THE WEATHER IN 1896 FROM A LIFE-BOAT POINT OF VIEW.

The past year up to within the last ten days of September was a singularly uneventful one as regards Life-boat work; in fact, on the 22nd September the number of lives rescued by the Life-boats only totalled 65, and had the weather continued in its peaceful frame of mind up to the end of the year, it is probable that the full amount of lives credited to the ROYAL NATIONAL LIFE-BOAT INSTITUTION would have fallen short of 100, which would have been the smallest record since its establishment in 1824. The following table shows the number of lives rescued in a corresponding time, viz., between 1st January and 22nd September in the six preceding years and the totals for each year—

<table>
<thead>
<tr>
<th>Year</th>
<th>Lives rescued up to 22nd September</th>
<th>Total lives rescued in the year</th>
</tr>
</thead>
<tbody>
<tr>
<td>1890</td>
<td>254</td>
<td>555</td>
</tr>
<tr>
<td>1891</td>
<td>216</td>
<td>568</td>
</tr>
<tr>
<td>1892</td>
<td>643</td>
<td>836</td>
</tr>
<tr>
<td>1893</td>
<td>138</td>
<td>428</td>
</tr>
<tr>
<td>1894</td>
<td>378</td>
<td>649</td>
</tr>
<tr>
<td>1895</td>
<td>244</td>
<td>533</td>
</tr>
</tbody>
</table>

On glancing at this table it is at once very noticeable that, with the exception of 1892 when there were 379 persons taken off the s.s. Eider, which had stranded on the 31st January, the proportion of lives brought safely to shore in the last quarter of the year is somewhere about half what have been rescued in the whole year. When it was seen in September this year that there were such small results to show for the large expenditure in keeping up the enormous organisation for saving life, even though the yearly record was pretty sure to prove such a disappointing one from a life-saving point of view, there was no panic in John Street or violent desire to remove about two-thirds of the Life-boat stations, so as to satisfy that peculiar style of critic who takes such delight in calculating what it costs the Institution in £ s. d. to save one life. It was generally felt that there were great possibilities in the last quarter, and that the equinoctial gales (which a large section of the public appear to believe are as regular in their courses as the planets) would pull up the record; and to a great extent this was realised, for by the end of 1896 the list had increased from 67 to 312, showing that considerably more than three times the number of lives were rescued in the last quarter than in the three previous quarters of the year.

The weather up to the time of the autumnal equinox was certainly responsible for the smallness of the ROYAL NATIONAL LIFE-BOAT INSTITUTION's list of saved, and it is to be trusted that the weather, which gratefully provides us with so much subject for conversation,
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may often be saddled with a similar responsibility. On the 13th and 21st February there were two sharp blows from the eastward which affected the north-east coasts and which brought out many Life-boats to the assistance of the fishing-cobles—an extremely important function of the Life-boats, as it inspires much confidence in the fishermen, and has indirectly been the means of saving many a boat and its crew from destruction. In the last week in July a south-westerly gale passed up the St. George's Channel and pursued its way north, crossing Scotland about the latitude of Aberdeen, which disturbed the atmospheric conditions generally, but did not cause many casualties, warm weather and short nights being wonderful antidotes to shipping disaster. The latter part of August and all September were very wet, and on the 17th the weather began to show unmistakable signs of storminess. From the 23rd to the 27th there was a continuation of strong gales blowing from S.W. to N.W. and affecting the whole of the coasts. The 25th was the first really busy day of the year for the Life-boats, and eleven boats rendered good service on that day, six crews were rescued, the crews of three other vessels were landed but afterwards replaced on board their ships, which had managed to ride out the gale, and two vessels were assisted. The wreck most prominently brought before the public, because it occurred in the sight of thousands of people, was that of the barque Agdar, which stranded off Folkestone beach. The Folkestone Life-boat rescued four of her crew under considerable difficulties, and the remaining six refusing to leave their ship were with difficulty rescued by lines after the barque had washed over the rocks on which she first stranded and had come to the beach.

We now enter into the last quarter proper, although for purposes of comparison we have taken the 22nd September as the beginning of the last quarter of the year. Nothing serious occurs in the meteorological aspect until the evening of the 7th October, when a strong south-westerly gale set in and thoroughly upset the weather until the 12th October, and between the 7th and 9th no less than thirty Life-boats were called out for service, the east and west coasts being both affected. Crews of vessels were rescued by the Whitehaven, Ramsey (Isle of Man), Cemaes, Kingstown and Wicklow Life-boats; the Abersoch and Tenby Life-boats each took the crews off five vessels (ten vessels altogether) which were riding at anchor in great danger, but having managed to survive the storm their crews boarded their vessels again, and consequently the Royal National Life-boat Institution does not lay claim in these and similar cases to having saved their lives, although very frequently work of this class is extremely arduous and attended by much risk. The Montrose No. 1 boat landed three passengers from a barque, which also was in considerable danger, and vessels were assisted by the Montrose No. 1, Newbiggin and Aberdovey Life-boats. Of the remainder of the boats called out, their services were either refused or the vessels had succeeded in getting into safety without the aid of a Life-boat.

Although no further great storm occurred in October the whole month was what might be called a rough one, both as to rain and wind; many days the wind is recorded at forces varying from seven to nine at various points on the coast, and at Malin Head, in the north of Ireland, force ten (Beaufort scale) was registered on the 19th and 26th, the wind being N. and N.N.W. respectively. The barometrical readings throughout the month, except 14th, 15th and 16th, were very low. Life-boats were called out for service on nearly every remaining day or night of the month: 4 were out on the 10th, 5 on the 11th, 3 on the 12th, 5 on the 15th, 5 on the 14th, 5 on the 16th, 2 on the 17th, 3 on the 19th, 4 on the 20th, 4 on the 23rd, 1 on the 24th, 2 on the 25th, 1 on the 26th; after that the weather was somewhat quieter and no other Life-boat was called out until the 30th, when the St. Andrew's boat was required to assist some fishing-boats. This was certainly a change from the peaceful attitude of the elements in the foregoing part of the year, and the list of rescued had by the 31st October risen to 184, besides which a large number of persons in temporary danger had been landed from different vessels, but are not included among those credited as rescued.

November came in as if inclined to make up for the coarseness of October,
and until the 7th no Life-boat was stirring, but on the 7th, as if trying to emulate the violence of the weather in October, a strong gale from the eastward sprang up in the night on the east coast of England and continued till the 9th, although the immediate neighbourhood of Yarmouth was where it was principally felt, still the weather was generally disturbed over the British Isles.

During this gale seventeen Life-boats were launched for wreck service, twelve of which were stationed between Happisburgh, in Norfolk, and Margate. Most excellent work was done by the Caister No. 2 and Gorleston No. 1 Life-boats to the full-rigged ship Soudan which had stranded on the outer side of the Scroby Sand off Yarmouth. An attempt was at first made to save the vessel, but when that easterly gale sprang up it soon became evident that the unfortunate vessel was doomed, and the Gorleston boat with difficulty rescued nineteen of the vessel's crew and eight Life-boat men who had been at work on board the vessel; the Life-boat then lost her communication with the Soudan, leaving eight men still on board her, who were rescued in very brilliant style by the Caister No. 2 Life-boat.

Out of the twelve Life-boats called out for service on the east coast on this occasion, no fewer than nine had fruitless errands, and this is a good opportunity for calling special attention to these launches. When a service is done and a crew landed, the general public hear all about it, and the pluck of the Life-boat men is very properly commended, but little is known of the number of cases when Life-boats are summoned and their services not required. After all the struggle to launch and the hardship and exposure has been endured, especially when called by a distress signal made from an outlying light-vessel or vessel near a distant sand, it is very disappointing to the men to find that their errand has been made unnecessary and that the vessel has got out of danger or a sudden shift of wind has enabled her to dispense with Life-boat assistance. Taking a crew off a vessel is no doubt often a most hazardous operation, but it is by no means all the danger that a Life-boat's crew have to contend with; the launch from an open beach and the struggle out through the broken water is, perhaps, the greatest difficulty of all, and this has to be done whether the services of the boat are required or not, and the boat has also to be brought back through the dangerous broken water to the beach.

Comparisons are often made by ignorant people between the Life-boat service and Fire Brigades. It is hardly possible to imagine two such dissimilar organisations. With the exception that each must be ready for immediate call, there is not one single point in common. The Fire Brigade would be the first to confess that there is no special difficulty or danger in going from their station to the place they are called to, and if their services are not required they simply drive back again. Their dangerous work is, of course, in coping with a fire, whereas the Life-boat man's difficulties very often begin as soon as the boat-house doors are open, for transporting a Life-boat along an open beach in a snow-storm and heavy gale of wind is no sinecure; of course, this does not always happen, but it frequently does, as life-boats are not required in fine weather. The crews are very often entitled to more praise after a difficult but fruitless launch, than for some of the successful services.

In the rest of the month of November there is nothing very remarkable in the way of gales, but the weather is stormy from the 14th to 17th, and again about the 28th. Two Life-boats were out on the 9th, 1 on the 12th, 4 on the 14th, 1 on the 16th, 1 on the 23rd, and 1 on the 25th and 26th, 6 on the 28th, 2 on the 29th, and 1 on the 30th, and the total of lives rescued at the end of November was 242.

The weather in December up to the 15th was generally rough, and very low readings of the barometer were frequent, but no storm of really first rate importance visited these islands. Nevertheless, the Life-boats were kept very busy, and, with the exception of the 2nd, no day passed up to the 16th without some of them being afloat. On the 1st 2 were out, 1 on the 3rd, 9 on the 4th, 3 on the 5th, 4 on the 6th, 2 on the 7th, 4 on the 8th, 2 on the 9th, 1 on the 10th, 2 on the 11th, 2 on the 12th, 3 on the 13th, 4 on the 14th, and 1 on the 15th. After that, except in the far North of Scotland, the weather improved and became frosty for a week, but on the frost breaking up, it again became unsettled, and, although the Sonth of England had nothing

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much to complain of for the remainder of the year, strong winds were experienced in parts of Ireland and most of Scotland on the 26th, 27th and 30th. The remaining launches of Life-boats took place as follows: 2 on the 18th, 2 on the 19th, 1 on the 22nd, 5 on the 29th.

Although there was no gale of really great magnitude during the time we have been examining, still the last quarter cannot have been said to have been an uneventful one from a Life-boat point of view. The gales on the 25th September and 8th October were remarkable for the immense amount of damage done to the slipways and boat-houses belonging to the Royal National Life-boat Institution, and likewise to the harbour and sea defences on the coast, in consequence of their choosing spring tides for their visit.

