GEORGE CARTER, Honorary Secretary of the Falmouth Branch of the Institution, and it was decided to send a letter of sympathy to his family.

Voted the thanks of the Committee to Mr. DAVID PETERS, in recognition of his valuable services as Treasurer and Honorary Secretary of the Dornoch Firth and Embo Branch of the Institution, which office he had just resigned.

Reported the transmission to its station of the Campbelltown new Life-boat.

Paid 3,782*l.* for sundry charges on various Life-boat establishments.

Voted 78*l.* 2*s.* 6*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Broughty Ferry	Brig <i>Speculation</i> , of Christiania	7
Fleetwood	Barque <i>Margarethe</i> , of Borgo	11
Ramsey	Brigantine <i>Parkside</i> , of Dundalk	5
St. Agnes	Lugger <i>Nyanza</i> , of Penzance. Landed 4 men.	
Sutton	Steamer <i>Thelma</i> , of Christiania. Rendered assistance.	
Whitburn	Coble <i>Guiding Star</i> , of Whitburn. Landed 1 man.	
Great Yarmouth	Schooner <i>Ocean Wave</i> , of Fowey. Assisted to save vessel.	

Voted also 120*l.* 3*s.* 4*d.* to pay for launches or assemblies of crews of the following Life-boats with the view of assisting vessels in distress:—Broughty Ferry, Caister No. 2, Cardigan, Gorleston No. 1, Kildonan, Mablethorpe, Mullion, Polpear, Winterton No. 1, and Great Yarmouth.

Also 16*l.* to a man who was injured while on service with the Bridlington Life-boat on the 25th March.

Thursday, 14th July, 1898.

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 Chief Inspector of Life-boats on his recent visits to Hoylake, Helbre Island, Barrow-in-Furness, Roa Island, and Dunbar.

Also the report of the Deputy Chief Inspector of Life-boats on his visit to Dublin.

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

Northern District—Ardrossan, Irvine, Troon, Ayr, Girvau and North Berwick.

Eastern District—Uppang, Whitby (two boats), Staithes, Runswick, Withersea, Hornsea, Filey, Grimsby, Robin Hood's Bay,

Scarborough, Donna Nook, Mablethorpe, Sutton, Chapel and Skegness.

Southern District—Ea-tbourne, Shoreham, Worthing, Winchelsea, Rye and Hastings.

Western District—Burnham, Weston-Super-Mare, Padstow, Bude, New Quay (Cornwall), Port Isaac, Watchet, Clovelly and Appledore (two boats).

Irish District—Barrow, New Brighton (two boats), Formby, Hoylake, and Helbre Island.

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

	£	s.	d.
Miss MARY B. MARTER, of Leinster Gardens ("The Captain W. T. & Agnes Marter Memorial Fund," the yearly interest to be expended on the maintenance of the Life-boat service)	1000	-	-
Worshipful Company of Mercers	105	-	-
Worshipful Company of Goldsmiths	25	-	-
A Lady (additional)	50	-	-

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late Miss LOUISA DA COSTA, of Brighton	1000	-	-
The late Miss ELIZABETH BROOKE, of Londonderry (on account)	900	-	-
The late Miss M. A. LEICESTER, of Bishop's Road, W. (on account)	540	-	-
The late EDWARD SULLEY, Esq., of Nottingham	500	-	-
The late Mrs. JANET CLARK, of Edinburgh	331	2	9
The late J. A. SMITH, of Hammer-smith	225	-	-
The late W. S. IRVING, Esq., of Carlisle	90	-	-
The late J. P. WADE, Esq., of Norwich	45	-	-
The late Commander ADAIR, R.N. (balance)	8	3	6

Voted the thanks of the Committee to Lieutenant JAMES FROST, R.E., in recognition of his valuable services as Honorary Secretary of the Totland Bay Branch of the Institution, which office he had just resigned.

Reported the transmission of a new Life-boat to the Margate station.

Paid 6158*l.* for sundry charges on various Life-boat Establishments.

