

THE LIFE=BOAT.

JOURNAL

OF THE

Royal National Life=Boat Institution.

(ISSUED QUARTERLY.)

VOL. XVI.—No. 185.] 2ND AUGUST, 1897.

PRICE 3d.

ROYAL NATIONAL LIFE=BOAT INSTITUTION.

THE PARLIAMENTARY INQUIRY.

THE MANAGEMENT VINDICATED AND JUSTIFIED.

IN view of the constant serious and unfounded charges against the administration of the Institution which have for the last few years been made in certain quarters and diligently circulated, mainly through the medium of the Press, such charges tending to impair and injure the great national life-saving work which the Institution has so actively carried on since 1824, resulting in the saving of the lives of upwards of 40,000 shipwrecked persons, the Committee of Management decided last spring to urge the Government to agree to the early appointment of a Select Committee of the House of Commons to make a searching inquiry into the Institution's administration and the adequacy of its organization for saving life on our coasts. The Government having been communicated with, a motion for the appointment of a Select Committee was brought before the House by Sir ROBERT U. PENROSE FITZGERALD, Bart., on behalf of the Institution, on the 8th March, and notwithstanding the motion was on several occasions blocked by members of the Opposition,

who it would have been imagined would have been the first to support it, it was finally agreed to, and the Select Committee having been appointed held its first sitting on the 6th April last. The Select Committee subsequently sat to take evidence twenty-four times, and on each occasion for many hours. It examined witnesses from all parts of the country, and went most fully, carefully and exhaustively, into every detail connected with the management of the Institution and the working of its life-saving service. The Chairman of the Select Committee (Mr. C. J. DARLING, Q.C.), presented his Committee's Report to the House of Commons on the 15th July, and all friends and supporters of the Institution will read it with intense relief and satisfaction. The verdict is clear and unmistakable, entirely vindicating the Institution, which emerges from the serious ordeal of a Parliamentary Inquiry with—as the *Times* has said—“unsullied reputation.” The Report however speaks for itself and we therefore append it.

REPORT

FROM THE

SELECT COMMITTEE OF THE HOUSE OF COMMONS

ON THE

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

The first four pages of the Report give an historical sketch of the Institution, and describe its object, composition and management, after which it continues as follows:—

COMPLAINTS AGAINST THE INSTITUTION.

During the last five or six years complaints and charges of a very damaging character have been made from certain quarters against the Institution in regard to its general and financial management. Your Committee have examined on oath a large number of witnesses in support of these allegations, and on behalf of the Institution. They have also sent a series of questions dealing with the subject-matter of the charges to the honorary secretaries and coxswains of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, to Lloyd's Agents, to the coastguard officers, and to receivers of wrecks at all stations round the coast of Great Britain and Ireland. Your Committee have received 846 replies to these questions from persons to whom the facts must have been known and who could have no ground for concealing or misrepresenting them. It is a source of pleasure to your Committee that these answers contain so wide a testimony to the general efficiency of management and usefulness of the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

Some of the charges made were personal, absolutely unfounded, and have been withdrawn by their author. Your Committee do not think them worthy of any

further notice, nor have they thought it necessary to consider and correct mere exaggeration or intemperance of language in the making of charges in themselves sufficiently grave.

Charges of gross and wilful misrepresentation with respect to its finances having been made against the Institution, your Committee have felt it their duty to investigate this matter most carefully. They find that prior to 1891 the managers of the Institution published in their report an income and expenditure account and a list of all legacies and subscriptions received during the year, but did not publish a balance-sheet, nor any statement of the amount of invested capital held by the Institution. The income derived from the investments was, however, fully shown in the income and expenditure account.

From 1891 onwards a balance-sheet with full details of the investments had been included in the annual report, in addition to the information previously given. Until the close of 1895 all legacies were carried direct to the balance-sheet and treated as capital; but in the accounts for the year 1896 the managers adopted the form of account suggested by the Charity Organisation Society for the hospitals receiving

grants from the Hospital Saturday and Sunday Fund, and included the legacies in their income and expenditure account carrying forward any balance from that account from the balance-sheet for investment.

