

# THE LIFE-BOAT.

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OF THE

## Royal National Life-Boat Institution.

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### LIFE-BOAT ACCIDENTS.

THE disaster which befell the Kingstown No. 2 Life-boat on the 24th December, 1895, naturally turns people's thoughts to the subject of Life-boat accidents. Although the proportion of accidents to the launching of the Life-boats is very small, still a large book might be made—and one which would have considerable interest to all those who have Life-boat work at heart—by any one with sufficient technical knowledge who could give up his time to exhaustively going into each individual case which has been recorded where life has been lost by accidents, either to Life-boats belonging to the ROYAL NATIONAL LIFE-BOAT INSTITUTION or to those under separate management. Such, however, is not within the scope of an article for this journal, and it is only possible to touch on some of the most important cases.

Prior to 1850 the records of Life-boat work are very incomplete. In 1850 the Committee appointed to examine the Life-boat models submitted to compete for the premium offered by the DUKE OF NORTHUMBERLAND, being much impressed with the necessity for a record of accidents that had befallen Life-boats, sent a circular to some of the most experienced men on the coast, and the result was published (1851) in the "Northumberland Report," some extracts from which will no doubt be of interest.

In 1810 we find the first mention of a serious disaster—in fact, the most serious in point of loss of life that has ever occurred to a Life-boat.

At Hartley, on the coast of Northumberland five miles north of Tynemouth, in the year 1810, one of Greathead's Life-boats, carried over land from Blyth, rescued the crews of several fishing-cobles that were prevented landing by a high sea tumbling in suddenly on the coast *unaccompanied* by wind. On returning towards the shore the boat incautiously got too near the South Bush Rock, when a heavy sea broke and *split her in halves*; the result was that all on board, 34 in number, were drowned.

Mr. GREATHEAD, who designed the boat mentioned, was a boatbuilder at South Shields. His boats were much the shape of a paddle-box boat, with beam of about one-third of their length, considerable sheer of gunwale, and curvature of keel; but we have no details of this particular boat as to dimensions and internal fittings. The boats of his design, however, did an enormous amount of good work, and up to the present day a very similar form of Life-boat is in use at Shields, the place where his first boat was launched in January, 1790, and at Redcar there is still in existence one of his original boats which was built in 1802.

At Dunbar, in Scotland, the following note appears in the "Northumberland Report": "Life-boat built in 1808. Saved in December, 1810, 45 men in two cargoes from H.M.S. *Pallas*, lost on rocks to eastward of Vault Point. *In making third trip, upset and drowned nearly all.*" That is all the information to hand, but seeing that the service was to one of His

Majesty's ships, no doubt full particulars could be obtained from the Admiralty.

At Sandy Cove, Kingstown, December 1822, the Life-boat under charge of Lieut. HUTCHISON, R.N., went off to the assistance of the brig *Ellen*, of Liverpool, stranded in a S.E. gale. The boat had reached the wreck and the men were coming over the stern into her when she filled; the crew attempted to bale the boat out with their hats when another sea fell on board, washed six men and all the oars out, and the boat drifted among the rocks. Four men were drowned. The wreck drove higher up the beach on the flowing tide, and at low water the crew were rescued.

This Life-boat was of the following dimensions: length 29 feet, beam 9 feet, depth 3 ft. 9 in.; rowed 12 oars; weight 30 cwt.; built in 1818. The men having to bale with their hats shows she was devoid of any self-baling arrangement.

In 1825, at Lowestoft, the Life-boat went off to the sloop *Dorset*, wrecked on southern part of the Holm Sand, S.E. gale and ebb tide. In consequence of the crew not raising the plugs of the delivering valves the boat filled, became unmanageable, and part of the *Dorset's* crew were drowned. The boat, however, although floating level with the lower part of the gunwale, succeeded in reaching the shore in safety with the remainder of the crew of the sloop.

This boat was built in 1807, and the above case is specially quoted to show that at this early date the well-known Norfolk and Suffolk type of boat was already in use. Her dimensions were: length 40 feet, beam 10 ft. 4 in., depth 3 ft. 1 in.; 14 oars; weight 5 tons, cost 200*l.*; built by Bareham, of Lowestoft.

In December 1833, at Appledore, Devon, the Life-boat, in going off to the brig *Mary Anne*, of Exeter, stranded on Northam Burrows, was struck by a heavy sea and turned *end over end*, and 3 of her crew lost. The dimensions of this boat were—length 26 feet, beam 6 feet, depth 2 ft. 6 in.; pulled 6 oars, and was built in 1831.

At Whitby, in 1835, the Life-boat upset and drowned 4 men. Dimensions of boat, 26 ft. 6 in. long, 9 ft. 3 in. beam, depth 3 ft. 6 in.; built in 1822. No particulars as to this accident.

In 1836, at Scarborough, the Life-boat

went off through breakers to the rescue of a vessel. As the boat approached the outside of the broken water a heavy sea turned her *end over end*, shutting up one of the crew inside, where he remained in safety, getting fresh air through the tubes in the bottom, and was taken out when the boat drifted bottom up on the beach. Ten lives were lost.

This boat was 28 feet long, 9 feet beam, 3 ft. 6 in. deep, and was built in 1823 by Skelton of Scarborough. She had an air case under her deck of 140 cubic feet, and a small water ballast well holding half a ton.

In October, 1841.—At Blyth the Life-boat was pulling off against a strong wind when a heavy sea struck the boat, caused her to run stern under and to half fill with water. Having no delivering valves the boat could not free herself. Becoming unmanageable she fell off the wind, when a second sea struck her and she capsized, 10 men were drowned. This boat was 27 feet long, 8 ft. 6 in. beam, 3 ft. 6 in. deep, rowed 10 oars, built in 1828 by Wake of Sunderland, and had an air case under her deck.

3rd February, 1843.—At Robin Hood's Bay on the coast of Yorkshire the Life-boat went off to the assistance of the *Ann* of London during a fresh northerly gale. The Life-boat had got alongside and was taking in the crew, when it is supposed four or five men jumped in at once on one side, and a heavy sea striking the boat at the same time she was capsized. Many of the crew got on the bottom of the boat, and three remained under her; in this state she was drifted to the shore on the opposite side of the bay. On seeing the accident five gallant fellows launched a coble that was fitted with air cases, but she had hardly encountered two seas when she was turned *end over end*, and two of her crew were drowned. On this occasion Lieutenant Lingard, R.N., and eleven men lost their lives. The three men came ashore safely under the boat, but some of those on her bottom were washed off and drowned. This boat was 28 feet long, 10 feet beam, 3 ft. 6 in. deep, rowed ten oars, and was built in 1839 by Gale of Whitby.

In 1844 at Bude whilst at exercise the boat was turned *end over end*, and two men drowned. This boat was in form like a paddle-box boat, with air cases in her bottom. Her dimensions were 24

feet 9 in. long, 8 feet beam, 3 feet deep, and she was built by Wake of Sunderland.

We now come to the accident which attracted so much notice that it led to the reorganization of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, as we now call it. At South Shields on the 4th December, 1849, the Life-boat, manned by twenty-four pilots, went out to the aid of the *Betsy* of Littlehampton, stranded on the Herd sand: there was a heavy sea from the eastward, but little wind and a strong ebb tide. The boat had reached the wreck and was lying alongside with her head to the eastward, a rope fast to her quarter but no bowfast secured. The shipwrecked men were about to descend into the Life-boat when a heavy sea, recoiling from the bow of the stranded vessel, caught the bow of the boat and turned her up on end, throwing the whole of the crew and the water into the stern sheets; there being no bowfast the boat drove in this position astern of the vessel with the ebb tide running rapidly into her stern. The boat completely turned *end over end* and went ashore bottom up, and 20 out of her crew of 24 were drowned under the boat. The remaining four and the crew of the *Betsy* were rescued by another Life-boat, which was promptly launched as soon as the accident was observed.

The boat to which this accident happened was 34 feet over all, and nearly 11 feet beam. Much the same form as a steamer's paddle-box boat, or nearly of the original Greathead form. Had 30 inches sheer of gunwale, and 11 inches camber or curvature of keel. She was fitted with an air-case under the deck or flat, which contained 224 cubic feet of air, and with a well for water-ballast holding about 17 cwt. of water. The surface of her deck was 20 inches above the underside of the boat, and the boat was fitted with flat-topped air-cases around her sides. The water-ballast well was open, and when the accident occurred the water-ballast ran out into her stern.

The foregoing are the instances of accidents which entailed loss of life submitted to the Northumberland Committee. It will be noticeable that in many cases the Life-boat was reported to have turned *end over end*, considering, with the exception of the last accident quoted, the boats were

all very short (less than 30 feet long), it is not so surprising.

The accident to the South Shields boat led to the introduction of self-righting boats which were first placed on the coast in 1852.

The proportion of accidents to the number of launches prior to 1850 is unfortunately not obtainable, but there were very few Life-boats on the coast. The nine cases already mentioned show a loss of 99 lives between 1810 and 1850 (this does not include the lives lost at Dunbar when the boat upset returning from her third trip to H.M.S. *Pallas*), and it certainly points to the fact that the Life-boat Institution was none too soon in turning their minds to the improvement of the means for saving life.

Between the years 1849 and 1854 no serious accident to a Life-boat is recorded. Since 1854, a careful record has been kept of all accidents, either to the Institution's Life-boats, or to those under separate management.

During the period from 1854, to June, 1896, the Life-boats of the ROYAL NATIONAL LIFE-BOAT INSTITUTION have been launched for service 7,903 times, and roughly speaking 26,500 times for exercise. Only 87 accidents have occurred to the self-righting boats, and 4 to the non-self-righting boats; in addition to this, 11 accidents have befallen Life-boats not under the Institution's management, which were, with one exception, all non-self-righting boats.

Of the 87 accidents to self-righting Life-boats, 64 took place on wreck service, and 23 whilst the boats were out for exercise. In 26 instances out of the 64, *there was no loss of life*, although the boats were capsized, and of the 22 capsizes which have occurred at exercise, 17 have fortunately been unattended by fatal consequences.

The total loss of life entailed by the above accidents has been 143 (128 life-boat men and 15 shipwrecked men), 9 of whom were lost in 6 accidents at exercise, and 134 in 38 accidents, whilst on wreck-service. The fatal accidents consisted of 34 capsizes resulting in a loss of 126 lives, and 12 from other causes with a loss of 17 lives.

Turning to the four accidents occurring to the non-self-righting boats of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, we find that 11 lives have been lost, three of whom

were visitors who had gone off in the Southwold Life-boat when at exercise, which boat was unfortunately capsized. Of these four accidents, three were capsize, and in the other instance two men were washed out of the boat. Adding these 11 lives to those lost from the self-righting boats, we find that the total loss of life through mishaps to the Institution's boats since 1854 amounts to 154, and in considering this number one must remember that, as stated before, the boats have been launched 7,908 times for wreck-service, and 26,500 times for exercise, under all conditions of wind, sea, and weather. And that in the same period the boats have been instrumental in rescuing 21,324 persons, and a large number of vessels.

On examining the list of accidents to the

Nine of the accidents were due to capsizing. One was due to the Gorleston Life-boat being run down by a lugger and capsized, on which melancholy occasion 25 were drowned out of a total of 35 on board at the time. And one was the result of the Shields boat being completely submerged by a heavy sea when 4 out of her crew of 26 were washed out of her and drowned.

To attempt to enter into detail concerning the accidents which have taken place since 1854 would occupy too much space, in fact there would be plenty of matter for an article on each single accident.