Voted 101*l.* 6*s.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Hilbre Island.	Yawl <i>Conovium</i> , of Beaumaris. Rendered assistance.	
Walmer	Barque <i>River Thames</i> , of Flekkefjord. Stood by vessel.	
Winterton Nos. 1 & 2.	Ship <i>Gulatea</i> , of Greenock	25

Voted also 47*l.* 19*s.* for launches by the Palling Nos. 1 and 2 Life-boats to the help of vessels in distress.

Also 126*l.* 5*s.* to a man who was seriously injured while assisting to launch the Kiugs-

downe Life-boat for service on the 2nd May, last year.

Also 2l. to one of the crew of the Winterton Life-boat who was injured on service on the 27th June.

Voted the thanks of the Institution, inscribed on vellum, to EVAN ROBERTS, an aneroid barometer to HUGH EVANS and ROBERT JOHN HUGHES, and 1l. to WALTER JONES for their very praiseworthy services in saving life from several boats in danger at Rhos-on-Sea, on the 3rd June. A framed vellum recording the services of their late son was presented to the parents of Mr. EDWARD MORGAN, who unfortunately lost his own life in endeavouring to rescue others from drowning on this occasion.

Also 25l. to the widow and children of one of the crew of the boat *Young Oddfellows*, of Gorleston, who was drowned by the capsizing of that boat on the 8th July. He had been, for more than thirty years, a highly respected member of the Gorleston Life-boat crew.

Also 15s. to three men for putting off in a boat and saving two men from the boat *Edith*, of Campbeltown, which had been capsized off Peninver, Argyllshire, on the 15th May.

Thursday, 11th August, 1893.

The Rt. Hon. the Earl WALDEGRAVE
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 stations:—

Northern District.—Ballantrae, Port Logan, Port Patrick, Isle of Whithorn, Balcary, Kirkcudbright, Whitehaven, Maryport, Workington, and North Sunderland.

Eastern District.—Brancaster, Hunstanton, Wells, Blakeney, Sheringham, Cromer, Palling (two boats), and Hasborough.

Southern District.—Lyme Regis, Weymouth, Swanage, Poole, Atherfield, Brighstone Grange, Brooke, Totland Bay, and Southsea.

Western District.—Morthoe, Ilfracombe, Lynmouth, Aberdovey, and Barmouth.

Irish District.—Lytham, Blackpool, Southport (two boats), St. Anne's (two boats), Fleetwood, Port Erin, Douglas, Peel, Castletown, Ramsey, and Port St. Mary.

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

	£	s.	d.
ANCIENT ORDER OF FORESTERS, annual subscription in aid of the support of their Life-boats	140	-	-
E. F. WHITE, Esq., annual subscription	50	-	-
Miss S. E. WHITE, annual subscription	25	-	-
Worshipful Company of Drapers	52	10	-
Newcastle-on-Tyne Co-operative Society, Limited	25	-	-

	£	s.	d.
Worshipful Company of Skinners	21	-	-
Collected on board the S.Y. <i>St. Rognwald</i> during her last cruise, per CONNOP F. S. PEROWNE, Esq.	3	3	9

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late Miss ELEANOR DEVEY, of Southborough	510	-	-
The late Miss ELIZABETH BROOKE, of Londonderry	500	-	-
The late JOHN SHANK, Esq., of Lewisham	100	-	-
The late J. L. FERNANDES, Esq., of Sandal Magna	50	-	-
The late JAMES FENN, Esq., of Lee	32	11	9
The late Lady HALFORD, of Wistow	10	-	-
The late Mrs. MARY CURTIS, of Worthing (additional)	-	11	-

Voted the thanks of the Committee to F. W. SEAMAN, Esq., and F. W. STILWELL, Esq., in acknowledgment of their past valuable services as Honorary Secretaries of the Worcester and New Romney Branches of the Institution, which offices they had just resigned.

Reported the transmission to its station of the Kingstown new Life-boat.

