

THE LIFE-BOAT.

JOURNAL

OF THE

Royal National Life-Boat Institution.

(ISSUED QUARTERLY.)

VOL. XVI.—No. 182.] 2ND NOVEMBER, 1896.

PRICE 3d.
[WITH WRECK CHART.]

SOME ACCOUNT OF THE GROWTH OF THE ROYAL NATIONAL LIFE-BOAT INSTITUTION'S FLEET SINCE THE RE-ORGANIZATION OF THE SOCIETY IN 1850.

III. (1886-1896.)

IN the February 1896 number of the *Life-boat Journal* it will be remembered that the account of the growth of the ROYAL NATIONAL LIFE-BOAT INSTITUTION'S fleet of Life-boats was brought up to 1885, the fleet then consisting of 284 boats. It is proposed in this article to pursue the development up to the present date.

A reference to the "Annual Report" published May, 1886, shows that in the year 1885 6 additional stations were formed, viz. :—

An additional boat was sent to—
Southend (Essex).
Montrose.

Entirely new stations formed at—
Totland Bay (Isle of Wight).
Church Cove (The Lizard).
Peel (Isle of Man).
Cloughy (Ireland).

The Northumberland report mentions that there was a small Life-boat at Peel in 1850.

Thirty new Life-boats were built and sent to the coast, 6 being for the above

new stations and the remainder to replace worn-out boats. There was an unusual absence of gales of wind in 1885, consequently not much activity at the Life-boat stations.

The "Annual Report" published in 1887 shows the following 5 additional boats had been placed on the coast in the past year :—

Southsea	(new station).
Workington	do.
Dornoch and Embo	do.
Fethard	do.
Fleetwood	(1 additional sent to).

But, as one boat was withdrawn from New Brighton, and the Duncannon station disappears from the list, the fleet only shows an addition of three. Twenty new Life-boats were built and sent to the coast to supply the above new stations and to replace old boats.

Unlike 1885, which was a quiet year for the Institution, 1886 was one of great disaster, and will ever be remembered in Life-boat annals; for on the 9th-10th

December occurred the appalling Life-boat accidents at Southport and St. Anne's, in Lancashire, so often quoted that it is unnecessary to dwell on them here, except to mention that out of the Southport Life-boat's crew of 16, 14 were drowned, and the whole of the St. Anne's crew of 13 were lost. The chief effect of this disaster was to cause the Committee to again employ every means to try to improve the boats provided by them for the hazardous service for which they were intended, and the following extract from the above-quoted "Annual Report" shows the broad-minded way in which the subject was received.

"The Committee are most anxious to adapt the boats to local requirements, and to meet as far as possible the wishes of the crews, both as regards the design of the boats and as to their equipment. They fully recognize the fact that self-righting boats are not popular on some parts of the coast, and the desire of the Committee is, as it has always been, to provide boats in which the crews who so gallantly risk their lives have the most perfect confidence."

This was and is being acted up to, and the fullest inquiry is made both by the District Inspectors and by giving opportunities to deputations of the crews to see different types of Life-boats, and submitting their views and suggestions before a boat is built and sent to a station. The first step taken by the Committee after the accident referred to was to have every self-righting boat re-tested, and by degrees the self-righting power of each boat was increased where considered necessary. Among other things the Committee resolved to offer a gold and silver medal for drawings or models of a mechanically propelled Life-boat best adapted to meet the conditions under which Life-boats are called upon to perform their work.

The "Annual Report" also shows that the Institution built a safety fishing-boat in 1886 for use on the West Coast of Ireland, the object being to induce fisher-

men to use this type instead of the undecked boats from which there had been so much loss of life.

The next "Annual Report," viz., that published in 1888, shows a drop in the number of the fleet, it consisting of 291 against 293 in the previous year, the reason being that the following boats were removed, namely, 1 from Sunderland (leaving three boats there), and those from the Solva and Portloe stations, whereas only one new station was formed, viz.—

Stornoway (Hebrides).

Pembrey station is henceforth known as Burry Port.

Although the fleet has not increased, the "Annual Report" begins: "Never since the foundation of the Institution in 1824 has its capacity for work been so strikingly shown as during the past year, and never has the machinery of the Society been strained in such an extraordinary manner." The principal results of the sub-committee appointed after the Southport and St. Anne's disaster to inquire into the self-righting system, &c., was now before the public. This sub-committee had met day after day and week after week for three months, carrying out experiments, visiting the building yards, and examining numerous coxswains and other witnesses from all parts of the United Kingdom. Among the principal results of their report were: (1) As before alluded to, viz., re-testing the self-righting power of many boats, largely increasing their self-righting power, the total withdrawal of a great number more and replacing them with vastly improved ones. (2) The formation of a permanent building sub-committee—a most important feature of which was that four times a year all the Inspectors should be present at its deliberations. (3) The appointment of a consulting naval architect, which resulted in the well-known Mr. G. L. Watson accepting the offer. (4) As mentioned before, the offer of gold and silver medals

for drawings or models of a mechanically-propelled Life-boat. This offer had a very unsatisfactory outcome, for although very many suggestions were sent in, the judges, Sir Frederick Bramwell, Sir Digby Murray, and Mr. John I. Thornycroft, considered that none was suited to the requirements of the Institution.

That no time was lost in carrying out the first recommendation is seen by the fact that no less than 59 new boats were built and despatched to the coast in the past year, whilst 14 other boats were improved. Among the new boats placed on the coast was one placed at Bembridge, and called the *Queen Victoria*, to commemorate the Jubilee of Her Majesty's reign.

The next yearly report, viz., 1889, shows the strength of the fleet again up to 293; this augmentation is caused by—

Southport (1 additional boat sent).
St. Anne's ditto

With regard to the South-
1889. port Boat, she was of a
293 Life-boats. different type from any hitherto in use, and was the outcome of the disaster at the above station. The fishermen and survivors of the crew having deliberated with the District Inspector and Mr. G. L. Watson, the latter designed the boat to meet their wishes. She is a non-self-righting large sailing boat, 42 ft. \times 13 ft. 3 in., with a drop keel and water-ballast.

The activity in building new and replacing old boats was continued through the past year. 41 new boats were built, and 17 others improved by the addition of water-ballast and other necessary alterations, but the year was most noticeable on account of the first steam Life-boat being laid down. In spite of the want of success in answer to the offer of a gold medal, at last a practicable design was forthcoming. Messrs. R. and H. Green, of Blackwall, having submitted such a one, which, after consultation with the Committee and the introduction of various modifications, was accepted. The boat was to be 50 ft. long \times 12 ft.

beam, and propelled by a turbine wheel worked by an engine developing 170 indicated HP.; the system was not a new one, as prolonged experiments had been carried out in H.M.S. *Waterwitch*, a vessel also provided with hydraulic propulsion. The great advantages for Life-boat work being light draught and no screw propeller to get fouled by ropes and wreckage.

Although these articles chiefly bear on the increase and improvement of the boats of the fleet, it must not be thought that the attention of the Committee and Officers was not also occupied in other improvements, such as the method of launching, &c.; and in 1887 Lieut. Tipping, R.N., the Inspector of the Irish District, introduced his system of wheel plates, applied to the large wheels of transporting carriages. His invention has proved of the very greatest benefit, and boats can now be transported over soft sand and shingle with comparative ease at places where it was next to an impossibility to take them before.

The "Annual Report," published May, 1890, shows no increase in the fleet, the number being 293.

1890. Twenty new Life-boats were
293 Life-boats. sent to the coast, and 19 others brought up to date by the introduction of water-ballast and, in some cases, drop keels, which were becoming much used about this date.

The steam Life-boat was launched, but, being so new a departure in Life-boat building, it was, of course, necessary to put her through very exhaustive trials, and these were not complete at the time the annual report was published.

A very powerful sailing self-righting Life-boat was sent to North Deal, her proportions being 42 ft. \times 11 ft., the well-known Deal men expressing the greatest satisfaction with her; and a large new non-self-righting boat, 44 ft. \times 12 ft. 3 in., was also sent to Gorleston.

1891. The number of the fleet, as
300 Life-boats. shown in the 1891 Report, was increased to 300 by the following additions:—

Pakefield (1 additional).
 Harwich (steam life-boat) 1 additional.
 Holyhead (1 additional).
 Kingstown do.
 Queenstown do.
 Atherfield, Isle of Wight (new station).
 St. Agnes, Scilly do.

Although the ROYAL NATIONAL LIFE-BOAT INSTITUTION formed a new station at Atherfield, the much-quoted Northumberland report shows that in 1850 there was a Life-boat there maintained by Government, dimensions 18 ft. 6 in. × 7 ft. 3 in., and built in 1843 by Talbot, of Weymouth.

Nineteen new boats were sent to the coast, and ten old ones had all the latest improvements put into them.

The event of the year was the placing of the first steam Life-boat on the coast. Harwich was chosen as her station on account of the convenient harbour and the enormous quantity of dangerous outlying sands in the neighbourhood. The boat was very rightly called the *Duke of Northumberland*, after the President of the Institution. The following remarks appear in the annual report:—"She has already been out on service several times, when she proved herself to be remarkably handy in a sea way. The Committee appreciate the fact, however, that, even should the experiment prove as successful as they believe will be the case, boats of this description can necessarily only be used at a limited number of stations."

The "Annual Report," May, 1892. 1892, gives the number of 303 Life-boats. Life-boats as 303. New stations were formed at

Johnshaven.	Port Rhuffydd.
Beaumaris.	Pwllheli.

One Life-boat was withdrawn from Southend, Essex.

In addition to the boats sent to the above new stations, 11 new boats were sent to the coast, and 19 old ones improved by the addition of water-ballast.

Arrangements were made for a series of competitive trials of the various types of sailing Life-boats to be held in 1892, the

result of which will be referred to under the 1893 Report. This action was in every way in accordance with the policy of the Institution, viz., to spare no expense in ascertaining the best type of boats to suit the different localities. Whilst the funds of the Institution were properly being employed in this direction, it was plain that the needs of the Life-boat men and helpers were not forgotten, for, with a view to improving the condition of the Life-boat men and launchers, and to securing the services of the best and smartest men, the Committee decided that their pay for wreck service and exercise during the winter months, namely, from 1st October to 1st April, should be increased by one-half.

The Royal Naval Exhibition, which was held in 1891, afforded the Institution an opportunity, advantage of which was of course taken, of putting its claims before the public, and an interesting exhibit showing the progress of Life-boat architecture, &c., was arranged within the building, whilst in the gardens there was placed a fully equipped Life-boat on her transporting carriage.