The following table shows the accidents to Life-boats *not belonging* to the Institution since the year 1854:—

| Date.                 | Station.         | Nature of Accident.               | Number of Persons on board. | Lives lost. | Size of Boat.              |
|-----------------------|------------------|-----------------------------------|-----------------------------|-------------|----------------------------|
| January, 1857 . . .   | Point of Ayr . . | Capsized                          | 13                          | 13          | Ft.    Ft. in.<br>27 × 8 3 |
| February, 1861 . . .  | Whitby . . .     | "                                 | 13                          | 12          | —                          |
| January, 1865 . . .   | Liverpool . . .  | "                                 | 11                          | 7           | 30 × 9 3                   |
| January, 1866 . . .   | Margate . . .    | "                                 | 13                          | —           | 33 × 6 9                   |
| January, 1866 . . .   | Gorleston . . .  | "                                 | 17                          | 13          | 42 × 12                    |
| December, 1867 . . .  | "                | { Run down<br>and cap-<br>sized } | 35                          | 25          | 42 × 12                    |
| February, 1871 . . .  | Bridlington . .  | Capsized                          | 9                           | 6           | 27 × 6 3                   |
| December, 1872 . . .  | Shields . . .    | Submerged                         | 26                          | 4           | —                          |
| September, 1875 . . . | Liverpool . . .  | Capsized                          | 32                          | 12          | Tubular                    |
| November, 1888 . . .  | Gorleston . . .  | "                                 | 7                           | 4           | 42 × 12                    |
| July, 1892 . . .      | Liverpool . . .  | "                                 | 13                          | 2           | —                          |
|                       |                  |                                   |                             | 98          |                            |

few Life-boats *not* under the control of the Life-boat Institution, we find no casualty recorded between that to the South Shields boat in 1849 and 1857. Since then there have been eleven which have involved the loss of no less than 98 lives. All these, with one exception, happened to non-self-righting boats, and although it is not in our power to give the number of launches, it is very evident, on account of the few boats which are not managed by the ROYAL NATIONAL LIFE-BOAT INSTITUTION, that the percentage of loss of life to launches must be a very high one. The one accident to a self-righting boat was at Bridlington. The boat was a very small one with insufficient righting power; she capsized and 6 lives were lost. The boat's dimensions were only 27 ft. long; 6 ft. 3 in. beam.

We will now refer briefly to the worst mishaps that have occurred to the Life-boats of the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

*Self-righting Boats.*—The first accident to one of these boats occurred at Lyme Regis, on 7th January, 1854, on which occasion the boat was capsized alongside a wreck, and 1 out of the 11 persons on board lost his life. The boat was a small one, 27 ft. long, 7 ft. 6 in. beam.

In 1867, on 6th February, the Padstow Life-boat, whilst attempting to reach a schooner drifting into Hell Bay, was turned end over end in the broken water, in consequence of the drogue splitting, and the drogue cleat being torn off the stern. 5 lives out of 13 on board were lost. The boat's proportions were 32 ft. by 7 ft. 3 in.

At Skerries, in Ireland, on 1st February,

1873, the Life-boat upset whilst at anchor, and 6 out of her crew of 10 were lost, and all the crew of the vessel they were attempting to reach. This boat was 32 ft. long by 8 ft. beam.

On 29th Oct., 1880, a fearful disaster befell the Wells (Norfolk) Life-boat, 11 out of her crew of 13 were drowned. The Life-boat had already on the same day done a very successful service and rescued 7 lives, and the mishap occurred to her when out for the second time, the vessel requiring help being the brig *Ocean Queen*. The accident was caused by a very heavy breaker capsizing the boat whilst under sail, and when the boat was keel up the anchor dropped out; that and the masts fouling the bottom prevented the boat from righting for about five minutes, during which time all of the crew except the two survivors were washed away from the boat and drowned. The boat's dimensions were 33 feet long, 8 ft. 6 in. beam.

The 20th Oct., 1881, marks the date of another serious accident, this time at Douglas, Isle of Man. The Life-boat, whose dimensions were only 32 ft. by 7 ft. 6 in., was returning from a large barque called the *Zebu*, with 29 persons on board (16 of whom, including 2 women, were from the barque, and the boat's crew numbered 13), when she was struck by a heavy sea whilst running before the wind under her foresail, capsized, and 11 lives were lost, 4 Life-boat men and 7 of the barque's crew. It is some satisfaction to note that the two women were among the saved.

The next accident of great importance was the overwhelming calamity at Southport and St. Anne's. This occurred 9th-10th Dec., 1886. There were 16 men in the Southport boat, 14 of whom were lost, whilst the whole of the St. Anne's crew of 13 perished. The Southport boat's dimensions were 34 ft. by 8 ft. 6 in., and the St. Anne's 34 ft. by 8 ft. 3 in. The Southport boat was just preparing to anchor to veer down on the wreck—the *Mexico*—when she was capsized, and the anchor dropping out, it is believed, prevented the boat from righting, and she drifted ashore bottom up. All the crew of the St. Anne's Life-boat having been lost, and no one having witnessed the accident, no reason could be assigned for the loss of this boat.

Although there have been accidents

between the last quoted one and that occurring to the Kingstown No. 2 boat last Christmas Eve, they have not been of such an appalling nature as to include them among the examples taken in this article. On account of the whole of the Kingstown crew of 15 being lost it was impossible to get satisfactory evidence as to the precise cause of that Life-boat being capsized.

The worst accident to a *non-self-righting* boat belonging to the Institution occurred to the small Yarmouth boat, whose dimensions were 28 ft. by 9 ft., on 18th Jan., 1881. This accident was caused by the people on shore literally hauling the boat over in their attempt to bring the boat ashore from a schooner wrecked close to the beach. A stern line was made fast to the boat and manned by those on the beach, with the result that the boat's stern was dragged under water, the boat capsized and six lives lost.

Although great and important improvements have taken place in every type of Life-boat, no one with any knowledge of Life-boat work and its necessary attendant dangers is in a position to predict perfect immunity from accident in the future. The largest Life-boats have been subject to accident, though of course not so often as the smaller ones. Necessity compels the use of small and comparatively small boats at a large proportion of our Life-boat stations, and to these, no matter what their type, accident will no doubt occasionally befall, indeed, it is a matter of wonder that considering the enormous number of launches the mishaps have been so few.

A perfectly safe Life-boat under every circumstance of wind and sea cannot be said to exist, and we fear is unlikely to be invented. It is true that, especially after an accident, numerous designs and specifications of non-capsizable and in all other respects perfectly safe boats are submitted to the ROYAL NATIONAL LIFE-BOAT INSTITUTION, by persons who have taken infinite trouble in working out their ideas, but which unfortunately are all rendered useless through the want of experience of their inventor. A non-capsizable boat at the present moment does not exist any more than it did in 1850 when the Institution was re-organised. The safest Life-boats will not always be most exempt from disaster, for the safer

the boat the greater the confidence the crew have in her, and the greater the risk will they as brave men be ready to incur.

In conclusion, it is especially necessary to point out the absolute importance of well-trained crews and of seamanlike management of Life-boats. All the best qualities contained in one boat will not compensate for want of seamanship and judgment in the coxswain of the boat, who should be cool, steady, acquainted with the set of the tides, and know whether it is better to approach a wreck end on with his boat under her quarter, or to lay her alongside under the lee, or to drop his anchor to windward

and veer down to the wreck. It is by no means altogether the peculiar form of the Yarmouth and Deal luggers that enables them to brave the sea in all weathers, but it is the admirable manner in which they are handled. And if we are to maintain an efficient set of Life-boat stations around the coast of the United Kingdom, it is absolutely necessary that the Life-boat crews submit to a certain amount of discipline, and that the exercises take place in heavy weather so that every opportunity is taken by them to familiarise themselves with the qualities of their boats, so as to know exactly what to do in the hour of need.

### OUR "LIFE-BOAT SATURDAY" FUND.

THE decision of the Committee of Management of the Institution to establish the headquarters of the "Life-boat Saturday" Fund in London, under the management principally of a representative committee of "Life-boat Saturday" workers from all parts of the country, would seem to be already fully justified by results; for not only has London—the "metropolis of the world"—had its first "Life-boat Saturday," but the movement has greatly extended in all directions. Upwards of a hundred and twenty of the principal cities and towns of the United Kingdom can now be reckoned as on the roll of "Life-boat Saturday" supporters, and the Institution has obtained—and is obtaining—a strong footing in many places where its humane work had hitherto been comparatively unknown to the great mass of the people. One of the most valuable and important adjuncts of the "Life-boat Saturday" movement is the "Ladies' Auxiliary," and this has undoubtedly received great help and encouragement by the acceptance by H.R.H. THE DUCHESS OF YORK of the post of President of the Auxiliary all over the country. The announcement of this gratifying news was made by H.R.H. THE DUKE OF YORK himself at the Annual Meeting of the Institution held last March, and has given much satisfaction.

The "Life-boat Saturday" Committee and staff had an unusually large undertaking in hand when they set about organizing "Life-boat Saturday" in London, probably the most difficult city in the whole world, on account of its

magnitude and "inner constitution," in which to stir up anything like enthusiasm on any subject in general, or on behalf of a charity, however deserving, in particular. Nothing daunted, however, by difficulties, the work was begun in March last, and by the 16th May—the day appointed for "Life-boat Saturday"—much had been done to insure success. The day opened propitiously as regards weather, and excepting the prevalence of a somewhat chilly east wind, everything promised well. Quite an army of workers in all grades of society were vying with one another in different directions to place the claims of the Life-boat cause prominently before the public. Duchesses and factory girls, legislators and costers, were to be found engaged enthusiastically in the work, as though it were—and why should it not be so considered?—of the first importance. In the north and south of London processions, including Life-boats with a good record of life-saving, and manned by well-known Life-boat crews, perambulated the principal thoroughfares of the locality, and showers of coppers were gathered from the interested crowds by the holders of contribution boxes. In the West End and the better parts of London other means of obtaining help were essayed. Here the Ladies' Auxiliary was particularly useful and successful. By its appeals were issued to the proprietors of the houses in the more important residential parts, and to a very great extent a personal appeal was made by the

ladies, with the success which usually follows an attack from such an influential and persuasive source. District committees, admirably constituted, placed collecting-sheets and appeals in the larger places of business and workshops, while collecting-boxes, under the charge of sailor-boys from the *Arethusa* and others, were stationed at the railway-stations and at other points of vantage. General collecting in the streets by means of boxes was carefully avoided, as being undesirable and distasteful to the average Londoner, not to mention the police authorities. At the Imperial Institute a special "Life-boat Saturday" programme was provided, which drew visitors from all parts, and on the following Sunday evening a sacred service was held at the

Albert Hall. For local reasons, the "Life-boat Saturday" arrangements for the East End of London were not carried out until the 13th June, but these were successful in every way, and the greatest interest in the cause was evinced by its teeming population. The attempt to establish "Life-boat Saturday" in London may without doubt be considered a success; but there is every reason to believe that when the organizing staff have been able to more fully develop their arrangements in the various districts in which the metropolis has been subdivided, the majority of which have not as yet been canvassed, much greater results will yet be obtained. Up to the present time only twelve out of the eighty districts into which London has been divided have been worked.

### THE FRENCH LIFE-BOAT SERVICE.

IN June we were honoured by a visit from the COMTE DE BIZEMONT, the Chief Inspector of our sister service in France, and we need hardly say it was a great pleasure to welcome him and show him what he required to see. Among other things the COMTE DE BIZEMONT wished to see the steam Life-boat at Harwich, and had a short trip in her; he also visited the Institution's Storeyard at Poplar.

The Société Centrale de Sauvetage des Naufragés was established in 1865, and is worked generally on the same lines as the ROYAL NATIONAL LIFE-BOAT INSTITUTION; but, as in Germany, they have also the line-throwing gun (which answers to the rocket apparatus) stations under their control. The line-throwing guns are of two kinds; for long ranges a howitzer is used, but there are numerous stations where only a musket is supplied, which throws a line about 70 yards.

The Life-boat stations number 83, viz. :—

|  |    |
|--|----|
| On the West Coast of France .                                | 70 |
| "    Mediterranean . . .                                     | 7  |
| In Corsica . . . . .   | 4  |
| On the African coast (1 at Oran<br>and 1 at Tunis) . . . . . | 2  |

In addition to these there are 5 Life-boats not at present under the Société Centrale, viz., 2 at Boulogne and 3 at Havre.

The Life-boats are chiefly of the self-righting type, and are all of the pulling class.

At Ushant—or, as it is called in France, Ouessant—the scene of the late terrible calamity to the *Drummond Castle*, there are 3 stations, 2 on Ushant and 1 on the island of Molène; but so sudden was the nature of the recent fearful catastrophe that no Life-boat could possibly have been in time to render assistance.