The naming ceremony and inaugural launch of the boat took place at Kingstown amidst great enthusiasm on the 26th July. The naming of the boat was performed by Lady ROBERTS, who was accompanied by Field-Marshal Lord ROBERTS, the Institution being represented by Colonel FITZROY CLAYTON, Deputy Chairman. (Vide p. 252 for full particulars of the ceremony.)

Also that the foundation stone of the new Life-boat house being erected at Eastbourne, the cost of which has been subscribed through the *Daily Telegraph* as a memorial to the late Mr. WILLIAM TERRISS, the well-known actor, was laid by Her Grace the Duchess of DEVONSHIRE in the presence of a large assemblage on the 16th July. The Institution was represented by Sir EDWARD BIRKBECK, Bart., Chairman, and Colonel FITZROY CLAYTON, Deputy Chairman. (Vide p. 249 for a full report of the ceremony.)

Paid 3,837l. for sundry charges on various Life-boat establishments.

Voted 26l. 9s. 6d. to pay the expenses of services by the following Life-boats:—

Life-boat.	Vessel.	Lives saved.
New Brighton (Steam Life-boat)	Flat <i>Bessie</i> , of Liverpool. Stood by vessel.	
Point of Ayr.	Dandy <i>Thomas Stratton</i> , of Maldon. Assisted to save vessel and	7
Whithorn	Fishing Boat <i>Mary</i> , of Whithorn. Rescued boat and	1

Also 182l. 9s. for launches or assemblies by the crews of the following Life-boats with the view of assisting vessels in distress:—*Caister* No. 2, Courtmacsherry, Dunbar, Gorleston No. 1, Hilbre Island, Margate No. 1, Palling No. 2, Runswick, Walmer, and Walton-on-the-Naze.

Voted also 11. to two men for rescuing one of three men from a boat which had been capsized in Newbiggin Bay, in a moderate N.E. breeze and a heavy ground swell on the 24th July. Also 3l. 5s. to nine other men who put off in boats and endeavoured to rescue the two men who were drowned.

Also 10s. to two men for putting off in a boat and saving one of two men whose boat had been capsized in broken water in Durlston Bay, Dorset, in a light E. breeze on the 9th July.

2s. 6d. was also granted to the man who gave to the sailors the first intimation of the capsizing of the boat.

Voted 12l. to a man who was injured at the launch of the Swansea Life-boat for service on the 2nd February.

THURSDAY, 8th September, 1898.

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 stations:—

Northern District.—Cresswell, Newbiggin, Blyth (two boats), Cull-reeots, Tynemouth (two boats), Alnmouth, Hauxley, Boulmer, Holy Island (two boats), Crail, Anstruther, St. Andrew's, Dornoch, and Huna.

Eastern District.—Ramsgate, Margate (two boats), Broadstairs, Folkestone, Whitburn, Roker, Sunderland (two boats), Seaham, West Hartlepool, Seaton Carew, Hartlepool (three boats), Saltburn, and Redcar.

Southern District.—Newhaven, Worthing, and Brighton.

Western District.—Abersoch, Llanaelhaiarn, Porthdinllaen, Pwllheli, Criccieth, Aberystwith, Cardigan, Newquay (Cardigan), Fishguard (two boats), Angle, St. Davids, Tenby, Burry Port, Swansea, Port Eynon, Littlehaven, Ferry-side, Porthcawl, and Penarth.

Irish District.—Kingstown (two boats), Courtmacsherry, Ballycotton, Youghal, Queens-town (two boats), Fenit, Aranmore, Greencastle, Culdaff, Cloughy, Groomsport and Carrickfergus.

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

	£	s.	d.
Colonel F. C. TRENCH GASCOIGNE	400	-	-
"Life-boat Sunday" Collection at Worthing, per H. HARGOOD, Esq., D.L., J.P., and J. ROBERTS, Esq.	73	14	8
Oldham Branch, one year's maintenance of the Abersoch Life-boat <i>Oldham</i>	70	-	-
Stewards of <i>Covent Garden</i> Life-boat in aid of support of their Life-boat at Caister	33	4	6
Proceeds of Concerts, per Rhos-neigr Branch	16	8	6

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late THOMAS GARTON, Esq., of Clapham	869	8	5
The late PHILIP BARKER, Esq., of Willaston	200	-	-
The late R. D. SPICER, Esq., of Upper Gloucester Place	50	-	-
The late J. Y. SANDYS, Esq., of Cheltenham	45	4	10
The late Miss EMILY MEARMAN, of Brighstone	18	-	-

Reported the transmission to its station of the second new Life-boat for Margate.