Your Committee do not feel themselves called on to express an opinion as to which is the best form of account to adopt—accountants of equal eminence having given evidence in favour of each form. Your Committee are, however, satisfied that both the forms of account adopted since 1891 give full information as to the financial position of the Institution, its income, expenditure, and invested funds, and that there is no ground for the charges of misrepresentation or concealment brought against its managers.

Though your Committee are of opinion that the accounts published previous to 1896 are perfectly intelligible to persons familiar with financial statements, they consider that the managers acted wisely in adopting in 1896 the form recommended by the Charity Organisation Society, as being more easily comprehended by the general public, who support the Institution by their contributions.

In particular—taking the more important allegations which it was attempted before them to substantiate as against the Institution—it is stated in a magazine article that “the published accounts of the ROYAL NATIONAL LIFE-BOAT INSTITUTION systematically conceal instead of disclosing the fact of the Institution having an income of £38,000 from legacies, in addition to the £60,000 provided by public subscriptions and investments.”

Your Committee find that this statement is absolutely unfounded. The published accounts and Report of the ROYAL NATIONAL LIFE-BOAT INSTITUTION give details, showing in each year every penny received from whatever source. Full particulars of any legacies received are furnished in the accounts published yearly, and the investments of the Institution are also clearly set out.

It was further directly stated that the ROYAL NATIONAL LIFE-BOAT INSTITUTION so discharged this part of their duties that their conduct in this particular amounts to “a policy of concealment.” Ever since 1891 the Institution have published balance sheets; and every year, before and since that date, they have published accounts of income and expenditure, assets and liabilities, disclosing the exact financial condition of the Institution. These accounts, already alluded to, are of such a character that, in the opinion of your Committee, no one of ordinary intelligence could fail to ascertain from them the precise position of the Institution as regards its income, expenditure, and sources of supply—provided always, the accounts were examined with a *bonâ fide* intention of understanding them.

Your Committee consider, therefore, that to charge the Institution with adopting “a policy of concealment” is wholly unjustified by the facts.

With regard to legacies left to the Institution, it was contended before your Committee that certain of these had been “mis-appropriated.”

This contention was completely disproved. In the opinion of your Committee, the Institution has invariably done its best to carry out the intentions of testators who have entrusted it with legacies. In many cases, however, testators have hampered their bequests with conditions which have made it impossible immediately to give effect to their wishes. Many people are not content to leave a certain sum for the general work of life-saving done by the Institution, but insist on providing a Life-boat to be placed at some point selected by the testator in advance, and, perhaps, already sufficiently supplied.

The Institution would be greatly helped in its work, and seafaring men more fully provided for when in danger, were money left to the managers of the Institution to use in their discretion for the objects prescribed in their charter. Thus, while

any recommendation to couple the benefactor's name with the work to be done, or to provide for a particular place, would certainly receive all consideration, the general objects of the Institution would not be hindered by conditions precedent difficult of immediate fulfilment.

It seems desirable, however, to your Committee, that in the future, the Institution should, in its report, show how and when each legacy to which a specific condition is attached has been employed; so as to give confidence to the public that their wishes are complied with.

Charges of extravagance in the administration of their affairs have been made against the Institution. Your Committee have had full details placed before them of the salaries, and other expenses incurred by the Institution. Bearing in mind the large amount of detailed work at the central office, the long distances travelled by the inspectors who visit every station four times each year, and the importance of securing trustworthy men for these posts, your Committee are of opinion that the staff is not excessive in numbers nor too highly paid.

It has also been stated that the remuneration of the men who man the Life-boats, and the provision made for men who are injured, and the dependents of men who lose their lives when on service, is inadequate. After obtaining evidence from all parts of the coast, your Committee are satisfied that the remuneration is adequate in ordinary cases, and satisfactory to the men employed; and that when exceptional services have been rendered, the Institution is always willing to recognise them in a substantial manner.

With regard to the boats provided by the Institution, it was contended that they were unfitted for their work; and it was even alleged that, therefore, the officials of the Institution "ought to be prosecuted for manslaughter."