At the Annual Meeting of this excellent Institution, held at the Amphitheatre of the Nouvelle-Sarbonne, Paris, in May last, it was announced that the Society now possessed 83 Life-boat stations and 450 "Postes de secours," and that since its establishment it had been the means of saving 7,548 lives and 930 vessels. The receipts for the year had amounted to 239,049 francs (9,562*l.*), a sum quite inadequate to the requirements of the service.

The French Service has one great advantage over ours; it is that the Public Board of Works always builds the first Life-boat house at each station as it is established, consequently relieving the Service of a very great outlay.

In concluding this short notice, we can only repeat what we said at the end of our notice (also published in this journal) of the German Life-boat Service as to the great advantage of friendly intercourse existing between our own Institution and the sister Institutions in other countries.

## THE GERMAN LIFE-BOAT SERVICE.

It is with great pleasure we have to record a visit from Captain PFEIFER, the Chief Inspector of the German Life-boat Service, or, as it is called in Germany, "Deutsche Gesellschaft zur Rettung Schiffbrüchiger."

Captain PFEIFER came over in April, and spent a week in visiting various Life-boat stations, including Harwich, where he had an opportunity of going afloat in the steam Life-boat *City of Glasgow*.

The German Life-boat Service, like our own, is supported by voluntary contributions, and in fact is modelled on the ROYAL NATIONAL LIFE-BOAT INSTITUTION. The German Emperor is its patron, and they have their Committee of Management, Local Committees, and Honorary Secretaries, also a staff of technical officers.

Established in 1865, when its subscription list showed but 3,874 subscribers, who contributed 14,179 marks (£708), it rose rapidly, and the "Annual Report, 1894-95," tells us that there are now 49,528 annual subscribers, and that the amount of their subscriptions is 142,759 marks (£7,138). The income for the year 1894-95 appears to have been 228,600 marks (£11,430), and the expenditure 174,000 marks (£8,700).

The rules for the management of the stations are practically the same as our own, including those relating to property salvage.

In addition to the Life-boat Service, the rocket stations are also under the management of the "Deutsche Gesellschaft zur Rettung Schiffbrüchiger," and there are in all 104 Life-boats and 66

rocket apparatus. These are disposed as follows:—

| —   | North Sea. | Baltic. | Totals. |
|---|------------|---------|---------|
| Double Stations<br>(Life-boat and Rocket) . . | 2          | 49      | 51      |
| Life-boat Stations                            | 43         | 10      | 53      |
| Rocket Stations.                              | 3          | 12      | 15      |

The greater number of the Life-boats are small non-self-righting boats built of steel, rowing from 8 to 10 oars, double-banked, very light, weighing about 1½ tons. Steel is found to be especially suitable to withstand the ice, great quantities of which have to be contended with in winter.

There is only one self-righting boat; this class of boat is considered too heavy, and draws too much water for the long flat beaches.

A large class of decked sailing-boat is also used. These boats are worked by from three to five hands, who have sleeping accommodation on board. Their chief work is to the outlying sandbanks in the North Sea, and when unable to reach the stranded vessels they are compelled to anchor in one of the deep, narrow channels which abound among these banks and wait for an opportunity to approach the distressed ship.

It is unnecessary to point out how much the ROYAL NATIONAL LIFE-BOAT INSTITUTION welcomes visits from representatives of the sister services abroad. Mutual interchange of ideas cannot but have a beneficial effect in forwarding and perfecting the means employed for the great work of saving life from shipwreck.



## THE LIFE-SAVING SERVICE OF THE UNITED STATES.

INFORMATION relative to the Life-boat and other Life-saving Services of other countries must always be of great interest to the supporters of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, which, being the oldest Life-boat Service in the world, takes a sort of maternal pride and interest in the success and advancement of the younger Services, all of which have, in their turn, sought help and advice from the "old country." We need no excuse therefore for bringing under the notice of our readers the following statistics which have been supplied to us by Mr. SUMNER J. KIMBALL the genial and able General Superintendent of the Life-Saving Service of the United States.

At the close of the year ended the 30th June, 1895, 233 stations were furnished with 434 surf-boats, and of these 221 were actually used during the year. The number of stations on the sea coast where there were surf-boats was 183; on lakes, 50; on rivers, none. The total number of surf-boats stationed on the coast was 347; on lakes, 87; on rivers, none. The number of persons landed or taken to places of safety by surf-boats during the year under consideration was as follows:—On the sea coast, 386; on lakes, 433; on rivers, none. There were 75 stations supplied with self-righting Life-boats, namely, on the sea coast, 26; lakes, 49; rivers, none. The total number of the self-righting boats at these stations was 93, made up thus: on the sea coast, 29; lakes, 64; rivers, none. The number of persons landed or taken to places of safety by self-righting boats in the year ended 30th June, 1895, was 131, namely, 14 on the sea coast, 117 on lakes, rivers none.

Line-carrying rockets are rarely used in the United States Service, as they rely principally, as a substitute, on the Lyle gun; there is one of these guns provided at every station, and at some of the stations a second is furnished. At 9 stations another gun, called the Hunt gun, is placed, and at 19 stations the Cunningham rocket. The American crews much prefer the Lyle gun, and have never used the Hunt gun or the rocket except

when the Lyle gun has failed in range, and then, it is believed, never with success.

The breeches buoy apparatus is used as in Great Britain after line communication has been effected. By means of this apparatus 109 persons were landed during the year ended 30th June, 1895: on the sea coast, 103; on lakes, 6.

The stations on the Atlantic coast are now open for ten months in the year, instead of eight, as formerly, namely, from the 1st of August to the 1st of the succeeding June, leaving two months of the year, June and July, during which they are closed. The stations on the Pacific coast are open all the year round, and those on the lakes from the opening to the close of navigation, usually eight and a half months, say from 1st April to the 15th December.

At most of the 233 stations at which there were surf-boats there were two or more of these boats—434 in all—to meet the various requirements of the service, as much is done in saving property as well as lives. The types of surf-boats used are known as the Jersey, Excelsior, Monomoy, Beebe, and Beebe-McLellan. The Beebe-McLellan is a self-bailing boat, and is more highly prized by the crews for difficult and dangerous work in most localities than any of the others. At many of the stations, especially at harbours on the lakes, small boats are used for quick work in rescuing persons who fall overboard from wharves, piers, &c., and who meet with other accidents incident to such localities. These boats are not classed as surf-boats. The number of persons landed by such boats during the year ended 30th June, 1895, was 189.

There are no stations upon rivers excepting that at the Falls of the Ohio River, Louisville, Kentucky. At that station a boat called the river life-skiff is employed, and by which 44 persons were landed last year.

The cost of the maintenance of the service for the year ended 30th June, 1895, was 280,225*l*. (\$1,345,320), and the cost for the current year is estimated at 297,160*l*. (\$1,430,000).

## AIR CASES FOR FISHING-COBLES.

SOME time since a system of securing the buoyancy of fishing-cobles by means of air cases, so fitted as not to impede the fishermen when following their calling, yet, at the same time, to render the cobles unsinkable, was introduced by the late Mr. HOWEY TAYLOR, a gentleman who resided in the North of England. Steps were taken to fit six cobles at the cost of the Institution, with the view of demonstrating the advantages of the scheme and of minimising the loss of life which annually occurs from this class of boat, and other boats have since been furnished with the fittings by the Institution. The practical utility of these fittings has recently been shown in a striking manner. On the 16th April last a coble named the *Mary Ann*, belonging to four brothers named Rutter, of Sea Houses, Northumberland, while returning to her harbour in a moderate S. breeze, a

rough sea and thick weather, was suddenly filled by a sea when off Sunderland Point and was rendered totally unmanageable. Her crew were unable to right her or to bale the water out. The accident happened when the boat was in such a position as not to be seen from the village, and for three quarters of an hour the men remained in their perilous position. Fortunately a woman had occasion to go along the shore, and her attention was attracted by the shouts of the men. She at once gave an alarm, and another coble manned by nine fishermen at once proceeded to the rescue, and brought into port the boat and her crew. It was entirely due to the fact that the coble was fitted with the air cases that the lives of the four men were saved, as in the absence of those fittings there can be no doubt that the boat would have sunk, and that her occupants would have perished.

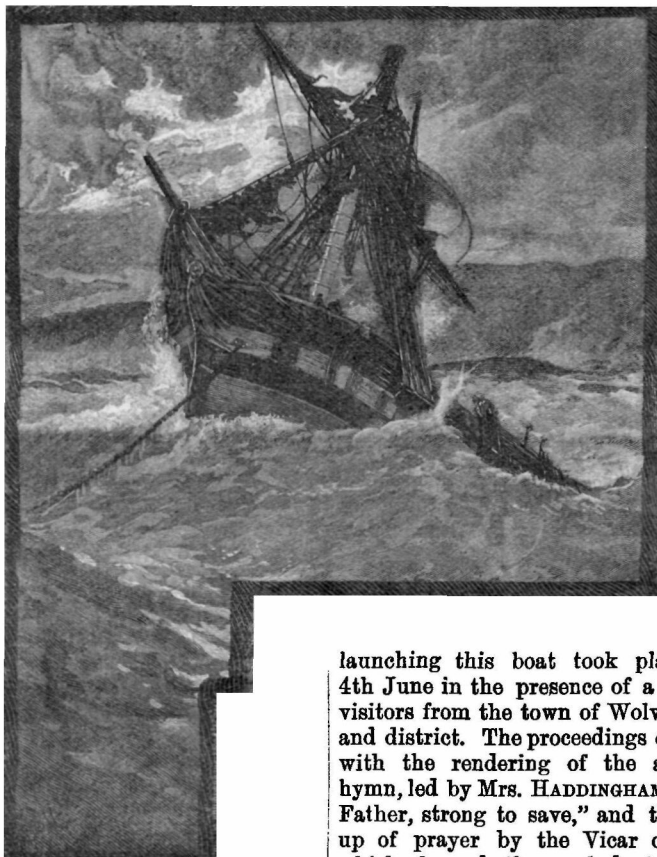
## GALLANT SERVICE RENDERED BY THE HOLY ISLAND LIFE-BOAT "GRACE DARLING" ON THE 13TH FEBRUARY, 1896.

On the morning of the 13th February all the Holy Island fishing-boats, with one exception, were out fishing, when the sea rose rapidly, and at 9 o'clock the Rev. D. Bryson, Vicar of Holy Island and Honorary Secretary of the Holy Island Branch of the Royal National Life-boat Institution, saw one boat outside the bar unable to come in. Soon the Island was all excitement, women and children running and screaming. The Vicar, seeing that no boat could possibly enter, determined to do his best to effect a rescue. He at once got together as many men as he could to form, with himself, a crew for the Life-boat, nearly all the fishermen being away in the boats, the volunteers including the sexton of the church, the fish-merchant, and some sailors, one or two of whom had come away from beds of sickness. The women promptly offered their help in launching the Life-boat, one of them, in fact, volunteering to put on a life-belt and go in the boat as one of the crew; her services, however, were not accepted in that respect, but she was asked to give her

assistance in pulling at the launching ropes. A most successful launch was accomplished, the women, amongst whom was Mrs. Bryson, the Vicar's wife, going right into the water. The Life-boat proceeded across the bar, took the crew out of one of the cobles and towed their boat into the harbour. The Life-boat went out again twice, and on each occasion returned with a boat and her crew. The other boats were later in coming in, and when they arrived the sea had moderated, but even then one of the cobles was nearly sunk by a sea breaking at her stern. The Life-boat remained close at hand carefully watching the boats, and at 1.30, no further help being needed, returned to the harbour and was replaced in the boat-house.

The thanks of the Institution were accorded to the Rev. D. Bryson, and a binocular glass was presented to Mrs. Bryson in recognition of the services they so kindly rendered on this occasion, the crew and helpers being also suitably rewarded.