Among the very many praiseworthy Life-boat services and attempted services done, perhaps that most deserving of special attention as an instance of determination and pluck was the attempted service of the Appledore No. 2 Life-boat on the night of the 6th to 7th December. A strong N.W. gale was blowing with a very heavy sea running on the bar when the above boat was called to the assistance of the brigantine Carrick, of St. John's, N.B., and in attempting to cross the bar the Life-boat's bows got thrown off the sea, a heavy breaker striking the boat broad on the beam capsized her, throwing all the crew with the exception of one man into the water. Although the night was pitch dark all hands managed to regain the boat, which had instantly righted, and at once they proceeded to make another attempt to cross the bar, but had not gone far before the boat was recalled from the shore, the crew of the brigantine having been rescued by lines when she struck the beach. This certainly was an illustration of the sterling good qualities and courage of the inhabitants of our coasts, and goes far to disprove that the race is deteriorating.

OUR LIFE-BOAT SATURDAY FUND.

The Central Committee of the Life-boat Saturday Fund have now completed their first year of work and are issuing their first Annual Report. We have read it with much interest and are satisfied that its contents will afford eminent satisfaction to all the earnest workers up and down the country who have laboured so well and so zealously to sustain and extend the Life-boat Saturday movement. We cannot but think that the Central Committee themselves must be gratified at their own success, a success which has, we imagine, exceeded their most sanguine expectations. Notwithstanding the many obstacles they have had to contend with during the year—placed in their way principally, we understand, by a few persons, who, whilst professing great solicitude for the well-being of the movement, have in reality done their level best to thwart and retard it—remarkable progress has been effected, Life-boat Saturday demonstrations and collections having been held and made in 56 cities and towns which had not previously participated in the movement, now adopted by about 150 important centres of population. From an Institution point of view, however, the most interesting part of the Report is that which has reference to finance, and we draw attention to the financial results for the year with particular satisfaction. In 1895 the net amount, after paying expenses, received by the Institution from the Life-boat Saturday movement was 10,790l. 19s. 5d., whereas in 1896 this total has not merely been equalled, but increased more than 50 per cent., the actual net amount paid to the Institution in 1896 being 16,205l. 18s. 5d. Every farthing of this money has been laid out by the Institution on the coxswains, crews, and launchers, &c., of the life-boats, on special rewards and recognitions, in grants to men injured in the service, and to the relatives of men lost on service.

We are also pleased to find that notwithstanding the great amount of new ground which had to be broken requiring naturally a very considerable outlay, the actual expense of working and managing the movement during the past year was
less than in the previous year, when the headquarters of the movement were in Manchester and there was no Central Committee. There is every reason to believe that when the organisation has become more perfectly formed and good lessons have been learnt by experience, the percentage cost of management will be still further reduced. One thing is however abundantly evident: that those well-wishers to the movement all over the country who petitioned the Institution to bring the headquarters from Manchester to London, to be guided and managed by a Central Committee principally composed of representative delegates sent from the various cities and towns where Life-boat Saturday had been introduced were true prophets, and that the transfer was not only fully justified but has been productive of excellent results.

An interesting conference of delegates from the Life-boat Saturday Committees throughout the country was held at the Mansion House in London, by invitation of the Central Committee, on the 25th January last, and was presided over by the Lord Mayor of London, who, in kindly welcoming the workers, testified to the importance of the objects they had in view, which are at once humanitarian and national.

The Committee of the London Life-boat Saturday Fund have also issued their Report, and have been able to show that their first attempt to rouse a greater interest in the work of the Royal National Life-boat Institution in a portion of the metropolis of the world, was thoroughly successful and has served as an incentive for a campaign on a larger scale this year. Our readers will be interested to note that the 15th May next is to be “Life-boat Saturday” in London.

In a few weeks the Life-boat Saturday season for 1897 will begin, and we wish all the committees and workers “God-speed” in their self-denying efforts and labour—a labour which is certainly one of love.

WHAT SOUTH AUSTRALIA IS DOING.*

Ability to aid the shipwrecked is a fairly accurate standard by which to measure a country’s civilization. In the South Sea Islands, or Somali Land, the unfortunate castaway may struggle through the breakers, only to be clubbed on landing. On other coasts there may or may not be interested and sympathetic onlookers, but in either case the wrecked one will be left to work out his own salvation; while, if in danger on the shores of Great Britain or the United States, countries in the first rank of civilization, efficient life-saving services will do all that is possible, by pluck and ingenuity, to save him.

It seems usual for life-saving services to advance by spasmodic jerks. A terrible wreck shocks the public mind, and earnest, but too short-lived, efforts are made to prevent such loss of life on a future occasion. It does not closely concern the vast majority who never go afloat, and the sensation does not last long enough to demand completeness, till a second disaster stirs public sentiment once more, and another advance is made. This has been our case in South Australia, and has resulted in something like a regular “service.” After the terrible wreck of the Admella, some forty years ago, a life-saving plant of boats and rocket apparatus was provided, and placed along our coast. Although in the south-east corner of the province there followed other disasters and some successful rescues, it was not till the Star of Greece wreck that public attention was again awakened, and demanded something more than the mere provision of plant. The unfortunate ship was stranded so close to shore that all who remained on the portion intact at daylight might easily have been saved with the rocket apparatus, but there was neither a trained crew to use it nor transport arrangements to bring it from its station twenty miles away, and it only arrived many hours after the last of the unfortunates had either been drowned in

* Extracted from an article by Capt. R. W. Creswell, R.N., in the Australian Review of Reviews, June 29th, 1896.
the breakers or struggled through them to the beach. There was an almost parallel case on the Victorian coast, when, after waiting a long weary time, the apparatus arrived, but in such an incomplete condition that it could not be used. A splendid young fellow among the spectators, a young selector, swam out with a line, and established the communication that saved all but himself. The young hero had been so battered by the sea in swimming off that he could not return, and was left to die on board. Such a life was a heavy penalty to pay for lack of a proper system. After the Star of Greece disaster, "life-saving" at wrecks was made the care of the Naval Department, and my predecessor, Captain WALCOT, R.N., established the system which it has since been my object to perfect.

We have in South Australia, to an exaggerated degree, all the difficulties of the Australian Continent—uninhabited stretches of coast, and the added difficulty here, where the coast is unapproachable from inland to rescue parties. The attached map shows the life-saving stations on the South Australian coast, the sites selected being at the approaches to ports where the traffic converges, and along dangerous prominences impinging on the traffic routes. It goes without saying that the existence of a resident coast population is a governing factor. The next step was the thorough refit of all the life-saving plant. At each Life-boat station a volunteer crew was enrolled, and placed under the charge of a suitable resident government officer—usually the harbour master—who is responsible for the efficiency of the boat, gear and crew. Where the harbour master is, from any cause, unable to take the active leadership, a coxswain is elected by the crew, as in the Royal National LIFE-BOAT INSTITUTION's stations. There are regular quarterly practices, for which the crew receive 10s. per practice of one day. The harbour master furnishes quarterly reports to the Naval Department of the condition of his stores, boat and crew. Excepting under very favourable conditions of weather, a Life-boat's sphere of action is necessarily limited, for the struggle of many hours to get to a distant wreck must take more than their best out of a crew before even getting to work at the wreck.

Modern steam traffic has enhanced the importance of time, for errors of navigation are a more fruitful cause of mishap than any other. In the old sailing days there was usually longer warning of disaster, and in the case of a ship, helpless and crippled, drifting to a lee shore, there were often hours to prepare for the end. Then, again, the proportion of seamen to passengers or helpless landsfolk was in old days far greater than to-day, when the steamer carries its hundreds, where the sailing vessel carried its scores. Too often in a steamer the midnight crash on a reef is the first warning, and the seamen available to leave the panic-stricken crowd is scarcely more than sufficient to allow of one or two for each boat carried. With steam, it is true, casualties are fewer, but the losses in each case have been deplorably greater. The immutable law of averages tells us plainly that, just as so many murders or suicides may be predicted for any given period with fair accuracy, it may be foretold that so many men will make mistakes in navigation, either from neglect, over-confidence, or lack of it. Add to this occasional unseaworthiness, accidents to propelling power, stress of weather, and the accidents to the more susceptible sailing craft, and we have the continual incentive to live up to the motto, "Ready, aye, ready." Years of immunity from a sweeping wreck is the most insidious foe to the efficient maintenance of a service of this kind. It encourages a sleepiness in all concerned, to which there is certain to come the inevitable awakening.

To provide against the inevitable along the coast has been a question of exceptional difficulty. Economy of fuel causes it to be skirted closely by all steam traffic, and I am confident that at night many pass it with a narrower margin of safety than they intend.

The Life-boat stations at Beachport and Port Macdonne are 50 miles apart, and at Robe, 30 miles north, the surf gig would only be of service to the smallest craft. This distance is too great to be covered by rowing or sailing Life-boats under adverse weather conditions, and even were the wreck so close to shore as to offer favourable hope of rescue from the shore with the rocket apparatus, it is a specially difficult road. Great lakes,
20 and 30 miles in length, extend along the coast, and are only separated from the sea by a narrow margin of high loose sand dunes. From inland, these lakes would have to be turned by rescue parties, and, in any case, the progress would be disastrously slow. All the westward bound shipping of Australasia, and a large proportion of the European traffic, pass along this stretch, and its care is a responsibility forced upon South Australia by her geographical position. To add to it, by some curious fatality, vessels sailing the southern route from the Cape and Europe have been drawn far out of their course, and wrecked.

The generous patriotism of a private citizen has gone far indeed to solve the knotty problem of meeting our responsibility in this region. Having learned of its need, Mr. E. B. SMITH, of Torrens Park, ordered a steam Life-boat from England at his own expense, a cost of 3,500£, and made a noble present of it to the colony, asking only, as a condition of the gift, that it should be maintained ready for service, to which, it is needless to say, the Government readily agreed. Steam Life-boats are the latest application of steam-propelling science to Life-boat architecture. Water propulsion by powerful centrifugal pumps takes the place of screw or paddle-wheel, and removes all danger of its being fouled by wreckage, and no tangle of canvas or cordage can affect the boat's progress.