Paid 4,653l. for sundry charges on various Life-boat establishments.

Voted 177l. 13s. 10d. to pay the expenses of the undermentioned Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Abersoch	Yacht <i>Atalanta</i> , of Abersoch, landed 3 persons.	
Aldeburgh	S.S. <i>Francesco Crispi</i> , of Messina, also rescued a monkey and a pet ram	22
Aldeburgh	Barque <i>Nimbus</i> , of Sandefjord. Landed 18 men from Shipwash Light vessel.	
Gorleston, No. 1	S.S. <i>Selby</i> , of Stockton. Stood by vessel.	
Hoylake	Yacht <i>Queen</i> , of New Brighton. Stood by vessel.	
Polpear	Barque <i>Vortigern</i> , of London. Remained by vessel.	
Thorpeness	Landed an injured man.	

The Greenore, Kingsdowne, North Deal and Palling No. 2 Life-boats rendered the following services:—Assisted to save the schooner yacht *Colleen*, of Leith; barque *Unione*, of Naples, assisted to save vessel and 12 lives; barque *Helena Mena*, of London, assisted to save vessel.

Voted 358l. 2s. to pay for the launches or assemblies by the crews of the following Life-boats with the view of rendering help to distressed vessels:—Ballantrae, Brancaster, Broadstairs, Cadgwith, Caister No. 2, Castle-town, Clacton, Formby, Girvan, Kingstown No. 2, Lowestoft No. 1, Newquay (Cornwall), North Deal, Palling No. 1, Totland Bay, Walmer, Walton-on-the-Naze, Whitelink Bay and Winterton No. 2.

The Ramsgate Life-boat was also taken out, but her services were not ultimately needed.

Voted the thanks of the Institution to H. INGLIS, Esq., Honorary Secretary of the Ballantrae Branch, for taking command of the Life-boat, at the request of the assistant-coxswain and crew, when called out for service, in the temporary absence of the coxswain, on the 28th August.

Also to Mr. MCKENNA, Postmaster of Girvan, and to Mr. CHAS. LAWSON, for riding a tandem-cycle from Girvan to Ballantrae, a distance of thirteen miles, and giving information that a vessel was in distress, on the 28th August. An interruption in the telegraph system prevented

a message being sent by wire. The cyclists arrived about 3 o'clock in the morning, covered with mud and thoroughly soaked by rain.

Also to J. G. TAIT, Esq., Solicitor, a member of the Local Committee at Girvan, for going out in the Life-boat at that place, in the absence of some of the regular crew, when proceeding to the assistance of a vessel on the 28th August.

Also to the owner of the steam yacht *Alice* for kindly towing the Totland Bay Life-boat when called out for service on the 31st August.

Also the Third Service Clasp of the Institution and 25*l.* to Mr. A. PAGE, late Master of the Ramsgate Harbour Steam-Tugs, on his retirement, in consideration of his long and