## ADDITIONAL STATIONS AND NEW LIFE-BOATS.



POINT OF AYR (FLINTSHIRE), and FORMBY (LANCASHIRE).—As previously mentioned in *The Life-boat*, the ROYAL NATIONAL LIFE-BOAT INSTITUTION, having taken over these stations from the Mersey Dock and Harbour Board, has replaced the Life-boats on them by new ones. That for the Point of Ayr was the gift of H. G. POWELL, Esq., of Tettenhall, after whom it is named. The boat is of the non-self-righting class, provided with a double copper bottom, and is 35 ft. long and 9 ft. wide; she rows 12 oars, double-banked, and is provided also with masts and sails. She has already been tried in very rough weather, when the coxswain and crew were much pleased with her sailing qualities.

The ceremony of publicly naming and

launching this boat took place on the 4th June in the presence of a number of visitors from the town of Wolverhampton and district. The proceedings commenced with the rendering of the appropriate hymn, led by Mrs. HADDINGHAM, "Eternal Father, strong to save," and the offering up of prayer by the Vicar of Llanasa, which formed the prelude to a speech from Mr. POWELL, who, in presenting the boat to the representative of the Institution, gave a *résumé* of the history connected with it. He explained how that, when he was approached by the Wolverhampton Branch for a donation to the funds, he felt so much interested in the Life-boat movement that he resolved to supply a boat, this making the third which Wolverhampton had had the honour of furnishing to the coast. Insular people little knew of the dangers through which the mariners passed, and were apt to forget the work they were doing. "They who go down to the sea in ships, and do their business in great waters" ought to be thought of. "If the boat ever should be the means of saving one individual from destruction, I shall feel heartily repaid for anything I have done

in placing her here," concluded the speaker, amid a spontaneous outburst of cheering.

As representing the Institution, the District Inspector, Commander BEDDOES, R.N., received the gift, and aptly alluded to the large fleet of costly boats which had to be maintained. The work that had to be done could not be accomplished without such generosity, of which this present was a proof, and the new boat was the more acceptable by reason of the fact that there was no spot in the United Kingdom where there was harder work when men got afloat, and to get afloat, than here. Brave, manly hearts were needed, and the men at this station would not, he firmly believed, be found wanting.

Mr. BARNETT undertook the pleasant duty of presenting the boathouse to the Institution on behalf of the subscribers. It was supplemental, he said, to Mr. POWELL's noble gift. That gentleman had taken a deep interest in the Life-boat movement, and evinced it by putting his hand deeply into his pocket. It was not everybody who had learnt the art of giving. It would have been a disgrace to Wolverhampton had the town allowed Mr. POWELL's act of kindly liberality to pass without an effort to provide the necessary funds for erecting the boat-house. The money had been spent wisely and well.

Mr. BATTERS, the Local Honorary Secretary, having accepted the gift of the house, the ceremony of christening the boat was performed by Miss POWELL, and as the bottle of champagne was broken against the bow a hearty round of cheering was indulged in. The National Anthem was then sung, Mrs. HADDINGHAM rendering the solo, and a fitting portion of the proceedings was the discharge of rockets, illustrative of the way in which communication was effected with the crew in the event of the occurrence of a wreck.

By seven stout horses the boat was then drawn to the water, launched, and taken for a two-mile row round the River Dee lightship. On the trial trip Mr. POWELL and Mr. HADDINGHAM pulled the bow oars. Coxswain EVANS, who had been on the Point of Ayr station over forty years, steered, and it is worthy of note that he has been instrumental in helping to save 380 lives.

The vote of thanks to Mr. POWELL, passed at the subsequent luncheon given by him in the boathouse, on the proposition of Mr. HAND, supported by Captain BEDDOES and Mr. BATTERS, and accompanied by musical honours, was fully appreciated by the donor of the boat, who had a further honour in the singing by the crew of a song in Welsh, the men afterwards hoisting Mr. POWELL on their shoulders and carrying him round the boathouse. Tea was provided at The Mostyn Arms for all the company. A substantial dinner was also provided for the crew at Mr. POWELL's expense.

The new Life-boat at Formby was formally launched there on the 1st June, after the usual naming ceremony had been gracefully performed, in the presence of a large concourse of spectators, by Mrs. OVEREND EVANS, who, in giving the boat the title of the *John and Henrietta*, as requested by the anonymous donor, wished it every success, and expressed a hope that it would be found to be of great use on the coast when required. The boat was then launched for a short cruise. The company adjourned to the Life-boat house, where the health of the donor of the boat was proposed by Mr. J. BEAUFORD, chairman of the Formby committee, and responded to by Mr. ERIC EVANS. The health of the Life-boat crew was also proposed, and warmly received; and in the evening they were entertained at dinner at the Railway Hotel.

In responding on their behalf the Local Honorary Secretary, Captain PHILLIPS, R.N., said that few people had any idea what the experiences of a Life-boat man were. It was all very well to see the boat going out that afternoon when the weather was so fine, but to be on the beach on a winter's night, when a N.W. wind was blowing and the breakers coming in, was a different thing. Very often on such occasions the men were called up out of bed just as they had got themselves comfortable. He had known them to be on the shore and in the boat from 7 o'clock at night to 7 o'clock the next morning, and all that time many of them were wet through. This would give them some idea of a Life-boat man's hardships. He might mention that Mrs. AINDOW, who kept the Life-boat house, had amongst the crew of the new boat her husband and five sons.

PENMON (ANGLESEY), TEIGNMOUTH (DEVON), CASTLETOWN, DOUGLAS and RAMSEY (ISLE OF MAN), AYR (SCOTLAND), and BALLYCOTTON (IRELAND).—These Life-boat stations have also had their boats replaced this year by new and improved Life-boats of the latest type.

The two first-named ones, like their predecessors, are respectively named the *Christopher Brown* and the *Alfred Staniforth*.

The new Castletown boat was provided from a handsome bequest received from the trustees of the late Mrs. ISABELLA BLACK, of Eastbourne, and is named the *Thomas Black*.

The Douglas, Ramsey, Ayr, and Ballycotton new Life-boats bear the same names as the boats they superseded, viz., *Civil Service No. 6*, *Mary Isabella*, *Janet Hoyle* and *T. P. Hearne*.

ROSSLARE HARBOUR (WEXFORD).—The large sailing Life-boat kept afloat at

Beaumaris being no longer required there, now that Penmon, the adjacent station, has been provided with a more powerful boat, has been transferred to Rosslare Harbour, which was represented to the Institution as in every respect an excellent position for such a boat, as she would be available there for service on the Long Bank, Blackwater and Tuskar. She will often have the advantage also of the services of a steam-tug, many of the powerful boats belonging to Liverpool seeking shelter in Rosslare Harbour in bad weather. For the present the Life-boat is kept moored afloat. She is one of the largest class of the self-righting type, viz., 42 ft. long and 11 feet wide, and is fitted with two drop-keels and three water-ballast tanks. She is named the *Tom and Jenny*, as desired by the donor, an anonymous contributor ("D"), who had previously presented three Life-boats to the Institution.

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

PAKEFIELD.—The Life-boat *Two Sisters, Mary and Hannah*, was launched at 1.30 A.M. on the 9th Jan. last, and proceeded to the assistance of the brigantine *Kelpie*, of South Shields, bound from Hartlepool for Lowestoft with a cargo of coal, which, having parted her two anchors, drifted on the outer flat about a mile south of Pakefield, and showed signals of distress. At about 2 o'clock the vessel was reached, her crew of seven men were then taken into the Life-boat and safely landed at Lowestoft at 3.30, the boat being towed into the harbour by the steam-tug *Rainbow*. A strong wind was blowing from N.E. at the time the service was rendered, the sea was rough and the weather cold, with squalls of hail.

HAYLING ISLAND.—The Life-boat *Charlie and Adrian* was launched at 5.50 A.M., on the 14th January, in response to signals of distress from the brigantine *Marie Louise*, which, while on a voyage from Falmouth to Hamburg with a cargo of logwood, stranded on the Houndgate Rock, westward of Selsey Bill. The Life-boat stood by the vessel until

she floated, when she was taken to a place of safety in charge of one of the Selsey Trinity pilots.

WHITBY.—Soon after 10 o'clock on the morning of the 15th January, while a fresh gale was blowing from W.N.W., with a moderately rough sea, it was reported that the cable *Secret*, which had gone out fishing about two hours previous, had anchored about a mile N.N.E. of Whitby, having lost her sail while endeavouring to return to the harbour. The No. 2 Life-boat *John Fielden* was promptly launched and brought ashore the cable's crew, consisting of four men. The cable was left riding at her anchor, apparently safe, as the weather was moderating. The weather, however, changed for the worse, and she ultimately sunk.

FLAMBOROUGH.—On the 15th January, while a strong gale was blowing from W.N.W., with a heavy sea, six of the fishing-boats were trying to reach the North Landing, but were unable to do so in consequence of the state of the wind and sea. The No. 1 Life-boat *Mary*

*Frederick* was launched at noon and stood by the boats while they rounded the Head and made for the South Landing.

Mr. WILLIAM ROBERTS, Chief Officer H.M. Coastguard, who watched the Life-boat from the top of the cliff, spoke in the highest terms of this service, and of the manner in which the Boat was managed by her coxswain and crew. He stated that the Boat herself behaved splendidly under sail, working like a smack, with the sea lashed into white foam, the wind at times blowing nearly a whole gale, and that in the absence of the Life-boat, whose presence gave courage and support to the fishermen, a serious casualty would probably have occurred.

On the 26th January the Life-boat *Mary Frederick* was again called out for service. Signals having been seen, in very foggy weather, the crew of the Life-boat were summoned. The boat was launched at 6.30 A.M., and proceeded through a strong sea to the steamer *Dundee*, of Glasgow, bound from Grangemouth for Rotterdam with a general cargo. The master of the vessel sent the whole of his crew ashore in the ship's large boat, but he and his officers remained on board the steamer, requesting that the Life-boat should stand by them until communication had been effected with Lloyd's Agent. On his arrival with the officer of Coastguard it was decided to abandon the ship, as the seas were sweeping her decks and it was evident that she was doomed. The captain and the three other officers therefore got into the Life-boat and were landed at the North Landing at 11 A.M. The steamer became a total wreck.

**CULLERCOATS.**—The Life-boat *Co-operator No. 1* was launched at 11.30 A.M. and conveyed into harbour about twenty-five fishing-cobles, it being dangerous for the boats to attempt to cross the bar unattended, as a heavy sea was breaking on it and a dense fog prevailed at the time.

**PORThouSTOCK.**—Intimation having been received that a large steamer had struck on the Levellers Rocks, at about two o'clock on the morning of the 27th January, the crew of the Life-boat *Charlotte* were summoned, the boat was

launched, and on reaching the steamer found she was the *Liffey*, of London, in ballast from King's Lynn to Barrow. A dense fog prevailed at the time, the wind was blowing a moderate breeze from S.W., and the sea was smooth. The Life-boat remained alongside the vessel about three hours and then returned to her station, no immediate assistance being required, the crew awaiting the arrival of a steam-tug from Falmouth to tow her off at high water.