In steering power and sea-going qualities, she is everything that a Life-boat should be, and her size, about 30 tons displacement, allows of her carrying from sixty to eighty people, in addition to her crew of seven. She carries coal for about 180 miles' steaming, and has a maximum speed of 8 knots. She thus commands an easy sphere of action of 50 miles on either side of her station at Beachport, whence, with steam ready at twenty minutes' notice, she can easily cover the distance to any point along the "prominence." The officer commanding her will also have the whole charge and superintendence of the stations on the "prominence."

CIVIL SERVICE LIFE-BOAT FUND.

At the Thirtieth Annual Meeting of the Committee of this Fund, held on the 15th January and presided over by Mr. CHARLES G. TURKER, C.B., Controller-General of Inland Revenue, Mr. CHARLES DIBBINS, the Honorary Secretary, reported that there were now upwards of 15,000 contributors to the fund and that the committee had paid to the ROYAL NATIONAL LIFE-BOAT INSTITUTION in 1896 the sum of 2,076£ 7s. 1d. Of this amount 1,450£ was to defray the cost of the new boathouse and long slipway at Douglas, Isle of Man, recently built for the new Life-boat Civil Service No. 6, also paid for out of the moneys already given by the fund to the Institution; 610£ 0s. 7d. to meet the payment of all expenses connected with the maintenance of the seven Life-boat stations, for the building and endowment of the boats, for which the fund had already found the means, and also a further sum of 16£ 7s. to recoup the Institution the money paid during the year in rewarding the crews of the Civil Service boats for launching for service. The Civil Service Life-boats have up to the present time been instrumental in saving 232 lives and several vessels, besides aiding numerous other vessels and crews in distress.
BLACKPOOL.—The boat, which has recently been sent to this station by the Royal National Life-boat Institution, was designed by Mr. G. L. Watson, Consulting Naval Architect to the Institution, specially to meet the views of the Blackpool Life-boat men. She is of a non-self-righting type, but is insubmergible. Her dimensions are: length extreme, 36 ft. 2 in.; beam extreme, 8 ft. 10 in.; depth amidships from bottom of keel to gunwale, 3 ft. 8 in., by which it will readily be seen that she has considerable beam and consequently great stability. She is particularly intended for work under oars, of which she pulls twelve; the thwarts being 3 ft. 5 in. apart gives ample room to the men; she is also provided with one mast, and sets a standing lag and jib. One of the great objects of her designer has been to keep the weight down as much as is compatible with sufficient strength to withstand the severe strain to which Life-boats are put. Her weight is 2 tons 19 cwt. 2 qrs.

The iron keel has been made as moderate as possible, only weighing 7 cwt.; but to supplement this two water-ballast tanks are arranged for, which will take in about 1 ton of water. The mean draught of the boat, with crew and gear in and tanks empty, is 19½ inches, with tanks full 21½ inches, and with everything in its place she floats about 2 inches by the stern. In order to save weight her designer has dispensed with the usual method of filling up the under-deck spaces with wooden air-cases, and has ingeniously substituted waterproof bags in each compartment, which are inflated by means of a bellows, the nozzles of each bag being brought up to small scuttles in the deck which are closed by brass screws. There are however copper air-cases attached to the hatches of the ballast-tanks to keep the water low down and to prevent it washing about. Another feature introduced with a view of saving weight and lowering the centre of gravity is the arrangement of side seats (a method adopted by Mr. Rubie, assistant-surveyor to the Institution, in the boat specially designed by him for Dungeness No. 1); these could be used by any shipwrecked crew, and by placing them where they are the weight and windage of such passengers would not be so detrimental. The boat has a bow and a stern end box; the tops of these are about 2 ft. above the deck. The bow end box is 6 ft. 3 in., and that at the stern 4 ft. 7 in. long. The boat is a handsome model, which was to be expected seeing who designed her. Up to now no opportunity has occurred for giving her a good trial. Like the boat she superseded she is
It will be remembered by our readers that some years since the Queen, in view of the intention of the late Mr. Samuel Fletcher, of Great Ancoats Street, Manchester, to build and endow a Life-boat, was graciously pleased to direct that a portion of his property which, owing to his intestacy, had devolved on Her Majesty in right of her Duchy of Lancaster, should be appropriated to the building and maintaining in perpetuity by the Institution of a Life-boat to be named after the testator.

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

STAITHES.—A sudden gale of wind from E.S.E. arose on the morning of the 14th March, 1896, and a heavy sea sprung up, endangering the safety of the fishing-cobles, which had proceeded to sea at daybreak. The Life-boat Jonathan Stott put off at 10 o'clock to assist the boats, and stood by them until the danger was over.

LLANDUDNO.—On Sunday, the 12th April, a message was received by tele-phone from Colwyn Bay, at about 4 o'clock in the afternoon, stating that a brigantine was showing signals of distress. She was lying at anchor about two and a half miles distant from the shore, and her crew were working hard at the pumps. The wind was then blowing a gale from N., and a very heavy sea was running. The crew and launchers of the Life-boat, Sunlight No. 1, were summoned, and the boat was got out of her house and was about to be launched, but owing to one of the horses jibbing, the wheel-plate caught the chain trace and pulled the horse down, the wheel coming on to, but fortunately not injuring, the animal. The accident however delayed the launch, but, once afloat, the boat, after being rowed some little distance from the shore to allow of sail being hoisted, sped towards the wreck, being three times completely buried by the heavy seas which broke over her, reached the vessel, rescued her crew of four men, and safely landed them at Colwyn Bay.

ALDEBURGH.—A message by telephone was received from the Shipwash Light-
Life-boat Andrew Pickard was launched at 9.45, sailed over the bar, and on reaching the fishing-boat—the Prairie Flower—found that all her sails had been blown away, and she had on board only one man, who stated that his father had fallen overboard and had been drowned before the signals of distress were hoisted. The man was almost distracted, and, being entirely unable to help himself in any way, his boat was simply drifting out to sea. Two of the Life-boat crew got on board the vessel and, having made ropes fast to her, towed her into Wexford Harbour, which was reached at 2.30 p.m.

Broadstairs.—The brig Flamingo, of Farsund, laden with pit-props from Christiansand for Cardiff, having been observed running in the direction of the north end of the Goodwin Sands, the crew of the Broadstairs Life-boat were summoned. Soon afterwards signal-guns were fired by the light-vessel, and the Life-boat was at once launched and proceeded to the brig, which had stranded on the sands. Some of the Life-boat men boarded the vessel, stowed the sails and let go the port anchor. The Eamsgate tug then arrived and her help was accepted. After towing about three hours, the vessel floated and was taken to Eamsgate Harbour, where she arrived at about 8 p.m.

Gobleston.—The Life-boat Mark Lane was launched at about 4 a.m. on the 13th May and proceeded to the assistance of the steam trawler Chanticleer, of Lowestoft, which had stranded on the South Scroby Sand, on which a rough sea was breaking. It was found that the water had risen in the hold and had extinguished the engine fires. The crew at once transferred their effects to the Life-boat. An anchor had already been laid out by the vessel’s crew; the Life-boat men got a spring on it, and with the flood tide the vessel swung off into deep water, being then taken in tow by the steam-tug United Service, which succeeded in getting her into the harbour before she sank; her decks being level with the water when she was placed on the hard.

Palling.—Soon after midnight on the 28th May, while a strong N.N.E. wind was blowing and a heavy sea running, a vessel was reported to have stranded on the beach at Waxham, two and a half miles southward of the Palling Life-boat station. The No. 1 Life-boat Good Hope was promptly got ready, horses were procured, and the boat was taken along the beach towards the scene of the wreck, the coxswain sending two men forward to find out the most available place for launching. Meanwhile a boat, containing the master’s wife and two of the crew, put off from the vessel, but was unable to reach the shore, as a rope by which the boat was attached to the vessel was not of sufficient length. The boat was seen by the two men who were going along the beach, and having ascertained that those on board were unable to cut the rope, they, with a third man, waded out at some risk, severed the rope, and the boat then drifted ashore safely. But for the prompt aid thus afforded there is little doubt that the boat would have been capsized in the breakers. On the arrival of the Life-boat she was successfully launched and duly rescued the two seamen left on board the vessel, which proved to be the ketch Rival of and for Rye from Goole, laden with coal.

Castletown, Isle of Man.—A small yacht, the Luffra, of Douglas, was reported to be in distress and quite unmanageable off Santon Head while a whole gale was blowing from N.E. with a very heavy sea, on the 29th May. The Life-boat Hope was launched at 2.42 p.m. and rescued the sole occupant of the vessel. She was engaged over seven hours in rendering this service, and did not regain her station until 10 o’clock at night.

Fraserburgh.—On the 6th June the coxswain of the Life-boat observed a vessel—the schooner Noble, of Banff, laden with coal from Sunderland—driving towards the rocks. A heavy sea was running at the time, and it was deemed advisable to have the Life-boat Anna Maria Lee launched to her assistance. When the Life-boat reached the vessel she was just entering the broken water. Some of the Life-boat men boarded her, a kedge was run out, after which she was warped out seawards and then taken into the harbour.

New Brighton.—A telephone message having been received from the lightkeeper
at Bidston lighthouse on the 11th June, reporting that a ship was on fire in Formby Channel and was showing signals of distress, the steam Life-boat Duke of Northumberland proceeded to her assistance at 3.20 P.M., and found she was the ship Marshal Suchet, of London, bound from Liverpool for Calcutta with a cargo of salt. She was taken possession of by the Dock Board tenders, which were provided with pumps, the Life-boat remaining at hand until the crew were out of danger.

Newquay, Cornwall.—On the morning of the 15th July a telephone message was received by the coastguard that a vessel was drifting to the westward with a signal of distress flying, and asking for the assistance of the Newquay Life-boat. It was then blowing a moderate gale of wind from the N.N.E., accompanied by rather a heavy sea. No horses being available the boat was taken by hand to the slipway at Towan Head and quickly launched. She reached the vessel in about two and a half hours' time and found she was the pilot-boat Polly of Barry; she was in a dismasted condition and had brought up about half a mile from the shore. When the Life-boat arrived alongside the men wished to be taken into her, as they were quite exhausted; at the same time they were naturally desirous that the vessel should be extricated from her perilous position. Accordingly four of the Life-boat men boarded her with some difficulty and proceeded with the aid of the main gaff to rig a jury mast, after which she was, with the assistance of the Life-boat, taken to St. Ives where they arrived about 7.30 P.M., the whole of the men being drenched to the skin. It was found impracticable for the Life-boat to return to her station that night, but she did so safely the next day against a stiff breeze after a passage of twelve hours' duration.