In the 1893 Report the fleet 1893. is shown as consisting of 304 Life-boats. 304 Life-boats. A new station was formed at—

Culdaff (co. Donegal),
 and additional boats placed at—

Dungeness (being No. 2).
 Gorleston (being No. 3).

Eighteen other new boats were sent to the coast, and twenty old boats were brought up to date by giving them water-ballast, &c.

Montrose No. 3 boat and one of the New Brighton boats were withdrawn.

The steam Life-boat *Duke of Northumberland* was transferred from Harwich to Holyhead. The boat having given the utmost satisfaction at Harwich, it was considered desirable to try her under the very different circumstances which exist

at Holyhead, and it was decided to order another steam Life-boat to take her place at Harwich.

1892 was an extremely active year for the Life-boats, no fewer than 836 lives having been rescued by them.

Competitive trials for sailing Life-boats were held at Lowestoft in the winter and spring of 1892, and were of the greatest possible interest. Four types of boats competed, viz., Norfolk and Suffolk, Self-righting, Tubular, and a boat specially designed by Mr. G. L. WATSON, all of which proved themselves able and efficient Life-boats, although, of course, it was soon seen that the tubular type was not fit to act without the co-operation of a tug. Of the other three types it might almost be said that each man liked his own boat best. The chief outcome of the trials was the practical illustration of a weakness in the system of carrying open water-ballast in the Norfolk and Suffolk type, a weakness long known by the officers of the Institution, but the men who worked the boats would have no alteration made in them; however, since the trials they have withdrawn their objection, and these boats have been enormously improved by confining the water-ballast in tanks. The next most important point was the great moral gain brought about by the Institution, showing that, in spite of frequent attacks on the boats it supplied to the coast, it was not afraid to pit any class of boat against another in the most public manner, and under exactly similar circumstances; for, in addition to the four types actually represented, inventors and others were cordially invited to enter boats (of course at their own expense) for the competitions. The trials were of the most exhaustive character, and superintended by a committee of five, three of whom were able and experienced seamen unconnected with the Life-boat Institution.

Arrangements were made for holding similar trials of the rowing class of Life-boats in the winter of 1893.

The Report published in 1894 shows a decrease of 1 in the strength of the fleet which consisted of 303 boats.

1894.
303 Life-boats. A new station was formed at Folkestone, but the boat was withdrawn from Bud-don-ness, and the second boat was taken away from Fleetwood, leaving only one there.

Seventeen new boats were sent to the coast, and the boats at 24 other stations were altered and improved. The new steam Life-boat was in course of construction by Messrs. R. and H. Green, of Blackwall.

The steam Life-boat, *Duke of North-umberland*, which had proved as great a success at Holyhead as she was at Harwich, was transferred to New Brighton, where she is at present stationed.

The Life-boat designed by Mr. WATSON which took part in the sailing trials, was sent to St. Anne's, Lancashire.

Competitive trials for rowing types of Life-boats were successfully carried out, and again showed the Institution's desire to seek every means to improve their boats. The trials took place at Montrose, seven Life-boats taking part, viz., Cromer type (a non-self-righting boat), Norfolk and Suffolk type, 3 different sized self-righting boats, tubular type, and a non-self-righting boat specially designed by Mr. G. L. WATSON. The boats had some extremely severe tests, the broken water at times being very heavy. Perhaps the most palpable result of the trials was the unsuitableness of such large boats as the 38 ft. × 8 ft. self-righting boat, and Mr. WATSON's boat, which was 38 ft. × 9 ft. 4 in., for launching from a carriage on a flat and open shore, many failures being made in launching these boats before they were ultimately got off the beach. The tubular boat gave very much better results than what was expected of her.

1895.
308 Life-boats. The 1895 Report shows the Institution in possession of a fleet of 308 boats. The Port of Liverpool Life-boats having been handed over to the management of the

Institution in the past year; the new stations appearing on the list were—

Ryde.	
Harwich (1 additional—a steam life-boat).	
Selsey (1 additional).	
Point of Ayr.	
Hilbre Island.	} The Liverpool boats.
Hoylake.	
Formby.	
Greenore (Ireland).	

Three boats were withdrawn from the coast, namely, one of the West Hartlepool boats, and those of the Newport (Pembrokeshire) and Seascale stations. Thirteen new Life-boats were sent to the coast, in addition to those sent to the new stations; and 18 others were altered and improved. Few events have so emphatically borne witness to the high reputation of the management of the ROYAL NATIONAL LIFE-BOAT INSTITUTION than the transference of the old-established Mersey Dock Board boats to its control. All the Liverpool stations had been carefully managed, and a record of their services kept since 1839; and the "Northumberland Report" contains a detailed account of them and of the work performed by them, written by Mr. William Lord, the Marine Surveyor, and dated January, 1851. All the stations had up to that time performed good services, especially the Point of Ayr and Hoylake boats. Everything shows that in 1851 the management of the Liverpool boats was far in advance of its time, excellent signalling arrangements had been made, and methods for at once indicating the position of a wreck. So that nothing could be more gratifying than to find, after so long an experience in Life-boat work, that the Mersey Dock Board found themselves in 1894 ready and willing to hand the control of their Life-boat stations over to the Life-boat Institution.

All the boats are non-self-righting boats of a powerful type, capable of being used under sail and under oars alone.

The second steam Life-boat, which was presented by and is called the *City of*

Glasgow, was completed, and, after severe trial, stationed at Harwich.

The "Annual Report" published in May this year shows a slight diminution in the number of the fleet, 1896. 303 being the total, as 303 Life-boats. against 308 the year before.

This was caused by withdrawing the boats from the following stations, viz., Ardmore, Greystones, Middlesbrough, Mundesley, and Valentia, these stations having all been established a considerable period, and, not having justified their existence, it would obviously have been wrong for the Institution to continue to bear the heavy expense of their up-keep.

Six new Life-boats were sent to the coast, two of which were to replace the old boats at Hilbre Island and Point of Ayr, the new boats being of a similar type, with certain important improvements introduced. Six other Life-boats were altered and improved.

The year 1895 will be remembered in Life-boat history for the fearful catastrophe which happened to the Kingstown large sailing Life-boat on Christmas Eve. The boat was 42 ft. long, 11 ft. beam, and, apart from the terrible loss of all her crew, the shock to the ROYAL NATIONAL LIFE-BOAT INSTITUTION was intensified because hitherto no accident had ever occurred to the large class of sailing self-righting boats to which she belonged, and no satisfactory clue to the cause of the accident could be obtained, there being no survivors.

One other Life-boat station came under the management of the Life-boat Institution in 1895. Wick followed the example shown by Liverpool, and the harbour authorities handed over their station to the control of the ROYAL NATIONAL LIFE-BOAT INSTITUTION. Wick is mentioned in the "Northumberland Report" as having had a Life-boat in 1848, supported by the British Fishery Society. Her dimensions were 28 ft. × 10½ ft.; she cost 169*l.*, and was built by Edward Oliver, of South Shields.

The account of the development of the ROYAL NATIONAL LIFE-BOAT INSTITUTION'S

fleet since the reorganisation of the Society in 1850 has now been traced up to the present time, and when the Report for the current year comes to be issued it will be found that the activity in building and the continued striving to improve the Life-boats will compare favourably with the past years. Another steam Life-boat is being built, Messrs. Thornycroft, of Chiswick, having the contract, and it is proposed to introduce Mr. Holden's principle of using liquid fuel into her—a principle much in use on the Great Eastern Railway. It is hoped by this innovation that the engine staff may be reduced and consequently considerable expense saved. The destination of this boat will be the Mersey.

There are now but twelve places on the coast of the United Kingdom possessing Life-boats not managed by the ROYAL NATIONAL LIFE-BOAT INSTITUTION. At Fair Isle (between the Orkney and Shetlands) the Board of Trade keep a small surf Life-boat. At Aberdeen the Harbour Commissioners manage the two local Life-boats, and the Institution has no boat at North or South Shields, at which places there are four Life-boats supported and managed locally; the Institution is however represented by two boats at Tynemouth. At Redcar, one of the oldest stations existing, there is a private boat, but there, and at Bridlington, where there is another private boat, the Institution also has boats. The same applies to Gorleston, but at Spurn Point the Hull Trinity Corporation have kept a Life-boat certainly since 1824, if not before, and the Institution has none. Practically speaking there are only the following places where the Institution is

not represented by a boat, viz., Aberdeen, South Shields, Spurn Point and Fair Isle. The Life-boat at Ramsgate, although belonging to the ROYAL NATIONAL LIFE-BOAT INSTITUTION, is under the control and management of the Board of Trade. The District Inspector pays her his half-yearly visit in the same manner as the stations belonging to the ROYAL NATIONAL LIFE-BOAT INSTITUTION, showing that the Board of Trade has complete confidence in the management of that Institution.

Surely the ROYAL NATIONAL LIFE-BOAT INSTITUTION can be congratulated on the results of its efforts since 1850, when, as was pointed out in the first of these articles, there were only 19 Life-boats in connection with it! Few people understand the magnitude of the work now undertaken; it would compare favourably in size with a large Government department. The ROYAL NATIONAL LIFE-BOAT INSTITUTION is so much before the public that no part of its management escapes the most careful criticism from the public prints, and healthy criticism free from malice has certainly always been welcomed and has frequently been productive of much good.

The ideal Life-boat, absolutely safe and suitable to every sort of place, is still, alas! not invented. But every type of existing boat has most certainly been enormously improved, and everything is being done to meet, as far as possible, the views of the Life-boat men, and to let them have boats suitable to their particular locality, and a general broad-minded policy with regard to designing boats is being pursued.



OUR LIFE-BOAT CREWS AND PROPERTY SALVAGE SERVICES.*

A CONTROVERSY has apparently arisen of late between the Life-boat Institution and Lloyd's on the subject of Property Salvage Services performed by Life-boat Crews, and it would seem, judging from paragraphs which have appeared in the public press, that Lloyd's accuse the life-boat crews of making extortionate demands for their property salvage services. To meet this alleged state of affairs Lloyd's have pressed the Life-boat Institution to adopt Lloyd's Form of Salvage Agreement, which they appear to consider to be the best possible remedy for every evil connected with such matters, and to insist on the Life-boat crews using it. The Life-boat Institution, on the other hand, refuses to accept as proved the impeachment of its crews, and states clearly that it is a case of *non possumus* as regards compelling them to use the proposed form. As the subject is an interesting one to seamen, it is desirable that the question should be placed somewhat fully before the readers of the *Nautical Magazine*, stating the case fairly on both sides and leaving it to the public to pass judgment on the merits of the case.