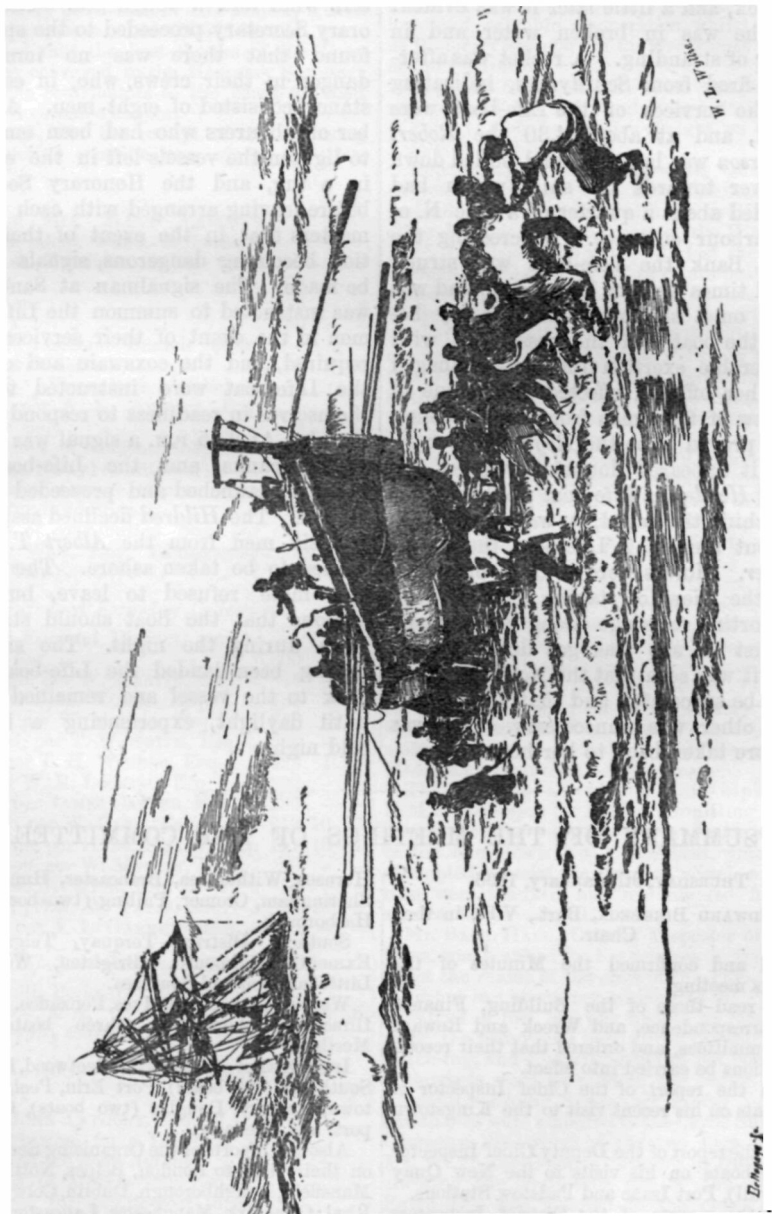
#### CULLERCOATS AND OTHER LIFE-BOATS.

—On the 13th February stormy weather prevailed on our north-east coast, and many of the boats which had proceeded to their fishing-grounds were placed in great jeopardy in returning to their various ports. Several Life-boats of the Institution put off to the assistance of the boats, and rendered help to the fishermen either by convoying the boats into harbour or remaining at hand while they crossed the bars, a proceeding which would have been in some instances perhaps impossible, certainly dangerous, had not the Life-boats been near, ready to render help in the event of any casualty occurring.

The Life-boats engaged in these operations were the *Co-operator No. 1*, stationed at Cullercoats; the *John Fielden*, stationed at Whitby; the *Thomas Bewick*, of North Sunderland; the *John and Janet*, of Berwick-on-Tweed; the *Cape of Good Hope*, of Runswick; the *Queensbury*, of Scarborough; and the *Grace Darling*, of Holy Island. A special account of the circumstances attending the launch of the last-mentioned Life-boat is given on page 622.

On the 21st February a heavy sea sprung up while fishing-boats were out, and timely assistance was rendered to them by the Life-boats *Ephraim* and *Hannah Fox*, stationed at Robin Hood's Bay; the *Co-operator No. 1*, of Cullercoats; and the *Robert and Susan*, of Newbiggin.

**MONTROSE.**—On the same day a very heavy sea was breaking on this coast and on the bar, and, as several steam and sailing vessels were awaiting the tide to enable them to enter the harbour, the Life-boatmen were on the look-out the whole of the day. At about 3.30 P.M. a steamer in crossing the bar was struck



by several heavy seas, which carried her out of her course, and she had a narrow escape of being stranded on the Annat Bank. A fore and aft schooner was next seen approaching the harbour at about 4 o'clock, and a little later it was evident that she was in broken water and in danger of stranding. A rocket was afterwards fired from Scurdyness, indicating that the services of the Life-boat were needed, and at about 4.30 the *Robert Henderson* was launched and pulled down the river towards the ship, which had grounded about a quarter of a mile N. of the harbour entrance. In crossing the Annat Bank the Life-boat was struck several times by very heavy seas, and was driven on a shallow bank that lay between the boat and the vessel, but with considerable exertion the crew managed to get her off, and effected the rescue of the crew of four men from the schooner, which proved to be the *Regina*, of Jersey.

As it appeared doubtful whether the *Robert Henderson* Life-boat would succeed in reaching the vessel, it was decided to take out the No. 2 Life-boat, the *Bessie Webster*. Horses were at once procured, with the view of taking her on her transporting carriage along the sands, but just as she was got down to the beach it was seen that the No. 1 Life-boat would be successful, and that the launch of the other was unnecessary. She was therefore taken back to her house.

POOLE.—On the 23rd February two vessels, the barquentine *Albert T. Young* and the *Hildred*, both belonging to Faversham, and laden with coal, stranded on the back of the Hook Sands, in a fresh S.E. wind and a rough sea. The Honorary Secretary proceeded to the spot and found that there was no immediate danger to their crews, who, in each instance, consisted of eight men. A number of labourers who had been employed to lighten the vessels left in the evening in a tug, and the Honorary Secretary before leaving arranged with each of the masters that, in the event of their position becoming dangerous, signals should be made. The signalman at Sandbanks was instructed to summon the Life-boatmen in the event of their services being required, and the coxswain and crew of the Life-boat were instructed to hold themselves in readiness to respond to the signal. At 9.15 P.M. a signal was shown at Sandbanks, and the Life-boat was promptly launched and proceeded to the vessels. The *Hildred* declined assistance, but six men from the *Albert T. Young* wished to be taken ashore. The master and mate refused to leave, but were anxious that the Boat should stand by them during the night. The six men having been landed the Life-boat went back to the vessel and remained by her until daylight, experiencing a bitterly cold night.

## SUMMARY OF THE MEETINGS OF THE COMMITTEE.

THURSDAY, 9th January, 1896.

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 visit to the Kingstown Station.

Also the report of the Deputy Chief Inspector of Life-boats on his visits to the New Quay (Cornwall), Port Isaac and Padstow Stations.

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

Northern District—New Brighton (two boats) and Wick.

Eastern District—Filey, Mablethorpe, Donna Nook, Sutton, Chapel, Skegness, Grimsby,

Hornsea, Withernsea, Brancaster, Hunstanton, Sheringham, Cromer, Palling (two boats), and Hasborough.

Southern District—Torquay, Teignmouth, Exmouth, Sidmouth, Brighton, Worthing, Littlehampton and Southsea.

Western District—St. Ives, Penzance, Sennen, Ilfracombe, Appledore (three boats), and Morthoe.

Irish District—Blackpool, Fleetwood, Lytham, Southport (two boats), Port Erin, Peel, Castle-town, Ramsey, Douglas (two boats), Groomsport, and Greenore.

Also the reports of the Organising Secretaries on their visits to London, Belper, Nottingham, Mansfield, Loughborough, Dublin, Colwyn Bay, Rhyl, Ormskirk, Manchester, Lancaster, Liverpool, Middleton, Colne, St. Heliers, Macclesfield, Barnsley, Cambridge, Walsall, Wednesbury, Bilston, Wolverhampton, Hanley, Stoke, Carlisle, and Glasgow.

Reported the receipt of £850 1s. 6d. from the Civil Service Life-boat Fund, per CHARLES



DIBDIN, Esq., Honorary Secretary, to recoup the Institution the total amount expended under all heads during the past year in the maintenance of the seven Stations at which the seven Life-boats, presented and endowed by the Fund, are placed. The total sum already contributed to the Institution by this Fund supported by gentlemen in Her Majesty's Civil Service has amounted to £18,555 18s. 7d.

Decided that the best thanks of the Committee be conveyed to the Honorary Secretary and to the contributors to the Fund for their continued valuable support.

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

|   | £   | s. | d. |
|---|-----|----|----|
| Share of Mrs. MARY VARLEY'S Rescue Boat Fund, a bather's boat at Bundoran being withdrawn . . . . . | 200 | —  | —  |
| Anonymous . . . . .   | 195 | —  | —  |
| "T. G. Y." . . . . .  | 100 | —  | —  |
| City of London Branch (Corn Market Collection) . . . . .  | 64  | 5  | 6  |
| Licensed Victuallers Lifeboat Fund, per A. L. ANNETT, Esq. (additional) . . . . .                   | 50  | —  | —  |
| Loyal Order of Ancient Shepherds (Ashton Unity) (additional) . . . . .                              | 20  | —  | —  |
| Stewards of Covent Garden Lifeboat Fund (additional) . . . . .                                      | 19  | 6  | 8  |
| Contents of contribution box, per R. W. WAY, Esq., Billingsgate (additional) . . . . .              | 14  | 14 | 10 |

#### *Life-boat Saturday Collections.*

|  |       |    |   |
|--|-------|----|---|
| North of England District, per A. MUIR, Esq. . . . . | 6,800 | —  | — |
| Edinburgh, per W. MARTIN, Esq. . . . .               | 840   | —  | — |
| Leeds, per C. H. WILSON, Esq. . . . .                | 750   | —  | — |
| Glasgow, per W. MARTIN, Esq. . . . .                 | 700   | —  | — |
| Blackpool, per T. W. SMITH, Esq. . . . .             | 500   | —  | — |
| Bolton, per T. H. WINDER, Esq. . . . .               | 423   | 1  | 4 |
| Hull, per W. R. LOCKING, Esq. . . . .                | 300   | —  | — |
| Preston, per JAMES CARTER, Esq. . . . .              | 230   | —  | — |
| Keighley, per W. PARK, Esq. . . . .                  | 213   | 10 | 7 |
| Eastbourne, per H. M. EMARY, Esq. . . . .            | 111   | 10 | 4 |
| Dumbarton, per W. MARTIN, Esq. . . . .               | 80    | —  | — |
| Girvan, per J. SMITH, Esq. . . . .                   | 55    | —  | — |
| Beverley, per J. W. YATES, Esq. . . . .              | 31    | 10 | 2 |
| Burnley, per A. L. GARNETT, Esq. . . . .             | 15    | —  | — |

#### *Life-boat Sunday Collections.*

|   |   |   |   |
|---|---|---|---|
| Sunninghill, Berks, per the Rev. J. SNOWDON, M.A. . . . . | 7 | 1 | 6 |
|---|---|---|---|

*To be severally thanked.*

Also the receipt of the following legacies:—

|  | £     | s. | d. |
|--|-------|----|----|
| The late JOHN ANTHONY, Esq., M.D., of Edgbaston, for a Life-boat to be named the <i>John Anthony</i> . . . . .     | 1,200 | —  | —  |
| The late J. G. ATHERSTONE, Esq., of Montrose, for a Life-boat to be named the <i>Marianne Atherstone</i> . . . . . | 749   | 12 | 5  |
| The late Mrs. CAROLINE E. COPLAND, of Gravesend, for a Life-boat to be named the <i>Edward and Eliza</i> . . . . . | 746   | 15 | 11 |
| The late Mrs. A. E. F. FRASER, of Manchester . . . . .   | 500   | —  | —  |

|  |     |    |   |
|--|-----|----|---|
| The late Mrs. VOLBRACHT, of Essex Road, N. . . . .   | 109 | 1  | 9 |
| The late Mrs. JANE BELLAMY, of Southampton . . . . . | 21  | 12 | — |

Voted the thanks of the Committee to R. CATHCART DOBBS, Esq., in recognition of his long and valuable co-operation whilst serving as Honorary Secretary of the Greystones Branch of the Institution.

Reported that new Life-boats had just been sent to the Fenit and Point of Ayr stations.

Paid 11,668*l.* for sundry charges on various Life-boat establishments.

Reported that HER MAJESTY THE QUEEN had expressed through the Lord Lieutenant of Ireland deep sympathy with the widows and other dependents of the crew of the Kingstown No. 2 Life-boat, who unhappily lost their lives through the capsizing of the Life-boat while endeavouring to rescue those on board the barque *Palme*, of Finland, on the 24th December last. Full particulars of this distressing occurrence were given in the February issue of this Journal. HER MAJESTY contributed 30*l.* to the fund raised locally for the relief of the widows and others who were dependent on the Life-boatmen for support.