Hoylake and New Brighton.—On the afternoon of the 29th July the s.s. Flying Falcon, of Liverpool, bound there from Mostyn with a large number of passengers, stranded on the East Hoyle Sandbank near Spencer's Spit. The weather was moderate, but as the steamer was crowded with passengers it was thought advisable to launch the Hoylake Life-boat Coard William Squarey, and also to take the Steam Life-boat Duke of Northumberland to the spot from New Brighton. The former boat was the first to arrive there, and after communicating with the captain it was arranged to transfer seventy-six of the passengers to the Steam Life-boat, which was done by the Hoylake boat, after which they were taken to Liverpool. The remainder of those on board the stranded steamer decided to stay by her until the flood tide made, when she floated and was enabled to resume her voyage.

Whitby.—Two fishing-cobles belonging to this port, the Star of Peace and the Mary Ann, were observed to be making for the harbour on the evening of the 27th July. On account of the heavy sea and the ebb tide running out it was seen that there was considerable risk that they would not safely cross the bar. Accordingly the John Fielden Life-boat was launched, and proceeding out she escorted the boats safely over the bar, their crews being greatly encouraged by the presence of the Life-boat.

The same Life-boat was launched five days later in conjunction with her consort, the Robert and Mary Ellis, to the help of the s.s. Lady Grey of West Hartlepool, which had stranded on Whitby Rocks about half a mile from the West Pier head. Her captain had come ashore in the ship's Life-boat in order to communicate with the owners, but with the rising tide a very strong sea came in from the N.E., which prevented the return of the ship's boat and made it too dangerous for cobles to approach the stranded vessel. Accordingly the aid of the Whitby Life-boats was solicited, and they took out the master and about 150 shoremen to throw the cargo of coal overboard. After many hours' work the steamer was got off, with the aid of five powerful steam-tugs, and taken to Hartlepool in a very damaged condition.

On the 3rd September and 16th November the John Fielden Life-boat also proceeded out to the bar and remained there until the fishing-cobles, which had been overtaken by stormy weather, were all got safely into harbour.
pool, going ashore about a mile from the Life-boat Station during a whole gale from the north and a very heavy sea. When she arrived at the scene of the wreck she found that the crew of two men had been compelled to take to the rigging as the seas were making a complete breach over the vessel; with difficulty they were extricated from their perilous position and brought safely ashore in the Life-boat.

The Duke of Northumberland Steam Life-boat was also called out on the night of the 9th November by a telephone message from the Chief Officer of H.M. Coastguard at Waterloo, stating that a vessel was making signals of distress on Crosby Beach. On arriving there it was found that the brigantine Emma Ives, of Dublin, had stranded, and that the captain wanted the assistance of a pilot and a steam-tug. The Life-boat remained in attendance until the vessel was taken in tow by a steamer, after which she returned to her station.

SUNDERLAND.—The brig Prince Consort, of Faversham, was being towed to Sunderland in ballast when, on the 2nd September, the steam-tug ran ashore in a thick fog and was followed by the brig. Signals of distress were exhibited and the Life-boat Richard and Nellie Hodges was at once launched through a heavy sea; the steam-tug Earl of Glamorgan also proceeded to the spot. At the request of the master the Life-boat remained in attendance and passed the tow rope to the steamer and eventually the vessels were extricated from their perilous position.

PORT ERIN, ISLE OF MAN.—On the 14th September the William Sugden Life-boat was despatched to the assistance of two fishing-boats which had been overtaken when on the lee side of Calf Island by a gale from the north-west and a heavy sea, causing great anxiety to be felt for the safety of the fishermen. The Life-boat having come up with the boats escorted them safely into harbour, to the great relief of all on shore.

WHITEHAVEN.—On the evening of the 17th September about 5 o'clock, at about half tide, there was a strong south-westerly wind and a heavy sea. The schooner Kate, of Peel, 122 tons register, was coming into Whitehaven Harbour light, for coal. She failed to get close enough round the West Pier, and shot beyond the North Wall, threatening to run ashore on the rocks at Redness Point. Her anchor was dropped, and she was brought up in just sufficient water to keep her off the bottom and there she tossed helplessly, slowly dragging her anchor, in no immediate danger, but gradually going ashore. After some time the steam-tug Florence went out and endeavoured to obtain communication by line, but without success, as in such a sea she was in danger of being dashed against the schooner. Then a couple of rockets were discharged from the neighbourhood of the Life-boat house, and soon there was a crowd down there cheering lustily as the Life-boat was launched through the surf. It was hard work getting clear of the heavy breakers, but the Life-boat succeeded in passing a line from the vessel to the tug; a cable was then hauled on board and the Life-boat made fast astern. The anchor was slacked, and vessel and Life-boat were towed into the harbour just as darkness was setting in.

RAMSEY, ISLE OF MAN. — What was reported locally as “a most admirable service, quickly and gallantly rendered,” was that performed by the new Life-boat on this station—the Mary Isabella—on the 16th September. On the afternoon of that day the smack Grace Darling, of Ramsey, was seen to be flying a signal of distress about two-and-a-half miles north-east of the harbour. It was blowing a whole gale from the S.W., and a very heavy sea was running at the time. The smack had lost her sails, and one anchor had parted, while the remaining anchor was dragging. The Life-boat was soon launched, but before she could reach the distressed vessel she had drifted some distance; great difficulty was experienced in getting near enough to save those on board, but after a prolonged struggle the three men were taken off and safely landed.

The same Life-boat was also called out in very bad weather on the 8th October, a dismasted vessel having been observed about three miles east of the harbour. The boat reached her in about an hour’s time and found she was the barque Giovanni,
THE LIFE-BOAT TO THE RESCUE.
of Lillesand, bound in ballast from Fleetwood to Savannah. The crew of thirteen men having been taken into the Life-boat she had to anchor close by for some three or four hours owing to the fury of the gale and the strong ebb spring tide. When the force of the tide had somewhat abated the boat cast off and made for the harbour, and after two hours' further battling against the storm she landed the rescued men at the Queen's Pier. They were very much exhausted by their long exposure, and the Life-boat-men had a hard time of it; the latter were cheered again and again by the great crowds which had assembled to welcome their return.

CAISTER, NORFOLK, AND GORLESTON, SUFFOLK.—On the afternoon of the 7th November, during hazy weather, signal guns were heard from the St. Nicholas Lightship off the coast of Norfolk, in response to which the Gorleston Life-boat Mark Lane was launched and proceeded to the Lightship, when it was ascertained that guns had been heard to the eastward. At once the Life-boat was taken in that direction, and proceeding over the Scroby Sands she found on the outside of the Sand a full-rigged ship, named the Soudan, of Liverpool, 1659 tons, bound from Leith to Rio de Janeiro with a cargo of coal, and having a crew of twenty-seven men and a pilot on board. By request of the master the Life-boat returned for the assistance of steam-tugs, and every effort without effect was made to save the ship. The weather then got much worse, the wind ultimately increasing to a whole gale, accompanied by a very heavy sea, and at 6.45 on the morning of the 8th November nineteen of the ship's crew were taken into the Life-boat along with eight of her own crew who had gone on board to help in throwing cargo overboard so as to lighten the vessel; the captain had previously gone ashore to consult with Lloyd's agent as to the steps to be taken to try to save the ship. The Life-boat then remained at anchor close by for a time, after which she again bore down on the wreck and endeavoured to take off the remaining eight men, but could not manage it, as every rope broke, owing to the severity of the gale. Fortunately the Caister No. 2 Life-boat, the Beauchamp, had been launched in reply to signals a few hours previously after very hard work, some of the heaviest seas ever remembered being shipped, which thoroughly drenched the men, who experienced similar treatment in crossing the Barber Sands. They found that the only way to fetch the wreck was through half-a-mile of heavy broken water on the Scroby Sands, through which they proceeded, all hands lashing themselves in the boat. They arrived there about 7 o'clock, and the Mark Lane Life-boat, which was there waiting at anchor a little way from the wreck, sailed for harbour, her coxswain and crew having by that time been afloat in the boat for about nineteen hours.

With the help of a steam-tug and the use of her own sails the Caister Life-boat after some time was enabled to approach the wreck, but could not get alongside, the heavy seas knocking her away time after time, until lines had been passed to her by the aid of Life-buoys thrown from the ship. The crew were then enabled to haul her up to the stern, when she was swept under the lee quarter amongst the wreckage and the eight men jumped into her amidships. Having accomplished this service taking place in daylight, thousands of persons watched it from the beach at Great Yarmouth, and as the boat made the harbour both piers were thronged with spectators, who cheered lustily. The sum of £125 was granted by the ROYAL NATIONAL LIFE-BOAT INSTITUTION in rewards to the Life-boat crews and helpers for their services on the occasion of this shipwreck, which, thanks to the determined and brave efforts of the Life-boat men, was happily unattended by any loss of life. A relative of one of those saved by the Mark Lane Life-boat voluntarily forwarded the crew of that boat 5l. "as a small recognition of gallant services, with heartfelt thanks."
SUMMARY OF THE MEETINGS OF THE COMMITTEE.

Thursday, 8th October, 1896.

Sir Edward Birkbeck, Bart., V.P., in the Chair.

Read and confirmed the Minutes of the previous meeting.

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

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

- Northern District — Newburgh, Peterhead, Whitelink Bay, Fraserburgh, Port Erroll and Dornoch.
- Eastern District — Lowestoft (two boats), Kessingland (three boats), Pakefield, Southwold (two boats), Dunwich, Aldeburgh, Thorpeness, Harwich (two boats), Margate, Hythe, Clacton-on-Sea, Walton-on-Naze and Southend.
- Southern District — Hope Cove and Salcombe.
- Western District — St. David's, Lelant, Angle, New Quay (Cornwall), Gurnard, Bull Bay, Rhosneigr, Rhoscolyn, Moelfre, Penmon, Cemlyn and Llanddulas.
- Irish District — Blackpool, Fleetwood, Formby, St. Anne's (two boats), Lytham, Hoylake, Barrow, Cloughey, Groomsport, Ballywalter and Portrush.

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

- £. s. d.
  - Collected on board the passenger steamer Bembridge by a dog belonging to Mr. W. Butler, Steward, per H. H. Freeman, Esq. 5
  - Collected on board the s.s. Nile, per Capt. J. E. Crooks 3 9
  - Collected on board the Eastern Monarch, per Capt. J. Jones 1 11 5
  - Offertories at West London School Chapel, per the Rev. H. J. Flynn, D.D. . . . . . . . 3 7 2

-To be severely thanked.