It is stated by Lloyd's that the Life-boat crews are the servants of the Life-boat Institution, and therefore that as such they should not be allowed to make demands which the underwriters think to be exorbitant and unfair, even supposing they are allowed to render property salvage services at all. It is not apparent, however, whether it is the wish of Lloyd's that the Life-boat crews should be debarred altogether from rendering such services. It can hardly be believed that this can be the case, but if so, it will be safe to say that neither the shipowners, the underwriters, the marine insurance companies, nor the general public will support the Corporation in such a view. Supposing then that this is not the case, but that it is merely the wish of Lloyd's to protect the interests of their clients, the shipowners and underwriters, against extortion and improper claims, which they believe can satisfactorily be done by means of their form of salvage

agreement; the question, as to whether this agreement should or should not be used by the Life-boat crews is the beginning and end of the whole discussion, and narrows the contention down to very small limits indeed.

Before looking at the matter from the Life-boat Institution's point of view it will be well to examine the provisions of Lloyd's Form of Salvage Agreement, and it will be found that the pith of the various paragraphs in it is practically as follows:—That if the sum demanded by the salvor for his services is not approved by the representative of the shipowner, the amount to be paid shall be fixed by Lloyd's, or by an arbitrator appointed by them, Lloyd's charging what fee they think fit for their arbitration. That any difference arising out of the agreement or the operations thereunder shall be referred to the same arbitration. That any dispute between any of the parties interested in the property salvaged shall be settled by Lloyd's, their decision being final, and so on. This agreement is certainly a satisfactory one from the underwriters' point of view, as it gives the entire power of passing judgment to Lloyd's on their behalf, they being one of the parties to the suit, and entirely "clips the wings" of the salvor who does the work, but is to have "no say" in the matter of his remuneration for it.

It is not very clear where the right of Lloyd's comes in to dictate to the Life-boat Institution as to what they should or should not do in property salvage or any other matters. It has always been understood that both Lloyd's and the Life-boat Institution were private and voluntary corporations, both with excellent ends in view and both doing excellent work; but it is not so apparent that either has any right to direct the other, and the wisdom or the policy of such an attempt being made, as seems to be the case by Lloyd's in the present instance, is extremely doubtful. It is difficult to understand why Lloyd's, after so many years, should only now have awakened to the impropriety on the part of the Life-boat Institution in not insisting on their crews using Lloyd's Form of Salvage Agreement.

* From the *Nautical Magazine* for September, 1896.

The property salvage regulations of the Life-boat Institution have been in force and circulated broadcast for more than a generation, and were no doubt originally drawn up with the full approval of Lloyd's. Even were it not so Lloyd's must certainly have had ample opportunity for objecting to them at the time, seeing that the then Chairman of the Life-boat Institution was an influential and ruling member of the Committee of Lloyd's, the active and much respected Chairman of Lloyd's Register and a great power in commercial circles. It may well be asked why this sudden fault-finding in this particular matter with the Life-boat Institution? Is it that the Committee of Lloyd's have passed the zenith of their power, and that feeling this, they wish to assert themselves and show their importance; or is it that the Government has been treading somewhat on their toes of late, and are possibly likely in the near future to do so still more, thus causing them to consider that it is incumbent on them to put forth at least a semblance of power?

The case for the Life-boat Institution would seem to be this. It is a voluntary Association incorporated under Royal Charter for the purposes of saving life, *not* property. It appeals to the fishing population, pilots, and sailormen generally, to help the great work of life-saving by manning, when necessary, the Life-boats which the British public have enabled it to place around the coast of the United Kingdom. These men, as volunteers, have hitherto nobly responded to the call, and many thousands of lives have as a result been saved from shipwreck, a result of which the many friends of the Institution are proud. As the Life-boat Institution began in the course of years to enlarge its borders and to increase its life-saving fleet, the question arose as to what should be done, having regard to the Salvage Laws, in the event of Life-boat crews, when called out by distress signals for service, finding that they were not required to give help in life-saving but only to assist in the salvaging of a cargo or ship; and it was resolved that, inasmuch as the crews were volunteers and perfectly independent of the Institution, outside the duties they *voluntarily* took upon them of life-saving, the Institution had no power whatever to

give any orders in the matter. At the same time it was felt that it was not the wish of the public and the subscribers, that the Institution should refuse the men the use of the Life-boats to save valuable property. The question, looking at it all round, was, and is, no doubt, a difficult one to legislate upon.

The following regulations show precisely the position of the Institution with respect to property salvage services, and that an honest attempt has been made to do the best under difficult circumstances:—

"1st.—The Life-boat is never to be launched for any purpose other than for saving life without the direct sanction of the honorary secretary, or of some other authority connected with the local committee, and on no account to be used for other purposes, to the injury of private interests.

"2nd.—When a Life-boat has been launched for the purpose of saving life, and it is found on arriving at the vessel in danger that the master, or other responsible person in charge, wishes to engage the services of the Life-boat's crew to endeavour to save the vessel, the Life-boat's crew are at liberty to accept an engagement with such master, or other responsible person in charge, for this purpose, and to make use of the Life-boat under the following conditions:—

"A. That all reasonable care be taken of the Life-boat and its gear.

"B. That it be clearly understood that the position of the Life-boat's crew towards the Institution is changed from a Life-boat crew endeavouring to save life, and entitled to be paid for such endeavours by the Institution, to a party of salvors who have borrowed the Life-boat for property salvage purposes, for the remuneration of which services they are to look to the person in charge of the vessel who has engaged them. Should the boat be damaged while rendering such services the cost of repair to be met by the salvors.*

"C. Should the attempts of the Life-boat's crew to save the vessel be successful, but the amount of salvage money paid them be less than the amount they would have been entitled to for an endeavour to save life, the difference will be made good by the Institution. Should, however, they be unsuccessful in salvaging the vessel, they will be paid by the Institution as though they had launched for the purpose of saving life.

"3rd.—If the Life-boat be launched for the purpose of saving life, and it be found on reaching the vessel that there is any immediate probability of efforts to float her, or to place her

* Formerly the Institution demanded a small share of the salvage money as compensation for damage done to the Life-boat or gear.

out of danger, meeting with success, and the Life-boat's crew be not required to salvage property, but merely to remain at hand in case it should be found necessary to desert the vessel, it shall be permissible for the boat to remain if the coxswain deem it practicable, but this service will be regarded as a life-saving service to be paid for by the Institution, and not a property salvage service to be remunerated by the vessel.

"It must be clearly understood, however, that this regulation relates to *immediate efforts* only, which may be considered to extend to one hour after the high water immediately following the launching of the Life-boat. Any claim for extra payment from the Institution for this special service must be accompanied by a letter or certificate from the master, or other responsible person in charge of the vessel, setting forth that the service was rendered at his request and the time it occupied.

"The attendance of the Life-boat and its crew during any lengthened operations at the request of the master or other responsible person in charge of the vessel, whether assistance is given in such operations or not, will be considered a property salvage service, and will not be paid for by the Institution.

"4th.—The Life-boats' crews are *strictly* prohibited from making any claim on a vessel for *life salvage*, as such services are paid for by the Institution."

From these Regulations it will be seen that the Institution profits in no way at all, either pecuniarily or otherwise, by lending the Life-boats, whilst the men are left to render the property salvage services they are called upon and asked to perform and to make such terms as may be thought fit by them with the representatives of the shipowner, the law of the land providing, through the Admiralty Court, the means of settling disputes. With reference, therefore, to the alleged exorbitant demands of Life-boat men, it rests with the parties assisted to refuse such demands, and it is surely their duty to do so and to have the matter adjudicated upon in Court. It must be borne in mind that life-saving is not the calling of the crews. They live by fishing, piloting, salvaging property, etc. These constitute for the most part their callings. They cannot, therefore, afford to take less than the market value for their time and services when life is not at stake merely to enable the underwriters to evade their responsibilities and the risks they are naturally ready enough to incur. Even were it possible for the Life-boat Institution, in view of the legal aspect of the position, to pay the crews to render property salvage services on the

same basis and at the same rate as for life-saving purposes, it is hardly possible that the subscribers to the Institution would concur in such a policy, as it would undoubtedly mean, to put it plainly, the spending of money given for charity, in subsidising the underwriters by securing a good profit for them, or at all events so arranging matters that in the end they have to pay very much less than is really justly due from them for the work done, than they would have to pay in other circumstances.

Again, assuming for the sake of argument that the Institution could in any way dictate to the crews as to what price they should or should not receive for their services in property salvaging, or could order them to make no charge at all, but to look to the Institution for remuneration as they do for life-saving services, it would undoubtedly be extremely unfair to the men. It would come to this, that because the men have launched to save life, but their help is not needed for this purpose, but instead they are wanted to save a ship or cargo, and because they happen to be in the Life-boat, that therefore they are to be placed in a much worse position than if they were acting independently in their own yawls or luggers. It would be curious to know what would be the effect of such a handicapping order to the crews. It is to be feared that it would tend to great loss of life both amongst the men themselves and the shipwrecked crews. The men would naturally be led to incur terrible risks in their own boats, altogether unsuitable in a great crisis, in order to attempt to save both life and property. Reverting to the question of the use of Lloyd's Form of Salvage Agreement, the Life-boat Institution appears to think that they would not be justified in even suggesting to their crews the use of such a one-sided agreement. In this decision the Institution would seem to be backed up by the example of the Board of Trade, which also refuses to call on its life-boat crews to use the form in question. It would seem that cases have been cited by Lloyd's, the details of which have, however, been disputed by the Life-boat Institution in which the Life-boat crews are stated to have made too large demands for the work done; but if this is the case, and they have offended in this way, why did not

the shipowners for their own sakes, and on a question of principle, take the claims into Court? As, however, they paid the demands of the crews and did not dispute them, disinterested persons may be excused if they assume that after all they were fairly satisfied with the settlements arrived at without invoking the aid of the Court.

The British public has been somewhat shocked at the bad character which has been given to the Life-boat crews, but the friends of the Institution are not without hope that it has been exaggerated or misrepresented. Is it not quite possible for an unprincipled captain to misrepresent the conduct of a Life-boat crew to satisfy his employers and to make good his position with them? Such a circumstance can be easily imagined; whereas, on the other hand, it is hard to conceive any inducement for the Life-boat men to make misrepresentations, for the simple reason that they are their own masters, and have no one to whom they must account. Unquestionably Life-boat crews may sometimes intentionally or unintentionally charge too much for their services,

and underwriters likewise may wish to pay too little for them, but this is not a matter of public concern—the Admiralty Court is open to both parties, and there the case can be settled once and for all.