The Institution granted 2,200*l.* in aid of the relief fund; the funeral expenses were also defrayed by the Institution, and the widows or other legal representative received from it the service payment of 1*l.* 10*s.* awarded to each of the men.

The gold medal of the Institution, accompanied by a copy of the vote inscribed on vellum and framed, was awarded to Captain THOMAS MCCOMBIE; a binocular glass, suitably inscribed, to his son (aged fifteen years); and 2*l.* each to eight of the crew of s.s. *Tearaght* for gallantly putting off in the steamer's boat and in two trips saving, at very great risk, the master, his wife and child, and the crew of fifteen men from the ill-fated vessel.

Thanks were accorded to the captain of H.M.S. *Melampus* for kindly permitting six of the crew of the vessel to volunteer for service in the Kingstown No. 1 Life-boat, which also attempted to assist the stranded vessel, and the men were thanked and remunerated for the services they rendered.

Mr. BASIL HALL, District Inspector of Life-boats, was thanked for his services in trying to effect the rescue of the crew of the *Palme*. He went out in a steam-tug, which had the Poolbeg Life-boat in tow, but was unable to reach the ship; the heavy seas half filling the stoke-hole of the tug, and compelling her to put back.

Rewards were granted to the crews of the steam-tugs *Flying Sprite* and *Flying Swallow*, and thanks were tendered to the Clyde Shipping Company, the owners of the two tugs, and to Mr. WATT, the Company's agent in Dublin, for allowing the gratuitous use of the vessels. Extra pay was granted to the crews of the Kingstown No. 1 and Poolbeg Life-boats, and the thanks of the Institution, inscribed on vellum and framed, were voted to Mr. MICHAEL DALTON, coxswain of the Poolbeg Life-boat, who was indefatigable in his attempts to render assistance to the shipwrecked people.

Voted the thanks of the Institution, inscribed on vellum and framed, to Captain JOHN VEALE, in acknowledgment of his valuable services in acting as coxswain of the Dungarvan Life-boat on the 24th December last, and assisting to save seven of the crew of the ship *Moresby*, of Liverpool, which was wrecked off Dungarvan in a strong S.E. gale and a very heavy sea.

Also 511*l.* 6*s.* 5*d.* to pay the expenses of the following Life-boat services:—

| Life-boat.         | Vessel.  | Lives saved. |
|--------------------|--|--------------|
| Angle . . .        | Schooner <i>Clara</i> , of Belfast                           | 5            |
| Ballantrae . . .   | Steamer <i>Advance</i> , of Glasgow . . . . .                | 3            |
| Blackrock . . .    | S.S. <i>Paragon</i> , of Dublin . . . . .                    | 11           |
| Donna Nook . . .   | Steam-trlawler <i>Kymric</i> , of Grimsby. Landed 9.         |              |
| Dungarvan . . .    | Ship <i>Moresby</i> , of Liverpool . . . . .                 | 7            |
| Giles Quay . . .   | Schooner <i>Violet</i> , of Castletown . . . . .             | 4            |
| Gourdon . . .      | Several fishing-boats. Remained by vessels.                  |              |
| Johnshaven . . .   | Several fishing-boats. Remained by vessels.                  |              |
| Kilmore . . .      | Brigantine <i>Citizen</i> . Landed 4.                        |              |
| Kingsgate . . .    | Ketch <i>Lord Tennyson</i> , of London. Stood by vessel.     |              |
| Montrose No. 1     | Several fishing - boats. Stood by vessels.                   |              |
| Peel . . .         | Schooner <i>Lily Garton</i> , of Peel. Remained by vessel.   |              |
| Peterhead . . .    | Fishing-boats. Remained in attendance.                       |              |
| Polkerris . . .    | Schooner <i>Emily</i> , of Padstow . . . . .                 | 4            |
| Port Patrick . . . | Brig <i>Robert</i> , of Nantes. Rendered assistance.         |              |
| Staithe . . .      | S.S. <i>Beaver</i> , of London. Stood by vessel.             |              |
| Totland Bay . . .  | Barque <i>Ganymedes</i> , of Risör . . . . .                 | 8            |
| Wexford No. 1      | Yawl <i>Love Lane</i> , of Wexford. Rendered assist.         |              |
| Whitelink Bay      | Steam trawler <i>Balmoral Castle</i> , of Aberdeen . . . . . | 9            |
| Gt. Yarmouth       | Brigantine <i>Sir Robert Hodgson</i> , of Fowey . . . . .    | 6            |

The Abersoch, Angle (Milford Haven), Kessingland No. 1, and Margate Life-boats, also respectively rendered the following services:—Schooner *Renown*, of Wigtown, saved vessel and 5; schooner *Clara*, of Belfast, and *Echo*, of Wexford, assisted to save vessels; dandy *Sir Alfred Gooch*, of Lowestoft, saved vessel and 5; and barque *Atalanta*, of Hamburg, assisted to save vessel and 18 lives.

The Arbroath Life-boat remained by two fishing-boats which were in danger in a heavy sea and thick weather.

Also 1225*l.* 1*s.* 6*d.* to pay the expenses of assemblies of crews, watching at night, or launches to distressed vessels by the Life-boats at Appledore, Arklow, Blackrock, Brightstone Grange, Brooke, Cahore, Caister, Clacton, Drogheda, Dungarvan, Dungeness, Falmouth, Filey, Formby, Fraserburgh, Girvan, Harwich

(Steam Life-boat), Holyhead, Hoylake, Hythe, Kingstown, Moelre, New Brighton (Steam Life-boat), New Romney, Padstow, Palling, Peel, Poolbeg, Porthdinllaen, Porth Rhuffydd, Queenstown, Shoreham, Swansea, Tynemouth, Tyrella, Walmer, Whitburn, Whithorn, and Winterton.

Also 2*l.* to a man who was injured while about to summon the crew of the Hasborough Life-boat for service on the 24th November.

Also 4*l.* to four fishermen for putting off in a boat and saving four men whose boat had been capsized while returning to their vessel, the *Baron Hill*, of Liverpool, which was lying off Exmouth, in a strong W. gale on the 4th December.

Also thanks to the master of the steam trawler *Flying Sylph*, and 1*l.* each to two of his crew for saving two of the crew of the fishing coble *Mary and Alice*, of Scarborough, which was swamped in a sudden heavy gale when about two miles distant from Scarborough on the 15th November. The master of the steamer skilfully manœuvred the vessel and a boat manned by the second hand and the cook put off and rescued the men.

Also 1*l.* 10*s.* to three men for putting off in a boat and saving four men whose boat had been capsized by a squall off the island of Graemsay, Orkney, on the 3rd September.

THURSDAY, 13th February, 1896.

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

The Committee expressed deep regret at the lamented death of His Royal Highness Prince HENRY MAURICE OF BATTENBERG, K.G., Patron of the Isle of Wight Branch of the Institution, and it was resolved to respectfully convey the sympathy of the Committee to HER MAJESTY THE QUEEN, the Patron of the Institution, and to Her Royal Highness the Princess BEATRICE.

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 "Life-boat Saturday" Central Committee and ordered that their recommendations be carried into effect.

Read the report of the Chief Inspector of Life-boats on his recent visits to the Kingstown and Greenore Stations.

Also the report of the Deputy Chief Inspector of Life-boats on his visit to the Walton-on-Naze Station.

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

Northern District—Hoylake, Helbre Island, Maryport, Point of Ayr, New Brighton (two boats), and Formby.

Eastern District—Bridlington Quay, Blakey, Wells, Margate, Kingsgate, Hythe, Walmer, Kingsdowne, and North Deal.

Southern District—Lyme Regis, Weymouth,

Swanage, Kimeridge, Poole, Hayling, and Shoreham.

Western District—Fishguard (two boats), Cardigan, New Quay (Cardiganshire), Tenby, Weston-super-Mare, and Penarth.

Irish District—Giles Quay, Blackrock, Kingstown, Dungarvan, Queenstown (two boats), and Wicklow.

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

|   | £  | s. | d. |
|---|----|----|----|
| Trustees of the late W. THORNGATE, Esq. (annual subscription) . . .   | 80 | -  | -  |
| Proceeds of concert on board the R. M. S. <i>Danube</i> , per Capt. G. M. Hicks . . . . .                                 | 20 | -  | -  |
| Collected on board the s.s. <i>St. Sunniva</i> , on her cruise to the Mediterranean, per W. HOLDSWORTH LUNN, Esq. . . . . | 5  | 14 | 5  |

*Life-boat Sunday Collections.*

|   |   |    |    |
|---|---|----|----|
| Westcott, Dorking—Holy Trinity Church, per the Rev. A. D. WOOLLEY, B.A. . . . . | 5 | 12 | 3  |
| Adderley Church, Market Drayton, per the Rev. ATHELSTAN CORBET, M.A. . . . .    | 4 | 5  | -  |
| Orford Church, Wickham Market, per the Rev. E. M. SCOTT. . . .                  | 1 | 12 | 10 |
| Sudbourne, per Rev. E. M. SCOTT . .   | 2 | 1  | 8  |

To be severally thanked.

Also the receipt of the following legacies:—

|  | £     | s. | d. |
|--|-------|----|----|
| The late GEORGE CHARLES BENN, Esq., of Rugby . . . . .   | 1,000 | -  | -  |
| The late J. W. DUDLEY, Esq., of Woodford, for a Life-boat to be named the <i>John William Dudley</i> 700 . . . . | 700   | -  | -  |
| The late Mrs. E. FLETCHER, of Sutton . . . . .   | 50    | -  | -  |

Voted the thanks of the Committee to Mr. NICHOLAS HALLIGAN, Mr. J. N. JUSTICE, Mr. G. H. FOWLER, Mr. R. J. RICHARDSON, and the Rev. P. H. E. WILDER, B.A., in recognition of their long and valuable co-operation whilst acting as Honorary Secretaries of the Drogheda, Harwich, Skerries, Portrush, and Blyth Branches of the Institution.

The Committee also specially recognised the good services rendered for many years by Mr. WILLIAM BROWN as coxswain of the Arbroath Life-boat.

Decided, that the Kimeridge (Dorset) Life-boat Station be discontinued.

Also that a Life-boat Station be formed at Port St. Mary, Isle of Man.

Reported the transmission to their stations of the Ayr and Formby new Life-boats.

Paid 4,400*l.* for sundry charges on various Life-boat establishments.

Read letter from the Trinity House forwarding a cheque for 40*l.* 12*s.*, in repayment of the expenses incurred by the Point of Ayr Life-boat in proceeding to the assistance of the Deo Light-vessel, which parted from her moorings on the 7th December.—*To be specially thanked.*

Voted 100*l.* to the widow of one of the crew of the Dungarvan Life-boat, who died from the

effects of exposure while on service with the Life-boat on the 23rd December last.

Also 18*l.* to three men who were injured while on service with the Mablethorpe, Drogheda No. 2, and Whitby No. 2 Life-boats.

Also 15*l.* 8*s.* 9*d.* to pay the expenses of the following Life-boat services:—

| Life-boat.                       | Vessel.   | Lives saved. |
|----------------------------------|---|--------------|
| Cullercoats . . . . .            | Twenty fishing-cobles. Rendered assistance.         |              |
| Flamborough }<br>No. 1 . . . . . | Six fishing-cobles. Rendered assistance.            |              |
| Flamborough No. 1. . . . .       | Steamer <i>Dundee</i> , of Glasgow . . . . .        | 4            |
| Hayling Island . . . . .         | Brigantine <i>Marie Louise</i> . Stood by vessel.   |              |
| Pakefield . . . . .              | Brigantine <i>Kelpie</i> , of South Shields . . . . | 7            |
| Porthoustock . . . . .           | Steamer <i>Liffey</i> , of London. Stood by vessel. |              |
| Whitby No. 2 . . . . .           | Fishing-coble <i>Secret</i> , of Whitby . . . . .   | 4            |

Also 31*l.* 7*s.* 9*d.* in payment of the expenses of assemblies of the crews or launches to distressed vessels by the following Life-boats:—Broadstairs, Cadgwith, Cemaes, Donna Nook, Flamborough No. 2, Fraserburgh, Gorleston No. 1, Holyhead, North Deal, Palling No. 2, Peterhead, Polpear, Walmer, and Withersea.