Also the receipt of the following legacies:

- £. s. d.
  - The late William Stevenson, Esq., of Glasgow 500
  - The late David Guillian, Esq., of Tayport . . . 500
  - The late Joseph Snowden, Esq., of Stratford . . . 300
  - The late Richard Pell, Esq., of Forest Hill . . . 20

Voted the thanks of the Committee to William Boyd, Esq., F.R.S.E., in recognition of his valuable services for the long period of thirty years in which he occupied the office of Honorary Secretary of the Peterhead Branch of the Institution.

Read letter from the Agent-General for South Australia, of the 23rd September, expressing the high appreciation of his Government of the courtesy and attention shown by the Secretary and other Officers of the Institution to them in connection with the new Steam Life-boat for Adelaide.

Reported that a new Life-boat station had just been formed at Carrickfergus.

Also that the repairs and improvements of the Coaster No. 1 Life-boat had been completed and the boat returned to its station.

Paid 3,587l. for sundry charges on various Life-boat Establishments.

Voted 189l. 17s. to pay the expenses of the following Life-boat services:

- Life-boat: Vessel: Lives saved.
  - Ramsey . . Cutter Grace Darling, of Ramsey . . . . . 3
  - Fowfelli . . Cutter Alanta and schooner Mouse, landed six men and saved the cutter.
  - Port Erin . . Two fishing-boats piloted into safety.
  - Whitehaven . Schooner Kate, of Peel. Rendered assistance.
  - Cardigan . . Smack Christlantia, of Cardigan . . . . . 2
  - Folkstone . . Barque Agyder, of Frederikstadt . . . . 4
  - Hoylake . . Flat Catharine, of Liverpool . . . . . . . . 2
  - Lowestoft No. 1 Ketch Susse Bille, of London, and lugger Mystery, of Lowestoft, saved vessels and crews
  - Tenby . . . . . . . . . . . . The Anne and Betsy and the Albatross, of Aberdeen. Landed crews.
  - Southwold No. 1 Ketch Eliza and Alice, of Goole. Remain. by vessel.
  - Aldeburgh . Schooner Aire, of Goole 4
  - Gorleston No. 1 Dandy Endeavour, of Lowestoft. Landed crew.

The Wexford and Walmer Life-boats had also rendered assistance to the endangered schooner Eglington, of Glasgow, and the barquentine Lisou.

Voted 497l. 18s. 4d. to pay the expenses of the following Life-boats in either assembling crews or putting off with the view of succouring the crews of vessels in distress: — Aldeburgh, Bermondsey, Calister, Clacton, Dover, Dungeness, Filey, Gorleston, Great Yarmouth, Harwich, Hastings, Hayle, Holyhead, Hoylake, Ilfracombe, Kingstown, New Romney, North Deal, Padstow, Palling, Penarth, Port Patrick, St. Ives, Southsea, Walmer, Walton-on-the-Naze, Wells, Weymouth and Winterton.

Voted the thanks of the Institution inscribed on vellum to Captain Joacine Armitage, and 11. 10s. each to five other men for their good services in launching a punt, when the Hoylake Life-boat could not be got afloat on account of the horses used in drawing her refusing to take the water, and with much diffi-
To be severally thanked.

Moiety of Sunday Collections on Mrs. NOTTINGHAM $50 - -

Dungarvan and Ballycotton.

E. H. E. "In Memory of a Beloved

Dunmore East, Fethard, Fenit, Tramore,

more, Carrickfergus, Newcastle (Dundrum),

(two boats) and Point of Ayr.

Tyrella, Greenore, Blackrock, Kingstown,

Porth Buffydd, Holyhead (two boats), Bhyl

very heavy sea on the 25th September.

boats), Cullercoats, Tynemouth (two boats),

Mley, Barmston, Bridlington Quay, Homsea,

Life-boats on their recent visits to the following

Bead and confirmed the Minutes of the

Bead the reports of the District Inspectors of

Life-boat stations :—

Northern District.—Huna, Ackergill, Wick,

Thurso, Longhope, Stromness, Stromoway,

Nairn, Cresswell, Newbiggin, Blyth (two

boats), Cullercoats, Tynemouth (two boats),

and Boulmer.

Eastern District.—Broadstairs, Kingsgate,

Whitby (two boats), Runswick, Stathesor,

Uppgang, Robin Hood’s Bay, Scarborough,

Filey, Barmston, Bridlington Quay, Hornsea,

Withernsea and Flamborough (two boats).

Southern District.—Selsey, Winchelsea, Rye,

Hastings, Movagassy, Polkerris, Looe, Ply-

mouth, Yealm, River, Torquay, Brixham,

Teignmouth, Exmouth and Sidmouth.

Western District.—Llanddwy, Llandudno,

Porth Rhudddd, Holyhead (two boats), Rhyl

(two boats) and Point of Ayr.

Irish District.—Greencastle, Culdaff, Aran-

more, Carrickfergus, Newcastle (Dundrum),

Tyrella, Greencastle, Blackrock, Kingstown,

Dunmore East, Fethard, Fenit, Tramore,

Dungarvan and Ballycotton.

Reported the receipt of the following special

contributions since the last meeting:—

£ s. d.

E. H. E. "In Memory of a Beloved Sister" 1000 - -

Mrs. NOTTINGHAM 50 - -

Moiety of Sunday Collections on board the Midnight Sun during her last two cruises, per J. T. W. W. Woolner, Esq. 13 1 8

To be severally thanked.

Also the receipt of the following legacies:—

£ s. d.

The late Captain John Callander, of Curly Dow, Airth 1062 17 3

The late Dr. Henry Fearnside, of Bournemouth 300 - -

The late G. S. Lean, Esq., of Bath 200 - -

The late George Stuart, Esq., of Dover 90 - -

The late Miss Maria Roberts, of Rusholme 65 8 2

The Committee expressed great regret at the death of Mr. J. S. Dawson, who had for thirteen years been the valued Honorary Secretary of the Gorleston Branch of the Institution, and it was decided that a letter of condolence be sent to his family.

Voted the thanks of the Committee to Dr. J. V. Layver, E. T. Bass, Esq., and J. B. Piser, Esq., in recognition of their past valuable co-operation, extending over many years, whilst acting as Honorary Secretaries of the Gorleston and Stathes, Dungeness and Dawlish Branches of the Institution.

The Committee also suitably recognised the past good services of Mr. O. H. Parry, Mr. T. Evans, and Mr. W. Collister as Coxswains of the Cemaes, Rhyl and Port Erin Life-boats.

Also the services of Mr. Edward Hamson whilst acting as Second Coxswain of the Exmouth Life-boat.

Reported the transmission to its Station of the Winterton No. 1 new Life-boat.

Paid £6,466 for sundry charges in various Life-boat Establishments.

Voted 200£ towards the local subscription for the benefit of the widow and two young children of E. Young, one of the crew of the Walmor Life-boat, who when the boat was alongside the a.s. Troopant, of Hamburg, which stranded on the Goodwin Sands on the 23rd October, took off his life-belt and climbed up a rope with the view of boarding the vessel, but his strength failing him he fell into the sea, and notwithstanding all the efforts made to save him, was drowned, although a good swimmer.

Also 756£ 1s. to pay the expenses of the following Life-boat services:—

<table>
<thead>
<tr>
<th>Life-boat</th>
<th>Vessel</th>
<th>Lives Saved</th>
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<tbody>
<tr>
<td>Aberdeens</td>
<td>Twenty-two men landed from five endangered vessels</td>
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<tr>
<td>Brancaster</td>
<td>Dandy Silver King, of Hale</td>
<td>6</td>
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<tr>
<td>Bade</td>
<td>Lugger Thyra, of Bonne</td>
<td>9</td>
</tr>
<tr>
<td>Caister No. 2</td>
<td>Ship Soudan, of Liverpool</td>
<td>8</td>
</tr>
<tr>
<td>Cemaes</td>
<td>Schooner, Mersey, of Dublin</td>
<td>3</td>
</tr>
<tr>
<td>Clonghey</td>
<td>Brigantine Brothers, of Drogheda</td>
<td>5</td>
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<tr>
<td>Eyemouth</td>
<td>Remained by fishing-boats</td>
<td></td>
</tr>
<tr>
<td>Filey</td>
<td>Barquentine Maria Berner</td>
<td>10</td>
</tr>
<tr>
<td>Gorleston No. 1</td>
<td>Ship Soudan, of Liverpool</td>
<td>27</td>
</tr>
<tr>
<td>Lynmouth</td>
<td>Smack Mary, of Lynmouth, Rend. assist.</td>
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### 1st February, 1897. THE LIFE-BOAT.

<table>
<thead>
<tr>
<th>Life-boat</th>
<th>Vessel</th>
<th>Lives saved</th>
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</thead>
<tbody>
<tr>
<td>Moelfre</td>
<td>Schooner Water Bird, of Liverpool</td>
<td>5</td>
</tr>
<tr>
<td>Montrose No. 1</td>
<td>Barque Banaklands, of Liverpool</td>
<td>3</td>
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<tr>
<td>Montrose No. 1</td>
<td>Stood by ketch Kate Madd and a fishing-boat</td>
<td></td>
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<tr>
<td>Newbiggin</td>
<td>Remained by fishing-cobles</td>
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<tr>
<td>Padstow</td>
<td>Lugger Jules et Némati</td>
<td>7</td>
</tr>
<tr>
<td>Falkfield</td>
<td>Dandy Jolly Tar, of Lowestoft</td>
<td>5</td>
</tr>
<tr>
<td>Portland</td>
<td>Barque Minde, of Farnsund</td>
<td>11</td>
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<tr>
<td>Pennon</td>
<td>Flat Softon, of Liverpool</td>
<td>4</td>
</tr>
<tr>
<td>Ramsey</td>
<td>Barque Giovanni, of Lillesand</td>
<td>12</td>
</tr>
<tr>
<td>St. Andrew's</td>
<td>Assisted fishing-boats</td>
<td></td>
</tr>
<tr>
<td>Seaton Carew</td>
<td>Dutch sloop Dinsa</td>
<td>6</td>
</tr>
<tr>
<td>Southend</td>
<td>7 men landed from pier extension works</td>
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<tr>
<td>Tenby</td>
<td>Landed twenty men from several smacks</td>
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<tr>
<td>Wexford No. 1</td>
<td>Lugger Ocean Pearl</td>
<td>8</td>
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<tr>
<td>Whitehaven</td>
<td>Schooner Tom Henry, of Kirkwall</td>
<td>5</td>
</tr>
<tr>
<td>Wicklow</td>
<td>Schooner William and Henry, of Wicklow. Saved vessel and crew</td>
<td>3</td>
</tr>
</tbody>
</table>