This contention your Committee find to be wholly unfounded and preposterous. It is true the service has not been con-

ducted entirely without loss of life by those engaged in it. Your Committee would have been greatly surprised if it had; seeing that the work must often be done in conditions of the greatest danger to all concerned.

In the opinion of your Committee the boats generally are well adapted for the work they have to perform. Your Committee do not feel that they can recommend one type of boat for adoption rather than another. Nor do they hold it can be decided as a matter of certainty that, in varying circumstances, either a self-righting or a non-self-righting boat is absolutely the best. Both types are most carefully designed, built, and furnished. Persons fully competent to judge declare, some for one, some for the other, pattern. The practice of the Institution is to consult the men on the spot—who will have to man the boat—and to allow them in great measure to decide for themselves in which kind of boat they will do this difficult, and inevitably dangerous, work. Confidence of the crew in their boat is of itself an element of security, and your Committee do not advise any change in this system.

In regard to steam Life-boats—of which the Institution already have two, and are building another—it appears to your Committee that in certain situations they have undeniable advantages. But at many points on our coasts they could not be stationed; and at many adapted for them there are already steam-tugs to be obtained for the taking out of Life-boats to vessels in distress. The facts proved before your Committee show that the managers of the Institution are fully alive to the value and importance of their effective employment; and that they are preparing to place such boats where necessary. Your Committee think, therefore, that this matter may safely be left to the consideration and judgment of the Institution.

Charges of want of discipline among the crews, of delay or failure in launch-

ing Life-boats, and of refusal on the part of crews to go out to the assistance of vessels in distress, have been freely made. From the answers to their inquiries received from all parts of the coast, your Committee are satisfied that, so far as the great majority of Life-boat crews are concerned, these charges are entirely groundless, and that the Life-boat crews are a body of men of whom the country may be proud. In the few instances of want of discipline among the crews, or refusal to go out, reported to your Committee, they find that the Institution had inquired into the matter at the time, and had taken steps to correct it; while the cases of delay or failure in launching Life-boats were very few, and were in every case traced to error in judgment, to which any agency is liable.

Suggestions have been made that the Life-boats should no longer be manned, as at present, by the fishermen and beachmen of the station, but either by a permanent crew maintained expressly for the purpose, or by the coastguard. The expense of maintaining a permanent crew, as compared with the present system, would be so great as to be in our opinion prohibitory. The objections to employing the coastguard are overwhelming. The coastguard is not sufficient in numbers. The coastguard stations, moreover—being selected with a view to prohibit smuggling—are often not to be found where a Life-boat is most needed. The coastguardsmen are not necessarily good boatmen, and some of them have had no training as such; and in any case they are likely to be inferior in the local knowledge which gives to the beachmen and fishermen such skill in overcoming the difficulties of local currents, shoals, and rocks. Moreover, the coastguard, being men of the first naval reserve, are withdrawn at least once a year for naval service.

Your Committee see no ground for recommending that the Life-boat Service should be taken over by the State, so long as it is maintained as efficiently and successfully as at present by public

benevolence. There would be no saving of expense by the transference of the service to Government; and, so long as the crews which man the boats are volunteer crews, your Committee believe that they would work more successfully under the discreet administration of a well-selected local committee than under the more rigid discipline of a Government Department. Your Committee consider that there are many advantages in committing the control of this service as now, to a voluntary association of honourable men—who have in many cases devoted years of their lives, without pay or remuneration of any sort, to the cause of life-saving—relying for funds on the beneficence of the people of these kingdoms, and, for crews to man the boats, on the unfailing courage and devotion of the maritime population.

The following statement has been publicly made: "The men are underpaid by the Institution. They are permitted, however, to make as much profit as they can at the expense of persons saved." Your Committee report that, in the opinion of competent witnesses, the men are not underpaid; that the charges against the Institution of permitting the men to make a profit at the expense of persons saved is a reckless misstatement, and the inference, that the men can, or do, make a profit at the expense of persons saved, is without any foundation or justification whatever. It is, moreover, a wholly unwarranted aspersion on a coast population, of whose devotion and heroism there is a long and almost unbroken record.