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

Voted the silver medal of the Institution and 2*l.* to Mr. JAMES JAMIESON, and 2*l.* each to three other men, for saving, at great risk, two of the crew of the fishing-boat *Jessie*, of Lerwick, which, while returning from fishing in a strong S. gale, was overwhelmed by a heavy sea and sunk about half a mile from Oxna Island on the 14th December last. A third occupant of the boat unhappily perished before help could reach him.

Also a binocular glass to Capt. W. R. GOFF, and 1*l.* each to the crew of ten men, of the steam-tug *Knight of the Cross*, of Liverpool, for rescuing the crew of the barque *Lady Penrhyn*, of Liverpool, which parted her hawser while in tow off Stornaway, in a whole gale from S.S.W. and a very heavy sea, on the 12th December last. The crew of twelve men left in the ship's boat, and the master of the tug seeing that, with the terrific sea then running, they had very little chance of safely reaching the land, placed his vessel in a position to shelter the boat and, at considerable risk, took them on board the steamer.

Also 3*l.* 15*s.* to ten men for saving the crew of seven men of the fishing-boat *Morning Light*, which was capsized in Broad Bay, Island of Lewis, in a moderate gale from S.W. by S. and a rough sea on the 23rd January.

Also 1*l.* 10*s.* to two men for saving four of the crew of the *Citizen*, of Youghal, which was wrecked on Saltee Island, off Wexford, on the 23rd December last.

Also 1*l.* 10*s.* to six men for putting off in a boat and rendering assistance to a fishing-boat which was in distress, in a moderate W.N.W. gale and a rough sea, on the 7th December last.

THURSDAY, 12th March, 1896.

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 "Life-boat Saturday" Central Committee, 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 Fishguard, St. David's, Tramore, and Rosslare-harbour.

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

Northern District—Fraserburgh, Whitelink Bay, Peterhead, and Holy Island (two boats).

Eastern District—Broadstairs, Ramsgate, Dover, New Romney, Dungeness (two boats), Folkestone, Sunderland (South Pier), Roker, Sunderland (South Outlet), Whitburn, Seaham, and West Hartlepool.

Southern District—Brighton, St. Heliers, and St. Peter's Port.

Western District—Aberdovey, Barmouth, Llanaelhaiarn, Criccieth, Abersoch, Pwllheli, Porthdinllaen, Aberystwyth, St. David's, Littlehaven, Angle, Burry Port, Ferryside, Port Eynon, and Swansea.

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

|   | £     | s. | d. |
|---|-------|----|----|
| Miss BURROWS, Sheffield, "In memory of JOHN BURROWS, for many years resident at Redcar" 1,000 | 1,000 | —  | —  |
| "T. E. W." on account of the cost of a Life-boat  | 350   | —  | —  |
| R. A. B. PRESTON, Esq., annual subscription in aid of Cornish Life-boats                      | 50    | —  | —  |
| Collected from Stewards, &c., of the P. and O. Steamship <i>Valetta</i>                       | 5     | 7  | 6  |
| <i>To be severally thanked.</i>   |       |    |    |

Also the receipt of the following legacies:—

|   |     |   |   |
|---|-----|---|---|
| The late JOHN SMITH, Esq., of Westbourne Terrace, Hyde Park | 500 | — | — |
| The late Mrs. AGNES SYER, of Fomham All Saints, Suffolk     | 100 | — | — |

Read acknowledgments from Her Majesty's Principal Secretary of State for the Home Department, and Colonel JOHN CLERK, C.S.I., of the votes of condolence passed by the Committee at their last meeting with Her MAJESTY THE QUEEN and Her Royal Highness PRINCESS BEATRICE, on the occasion of the lamented death of His Royal Highness Prince HENRY MAURICE of BATTENBERG, K.G., Patron of the Isle of Wight Branch of the Institution.

Reported that Capt. H.R.H. the Duke of YORK, R.N., K.G., had consented to preside at the annual meeting of the Institution to be held at St. Martin's Town Hall, on Saturday, the 21st March, at 3 o'clock.

Also that a meeting, presided over by the Most Hon. the Marquis of LONDONDERRY, K.G., was held at the Royal United Service Institution, on the 21st February, to inaugurate the Institution's "Life-boat Saturday Fund" in London.

Voted the thanks of the Committee to EDWARD JACOB, Esq., and the Rev. T. A. JONES, in acknowledgment of their long and valuable services, extending over many years, as Honorary Secretaries of the Tramore and Llanaelhaiarn Branches of the Institution, which offices they had just resigned.

The Committee also specially recognised the valuable services of the following gentlemen as Honorary Secretaries of various branches of the Institution for many years past:—PHILIP BAUDAINS, Esq., Jersey; W. J. BURDEN, Esq., Teignmouth; T. H. CORNISH, Esq., Penzance and Sennen Cove; J. W. MOIR, Esq., Alloa; and Mr. JAMES TYRELL, Arklow.

Voted the Silver Medal of the Institution, with a copy of the vote inscribed on vellum, to Mr. THOMAS WICKHAM, in recognition of his long and gallant services as coxswain of the Wexford No. 1 Life-boat.

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

Also that the alterations and repairs of the Filey and Southport No. 2 Life-boats had been completed, and the boats returned to their stations.

Paid 4,750*l.* for sundry charges on various Life-boat establishments.

Voted 283*l.* 9*s.* 6*d.* to pay the expenses of the following Life-boat services:—

| Life-boat.   | Vessel.   | Lives saved. |
|--|---|--------------|
| Berwick - on - Tweed . . . Cullercoats . . . Holy Island No. 1 . . . Newbiggin . . . North Sunderland . . . Robin Hood's Bay . . . Runswick . . . Scarborough . . . Whitby No. 2 . . . Ballywalter . . . | Rendered assistance to fishing-boats.   |              |
| Filey . . .  | Smack <i>Governor Ready</i> , of Douglas. Saved vessel and . . .  | 3            |
| Greenore . . .   | Fishing - coble <i>Lionel</i> . Stood by vessel.  |              |
| Montrose No. 1 . . .   | Steamer <i>Ross Trevor</i> . Landed 17 persons.   |              |
| Poole . . .  | Schooner <i>Regina</i> , of Jersey . . . Brigantine <i>Albert T. Young</i> , of Faversham. Landed 6 men and remained by vessel. | 4            |
| Sennen Cove . . .  | Barque <i>Scottish Knight</i> , of London. Rendered assistance.   |              |
| Wexford No. 1 . . .  | Yawl <i>Annie</i> , of Wexford. Rendered assistance.  |              |
| Wick . . .   | Fishing-lugger <i>Isabella</i> , of Wick . . .  | 6            |

The Caister No. 1 Life-boat assisted the barque *Glenberrie*, of Glasgow.

Voted also 293*l.* 18*s.* 3*d.* to pay the expenses of the assemblies of crews or launches to distressed vessels by the following Life-boats:—Aberystwyth, Dornoch Firth, Gorleston No. 1, Helbre Island, Montrose No. 2, New Brighton (Steam Life-boat), North Sunderland, Palling No. 2, Penmon, Robin Hood's Bay, Tenby, Whitelink Bay, Winterton No. 2, and Great Yarmouth.

Also 3*l.* to four men for saving four men from a fishing-boat which had been capsized about a mile from the shore at Youghal on the 4th February.

Also 2*l.* 10*s.* to three men for putting off in a boat and rescued one of two men whose boat had been upset off Gribbon Head, Cornwall, in a sudden squall on the 9th February. 1*l.* was awarded to a fisherman who witnessed the casualty and injured a blood-vessel in hurrying to Polkerris to report the occurrence.

The thanks of the Institution were accorded to the Rev. D. BRYSON, Honorary Secretary of Holy Island Branch of the Institution, and a binocular glass was awarded to Mrs. Bryson, for their valuable help on the occasion of the launch of the Holy Island No. 1 Life-boat on the 13th February, a full account of which appears in this number of the Journal.

Thanks were also tendered to the Rev. Dr. GREER, Honorary Secretary of the Ballywalter Branch, for proceeding in the Life-boat stationed at that port to the assistance of a distressed vessel on the 5th inst.

#### SATURDAY, 21st March, 1896.

The Annual General Meeting of the Governors and supporters of the ROYAL NATIONAL LIFE-BOAT INSTITUTION took place this day at St. Martin's Town Hall, Capt. H.R.H. the DUKE OF YORK, R.N., K.G., in the Chair.

The Chairman having made some suitable observations on the great and national character of the operations of the Institution, the Annual Report (which will be found in the May number of *The Life-boat Journal*) was presented to the meeting.

The meeting was also addressed by His Grace the DUKE OF NORFOLK, K.G., Postmaster-General; The Rt. Hon. the EARL OF DUDLEY, Parliamentary Secretary to the Board of Trade; Mr. W. E. MACARTNEY, M.P., Secretary to the Admiralty; Admiral Sir GEORGE WILLES, G.C.B.; The Rt. Hon. the EARL OF DROGHEDA, K.P.; The Rt. Hon. LORD VISCOUNT DUNCANNON, C.B.; Sir EDWARD BIRKBECK, Bart., V.P., Chairman of the Institution, and Col. FITZROY CLAYTON, V.P., Deputy-Chairman of the Institution.

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

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

THURSDAY, 16th April, 1896.

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 Liverpool and Hoylake.

Also the report of the Deputy Chief Inspector of Life-boats on his visits to the Wexford, Carnsore, and Burry Port stations.

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

Northern District—Boulmer, Bamburgh, Alnmouth, North Sunderland, Hauxley, Cresswell, Blyth (two boats), Newbiggin, Tyne-mouth (two boats), Cullercoats, North Berwick, and Brough Ness.

Eastern District—Hartlepool (three boats), Seaton Carew, Saltburn, Redcar, Gorleston (three boats), Caister (two boats), Winterton (two boats), Yarmouth, Lowestoft (two boats), Kessingland (three boats), and Pakefield.

Southern District—Hastings, Winchelsea, Rye, Bembridge, Brighthelm, Brooke, Totland Bay, Atherfield, Ryde, Porthleven, Mullin, Cadgwith, Polpear, and Church Cove.

Western District—Porthcawl, Tenby, Llandudno, Rhyl (two boats), Llanddulas, Llanddudn, Moelfre, and Rhosneigr.

Irish District—Carnsore, Dunmore East, Fethard, Castletown, Port Erin, Ballycotton, Youghal, Tramore, and Dungarvan.

Sir EDWARD BIRKBECK, Bart., V.P., was unanimously elected Chairman, and COLONEL FITZROY CLAYTON, V.P., Deputy-Chairman of the Committee of Management of the Institution for the ensuing year.

Elected the members of the Sub-Committees (Colonel FITZROY CLAYTON, Chairman) for the ensuing year.

Also the delegates to the Central Committee of the "Life-boat Saturday Fund" for the ensuing year.

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

|   | £   | s. | d. |
|---|-----|----|----|
| Her Majesty THE QUEEN (annual subscription) . . . . .   | 50  | -  | -  |
| "T. E. W.," balance of cost of a Life-boat (making a total of 700 <i>l.</i> )                 | 350 | -  | -  |
| Executors of the late Miss MARY HAMILTON, per Messrs. Grover & Smeathman, of Hemel Hempstead) | 20  | -  | -  |
| Contents of contribution boxes at Annual Meeting of Institution . . . . .                     | 8   | 19 | 10 |
| <i>To be severally thanked.</i>   |     |    |    |

Also the receipt of the legacy of 1,000*l.* bequeathed to the Institution by the late Miss MARY ANN CHAPMAN, of Brampton, to provide a Life-boat to be named the *Chapman*.

Voted the thanks of the Committee to THOMAS FULLER, Esq., M.D., and the Rev. A. S. LINDEMAN, B.A., in recognition of their

valuable co-operation whilst acting as Honorary Secretaries respectively of the Shoreham and Selsey Branches of the Institution.

The Committee also specially recognised the good services rendered by Mr. DAVID SULLIVAN, during the period he occupied the office of coxswain of the Ballycotton Life-boat.

It was reported that H.R.H. the Duchess of York had graciously accepted the post of President of the Ladies' Auxiliary of the Institution's "Life-boat Saturday Fund."