The Aberdovey, Arbroath, Holyhead No. 3, Hunstanton, Flailing and Ramsagate Life-boats had also respectively rendered the following services:—Ketch Arasael, of Aberystwith, saved vessel; Arbroath fishing-boats, remained in attendance; ketch Clara, of Milford, assisted to save vessel; barque Ruby, of London, saved vessel and three men; s.s. Ellington, of Newcastle, and schooner Dorothy Watson, of Shields, rendered assistance. Also 994£. 12s. 6d. to defray the expenses of assembling the crews or launching the following Life-boats with a view of helping the crews of vessels in distress:—Arnamore, Berwick-on-Tweed, Brameston, Broadstairs, Brighton, Bude, Caister, Carnmore, Castletown, Chapel, Clacton, Cleveley, Eyemouth, Fisley, Formby, Girvan, Gorleston, Great Yarmouth, Holyhead, Hope Cove, Hoylake, Hunstanton, Keswick, Kingsdown, Liandudno, Lowestoft, Margate, Maryport, New Brighton, North Deal, Plymouth, Point of Ayr, Port Isaac, Pwllheli, Roslare, Sheringham, Skegness, Thorpe, Walmesley, Wells, Whitburn, Winterton and Youghal.

Voted the Silver Medal of the Institution and a copy of the vote inscribed on vellum and framed to Capt. John Morgan, master of the Cardiff pilot boat Cardigan, and 21l. each to his two assistants and an apprentice for launching the punt belonging to their cutter during a gale of wind on the 5th October, and at much risk saving the crews, numbering six men, from two barges which they had previously attempted to tow into port after they had got separated from the steamer which had been engaged to take them to Spurn.

Also the Silver Medal and vote on vellum to James McBAY, the thanks of the Institution inscribed on vellum, and 1l. to his father, Edward McBAY, Master of the fishing lugger Friendship of Johnshaven, and coxswain of the Johnshaven Life-boat, and 1l. each to the remainder of the crew of the lugger for their services in connection with the rescue of the crew of three men from another fishing boat, named the Speedwell, which had been swamped at the mouth of Loch Nevis in a southerly gale and a rough sea on the 20th September. After one man had been got on board the other two men in the water had drifted away, whereupon James McBAY, with his father's permission, tied a line round his waist, swam a distance of fifty yards to one of the men, who was quite exhausted and on the point of sinking, and took him to the lugger, after which he swam to the third man, and was fortunately enabled to save him in the same way.

Also 6l. to six Tenby men for putting off twice in a boat and rescuing the crew of three men from the fishing-boat Grace Darling, and another man who had been at work on the new pier and was in danger in his boat, a fresh gale from the S.W. having sprung up accompanied by a very heavy sea.

Also 4l. 10s. to nine men who put off in two boats and rescued two men from another boat which had been capsized off Warrenpoint, on the coast of Ireland, in a strong S.E. gale and a rough sea on the 7th October.

Also 15s. each to Mr. John Jones, coxswain of the Portdhiallaen Life-boat, and four other men, for rescuing the crew of three men from the flat Coldwell, of Liverpool, which had sunk on the rocks at Portdhiallaen in a W.S.W. gale and a very heavy sea. They also brought a man ashore from the smack Messenger.

Also 3l. 10s. to Mr. Thomas Quick, coxswain of the St. Ives Life-boat, and six other men, for putting off in a shore-boat and searching for a boat which had been reported by telephone as drifting off Portreath on the 3rd October. A like amount was awarded to the coxswain of the Hayle Life-boat and the crew of a steam-tug for conducting a search for the same boat.

Also 2l. 10s. to five Filey fishermen for going out in a shore-boat and saving three men from the cable Anne, of that place, which was in a perilous position off Filey Brigg in a strong wind and a rough sea on the 9th October.

Also 1l. 10s. to three men who, on observing that a boat had been capsized off Donaghadee, Ireland, during a strong gale and a rough sea, at once proceeded out in a boat and were successful in saving a man who had been thrown out of the boat into the water.

Also 1l. 10s. to three men who put off from Deal in two boats and saved a lady and gentleman from a boat which had been capsized in a rough sea on the 17th August.

Also 1l. to two men who were instrumental in rescuing two other men whose boat had been upset between Rathmallen and Ind Fort, on the Irish coast, in a strong S.W. wind and rough sea on the 15th September.
Thursday, 10th December, 1896.

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 Deputy Chief Inspector of Life-boats on his recent visits to Liverpool, Sutton, and Rhos (Colwyn Bay).

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

- Northern District — Holy Island (two boats), Bamburgh Castle, North Sunderland, Alnmouth, Hauxley, Southend (Cautrey), Troon, Campbello and Kildonan.
- Eastern District — Grimsby, Mablethorpe, Donna Nook, Sutton, Skegness, Chapel, Blackney, Wells, Brancaster, Hunstanton, Sheringham and Cromer.
- Southern District — Newhaven, Eastbourne, Worthing, Littlehampton, Southsea and Hayling Island.
- Western District — Pwllheli, Abersoch, St. Agnes, St. Mary's, New Quay (Cornwall), Port Isaac, Padstow, Bude, St. Ives and Hayle.
- Irish District — Youlglass, Queenstown (two boats) and Courtmacsherry.

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

- Independent Order of Odd Fellows (Manchester Unity), in aid of the support of their Life-boat at Grimsby (annual subscription, 50l.; donation, 14l. 7s. 6d.).
- Mrs. M. C. Berger.
- Collected in Hadnall Church, Salop, on Sunday, 1st November, per the Rev. Brooker C. Mortimer, M.A.

£. s. d.

Also the receipt of the following legacy:

£. s. d.

The late Mrs. Isabella Haxton, of Kirkcaldy, to provide a Life-boat, to be named the Isabella, and placed on the coast of Fife.

2000

The late George Levy, Esq., of Wood Green, for a Life-boat to be named the George and Margaret.

1000

The late E. S. Dove, Esq., of Kilsby, Northampton.

422 2 6

The late Mrs. Jane Beattie, of Hastings.

300

The late Thomas Hewerton, Esq., of Staverton, Devon.

105

The late Mrs. E. M. A. Lockyer, of Holloway.

20

The late Mrs. Isabella Cassady, of Dumfries.

20

Voted the thanks of the Committee to Mrs. Going and the Rev. E. L. H. Tew, M.A., in acknowledgment of their long and valuable co-operation whilst acting respectively as Honorary Secretaries of the Cambridge and Hornsea Branches of the Institution.

The Committee also specially recognised the good services of Mr. William Hooke and Mr. Alexander Duthie during the long period in which they acted as Coxswains of the Blakeney and Port Eroll Life-boats.

Decided that a new Life-boat Station be formed at Rhos (Colwyn Bay), and that when that station is formed the Llanddulas Life-boat station be discontinued.

Also that the Bamburgh Castle Life-boat Station be discontinued.

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

Also that the Mablethorpe Life-boat had been altered, fitted with modern improvements and returned to its station.

Paid 6,745l. for sundry charges on various Life-boat establishments.

Voted 127l. 12s. 6d. to defray the expenses of the following Life-boat services:

- Brixham: Remained by fishing-boats.
- Gorleston: Remained by s.s. Propositions, of Sunderland, and landed 47 men.
- Holyhead: Schooner Thomas, of Liverpool. Assisted to save vessel and crew.
- Hope Cove: S.S. Bleak, of Odessa.
- New Brighton: Remained by brigantine Emma Ives, of Dublin.
- St. Agnes, Scilly: Schooner Ocean Bella, of Beaumaris.
- St. Ives: Ketch Askelon, of Jersey.
- Swansea: Skiff Jane, of Swansea.
- Whithby: Remained by distressed fishing-cobles.
- Worthing: Barque Ophir, of Arendal.

The Abersoch, Clacton and Great Yarmouth Life-boats also rendered the following services:

- Barque Analia, of Gottenburg, rendered assistance; Barquentine Golgota, of Riga, saved vessel and crew, ten; s.s. Arille, of Dundee, remained by vessel.

Voted also 867l. 3s. 6d. to pay the expenses of assembling the crews or launching to the assistance of vessels in distress the following Life-boats:

- Aldeburgh, Bude, Clacton, Donna Nook, Dover, Drogheda Nos. 1 and 2, Dunbar, Dungeness No. 1, Exmouth, Falmouth, Formby, Gorleston No. 1, Great Yarmouth, Harwich, Hasborough, Hoylake, Margate, New Romney, North Berwick, Palling Nos. 1 and 2, Peterhead, Runswick, St. Mary's, Scilly, Salcombe, Shoreham, Southend, Whitelink Bay and Winterton No. 2.

The Committee specially recognized the valuable assistance rendered by the Honorary Secretary of the Tenby Branch, J. G. Lock, Esq., M.R.C.S., J.P., on the occasion of the recent launches of the Life-boat on service.

Voted 10l. to the crew of the private Life-boat at Sheringham, Norfolk, in acknowledgment...
ment of their services in rescuing fourteen men from the stranded s.s. Commodore, of Newcastle, in a moderate gale from the N.N.E. and a rough sea on the 7th November.

Also £1. to the crew of the yawl Paragon, of Winterton, for saving the crew of six men from the schooner Florence, of Plymouth, which was totally wrecked on the Cross Sand off the coast of Norfolk during a gale from the S.E. and a heavy sea on the 14th November.

Also 4s. to the two coxswains of the Crail Life-boat and five other men for putting off in a boat and saving the crew of two men of the sunken pilot yawl Mary Thompson, of New-haven, in a strong north-east wind and a moderate sea on the 29th October.

Also 15s. to three men who put off in a small boat from a barque and rescued the coxswain of the St. Anne's Life-boat, who, while fishing with his son, had been pulled overboard as he was shooting his net off Lytham on the 16th November.

THE HEROES OF THE LIFE-BOAT.*

There's a brave and gallant host
Worthy of Britannia's boast,
Lions of our sea-girt coast
When there's danger on the sea.
Midst the tempest's blaze and blare,
Thunder roll and lightning glare,
They have proved their right to wear
The flower of British bravery.