In conclusion, it may be suggested that if there is a fault anywhere, it is possibly in the condition of the Salvage Laws. Nothing human is perfect, and it might better serve the purpose of Lloyd's if they would turn their attention to these laws rather than to keep carping at the Life-boat crews who have certainly, as acknowledged on all hands, rendered for upwards of seventy years magnificent service to the country in life-saving, and who merit all the praise which can be heaped upon them under that head. The Life-boat Institution would, no doubt, be only too ready to back up the Committee of Lloyd's in any step they might take having for its laudable aim the improvement of the Salvage Laws and the prevention of any friction or bad feeling which the present arrangements, unavoidable perhaps in the existing state of the law, would seem at times to superinduce. "PROPERTY SALVAGE."

THE WRECK REGISTER AND CHART FOR THE YEAR ENDED THE 30TH JUNE, 1895.

THE Board of Trade is to be congratulated on the success of its efforts to lay before the public the "Abstracts of the Shipping Casualties which have occurred on or near the Coasts of the United Kingdom" up to the latest possible date. During the current year the Board has issued the tables to which we refer for two years instead of one, thus bringing up the statistics to the 30th June, 1895. In the number of the *Life-boat Journal* issued in February last we had the pleasure to submit to our readers the more interesting features of the Board of Trade Returns for the year 1893-4, and we now draw attention to those relating to the year ended the 30th June, 1895, which will we are sure be perused with much interest. In our February article we had to regret an unsatisfactory increase in the number of casualties and of the lives

lost as a result of those casualties during the year 1893-4, but on the present occasion we are pleased to be able to report an improvement almost "all along the line."

During the year 1894-5 the total number of shipping casualties round our shores was 4,917, a decrease of 34 as compared with the previous year, a really satisfactory decrease in view of the fact that with a reviving trade the number of vessels coming to and going from our coast had considerably increased, and, which is far more important, the total number of lives lost as a result of the casualties fell from 821 to 740—a very pleasing decrease of 81.

The 4,917 casualties for the year included all descriptions of casualty befalling vessels of every class—collisions, foundering, strandings, missing vessels,



SHETLAND ISLANDS

ORKNEY ISLANDS

WESTERN HEBRIDES OR LOCHALIN

IRISH SEA

ATLANTIC

HEBRIDES

SUMMARY

During the year ended the 30th June 1895 the Number of Vessels lost or damaged on the coasts, and in the seas of the United Kingdom including cases of minor damage was 497 and the loss of Life as far as can be ascertained was 740.

	Life Boats	Rocket Stations	
There are	221	208	in England & Wales.
	47	45	Scotland.
	39	52	Ireland
	5	4	Isle of Man.
	2		Channel Islands.

WRECK CHART OF THE BRITISH ISLES

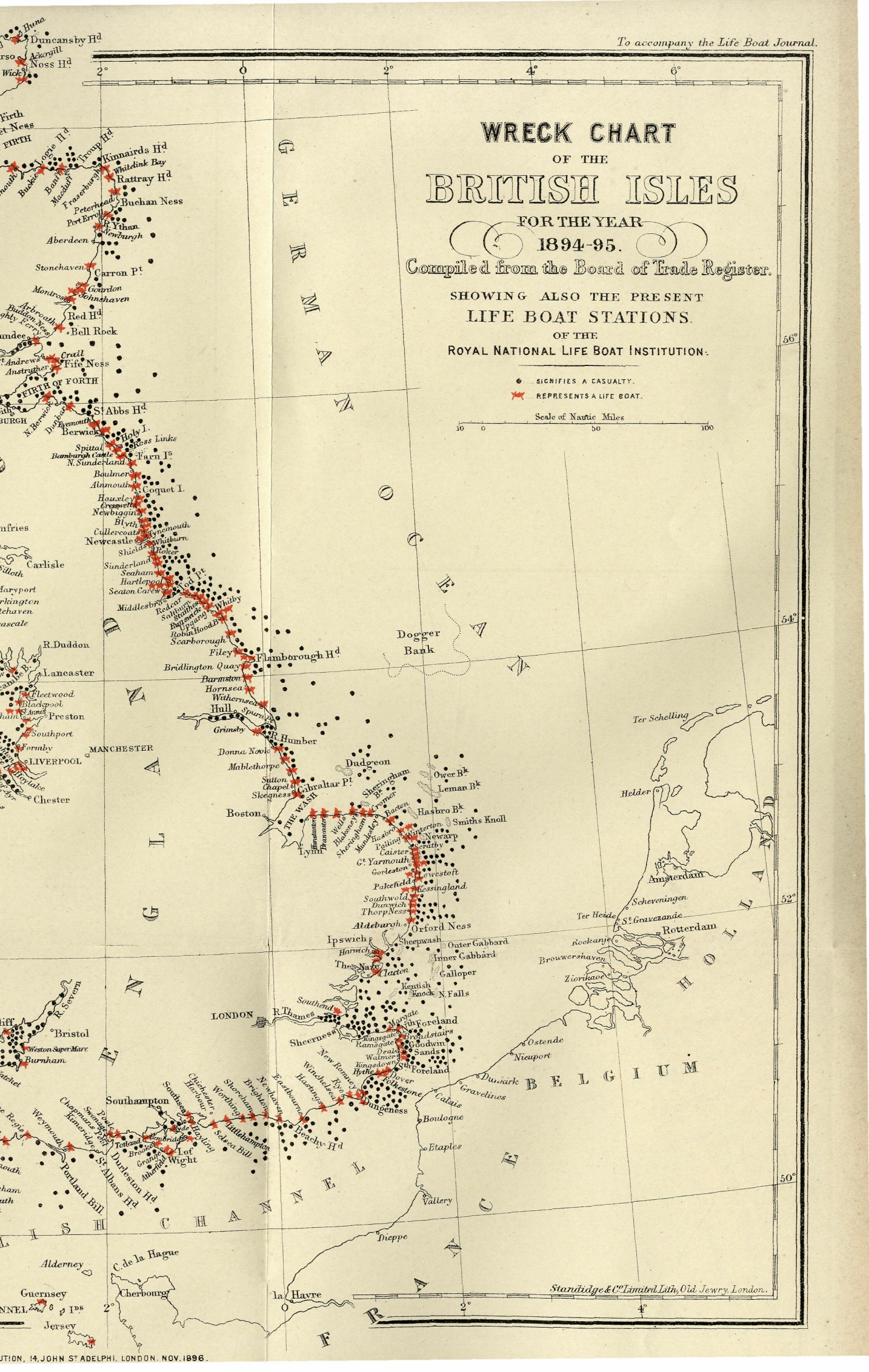
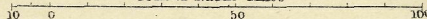
FOR THE YEAR
1894-95.

Compiled from the Board of Trade Register.

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

- SIGNIFIES A CASUALTY.
- ★ REPRESENTS A LIFE BOAT.

Scale of Nautic Miles



etc. These we classify according to our wont under the following three heads:—(1) Total loss; (2) serious casualties; (3) minor casualties. A decrease is shown under the heads Nos. 1 and 2, but there was an increase, although not a very important one, as regards heading No. 3. The cases of total loss and serious casualty fell from 1,706 to 1,474, a considerable decrease of 232; the total of the minor casualties, however, rose from 3,245 to 3,443, an increase of 198. It is a matter for surprise that life was lost in only 271 of the 4,917 casualties.

It should be noted that the collision cases constituted a very large proportion of the casualties; they numbered 1,688, an increase of 259 as compared with the corresponding total for the year ended the 30th June, 1894; and it will be observed that this increase is 61 in excess of the total increase for the year of casualties of every description, as compared with the preceding twelve months. Curiously enough, the cases of collision occurred more frequently by day than by night, and were, in the great majority of cases, between a steamer and a sailing vessel. Much has been said and written of late on the subject of the rule of the road at sea, and we hope that the cogitations of the experts may, before long, result in a considerable diminution of the number of collisions. Collision cases being excluded, the cases of total loss fell from 417 to 356, the serious casualties from 843 to 723, and the minor casualties from 2,262 to 2,150.

Of the total number of casualties it is interesting to note that 4,419 befell British and Colonial vessels, and 498 Foreign vessels; total 4,917. The British and Colonial total was only 53 in excess of that of the previous year, and the Foreign total showed a falling off of 87.

Dividing the United Kingdom into districts, the casualties from a local point of view are as follows, collision cases being excluded:—East coast of England, 899, or 138 less than the year 1893-4; north coast, 555, or 45 less; west coast

of England and Scotland, and east coast of Ireland, 1,191, or 11 more than the preceding year; north coast of Scotland, 138, a reduction of 11; east coast of Scotland, 182, or 54 less; other parts 274, or 46 less; total 3,229, or 293 less than the year 1893-4.

The totals of the lives lost in the several districts as a result of the casualties were:—East coast of England 91, or 122 less than in the previous year; south coast of England 45, or 33 less than in 1893-4; west coast of England and Scotland, and east coast of Ireland 237, an increase of 120; north coast of Scotland 17, or 18 less than in the year before; east coast of Scotland 22, or 15 less than in the year 1893-4; other parts, 328; total 740.

On the accompanying Chart of Great Britain and Ireland a black dot has been placed to indicate the precise position on the coast where each shipping casualty took place during the year ended the 30th June, 1895, so that it may readily be seen what parts of the coast proved the most dangerous. The Chart also gives the positions of the 298 Life-boats of the Institution now on the coast.

Between 1861 and the 30th June, 1895, 5,512 British, Colonial, and Foreign vessels were wrecked on our coast, resulting in every case in the loss of life, the total number of lives lost being 24,350. Of the 740 lives lost in the year 1894-5, 661 were from British and Colonial vessels, a reduction of 20 as compared with the preceding year, and 79 from Foreign vessels, the number in 1893-4 being 101. From these figures it will be seen that the number of lives lost from British and Colonial vessels was 59 less than in the year before, and that the number lost from Foreign vessels showed a satisfactory decrease of 22.

Of the 740 lives lost under all heads during the year 1894-5, 81 were due to the foundering of vessels, 51 to collisions, 260 to stranded vessels, 271 to missing vessels—as against 218 in the preceding year—and 77 to explosions, washed over-

board, etc. It is worthy of notice that out of the 740 persons who thus perished only 38 were passengers, all the rest being officers and members of the crews of the various vessels.