In respect to the salvage of property by Life-boat crews, as already explained under the heading "Property Salvage," a considerable amount of correspondence has passed between the committee of Lloyd's and the LIFE-BOAT INSTITUTION. In the first instance, the committee of Lloyd's contended "that the crews of Life-boats should not be permitted to do salvage service," but they afterwards modified their position, and stated that, in their opinion, "it would be for the

benefit of all concerned, the boatmen, the Institution, and the shipping community, if the Life-boat crew continue to do salvage work, provided they accept Lloyd's form of agreement."

Most serious charges have been publicly made as to the way in which the privilege accorded to the Life-boat crews of using the boats for property salvage has been abused; and these charges have received the authority of Lloyd's. Your Committee have inquired into several specific instances of exorbitant claims alleged to have been made by the crews. These cases did not stand the test of cross-examination; and, in the result, the case, as sought to be made for Lloyd's, was withdrawn. Your Committee are emphatically of opinion that the attacks made upon the Institution in respect of property salvage, have been as unfounded, as they certainly have been mischievous.

Your Committee consider the existing practice of permitting the crews to make their own bargains with the masters or owners of the vessels to be salvaged, to be open to objection, and your Committee recommend that the Institution should only allow their crews to use the Institution boats on condition of the crews agreeing to such terms, as to remuneration, and arbitration in case of dispute, as the Institution may prescribe. These terms your Committee think the Institution should settle in consultation with the Committee of Lloyd's and the Board of Trade.

LIFE-BOAT SATURDAY FUNDS.

Much evidence was given before your Committee as to comments by Mr. Charles Wright Macara, of Manchester, upon the ROYAL NATIONAL LIFE-BOAT INSTITUTION in regard to their management of the Life-boat Saturday Fund. This Fund had its origin in a demonstration organised and collection made under the direction of a committee in 1891. These were very successful; and consequently committees

having in view the same object were formed in many parts of the United Kingdom. These committees have collected, by means of demonstrations in the streets of various towns, and by subscriptions and donations, and in other ways, large sums of money, which have been remitted to the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

Street demonstrations are, necessarily, a costly means of collecting money; subject as they are to fluctuating results, owing to good or bad weather; therefore great care should be taken to prevent their expense from becoming excessive. But your Committee are persuaded of the great good to be done by familiarising the people of inland towns, as well as others on the coast, with the work done by this Institution, and for it by the maritime population.

Your Committee find that the organisation of the Saturday Life-boat Fund is representative of the subscribers to the fund, and gives the subscribers sufficient influence on the Committee of Management of the Institution.

Your Committee are of opinion that the charges of mismanagement brought against the Institution with regard to the Saturday Life-boat Fund are entirely without foundation.

Your Committee cannot conclude their report without recording their opinion that the thanks of the whole community are due to the committee of the ROYAL NATIONAL LIFE-BOAT INSTITUTION for the energy and good management (often in very difficult circumstances) with which they have for so many years successfully carried out the national work of life-saving, and this without reward or payment of any sort. And your Committee regret that it is not in their power to suggest some further protection for charitable institutions against the attacks of irresponsible persons, which attacks may, as in the present case, turn out to be unfounded and untrue.

THE LIFE-BOAT SATURDAY FUND.

OUR Life-boat Saturday friends have not been idle since we issued our last notice of the Fund. Fresh committees have been formed and active measures taken in all directions to secure success and development in the near future, although the fixtures hitherto made this season have not, for very good reasons, been as numerous as they were last year. We cannot but approve and commend the tact and wise discretion which have actuated the Life-boat Saturday committees, both in London and elsewhere, in not unduly pressing their appeals and insisting on Life-boat Saturday collections being made during the spring and summer of this eventful year. In view of the special "Jubilee" collections and funds, all with good ends in view, which have been promoted in every county and in almost every district and parish in the United Kingdom, whereby the resources of the entire charitable public have been heavily drawn upon, we think it would have been indiscreet and have done permanent injury to the Life-boat Saturday movement if any serious efforts had been made to push its claims to the detriment

of the various special "commemoration" projects which have been so generally promoted and somewhat lavishly supported.