Far away across the foam,
Like a sea-bird in its flight,
Comes a vessel bound for home,
Not one cloud of fear in sight.
Riding on the waters blue,
Straight and sturdily trim and taut,
Glad the hearts of all the crew,
They will anchor soon in port.

Many a loving heart is found
Waiting on the old home shore,
For that vessel homeward bound
Which shall anchor quite in view.

For the thunder's challenge comes
From the dark and angry sky;
Waves may dash and winds may blow,
Danger cannot bid them stay;
Death itself may bar the way,
Still to rescue on they go.

*Twas in truth a noble sight
When they put to sea that night:
Not a heart amongst them quailed,
Ne'er a hand in danger failed.

*Twas in truth a noble sight
When they reached the wreck that night—
When the crew of twenty-eight,
Rescued from an awful fate,
Safety in the Life-boat sought.

Once again her sturdy crew,
Raging winds and waters through,
Battle safely into port.

Welcomed by the roar of cheers,
And the flow of joyous tears,
They shall ever live in hearts
Heroes of the Life-boat crew.

Dibdin's voice for ever rings
In the sailor's cheery hail,
In the gong the ocean sings,
In the music of the gale.

And to-day the good old name
With sea-glories takes its stand,
Worthy of its ocean fame,
Guides the gallant Life-boat band.

'Tis an Institution grand;
May it work its noble will
Till the storm no more shall rise,
And the winds and waves are still.

Shall the story e'er be told,
That its valiant work is done:
Fallen through for lack of gold?
Never, while the waters run!

Glory, truth would pass away
From the shores that rule the blue,
If our hearts forgot to pay
Honour to the Life-boat crew.

KATE BISHOP ("Kay Bee.")

* From The Penny Illustrated Paper.
### Services of the Life-Boats of the Institution during 1896.

<p>| Jan. | 9  | 1.30 a.m. | Brigantine <em>Kelpie</em>, of South Shields. Pakfield Life-boat saved | 7 |
| 14  | 5.30 a.m. | Brigantine <em>Marie Louise</em>, Hayling Island Life-boat stood by vessel. | |
| 15  | noon.    | Six fishing-cobles, of Flamborough. Flamborough No. 1 Life-boat rendered assistance. | |
| 23  | 11.30 a.m. | Fishing-cobles. Cullercoats Life-boat convoyed about 25 boats to harbour. | |
| 26  | 6.30 a.m. | Steamer <em>Dundee</em>, of Glasgow. Flamborough No. 1 Life-boat rescued | 4 |
| 27  | 2.20 a.m. | Steamer <em>Liffey</em>, of London. Porthoustock Life-boat stood by vessel. | |
| Feb. | 13. | 10.0 a.m. | Fishing-boats. Hayling Island Life-boat rendered assistance. | |
| 13  | 11.0 a.m. | Twenty fishing-cobles. Cullercoats Life-boat convoyed boats to harbour. | |
| 13  | 11.0 a.m. | Fishing-boats. North Sunderland Life-boat remained in attendance. | |
| 13  | 12.30 p.m. | Fishing-boats. Whitby No. 2 Life-boat warned boats. | |
| 13  | 1.0 p.m.  | Fishing-boats. Burnswick Life-boat stood by boats. | |
| 13  | 1.30 p.m. | Fishing-cobles. Scarborough Life-boat rendered assistance. | |
| 21  | 11.15 a.m. | Coble <em>Friends</em>. Robin Hood’s Bay Life-boat stood by vessel. | |
| 21  | 12.30 p.m. | Two Fishing-cobles. Newbiggin Life-boat stood by boats. | |
| 21  | 2.30 p.m. | Coble <em>Young Jane</em>, of Cullercoats. Cullercoats Life-boat stood by vessel. | |
| 21  | 4.30 p.m. | Schooner <em>Regina</em>, of Jersey. Montrose No. 1 Life-boat saved | 4 |
| 23  | 4.15 a.m. | Barque <em>Glencorrabe</em>, of Glasgow. Caister No. 1 Life-boat rendered assistance. | |
| 23  | 9.30 p.m. | Barquentine <em>Albert T. Young</em>, of Faversham. Poole Life-boat landed 6 men and remained by vessel. | |
| 26  | 5.0 p.m.  | Lugger <em>Isabella</em>, of Wick. Wick Life-boat saved | 6 |
| Mar. | 2.  | 7.20 p.m. | Steamer <em>Rosstrevor</em>, of Dublin. Greencore Life-boat landed 17 passengers. | |
| 3   | 3.45 p.m. | Yawl <em>Annie</em>, of Wexford. Wexford No. 1 Life-boat rendered assistance. | |
| 5   | 12.15 p.m. | Smack <em>Governor Ready</em>, of Douglas. Ballywalter Life-boat saved vessel and | |
| 6   | 2.0 p.m.  | Fishing-coble <em>Lionel</em>. Filey Life-boat stood by vessel. | |
| 6   | 2.20 p.m. | Schooner <em>Scotia</em>, of Inverness. Holy Island No. 1 Life-boat stood by vessel. | |
| 6   | 4.0 p.m.  | Ditto Ditto. Boulmer Life-boat stood by vessel. | |
| 12  | 5.25 p.m. | Cutter <em>Adeline</em>, of Great Yarmouth. Winterton No. 1 Life-boat saved | 1 |
| 14  | 10.0 a.m. | Fishing-cobles. Staithes Life-boat stood by vessels. | |
| 14  | 10.15 a.m. | Two Fishing-cobles. Redcar Life-boat rendered assistance. | |
| 16  | 2.30 a.m. | Schooner <em>Reform</em>, of Stavanger. Ballywalter Life-boat saved | 9 |
| 27  | 1.45 a.m. | Schooner <em>Lizzie</em>, of Chester. St. Ives Life-boat landed 5 men. | |
| 27  | 2.45 a.m. | Schooner <em>Ladie</em>, of St. John’s, Newfoundland. St. Ives Life-boat landed 7. | |
| 27  | 5.0 a.m.  | Schooner <em>Janet</em>, of Carnarvon. North Deal Life-boat rendered assistance. | |
| Apr. | 11. | 5.45 a.m. | Steamer <em>Albert</em>, of Chester. Helbre Island Life-boat rendered assistance to crew. | |</p>
<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>12</td>
<td>5.13 p.m.</td>
<td>Brigantine <em>Ware</em>, of Dundalk. Llandudno Life-boat saved.</td>
</tr>
<tr>
<td>13</td>
<td>6.30 a.m.</td>
<td>Fishing-smack <em>Harriet</em>, of Marslie. Blackpool Life-boat saved.</td>
</tr>
<tr>
<td>16</td>
<td>9.45 a.m.</td>
<td>Fishing-smack <em>Prairie Flower</em>. Wexford No. 1 Life-boat saved vessel and</td>
</tr>
<tr>
<td>May 7</td>
<td>2.15 p.m.</td>
<td>Brig <em>Flamingo</em>, of Farsund. Broadstairs Life-boat assisted to save vessel.</td>
</tr>
<tr>
<td>13</td>
<td>4.0 a.m.</td>
<td>Dandy <em>Chanticleer</em>, of Lowestoft. Gorleston No. 1 Life-boat assisted to save vessel.</td>
</tr>
<tr>
<td>28</td>
<td>2.0 a.m.</td>
<td>Ketch <em>Rival</em>, of Rye. Palling No. 1 Life-boat saved.</td>
</tr>
<tr>
<td>29</td>
<td>2.42 p.m.</td>
<td>Cutter <em>Lufla</em>, of Douglas. Castletown Life-boat saved.</td>
</tr>
<tr>
<td>June 6</td>
<td>2.0 a.m.</td>
<td>Schooner <em>Nobles</em>, of Banff. Fraserburgh Life-boat assisted to save vessel.</td>
</tr>
<tr>
<td>July 15</td>
<td>10.40 a.m.</td>
<td>Pilot Cutter <em>Polly</em>, of Barry. New Quay (Cornwall) Life-boat saved vessel and</td>
</tr>
<tr>
<td>27</td>
<td>6.0 p.m.</td>
<td>Cobles <em>Star of Peace</em> and <em>Mary Ann</em>, of Whitby. Whitby No. 2 Life-boat stood by vessels.</td>
</tr>
<tr>
<td>29</td>
<td>4.45 p.m.</td>
<td>Steamer <em>Flying Falcon</em>, of Liverpool. Hoylake Life-boat transferred 76 passengers to New Brighton Steam Life-boat.</td>
</tr>
<tr>
<td>29</td>
<td>5.20 p.m.</td>
<td>Ditto Ditto New Brighton Steam Life-boat landed 76 passengers.</td>
</tr>
<tr>
<td>Aug. 1-2</td>
<td>8.30 p.m.</td>
<td>S.S. <em>Lady Gray</em>, of West Hartlepool. Whitby No. 1 Life-boat assisted to save vessel.</td>
</tr>
<tr>
<td>1-2</td>
<td>Ditto</td>
<td>Ditto Ditto Whitby No. 2 Life-boat assisted to save vessel.</td>
</tr>
<tr>
<td>Sept. 2</td>
<td>8.30 p.m.</td>
<td>Brig <em>Prince Consort</em>, of Faversham. Sunderland (South outlet) Life-boat rendered assistance.</td>
</tr>
<tr>
<td>3</td>
<td>10.0 a.m.</td>
<td>Fishing-boats. Whitby No. 2 Life-boat stood by boat.</td>
</tr>
<tr>
<td>14</td>
<td>3.15 p.m.</td>
<td>Two Fishing-boats. Port Erin Life-boat piloted boats to safety.</td>
</tr>
<tr>
<td>17</td>
<td>2.45 p.m.</td>
<td>Cutter <em>Grace Darling</em>, of Ramsey. Ramsey Life-boat saved.</td>
</tr>
<tr>
<td>17</td>
<td>5.50 p.m.</td>
<td>Cutter <em>Atlanta</em>. F'n'hill life-boat landed crew of 3, and took vessel into harbour.</td>
</tr>
<tr>
<td>17</td>
<td>5.30 p.m.</td>
<td>Schooner <em>Mouse</em>, of Cardigan. F'n'hill Life-boat landed crew of 3.</td>
</tr>
<tr>
<td>17</td>
<td>6.15 p.m.</td>
<td>Schooner <em>Kate</em>, of Peel. Whitehaven Life-boat rendered assistance.</td>
</tr>
<tr>
<td>22</td>
<td>4.10 p.m.</td>
<td>Smack <em>Christiana</em>, of Cardigan. Cardigan Life-boat saved.</td>
</tr>
<tr>
<td>25</td>
<td>6.45 a.m.</td>
<td>Barque <em>Alder</em>, of Frederickstadt. Folkestone Life-boat saved.</td>
</tr>
<tr>
<td>25</td>
<td>8.0 a.m.</td>
<td>Lugger <em>Mystery</em>, of Lowestoft. Lowestoft No. 1 Life-boat saved vessel and</td>
</tr>
<tr>
<td>25</td>
<td>8.30 a.m.</td>
<td>Barquentine <em>Liana</em>. W'f'm'r Life-boat rendered assistance.</td>
</tr>
<tr>
<td>25</td>
<td>10.0 a.m.</td>
<td>Schooner <em>Aire</em>, of Goole. Aldeburgh Life-boat saved.</td>
</tr>
<tr>
<td>25</td>
<td>10.15 a.m.</td>
<td>Ketch <em>Sussex Belle</em>, of London. Lowestoft No. 1 Life-boat saved vessel and</td>
</tr>
<tr>
<td>25</td>
<td>11.30 a.m.</td>
<td>Ketch <em>Eliza and Alice</em>, of Goole. Southwold No. 1 Life-boat stood by vessel.</td>
</tr>
<tr>
<td>25</td>
<td>11.40 a.m.</td>
<td>Flat <em>Catharine</em>, of Liverpool. Hoylake Life-boat saved.</td>
</tr>
<tr>
<td>25</td>
<td>2.0 a.m.</td>
<td><em>Anne and Betty</em>, of Aberporth. Tenby Life-boat landed 2.</td>
</tr>
<tr>
<td>25</td>
<td>2.0 a.m.</td>
<td><em>Albatross</em>, of Aberporth. Ditto Ditto 2.</td>
</tr>
<tr>
<td>25</td>
<td>2.10 p.m.</td>
<td>Ketch <em>Clara</em>, of Milford. Holyhead No. 1 Life-boat assisted to save vessel and</td>
</tr>
<tr>
<td>25</td>
<td>7.30 p.m.</td>
<td>Steamer <em>Eglington</em>, of Glasgow. Wexford No. 1 Life-boat rendered assistance.</td>
</tr>
<tr>
<td>Oct. 6</td>
<td>7.45 p.m.</td>
<td>s.a. <em>Ellington</em>, of Newcastle. Palling No. 2 Life-boat rendered assistance.</td>
</tr>
<tr>
<td>6</td>
<td>9.30 p.m.</td>
<td>Southend Pier Extension Works. Southend (Essex) Life-boat rescued.</td>
</tr>
<tr>
<td>7</td>
<td>6.0 p.m.</td>
<td>Schooner <em>Mouse</em>, of Cardigan. Abernethy Life-boat landed 3.</td>
</tr>
<tr>
<td>7</td>
<td>midnight</td>
<td>Barque <em>Banklands</em>, of Liverpool. Montrose No. 1 Life-boat landed 3 passengers.</td>
</tr>
<tr>
<td>8</td>
<td>3.5 a.m.</td>
<td>Schooner <em>William and Henry</em> of Wicklow. Wicklow Life-boat saved vessel and crew of</td>
</tr>
<tr>
<td>8</td>
<td>8.0 a.m.</td>
<td>Schooner <em>Mersey</em>, of Dublin. Cemaes Life-boat saved.</td>
</tr>
<tr>
<td>8</td>
<td>8.30 a.m.</td>
<td>Schooner <em>John Gibson</em>, of Fleetwood. Abernethy Life-boat landed 4.</td>
</tr>
<tr>
<td>8</td>
<td>8.30 a.m.</td>
<td>Schooner <em>Keel Plant</em>, of Padstow. Ditto Ditto 8.</td>
</tr>
<tr>
<td>8</td>
<td>8.30 a.m.</td>
<td>Smack <em>Tope</em>, of Milford. Ditto Ditto 3.</td>
</tr>
</tbody>
</table>
1896.