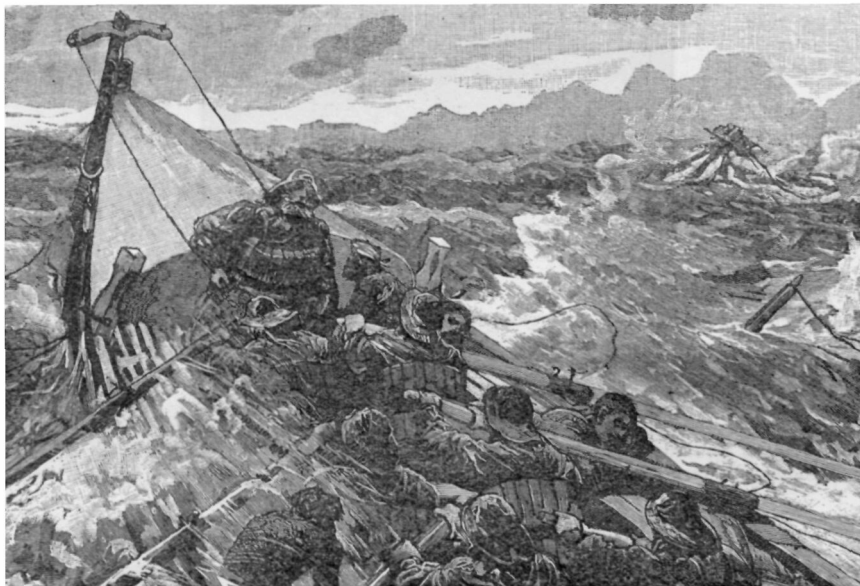
gallant services in towing the Ramsgate Life-boats.

Voted 1*l.* to a man who assisted to save five persons (two of whom died soon after being rescued) from a boat which had been capsized off Campbeltown, in squally weather, on the 1st August.

Also 15*s.* to two men for rescuing two men from a sailing-boat which, while returning from the Skerries to Cemlyn, Anglesey, in a strong S.W. breeze and a heavy ground swell, became impaled on an old wreck, about a mile E. of Carmel's point, on the 9th August.

Also 5*l.* to GEORGE SIMPSON, an old member of the crew of the Hauxley Life-boat, on his retirement from the service.

THE MEN WHO MAN THE LIFE-BOAT.



WHEN a shrieking, thund'rous tempest
Breaks the stillness of the night,
And a ship in seething waters
Wages impotential fight;
As the life-craft to the rescue,
Gallant oarsmen speed afloat—
Do we realise the perils
Of the men who man the Boat?

When a troubled barque drifts helpless
On the crest of *life's* rough sea,
And the heaving, foam-capped billows
Roll her timbers frenziedly,

If a small, but well-steered vessel
Thro' the surf new joys promote,
How there comes a heartfelt tribute
To the men who man the Boat!

There are warriors, brave in battle,
Struggling onward for the free,
Sturdy champions of our race
In the love of liberty;
There are thousands striving nobly,
And for weak ones lives devote,
But we have no truer heroes
Than the men who man the Boat!

W. HARTLEY-BRACEWELL.

NOTICE.

The next number of the LIFE-BOAT JOURNAL will be published on the 1st February, 1899.

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 Fitzroy Clayton, V.P.

Secretary—Charles Dirdin, Esq., F.R.G.S.



Telegraphic Address:

"LIFE-BOAT
 INSTITUTION
 LONDON."

Telephone:

No. 2964
 ("GERRARD
 EXCHANGE.")

APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that during the past year (1897) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £80,447 on its 294 Life-boat Establishments.

GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING 1897.

	£	s.	d.
Number of Lives rescued by Life-boats, in addition to 30 Vessels saved by them	537	...	...
Number of Lives saved by Shore-boats, &c.	125	...	...
Amount of Rewards granted during the Year	10,289	4	-
Honorary Rewards:—Silver Medals	7	...	...
Binocular Glasses.	9	...	...
Aneroid Barometers	1	...	...
Votes of Thanks on Vellum.	19	...	...
Certificates of Service	9	...	...
Total	45	662	£10,289 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 40,878. The rewards and recognitions granted by the Institution in the same period comprised 98 Gold Medals and Clasps, 1,168 Silver Medals and Clasps, 281 Binocular Glasses, 15 Telescopes, 18 Aneroid Barometers, 1,596 Votes of Thanks, inscribed on vellum and framed, 92 Certificates of Service framed, and £185,355 in money.

The Committee earnestly appeal to the British Public for Funds to enable them to maintain their 294 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 DIRDIN, Esq., at the Institution, 14 JOHN STREET, ADELPHI, London; by the Bankers of the Institution, Messrs. CUTTS and Co., 59 Strand; and by all the other Bankers in the United Kingdom.—1st November, 1898.