The following table, giving the figures for the last forty-two years, shows that year by year the number of vessels meeting with casualties varies, partly, no doubt, owing to the different conditions of wind and weather, and partly to the varying number of vessels coming to and going from our ports:—1854 (last six months), 458; 1855, 1,141; 1856, 1,153; 1857, 1,143; 1858, 1,170; 1859, 1,416; 1860, 1,379; 1861, 1,494; 1862, 1,827; 1863, 2,001; 1864, 1,741; 1865, 2,012; 1866, 2,289; 1867, 2,513; 1868, 2,131; 1869, 2,594; 1870, 1,865; 1871, 1,927; 1872, 2,381; 1873 (first six months), 1,206; 1873-4, 2,191; 1874-5, 4,259; 1875-6, 4,554; 1876-7, 5,017; 1877-8, 4,436; 1878-9, 3,716; 1879-80, 3,138; 1880-1, 4,297; 1881-2, 4,367; 1882-3, 4,363; 1883-4, 4,405; 1884-5, 3,764; 1885-6, 3,596; 1886-7, 4,224; 1887-8, 4,004; 1888-9, 4,272; 1889-90, 4,344; 1890-1, 4,198; 1891-2, 4,710; 1892-3, 3,499; 1893-4, 4,951; 1894-5, 4,917. Total, 125,063.

Terrible as the loss of life from ship-

wreck on our coasts has been during the past generation, involving the destruction of 28,189 lives, it is gratifying to find that in the same period the Life-boats of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and the other means employed and rewarded by it, have been instrumental in saving 29,415 lives, the lives saved thus exceeding the lives lost by 1,226. In 1895 alone the Committee of the Institution granted rewards for the saving of 709 lives.

The services of the Life-boats in 1894-5 were, as usual, admirably backed up by the excellent work in assisting distressed vessels and crews performed by the 308 Rocket Apparatus and other stations of the Board of Trade. By this valuable and efficient means no less than 321 lives were saved during the year, the number saved in the preceding year numbering 402.

The value and necessity of the Life-boat Service is fully demonstrated by the figures which have been so strikingly tabulated by the Board of Trade, and we are satisfied that the thinking public will be careful not to allow the Life-boat Institution to become inefficient or to decrease the area of its operations for lack of funds.

OUR "LIFE-BOAT SATURDAY" FUND.

By the time this article reaches the readers of the *Life-boat Journal*, the "Life-boat Saturday" season for the year 1896 will be practically over, so that we are in a position to gauge pretty accurately the advancement which has been made by this popular movement during the current year, a movement which, notwithstanding all obstacles, misunderstandings and difficulties, goes on and prospers. The result of the indefatigable energy and zealous labours of the Local Committees, the District Committees, and the Central Committee of the Fund must be eminently gratifying to the members of these Committees, and not only to them but to the

hundreds of willing workers, old and young, rich and poor, who have appointed them, worked with and under them, and have earnestly supported them. The Central Committee in London of the "Life-boat Saturday" Fund, although nominally holding the guiding reins since the 1st January last, practically only got to work in the early spring, and at the end of their first season's labours they may well view with satisfaction the admirable results which have been obtained—results which we believe would not have been obtained if the management had been different or in other hands. When the Central Committee

nominally took over the management of the movement at the beginning of 1896 at the request of the LIFE-BOAT INSTITUTION and with the full concurrence of the "Life-boat Saturday" Local Committees, they found that the total number of cities and towns which had assisted the movement in 1895 was 74, this number being 28 in excess of the co-operating towns in 1894. Large as this number was the Central Committee determined to improve upon it, and we have the pleasure to give a list of no less than 53 cities and towns, some of them very important ones, including London, which have *for the first time* made, or will make, "Life-boat Saturday" collections this year, bringing up the total number of such collections made in 1896 to 103, a large increase of 29 as compared with the previous year, and of 57 as compared with the year 1894. It must be borne in mind also that a considerable number of towns which made Saturday collections in 1895, decided for local reasons to collect biennially, so that, as arranged, there will be no returns from them this year, otherwise the total of collecting towns for 1896 would be even larger than it is.

The following is a list of the fifty-three cities and towns which have this year for the first time organised "Life-boat Saturday" collections:—

Atherton.	Hereford.
Barnsley.	Kinross.
Barrow.	Kirkintilloch.
Blyth.	Leek.
Boston.	Leigh.
Burslem.	Lerwick.
Burton-on-Trent.	London.
Castleford.	Loughborough.
Colne.	Lowestoft.
Coventry.	Macclesfield.
Crewe.	Maidstone.
Darlaston.	Mansfield.
Darlington.	Morley.
Gainsborough.	Nelson (with Brier-
Grangemouth.	field and Barrow-
Hanley.	ford).
Hastings (with St.	Newcastle, Staff.
Leonards).	Northampton.

Norwich.	Stoke-on-Trent.
Pontefract.	Sunderland.
Ramsey.	Swansea.
Reading.	Tyldesley.
Retford.	Walsall.
Rhyl.	Wednesbury.
Ripley.	West Bromwich.
Scarborough.	West Hartlepool.
Southport.	Widnes.
Stafford.	Yarmouth, Norfolk.

The excellent work which has been done by the Central Committee of the "Life-boat Saturday" Fund during their first season of office augurs well for the future, and we have no doubt that the results accruing are a sample of what will be effected in the time to come.

Attention has been drawn in some quarters to the alleged large percentage of local expenses in connection with the organisation of "Life-boat Saturday" demonstrations and collections, but it must be borne in mind that the Local Committees in many towns have considered it absolutely necessary for them to incur a somewhat heavy expenditure in arranging special entertainments and fêtes intended to secure substantial profit in aid of the Fund. Experience will, however, doubtless enable them to reduce their working expenditure—experience which, as the saying is, may have been "bought" in the past. In their efforts to bring about this end they will receive full support from the Central Committee of the "Life-boat Saturday" Fund, which is doing its utmost to keep down expenses, and to make cheaper, but equally efficient, arrangements than those made before they took over the management of the movement. The approaching winter months will provide a good opportunity for the "Life-boat Saturday" Committees up and down the country to consider and make the arrangements for next year's campaign, and it would seem to be most desirable to thus "take Time by the forelock" rather than to defer the matter until a week or two, or perhaps a few days, before the collection is made.

OPENING THE NEW LIFE-BOAT HOUSE AT CULLERCOATS.

FURTHER evidence of the popular appreciation of the ROYAL NATIONAL LIFE-BOAT INSTITUTION and all that appertains to the saving of life at sea was furnished on Saturday, 8th August last, at Cullercoats. About ten years since the Co-operative Union gave a new Life-boat, the *Co-operator No. 1*, for use at that station. In the period intervening it has done a great deal of valuable work, particularly at times when sudden storms have endangered the lives of those engaged in the fishing fleet. But the craft was badly housed. Now the Co-operative Union has come forward again to complete the work begun in 1884. The old building was demolished, and a handsome new structure has been erected on the site it occupied. The formal opening and handing over to the Right Hon. the EARL PERCY, representing the ROYAL NATIONAL LIFE-BOAT INSTITUTION, took place on the 8th August. It was not an ideal day for an open-air ceremony. The wind was cold, and now and then drove along chilling showers of rain that penetrated even the stoutest covering. But in another respect it was appropriate for the special work in hand. The sea was rather rough. The heavy rolling of the cobs anchored here and there in the little bay, the angry-looking waves breaking and throwing up their white crests high into the air, and the Life-boat standing on the slipway ready to be launched, gave one an idea of what might be. The scene possessed a peculiar fascination, and no one who had been fortunate enough to obtain a commanding view thought of deserting his or her position. All through the morning people were crowding into the little fishing village. Men, women, and children, despite the wet and cold, grouped themselves in solid masses at every point from which an uninterrupted view could be got.

After some selections had been played

by Mr. Smith's Military Band from Newcastle, a number of fisher girls grouped opposite the platform, which had been erected opposite the Life-boat house, led in singing the beautiful hymn—

Eternal Father, strong to save,
Whose arm hath bound the restless wave,
Who bid'st the mighty ocean deep
Its own appointed limits keep;
O hear us when we cry to Thee
For those in peril on the sea.

And this was followed by appropriate prayers offered by the Rev. Mr. SHEPHERD.

Mr. R. H. BAILEY presided on the platform. Among the large number with him there, besides Earl Percy, were Mr. Thomas Tweddell, Hartlepool, Chairman of the Newcastle branch of the Co-operative Wholesale Society; Mr. John Shillito, Halifax; Mr. Jas. Hall, J.P.; Dr. Lawrence Adamson, J.P.; Mr. P. J. Messent, C.E.; Mr. Aaron Watson, Newcastle; Mr. Rd. Leeson; Dr. John Burdon; Ald. J. F. Spence, J.P.; Mr. Thomas Rule, J.P., Gateshead; Mr. Eustace W. C. Stracey, R.N., Life-boat Institution; Mr. A. Laing; Mr. W. Crooks, Blaydon; Mr. J. Routledge, &c. The Chairman referred to the interest taken in the Life-boat movement by Algernon, fourth Duke of Northumberland, who placed the first boat at Cullercoats, and went on to detail what had led up to the presentation of *Co-operator No. 1*. The Union, he said, had now placed Life-boats at Cullercoats, Ilfracombe, and Thurso. When it came to the knowledge of the Northern section of the Co-operative Union that the house here was not in a good state—that it had in fact been recommended by the District Inspector of Life-boats to be replaced, subscriptions were asked for, and a sufficient sum soon raised to build a new one. It had been erected at a cost of 600*l.*, and, including the new slip-road and cement foundations, this would be brought up to 750*l.* Mr. Bailey went on

to give a short history of the enormous development of the co-operative movement, and he concluded by presenting a gold key to Mr. Tweddell as a memento, and asking him to hand the new house over to Lord Percy.

Mr. TWEDDELL said that he did not think that a pleasanter duty could fall on anyone. He spoke of the additions they had made to what he might call the Co-operative fleet, and remarked that their movement was to be congratulated on this great work of beneficent effort. But he questioned whether they had done all that they ought to do. He sometimes thought that they did not recognise sufficiently the responsibility that rested upon them, and he did not think they should look at the effort they were making there that day as a kind of spasmodic effort. It was part of a duty, the discharging of a solemn obligation. There was no class in the community to whom they were so deeply indebted as to those who faced the terrors of the deep. To them they owed a debt of gratitude that it was very difficult indeed to pay. Many of the necessaries and the luxuries that we enjoy were brought over the sea by these men, who carried their lives in their hand. They had a right to expect, to demand, that everything that charitable care, that scientific skill and advice could do to protect them against the peril of their calling, should be done. And if these efforts were to be made by private enterprise, on whom, he asked, could they have a greater call than those who were the largest consumers in the world? (Applause.) He then asked Lord Percy to accept the house, expressing a hope that the intervals of shelter would be very lengthy ones, and that the boat would not often be called upon for active service.