11. 7.30 a.m. Barque Minde, of Farsund. Penmon Life-boat saved

11. 11.25 p.m. Barquentine Marie Berner. Filey Life-boat landed 6.

19. 7.15 p.m. Two fishing-cobles of St. Andrew's. St. Andrew's Life-boat rendered assistance.

Nov. 7. 10. 0 p.m. Schooner Waterbird, of Liverpool. Moelfre Life-boat landed 5.

7-8. Ship Soudan, of Liverpool. Gorleston No. 1 Life-boat saved

8. 6. 0 a.m. Caister No. 2

8. 10.30 a.m. Galliot Dina, of Gröningen. Seaton Carew Life-boat saved

5. 0 p.m. Barquentine Golgotha, of Riga. Clacton-on-Sea Life-boat saved vessel and

9. 11.10 p.m. Barquentine Emma Ives, of Dublin. New Brighton Steam Life-boat stood by vessel.

14. 9.50 a.m. Schooner Thomas, of Liverpool. Holyhead No. 1 Life-boat assisted to save vessel and

14. 10.45 a.m. Barque Amalita, of Gothenburg. Aberaeron Life-boat rendered assistance.

16. 1.45 p.m. Fishing-cobles. Whitby No. 2 Life-boat stood by cobles.

26. 10. 0 a.m. Cutters Hilda and Laurel. Brixham Life-boat remained in attendance on boats.

28. 10. 0 a.m. Skiff Jane, of Swansea. Swansea Life-boat rescued

29. 10.20 a.m. Schooner Ocean Belle, of Beaumaris. St. Agnes Life-boat rescued

29. 10.30 a.m. S.S. Ardle, of Dundee. Great Yarmouth Life-boat remained by vessel.

Dec. 1. 6.45 p.m. Steamer Blesk, of Odessa. Hope Cove Life-boat rescued


4. 12.40 a.m. Barquentine Lord Gainsborough, of Guernsey. Walton-on-the-Naze Life-boat assisted to save vessel and

4. 7.30 a.m. Ketch Askelon, of Jersey. St. Ives Life-boat landed 3 men

4. 5. 0 p.m. Ketch Progress, of Aberystwith. Aberaeron Life-boat landed 3 men.

4-6. Steamer Propitious, of Sunderland. Gorleston No. 1 Life-boat remained by vessel and landed 47 men.

5 — Screw Steamer, Mainsail, of London. Winchelsea Life-boat rendered assistance.

6. 8.30 a.m. Barque Ophir, of Arendal. Worthing Life-boat rescued

7. 7.45 p.m. A man who fell off Penzance Quay. Penzance Life-boat saved.

8. 8.35 p.m. Barquentine Elizabeth Jane, of Fowey. Plymouth Life-boat rendered assistance.

Dec. 11. 3.30 a.m. Steam Trawler Pansy, of N. Shields. Johnshaven Life-boat rescued 8 lives saved.
12. 10.10 a.m. Ketch Elizabeth, of Newport. Lynmouth Life-boat rescued 2 lives.
12. 10.10 a.m. Ketch Little Jane, of Plymouth. Lynmouth Life-boat rendered assistance.
13. 9.0 a.m. Ketch Elizabeth, of Newport. Lynmouth Life-boat assisted to save vessel.
14. 5.15 a.m. Schooner Eva, of Runcorn. Margate Life-boat rescued 2 lives.
14. 6.15 p.m. Schooner Flora Emily, of Burghead. Worthing Life-boat rescued 5 lives.
15. 10.5 a.m. Barque Sophie, of Frederickstadt. St. Mary’s Life-boat remained by vessel.

Total lives saved by the Life-boats in 1896, in addition to 20 vessels: 312 lives saved.

Rewards were also granted by the Institution in the same period for saving by means of Fishing and other Boats: 149 lives.

Total for 1896: 461 lives.

NOTICE.

The next number of the LIFE-BOAT JOURNAL, containing the Annual Report, &c., will be published on the 1st May.
ROYAL NATIONAL LIFE-BOAT INSTITUTION.
SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patron—Her Most Gracious Majesty the Queen.

Fitz-Pathons—
Her Royal Highness the Prince of Wales.
Her Royal Highness the Princess of Wales.
Captain His Royal Highness the Duke of York, K.G., K.T.

President—His Grace the Duke of Northumberland, K.G.

Chairman—Sir Edward Birkbeck, Bart., V.P.
Vice-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 (1896) the
ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £71,476 on its 298 Life-boat Establishments.


<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Lives rescued by Life-boats, in addition to</td>
<td>£10,503</td>
</tr>
<tr>
<td>20 Vessels saved by them</td>
<td>312</td>
</tr>
<tr>
<td>Number of Lives saved by Shore-boats, &amp;c.</td>
<td>149</td>
</tr>
<tr>
<td>Amount of Rewards granted during the Year</td>
<td>10,503</td>
</tr>
<tr>
<td>Honorary Rewards:—Gold Medal</td>
<td>1</td>
</tr>
<tr>
<td>Silver Medals</td>
<td>5</td>
</tr>
<tr>
<td>Binocular Glasses</td>
<td>9</td>
</tr>
<tr>
<td>Aneroid Barometers</td>
<td>4</td>
</tr>
<tr>
<td>Votes of Thanks on Vellum</td>
<td>39</td>
</tr>
<tr>
<td>Certificates of Service</td>
<td>5</td>
</tr>
<tr>
<td>Total</td>
<td>63</td>
</tr>
<tr>
<td>Amount</td>
<td>461</td>
</tr>
</tbody>
</table>

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 39,815. The rewards and recognitions granted by the Institution in the same period comprised 29 Gold Medals and Clasps, 1,154 Silver Medals and Clasps, 269 Binocular Glasses, 15 Telescopes, 13 Aneroid Barometers, 1,558 Votes of Thanks, inscribed on vellum and framed, 62 Certificates of Service framed, and £169,432 in money.

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 endeavours to provide the brave Life-boat men, who nobly hazard their lives in order that they may save others, with the best possible means for carrying on their great work, they will meet with the entire approval of the people of this the greatest maritime country in the world, and that their appeal will not be made in vain, so that the scope and efficiency of our great Life-saving Service, of which the Nation has always been so proud, may not have to be curtailed.

Annual Subscriptions and Donations are earnestly solicited, and will be thankfully received by the Secretary, Charles Dibdin, Esq., at the Institution, 14 John Street, Adelphi, London; by the Bankers of the Institution, Messrs. Coutts and Co., 59 Strand; and by all the other Bankers in the United Kingdom.—1st February, 1897.