Also that Sir EDWARD BIRKBECK, Bart., V.P., Chairman of the Institution, had visited Harwich with Captain PFEIFER, Chief Inspector of the German Life-Saving Society, and taken a special trip in the Steam Life-boat *City of Glasgow* to the Cork Lightship. Capt. Pfeifer was much pleased with the capabilities of the Life-boat. He was about to visit several other Life-boat stations to inspect the Life-boats, with the view of comparing them with the boats of the German Society.

Also that the St. David's Life-boat had just been returned to its station after being altered and fitted with all modern improvements.

Paid 6,500l. for sundry charges on various Life-boat establishments.

Voted 164l. 6s. 6d. to pay the expenses of the following Life-boat services:—

| Life-boat.      | Vessel.   | Lives saved. |
|-----------------|---|--------------|
| Ballywalter .   | Schooner <i>Reform</i> , of Stavanger .   | 9            |
| Blackpool. .    | Fishing-smack <i>Harriet</i> , of Marshside. Saved vessel and .                                 | 4            |
| Helbre Island.  | Tug <i>Albert</i> , of Chester. Rendered assist. to crew.                                       |              |
| Llandudno .     | Brigantine <i>Waree</i> , of Dundalk .  | 4            |
| North Deal .    | Ketch <i>Tempter</i> of Hull. Landed 3.   |              |
| St. Ives . .    | Schooners <i>Lizzie</i> , of Chester, and <i>Laddie</i> , of St. John's, N.F. Landed crews, 12. |              |
| Staithes . .    | Fishing-cobles. Stood by vessels.   |              |
| Winterton No. 1 | Cutter <i>Adeline</i> , of Great Yarmouth . . .   | 1            |

The Redcar Life-boat rendered assistance to two fishing-cobles in distress in a sudden gale—no charge being made for the service, as it was rendered to fellow-fishermen, and the North Deal Life-boat assisted the schooner *Janet*, of Carnarvon, which had been in collision with another vessel.

Reported that the London and North Western Railway Company had forwarded a donation of 10l. 10s. in aid of the Greenore Branch of the Institution in appreciation of the services rendered by the Life boat at that station to the Company's s.s. *Rosstrevor*, when she stranded on the 2nd March.

Thanks were accorded to Mr. C. J. A. French for volunteering for service in the St. Ives Life-boat and assisting to land the crews of two endangered vessels on the 27th March, for which service he declined to receive any pecuniary reward.

Voted also 341l. 16s. 6d. to pay the expenses

of the assemblies of crews or launches to distressed vessels by the Life-boats at Appledore, Blakeney, Broadstairs, Caister, Clacton, Cloughy, Dartmouth, Hartlepool, Thesingland, Thildonan, Llandudno, Lowestoft, New Romney, Palling, Penmon, Point of Ayr, Port Eynon, Winterton and Great Yarmouth. The Ramsgate Life-boat was also taken out on two occasions, but her services were not eventually needed.

Voted 2l. to four men for saving one man from a boat which had been capsized off Wareham, Dorset, in a moderate gale and a rough sea on the 6th March. Two other occupants of the boat unhappily were drowned before the salvors could reach them.

Also 15s. to two men for saving one of the crew of the brigantine *N. C. Bull*, of Newhaven, who had fallen from the rigging of the vessel while leaving her port in a moderate S.E. wind and a smooth sea on the 10th March.

THURSDAY, 14th May, 1896.

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

Read and confirmed the Minutes of the previous meeting.

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

Read the report of the Deputy Chief Inspector of Life-boats on his recent visits to Methil, Elie, Buckhaven, Portmahaven, Crail, Anstruther, and Liverpool.

Also on his visits with Captain PFEIFER, Chief Inspector of the German Life Saving Society, to the Southwold, Clacton, Rye, Dungeness, Fleetwood, New Brighton, Helbre, and Hoylake stations.

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

Northern District—Thurso, Stromness, Longhope, Huna, Ackergill, Wick, Dornoch, Stornoway, Nairn, and Eyemouth.

Eastern District—Southwold (two boats), Dunwich, Aldeburgh, Thorpeness, Harwich (two boats), Clacton-on-Sea, Walton-on-Naze, Southend, Whitby (two boats), Staithes, Runswick, and Upgang.

Southern District—Porthoustock, Falmouth, Newhaven, and Eastbourne.

Western District—Bull Bay, Cemaes, Penmon, Cemlyn, Porth Rhuffydd, Holyhead (two boats), Rhoscolyn, Weston-super-Mare, Burnham, New Quay (Cardiganshire), and Aberystwyth.

Irish District—Courtmacherry, Fenit, Queestown (two boats), Kilmore, Wexford (two boats), Courtown, and Cahore.

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

|   | £   | s. | d. |
|---|-----|----|----|
| T. B. ELLISON, Esq. . . . .   | 100 | -  | -  |
| Collected on board the P. and O.<br>s.s. <i>Ballaarat</i> , per Captain T. S. |     |    |    |
| ANGUS . . . . .   | 15  | -  | -  |

|   | £  | s. | d. |
|---|----|----|----|
| Collected on board R.M.S. <i>Tantallon Castle</i> , per Captain J. C. Robinson  | 10 | -  | -  |
| Collected from passengers on the s.s. <i>St. Sunniva</i> during her cruise to the East in February and March last, per W. HOLDSWORTH LUNN, Esq. . . . . | 6  | 4  | 4  |
| Collected on board the s.s. <i>Warwick Castle</i> , per Capt. WALLACE . . . . .   | 3  | 5  | -  |
| <i>To be severally thanked.</i>   |    |    |    |

Also the receipt of the following legacies:—

|   | £   | s. | d. |
|---|-----|----|----|
| The late Lady HARRIET ROBINSON  | 540 | -  | -  |
| The late J. G. ATHERSTONE, Esq., of Montrose, for a <i>Marianne Atherstone</i> Life-boat for Montrose, &c. (making a total of 1,236l. 18s. 7d.) . . . . . | 487 | 6  | 2  |
| The late Colonel J. P. OSBALDESTON MITFORD, of Mitford Castle, Northumberland . . . . .   | 100 | -  | -  |
| The late Mrs. BEATSON, of Nordsend, Scotland (making a total of 315l. 14s. 5d.) . . . . .   | 88  | 3  | 7  |
| The late Mrs. F. E. THOMAS, of Nunney, Somerset (annual interest) . . . . .   | 2   | 19 | 10 |

Voted the thanks of the Committee to JOHN HUMPHREY, Esq., and Mr. A. J. BIRNIE, in acknowledgment of their past valuable co-operation whilst serving as Honorary Secretaries of the New Romney and Whitelink Bay Branches of the Institution.

Read letter from the German Life-boat Society, of the 2nd May, conveying their best thanks to the Institution for the assistance it had afforded to Capt. Pfeifer, their Chief Inspector, on his recent visit to some Life-boat stations in this country.

Reported the transmission to their station of the Ramsey new Life-boat and transporting carriage.

Paid 3,061l. for sundry charges on various Life-boat establishments.

Voted 7l. 13s. 6d. to pay the expenses of the Wexford No. 1 Life-boat in saving a disabled fishing-boat with one man on board on the 16th April.

The Aldeburgh Life-boat assisted to save the stranded ship *Macmillan*, of Glasgow, and the Broadstairs Life-boat helped to rescue the brig *Flamingo*, of Farsund, and her crew of eight men.

Voted also 122l. 9s. 8d. to pay the expenses of the assemblies of crews or launches to distressed vessels by the Life-boats at Caister, Fomby, Palling, Walmer, and Winterton.

The Ramsgate Life-boat was also taken out, but her services were not called into requisition.

Voted 1l. 16s. to two men slightly injured at the launch of the Walton-on-the-Naze and Pakefield Life-boat on service.

Also 9l. and a letter of commendation to nine men for saving a fishing-boat, with a crew of seven men, which had been rendered unmanageable, having shipped heavy seas in Broad Bay, Ross-shire, in a strong W. gale on the 6th March.

Also 5l. to five men for conveying safely ashore the crew of the schooner *Jolle*, of Christiania, which stranded at Sevekness Holm, Orkney, in a heavy sea on the 6th December last.

Also 2l. 5s. to nine men for putting off in a boat, and saving the crew of four men from a cable which had been suddenly filled with water off Sunderland Point on the 16th April. A reward of 10s. was also given to a woman who first observed the accident and gave an alarm.

### WITH THE LIFE-BOAT CREW.

A SHRIEKING sky and a wind-torn sea—  
Steadily lads!  
And sheltered under the Life-boat's lee—  
Steadily lads!  
Storm-marked faces and shaggy hair,  
Jackets of rusty blue,  
Men who will do and will not despair—  
Men of the Life-boat crew.

The flash of a flare; the rocket's flight—  
Steadily lads!  
A cry of distress across the night—  
Steadily lads!  
Over the sands with rush and shout,  
Facing the biting spray;  
Hurrah! she's afloat and out-and-out,  
Staunchly my men give way.

Tottering spars and splintering deck—  
Steadily lads!  
A mad sea covered with floating wreck—  
Steadily lads!  
Fighting with death up under her lee!—  
"Ready there in the bow,  
Cast as she lifts to the next long sea—  
Cast! Ah, we have her now!"

Jump my lads while your vessel holds—  
Steadily lads!  
Into the boat ere the next sea folds—  
Steadily lads!  
Have we you all? Watch the spar!  
Quick! out the grapnel clear.  
We sweep ashore, there's a grinding jar;  
Hark to our messmates cheer.

Up with the boat on her wheels again—  
Steadily lads!  
Back to our watch of the darkened main—  
Steadily lads!  
Ever ready to dare and to do,  
Sons of the Vikings we!  
We are the men of the Life-boat crew,  
The children of the sea!

W. WATT, Montrose.

### NOTICE.

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

# ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patron—Her Most Gracious Majesty the Queen.

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

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

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

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

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



## APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that during the past year (1895) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £58,503 on its 300 Life-boat Establishments.

### GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING 1895.

|   |     | £      | s.      | d.  |
|---|-----|--------|---------|-----|
| Number of Lives rescued by Life-boats, in addition to |     |        |         |     |
| 36 Vessels saved by them                              | 533 |        |         |     |
| Number of Lives saved by Shore-boats, &c.             | 176 |        |         |     |
| Amount of Rewards granted during the Year             |     | 10,434 | 4       | 6   |
| Honorary Rewards:—Silver Medals and Clasps            | 10  |        |         |     |
| Binocular Glasses.                                    | 13  |        |         |     |
| Aneroid Barometers                                    | 2   |        |         |     |
| Votes of Thanks on Vellum                             | 39  |        |         |     |
| Certificates of Service                               | 10  |        |         |     |
| Total   | 74  | 709    | £10,434 | 4 6 |

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 39,491; for which services 99 Gold Medals and Clasps, 1,151 Silver Medals and Clasps, 265 Binocular Glasses, 15 Telescopes, 10 Aneroid Barometers, 1,543 Votes of Thanks, inscribed on vellum and framed, 59 Certificates of Service framed, and £164,183 have been given as Rewards.

The Committee earnestly appeal to the British Public for Funds to enable them to maintain their 300 Life-boats now on the Coast and their Crews in the most perfect state of efficiency. This can only be effected by a large and *permanent annual income*. The Annual Subscriptions, Donations and Dividends are quite inadequate for the purpose. The Committee are confident that in their endeavour to provide the brave Life-boat men, who nobly hazard their lives in order that they may save others, with the best possible means for carrying on their great work, they will meet with the entire approval of the people of this the greatest maritime country in the world, and that their appeal will not be made in vain, so that the scope and efficiency of our great Life-saving Service, of which the Nation has always been so proud, may not have to be curtailed.

*Annual Subscriptions* and Donations are earnestly solicited, and will be thankfully received by the Secretary, CHARLES DIBDIN, Esq., at the Institution, 14 JOHN STREET, ADELPHI, London; by the Bankers of the Institution, Messrs. COUTTS and Co., 59 Strand; and by all the other Bankers in the United Kingdom.—1st August, 1896.