Earl PERCY, who was received with cheering, said he would accept the magnificent house with very great pleasure on behalf of the ROYAL NATIONAL LIFE-BOAT INSTITUTION. Northumberland was almost—he thought he might say quite—that part of England which had Life-boat work most keenly at heart. It was not far from here that the first Life-boat existed even before the present Institution came into being, and it was, as had already been pointed out, the fourth Duke

of Northumberland who, when the Life-boat Institution was in very low water, spent much time and much money in resuscitating it, and helping to make it what it is now—one of the foremost benevolent institutions in the country. The interest he took in that Institution he had handed down to others. The Institution had grown until it had interested the people throughout the length and breadth of England. At present the population of the Midlands, some of whom in these locomotive days have never seen the sea at all, are large contributors. The whole country was dependent on our seamen and those living on the coast. In Northumberland that was not likely to be forgotten. They saw much of the sea, and a large proportion of the population lived by the sea. By the crowds he saw around he did not think that the interest would ever wane in the Northern county. But he had further proof. The Life-boat movement was started in Newcastle only last year, and quite recently they were able to collect 849*l.* (Applause.) In the accounts he found the heading, "Collected by Cullercoats Fishwives"—(hear, hear)—and he found that they had raised 42*l.* 6*s.* 4*d.* (Applause.) That day they had another evidence of the interest in co-operative work. There was no part of England where the co-operative movement had made greater strides than in Northumberland. Turning again to the new house, his Lordship praised the building and congratulated the architect (Mr. R. J. LEESON, the able and zealous Honorary Secretary of the Cullercoats Branch of the Institution), adding that he need not tell them that the Life-boat Institution appreciated the gift bestowed. It was matter for great satisfaction to him that Cullercoats had been chosen for its erection, for his family had always taken a great interest in the people of Cullercoats, and always would.

This concluded the ceremony, and votes of thanks were passed to Lord Percy, Mr. Tweddell, and Mr. Bailey. Immediately afterwards the *Co-operator* No. 1 was launched, and went through various evolutions. There was also a rocket drill by members of the Cullercoats Volunteer Life Brigade.

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

CAISTER.—On the morning of the 23rd February, 1896, the Cockle Light-vessel fired guns and rockets. The Life-boat *Covent Garden* was taken out of her house, and while she was being launched a coast-guardman arrived and informed the coxswain that a barque was on the S.E. part of Hasborough Sand. The boat was afloat at 4.15 and sailed to the sand, shipping some heavy seas on her way, but found no vessel there. She then sailed down the sand and eventually came upon a barque, the *Glenberrie*, of Glasgow, bound from Hamburg for Adelaide with a general cargo and a crew of eighteen men. She was riding on the N.W. edge of the sand. The Life-boat went alongside and, finding the master was anxious to have his vessel taken to a place of safety, the Life-boatmen agreed to do so, and, with the assistance of two steam-tugs which subsequently arrived, she was taken to Harwich. A strong gale was blowing from E.S.E. and a very heavy sea was encountered all the way. The Life-boat arrived back at Yarmouth harbour at 8 o'clock on the following evening.

WICK.—The fishing-lugger *Isabella*, of Wick, while attempting to put to sea on the 26th February, the water being still rough after a S.W. gale, was struck by a heavy sea and was driven up the river. Both her anchors were dropped, but they were of no avail and she was soon thrown on the rocks, where the sea made a clean breach over her. The Life-boat *John Avins* was launched at 5 P.M., and at 6.30 returned, bringing the crew of the fishing-boat, six men in number.

GREENORE.—On the 2nd March the steamer *Rosstrevor*, of Dublin, belonging to the London and North Western Railway Company, left Greenore at about 6 P.M., bound for Holyhead, with passengers and a general cargo. She had proceeded a little distance outside Haulbowline Lighthouse, near the middle of Carlingford bar, when she struck a sunken rock and remained fast. She fired signals of distress, which were immediately answered from the Greenore Coastguard

station. The crew of the Life-boat *Sir Arthur Blackwood* were summoned and at 7 o'clock the Boat was on her way to the vessel. On reaching the scene of the disaster, the captain requested that the Life-boat should take ashore the female passengers, children and as many male passengers as she could carry. Seventeen persons were taken on board and landed, and the Boat returned to the vessel, but found that the remaining passengers had been transferred to another of the Company's steamers, the *Severn*. The *Rosstrevor* was then afloat but was leaking badly and, with the aid of the *Severn* and the tug *Violet*, was beached a short distance from Greenore pier in order to prevent her from sinking.

In recognition of the service rendered to their vessel, the London and North Western Railway Company contributed a donation of 10*l.* 10*s.* in aid of the funds of the Greenore Branch of the Institution.

WEXFORD.—While a moderate gale was blowing from W.S.W., with a rough sea and showers of hail, on the 3rd March, the fishing-yawl *Annie*, of Wexford, was observed stranded on the S. side of Wexford Bar, with the seas breaking over her. The No. 1 Life-boat *Andrew Pickard* was immediately manned, and at 3.45 P.M. proceeded to the vessel, dropped her anchor, and with some difficulty veered alongside. As it seemed probable that the fishing-boat could be got afloat if an anchor were laid out, the Life-boatmen took out one to which a long cable was attached and, with its aid, the boat was hauled off into deep water, when she floated with the rising tide.

BALLYWALTER.—On the 5th March information was received that a smack had been observed about ten miles distant, eastward, from the shore, in distress and apparently signalling for help. The Life-boat *William Wallace* was launched at 12.15 P.M., and on reaching the vessel found that she was the *Governor Ready*, of Douglas, bound from Dromore for Belfast with a cargo of paving-stones. She was entirely disabled, having been struck by a heavy squall which carried

away her topmast and two jibs and tore her mainsail in ribbons, and subsequently she lost her boat. It having been seen from the shore that she had no mainsail, the Life-boat men had taken one out in the Boat. This sail, which had been kindly lent for the purpose by Mr. William Gibson, J.P., was rigged up by some of the Life-boat crew, who also patched up a jib-sail, and the vessel, with her crew of three men, was brought into Ballywalter Harbour. The Rev. Dr. Greer, the Honorary Secretary of the Branch went out in the Life-boat on this occasion.

On the morning of the 16th March a four-masted schooner, the *Reform*, of Stavanger, bound from Bankok for Greenock with teak wood, was sighted off Burr Point flying signals denoting that she was sinking. The crew of the Life-boat were summoned, and at 9.30, ten minutes after the alarm was given, the Boat was launched. The weather then was very bad, the wind sometimes blowing with hurricane force, with squalls of sleet and heavy seas which completely drenched the crew shortly after the Boat was launched. The vessel was reached at 10.30, when it was ascertained that she was leaking, in consequence of having struck a rock at the south of Burial Isle, off Burr Point. Endeavours were made to get rid of the water by means of the pumps, but it was found impossible to do so, and it became evident that the foundering of the ship was only a matter of time. Ultimately the crew took to the Life-boat and were safely landed, the master and mate being taken ashore by a coastguard boat which had also proceeded to the vessel. About five minutes after leaving her, the *Reform* sank in about twelve fathoms of water.

FILEY.—The fishing-coble *Lionel* being observed in danger, while a strong gale was blowing from the W., accompanied by a rough sea, on the 6th March, the reserve Life-boat, temporarily placed here while the station's Boat was being altered, was launched and stood by the coble until she safely reached the shore.

HOLY ISLAND AND BOULMER.—The Holy Island No. 1 Life-boat *Grace Darling* was launched at 2.20 P.M., on the 6th March, in a rough sea, the wind blowing

a strong gale from N.W., in response to signals of distress shown by the schooner *Scotia*, of Inverness, which had stranded S.S.E. of Holy Island Castle. The vessel, however, floated off, leaking, and proceeded southward, the Life-boat following to North Sunderland, when the vessel's signals were lowered. The Boat put into North Sunderland, and on her way rendered some assistance to a coble which was in difficulties.

At 4 P.M. the vessel was sighted off Boulmer, a telephone message having been despatched there from Craster to look out for her. The Life-boat *Meliscant* put off to her assistance and finding her in a sinking condition, remained by her, some of the Life-boat men assisting at the pumps. A tug took her in tow and endeavoured to get her into the harbour, but before this could be accomplished she sank, her crew landing in their own boat.

WINTERTON.—Shortly after 5 o'clock on the evening of the 12th March, the cutter rigged shrimping-boat *Adeline*, of Great Yarmouth, was observed to ship a sea, when about half a mile S.E. of Winterton, and to instantly founder. An alarm being given, the No. 1 Life-boat *Edward Birkbeck* was launched, proceeded to the scene of the casualty and found one man clinging to the vessel's bowsprit. He was at once taken into the Life-boat and stated that another man was with him in the boat at the time the accident occurred. A diligent search was made by the Life-boat's crew, but unhappily no trace of the man could be seen; all that was found was the floating wreckage of the boat.

REDCAR.—The Life-boat *Brothers* was launched at 10.15 A.M., on the 14th April, and helped two fishing-boats which had been overtaken by stormy weather and a heavy sea.

ST. IVES.—Signals of distress having been shown by a vessel lying at anchor in the bay, while a strong gale was blowing from N.N.E. with a heavy sea, the Life-boat *Exceter* was launched at 1.45 A.M. on the 27th March. The vessel which signalled was the schooner *Lizzie*, of Chester, coal laden, from Swansea bound for Cherbourg. She had two anchors down, but was riding so heavily that it

was feared her cables would part, and her crew of five men were anxious to be taken ashore. They were taken into the Life-boat, which then made for her station, and in passing another schooner, the *Laddie*, of St. John's, N.F., laden with codfish, from St. John's for Exeter, which was in a more dangerous position, her crew also requested to be landed. They were anxious to give the vessel more cable before leaving her, and, as this would take some little time, it was arranged that the Boat should land those she had on board and then return. This was done, and the *Laddie's* crew of seven men were also brought safely ashore, being landed in the harbour at 3.30 A.M. In the afternoon the weather moderated considerably, and, the vessels having safely ridden out the gale, their crews were put on board and in the evening resumed their respective voyages.

NORTH DEAL.—On the morning of the 27th March rockets and guns were fired by the Gull Lightship and large flares were burnt by a vessel in the direction of the Brake sand. The Life-boat *Mary Somerville* was launched at about 5 o'clock, a whole gale blowing from N.N.W. at the time, with a heavy sea, and proceeded to the schooner *Janet*, of Carnarvon, laden with cement from Rochester for Londonderry, which had been in collision with the ketch *Tempter*,

of Hull. The latter vessel had sunk, and her crew of three men, who had jumped on board the schooner, were taken into the Life-boat and were safely landed. Two of the Life-boatmen remained on board the vessel and assisted to take her to Ramsgate, with the help of a steam-tug which afterwards arrived, having been summoned from Ramsgate by a telegram despatched by the Life-boat on her return to Deal.

HILBRE ISLAND.—The lightkeeper at Hoylake having observed a vessel ashore on the West Hoyle, on the morning of the 11th April, at once communicated with Hilbre Island, with the result that the Life-boat *Admiral Briggs* was launched at 5.45, and proceeded towards the vessel which was showing signals of distress. On her way, the Life-boat met a ship's boat containing the crew of four men who had left their vessel, which was ascertained to be the steam-tug *Albert*, of Chester. These men were taken into the Life-boat, which then continued her journey to the steamer and found her half full of water. Ultimately a tug arrived from Mostyn and the *Albert* was towed off the bank and taken to Mostyn, her crew accompanying her. A very strong N.W. wind was blowing during the performance of this service, the sea was very rough and the weather was very cold.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.

CARRICKFERGUS, CO. ANTRIM.—The ROYAL NATIONAL LIFE-BOAT INSTITUTION has formed a new Life-boat station at Carrickfergus, on Belfast Lough, it being considered most important, in view of the great shipping traffic in the Lough, that a second Life-boat establishment should be established there, as it was not thought to be sufficiently protected by the Life-boat at Groomsport, on the opposite side. There are plenty of fishermen to man the boat, which is kept moored afloat in the harbour, ready for immediate use when needed. The Life-boat provided is a sailing and rowing boat, of the self-righting type, 37 ft. long, 9½ ft. wide; she rows 10 oars, double-banked, and is fitted with three water-ballast tanks, provided with

plugs and pumps, by means of which water can be readily admitted or pumped out; there are also two sliding or drop keels to increase the boat's weatherly qualities whilst in deep water, without sacrificing the flat floor and light draught so necessary when in shallow water; and she also possesses the rest of the modern improvements, with other characteristics of the boats of the Institution in the way of self-righting, self-ejecting water, &c. The cost of the Life-boat and her equipment has been defrayed as a memorial by a gentleman resident in London, who does not wish his name published; in accordance with his request the boat is named the *Zaida*.

SUMMARY OF THE MEETINGS OF THE COMMITTEE.

THURSDAY, 11th June, 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 those of the Central Committee of the Life-boat Saturday Fund, and ordered that their recommendations be carried into effect.

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

Northern District—Southend (Cantyre), Campbelltown, Kildonan and Ardrossan.

Eastern District—Robin Hood's Bay, Scarborough, Filey, Flamborough (two boats), Barmston, Bridlington Quay, Hornsea, Withernsea, Palling (two boats) and Hasborough.

Southern District—Mevagissey, Polkerris, Looe, Plymouth, Yealm River, Hope Cove, Salcombe, Teignmouth, Exmouth, Worthing, Littlehampton, Selsey (two boats) and Southsea.

Western District—Aberdovey, Watchet, Bude, Clovelly, Lynmouth, New Quay (Cornwall), Padstow and Port Isaac.

Irish District—Drogheda (two boats), Balbriggan, Arklow, Howth, Poolbeg and Kingstown (two boats).

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

	£.	s.	d.
A contribution from Manchester			
(Anonymous)	2000	-	-
City of London Branch	1200	-	-
(Making 1500l. this year.)			
ISAAC HOYLE, Esq., for a new Life-boat for the Lancashire Coast, to be named after his late wife, <i>Mary Hamer Hoyle</i>	1000	-	-
"T. W. R." (additional)	50	-	-
Mrs. ALEXANDER BLACK (additional)	50	-	-
Hearts of Oak Benefit Society, further in aid of the endowment of the <i>Hearts of Oak</i> Life-boat at Palling	50	-	-
Stewards of the "Covent Garden" Life-boat Fund, per Mr. JAMES WEBBER (additional)	47	4	6

—To be severally thanked.

Also the receipt of the following legacies:—

	£.	s.	d.
The late Rt. Hon. EARL OF MORAY	15,000	-	-
The late T. C. TAYLOR, Esq., of Nottingham	1800	-	-
The late F. E. HILLS, Esq., of Penshurst, for establishing and equipping a Life-boat to be named the <i>Constance Melanie</i>	1050	-	-

	£.	s.	d.
The late Mrs. SARAH HOSKEN, of Penryn, the interest to be applied towards the maintenance of the Life-boat station at Falmouth	1115	14	5
The late ROBERT METHVEN, Esq., of Cupar, Fife	429	11	-
The late Mrs. JANE BELLAMY, of Southampton	46	16	-
The late Miss MARY GORDON, of Norwich	20	-	-

Voted the thanks of the Committee to Mr. JAMES McMULDBROW, Mr. G. L. TRUSTRUM, and Mr. E. R. BOULT, in recognition of their past valuable co-operation whilst serving as Honorary Secretaries of the Kirkcudbright, Port Erin and Winterton Branches of the Institution.

Reported the transmission to their stations of the Ballycotton, Castletown and Douglas No. 2 Life-boats.

Also that a new Life-boat station had been formed at Rosslare Harbour.

Decided that the Selsey No. 1 Life-boat station be discontinued.

Paid 4,902l. for sundry charges on various Life-boat establishments.

Voted 60l. 15s. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Castletown	Cutter <i>Luffra</i> , of Douglas	1
Fraserburgh	Schooner <i>Noble</i> , of Banff.	1
	Assisted to save vessel.	
Palling No. 1	Ketch <i>Rival</i> , of Rye.	2

The Gorleston No. 1 Life-boat assisted to save the dandy *Chanticleer*, of Lowestoft.

Voted also 63l. 1s. 8d. to pay the expenses of the assemblies of crews or launches to distressed vessels by the following Life-boats:—Dunwich, Kingsdowne, Margate, Uppgang, Whitby No. 2, Whitehaven and Winterton No. 1.

Also the thanks of the Institution, inscribed on vellum and framed, and the sum of 2l. each, to EDWARD T. HODGKINSON, JOHN HODGKINSON, JOHN COLE, WILLIAM ROBINSON and WILLIAM LAZENBY, for putting off in a boat and, with considerable difficulty and risk, saving two of six persons from a boat which had been filled by heavy seas off Skinningrove, Yorkshire, on the 20th February.

THURSDAY, 9th July.

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

Read and confirmed the minutes of the previous meeting.

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

Read the report of the Deputy Chief Inspector of Life-boats on his recent visits to the Ramsey, Peel, Castletown and Douglas stations.

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

Northern District — Silloth, Workington, Whitehaven, Maryport, Balcarry, Kircudbright, Whithorn, Port Patrick, Port Logan, Troon, Ballantrae, Ayr, Girvan and Irvine.

Eastern District — Cromer, Sheringham, Brancaster, Hunstanton, Wells, Blakeney, Chapel, Skegness, Sutton, Donna Nook, Mablethorpe, Grimsby, Hartlepool (three boats), Seaton Carew, West Hartlepool, Roker and Sunderland (two boats).

Southern District — Brixham, Dartmouth, Torquay and Sidmouth.

Western District — Penzance, St. Mary's, St. Agnes, St. Ives, Sennen Cove, Hayle, Point of Ayr, Ilfracombe, Morthoe and Appledore (three boats).

Irish District—Kilmore, Skerries, Rosslare Harbour, Lytham, St. Anne's, Formby, Balbriggan, Cloughey, Groomsport and Newcastle (Dundrum).

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

	£.	s.	d.
Miss LEICESTER, for a Life-boat for the English coast, to be named the <i>George Leicester</i>	840	-	-
SAMUEL TURNER, Esq., for a new Life-boat, to be named the <i>Sarah Jane Turner</i> , for any part of the coast of the United Kingdom, but preferably Lancashire	700	-	-
Worshipful Company of Fishmongers "S. D. R. S. D."	105	-	-
Worshipful Company of Skinners	100	-	-
Collected on board the ship <i>Torrens</i> , per Captain WALTER H. COPE	21	-	-
Moiety of collection on board the s.s. <i>St. Rogvald</i> , during her recent North Cape cruise, per J. T. WOOLRYCH PEROWNE, Esq.	12	17	-
Moiety of collections on board the <i>Midnight Sun</i> , at the services during the recent Baltic cruise, per J. T. WOOLRYCH PEROWNE, Esq.	12	15	-
	4	8	11

—To be severally thanked.

Also the receipt of 26l. 16s. 1d., being an additional portion of the legacy bequeathed to the Institution by the late Mr. W. H. DEAN, of Stratford.

Voted the thanks of the Committee to HENRY FOOKS, Esq., Captain G. LEWIS and A. E. BRAMWELL, Esq., in recognition of their past valuable services whilst respectively acting as Honorary Secretaries of the Dartmouth, Holyhead and Brighton Branches of the Institution.

Reported that Count DE BIZEMONT, Chief Inspector of the Central Life-Saving Society of France, had recently inspected the Steam Life-boat *City of Glasgow* at Harwich, and several other Life-boat stations. He had also visited the Institution's Store Yard.

Also that a new Life-boat and transporting carriage had recently been sent to the Teignmouth station.

Paid 5,877l. for sundry charges on various Life-boat establishments.

Voted 5l. 1s. to pay the expenses of the New Brighton Steam Life-boat in proceeding to the assistance of, and remaining by, the ship *Marschal Suchet*, of London, which was on fire in Formby Channel on the 11th June.

Also 41l. 8s. in payment of the expenses of the Formby, Holy Island No. 1 and Winterton No. 2 Life-boats in launching with the intention of rendering help to vessels which were apparently in need of assistance.

THURSDAY, 13th August.

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

Northern District — Lossiemouth, Buckie, Banff, Stonehaven and Gourdon.

Eastern District—Dungeness (two boats), New Romney, Folkestone, Margate, Ramsgate, Broadstairs, Kingsgate, Dover, North Deal, Kingsdowne, Walmer, Caister, Gorleston (three boats), Sunderland (two boats), Roker, Seaham, Whitburn and Hartlepool.

Southern District — Hayling, Shoreham, Lyme Regis, Weymouth, Poole, Swanage, Brighton, Ryde, Brighthelm Grange, Brooke, Totland Bay, Atherfield and Bembridge.

Western District — Weston-super-Mare, Penarth, Porthcawl, Watchet, Swansea, Port Eynon, Bude, Ilfracombe, Morthoe, Burnham, Criccieth, Porthdinllaen, Abersoch, Llanael-haiarn, Aberdovey, Barmouth and Pwllheli.

Irish District—Tyrella, Douglas, Castletown, Peel, Ramsey, Port Erin, Portrush, Aranmore, Culdaff, Greencastle, Greenore, Blackrock, Giles Quay, Wicklow and Newcastle (Dundrum).

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

	£.	s.	d.
Ancient Order of Foresters (annual subscription in aid of the support of their Life-boats).	140	-	-
Worshipful Company of Grocers (additional).	100	-	-
E. F. WHITE, Esq., and Miss WHITE (annual subscription)	75	-	-
Dublin Port and Docks Board (annual subscription)	75	-	-
Worshipful Company of Merchant Taylors (additional)	21	-	-
Miss E. HAMILTON, on behalf of the correct competitors in the "Watizit" puzzle	21	-	-

—To be severally thanked.

Also the receipt of the following legacies :—

	£.	s.	d.
The late W. E. YATES, Esq., of Leeds	1000	-	-
The late H. B. PEART, Esq., of Brighton	900	-	-
The late STANHOPE SMART, Esq., of Dalton, Huddersfield, for a Life-boat to be named the <i>Stanhope Smart</i> , and stationed at Saltburn, Whitby, or Scarborough	750	-	-
The late Miss IDA BERTHA SIMMONS, of Hove, for a Life-boat to be named the <i>Ida</i> , and stationed on the Scotch coast	720	-	-
The late Miss EMILY HEARTWELL, of Upper Holloway, for a Life-boat to be named the <i>Louisa Heartwell</i>	700	-	-
The late JOSEPH WILSON, Esq., of Halifax	356	-	-
The late Miss M. E. JANSON, of Upper Clapton	100	-	-
The late JAMES C. ARKWRIGHT, Esq., of Cromford, Derby	100	-	-
The late Mrs. MARY CURTIS, of Worthing (additional)	-	11	-

Decided that the Silloth Life-boat station be discontinued.

Paid 2622*l.* for sundry charges on various Life-boat establishments.

Voted 53*l.* 10*s.* to pay the expenses of the following Life-boat services :—

Life-boat.	Vessel.	Lives saved.
Hoylake	Steamer <i>Flying Falcon</i> , of Liverpool.	
New Brighton (Steam Life-boat)	Hoylake Life-boat transferred 76 passengers to the New Brighton Steam Life-boat, by which they were landed, and stood by the vessel until she floated.	
Whitby No. 2.	Two fishing - cibles. Stood by boats.	

The New Quay (Cornwall) Life-boat saved the pilot-cutter *Polly*, of Barry, and her crew of two men, and the Whitby Nos. 1 and 2 Life-boats assisted to save the s.s. *Lady Gray*, of West Hartlepool.

Voted 9*l.* 4*s.* to pay the expenses of the Institution's boarding-boat at New Brighton, in rescuing the crew of four men from the cutter *Gladdies*, of Liverpool, and taking the vessel, which was damaged, to a place of safety.

Voted also 112*l.* 8*s.* to pay the expenses of the Blackpool, Cahore, Clovelly, Fethard, Hayle, Skegness, St. Ives and Swansea Life-boats in assembling their crews or putting off to the assistance of vessels in distress.

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

Voted 2*l.* to two men for proceeding in a small sailing-boat to the assistance of the trawler *Willie*, of Tenby, which stranded on the Mixen Sands on the 27th July. Fifteen persons who were viewing the Swansea Regatta were taken off the vessel and safely landed.

The sum of 1*l.* 5*s.* was also granted to defray the cost of repairing the boat, belonging to one of the salvors, which was damaged while rendering the service.

Also 1*l.* 10*s.* to three men for landing two persons from a small boat which had been blown away from the shore at Southend, Essex, on the 28th June.

THURSDAY, 10th September.

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

Read and confirmed the minutes of the previous meeting.

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

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

Northern District—Johnshaven, Montrose (two boats), Arbroath, Broughty Ferry, Crail, Anstruther, St. Andrews, Cullercoats, Dunbar, North Berwick, Eyemouth and Berwick-on-Tweed.

Eastern District—Hartlepool (two boats), Seaton Carew, West Hartlepool, Redcar, Saltburn, Whitby (two boats), Staithes, Filey, Bridlington, Gorleston (three boats), Yarmouth, Winterton (two boats) and Caister (two boats).

Southern District—Weymouth, St. Peter's Port, St. Heliers, Porthleven, Mullion, Polpear, Church Cove, Cadgwith, Porthoustock, Falmouth, Torquay, Dartmouth and Lulworth Cove.

Western District—Aberystwith, Ferryside, Burry Port, Cardigan, New Quay (Cardigan), New Quay (Cornwall), Fishguard (two boats) and Tenby.

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

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

	£.	s.	d.
Oldham branch, per R. W. COWPER, Esq., annual contribution towards the maintenance of the <i>Oldham</i> Life-boat at Abersoch	70	-	-
Proceeds of Concert at Rhosneigr Life-boat house, per Mrs. OWEN and H. F. TILDESLEY, Esq.	15	1	6
Collected at Cowes Regatta by Captain BURRIDGE, per Miss F. H. LOYD	8	17	8
Offertery at Harvest Thanksgiving Service at Weston Church, Shifnal, per the Hon. and Rev. JOHN BRIDGEMAN, M.A.	6	3	1
Moiety of collections on the s.s. <i>St. Rognvald</i> during her recent North Cape and Vadsø cruise, per J. T. WOOLRYCH PEROWNE, Esq.	1	13	11

—To be severally thanked.

Also the receipt of the following legacies :—

	£.	s.	d.
The late Mrs. MARTHA PRATT, of Manchester (per Manchester Branch)	1800	-	-

	£.	s.	d.
The late ALFRED GWILT, Esq., of Norbiton, for the establishment and maintenance of a Life-boat to be named the <i>Kezia Gwilt</i> . . .	1000	-	-
The late Mrs. JANE LAWRENCE, of City Road	270	-	-
The late Mrs. M. A. CHAPMAN, of Cathcart Road (balance)	100	4	4

Voted the thanks of the Committee to Mr. H. HAMMER SMITH for his kind services whilst acting as Honorary Secretary of the New Quay (Cornwall) Branch of the Institution.

Decided that the Dartmouth Life-boat station be discontinued.

Paid 3250l. for sundry charges on various Life-boat establishments.

Voted 34l. 13s. to defray the expenses of the Whitby No. 2 and Sunderland (South Outlet)

Life-boats in respectively standing by several endangered fishing-boats, and rendering assistance to the stranded vessel *Prince Consort*, of Faversham, in a N.E. wind and a high sea.

Also 71l. 16s. to the crews of the Life-boats at Aldeburgh, Almouth, Formby, New Brighton, Penmon, Poolbeg and Wexford, for either assembling or going out in the Life-boats.

Also the thanks of the Institution inscribed on vellum (framed) and 2l. each to JOHN LITHGO, Bowman of the Seaton Carew Life-boat, and his sons WILLIAM and JAMES, who are also members of the Life-boat crew, in acknowledgment of their services in putting off in a boat and, at considerable risk, saving two men whose boat had been capsized off the Tees, in a very heavy sea, on the 17th August.

Also 1l. to four men who, on the occasion of the Howth Regatta on the 15th August, saved two men belonging to the yacht *Coressa*.

MAN THE LIFE-BOAT!

"Man the Life-boat!" Listen, brother,
How the signal cleaves the air,
Chilling heart of wife or mother
With a feeling sigh despair;
"Man the Life-boat!" and the thunder
Seems to echo back the cry;
"Dare they venture forth?" we wonder,
And the answer comes, "Aye, aye."

Lo! the hurricane is howling
O'er the wild tempestuous sea,
And the heavens are darkly swelling
O'er the grave that is to be:
Lo! the white-tossed waves are dashing
On the dangerous rock-bound coast,
And the booming thunder crashing,
Terrifies the trembling host.

Wildly plunging on the billows,
See yon gallant bark is tost;
See her strong masts bend like willows!
God of mercy! she is lost.
Now the breakers beat and wound her,
And she trembles at the shock,
As the boiling waves around her
Dash her madly on the rock.

"Man the Life-boat!"—Truth is stranger
Than the wildest fiction wrote.
All regardless of their danger,
Heroes haste to man the boat;
Through the storm so fiercely raging,
Lit up by the lightning's flash,
With one thought each mind engaging,
On those gallant heroes dash.

Now they launch their little beauty—
How she grapples with the wave—
And the crew respond to Duty,
Theirs to do, to die, or save:

Through the breakers they are creeping,
Pulling with a mighty stroke;
On the shore their loves are weeping,
Praying for their "Hearts of Oak."

Now the breakers dash them shoreward,
And all efforts seem in vain,
But their noble cry is "Forward!"
And they pull with might and main;
And we stand in awe-struck wonder,
Stand to watch them from afar,
Till at last the pealing thunder
Echoes back our glad "Hurrah!"

They have reached the sinking vessel—
Our brave boat has gained the wreck,
And our gallant heroes wrestle
With the waves that sweep the deck:
Death and danger howl about them,
But their hearts are staunch and true;
Fiercest danger cannot rout them,
Cannot stay our Life-boat Crew.

See! our heroes are returning,
Tossing on the foaming wave—
Thought of death or danger spurning—
With the lives they went to save:
Honest toilers rush to meet them,
Drag them dripping to the strand,
And our shouts of welcome greet them
Back to life, to love, to land.

* * * * *
Ye who dwell secure from danger,
When the tempest sweeps the land,
Think in pity on the stranger
Wrecked upon the treacherous strand;
When a kind and tender feeling
Wakes your charity anew,
Listen to the voice appealing,
Aid and bless the Life-boat Crew.

Castleford.

ARTHUR ASHTON.

NOTICE.

The next number of the LIFE-BOAT JOURNAL will be published on
the 1st February, 1897.

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 298 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 39,610; for which services 99 Gold Medals and Clasps, 1,151 Silver Medals and Clasps, 265 Binocular Glasses, 15 Telescopes, 11 Aneroid Barometers, 1,553 Votes of Thanks, inscribed on vellum and framed, 59 Certificates of Service framed, and £165,650 have been given as Rewards.

The Committee earnestly appeal to the British Public for Funds to enable them to maintain their 298 Life-boats now on the Coast and their Crews in the most perfect state of efficiency. This can only be effected by a large and permanent annual income. The Annual Subscriptions, Donations and Dividends are quite inadequate for the purpose. The Committee are confident that in their endeavour to provide the brave Life-boat men, who nobly hazard their lives in order that they may save others, with the best possible means for carrying on their great work, they will meet with the entire approval of the people of this the greatest maritime country in the world, and that their appeal will not be made in vain, so that the scope and efficiency of our great Life-saving Service, of which the Nation has always been so proud, may not have to be curtailed.

Annual Subscriptions and Donations are earnestly solicited, and will be thankfully received by the Secretary, CHARLES DIBDIN, Esq., at the Institution, 14 JOHN STREET, ADELPHI, London; by the Bankers of the Institution, Messrs. COURTS and Co., 59 Strand; and by all the other Bankers in the United Kingdom.—2nd November, 1896.