Notwithstanding all obstacles, however, Life-boat Saturday was well supported in many districts of London on the 15th May last, and very successful demonstrations have been held and collections made in various localities, and there is every reason to believe that when the present year has closed and matters have assumed once more their normal state, the Metropolis and the other large centres of population throughout the country will distinguish themselves by contributing generously to the Life-boat cause—a cause which is entitled to the sympathy and help of every man, woman and child inhabiting our "tight little island."

A word of encouragement and gratitude is due to the Life-boat Saturday workers. Nothing succeeds like success, and there is every reason to hope that the unqualified success of their self-denying efforts in the past will be equalled if not surpassed in the future.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.

PORT ST. MARY, ISLE OF MAN.—A new Life-boat establishment has been formed here by the Institution, some shipwrecks which had taken place in the locality, having shown the desirability of having a Life-boat on the spot, in the event of further casualties taking place here, in lieu of having to send to Port Erin for the Life-boat on that station. A portion of the very handsome bequest made to the Institution by the late Mr. JAMES STEVENS of Birmingham, was utilised in the formation of this station. The boat, which is named the *James Stevens No. 1*, is on the self-righting principle, is 35 feet long, 8½ feet wide; rows 10 oars, double banked, has one sliding

keel and two water-ballast tanks, and is provided with a transporting carriage.

WINTERTON (NORFOLK).—The Institution has replaced the smaller of the two Life-boats at Winterton, stationed there many years since, by a new boat of the improved Norfolk and Suffolk type, which is 34 feet long by 10 feet wide, is provided with three water-ballast tanks and rows 12 oars, double banked; it was built by Messrs. Beeching Brothers, of Great Yarmouth. Like the boat it replaced, it is named the *Edward Birkbeck*, after the Chairman of the Institution.

RHYL (NORTH WALES).—A new Tubular Life-boat has been sent to Rhyl to take the place of a boat of that design placed there many years since. The new boat, which is 34 feet long and $8\frac{3}{4}$ feet wide, is constructed of mahogany; she was built by the Thames Ironworks Company, is fitted to row 12 oars double-banked, and is also provided with mast and sails. The hull consists of two tubes, 2 feet 9 inches in diameter amidships, tapering at the bow and stern, where they are united by oak chocks. The tubes are connected together throughout their length by iron stays, and are divided into watertight compartments. There is also a sliding keel or centre-board of teak, stiffened with iron. The tubular system of Life-boat construction was invented by the late Mr. HENRY RICHARDSON, of Bala, in 1830, and in 1851 his son, the late Mr. H. T. RICHARDSON, built a boat on this principle, with which he sailed round the coasts of England with the view of demonstrating, as he believed, the superiority of that system. For many years past boats of this type have been stationed at Rhyl and New Brighton, the one at the first-named place bearing the name *Caroline Richardson*, and the other being known as the *Henry Richardson*. Mr. H. T. RICHARDSON bequeathed a very handsome legacy to the Institution in order that tubular Life-boats, bearing the names of his mother and father, might be maintained on the coast in perpetuity. The new Life-boat is provided with a transporting carriage, fitted with Tipping's plates on the wheels to facilitate her passage across the sandy beach at Rhyl, and horse launching poles.

MEVAGISSEY, CORNWALL.—This Life-boat Station has recently been completely renovated by the Institution. A new boathouse and slipway have been constructed on a convenient site at a cost, including removal of rocks, of about 2,000*l.* The Life-boat, which had sustained considerable damage while moored in the harbour, has been replaced by a new 10-oared boat, 37 feet long, $9\frac{1}{4}$ feet wide, and fitted with two drop-keels. The cost of the boat and its equipment has been defrayed from a legacy bequeathed to the Institution by the late Mrs. CHISHOLM, of Oldham, for building, furnishing, and maintaining a Life-boat

in memory of her son, after whom the boat is named the *James Chisholm*. On the 12th June the inauguration of the new Life-boat Station took place, and was most successfully carried out under the superintendence of the zealous Hon. Sec. of the Mevagissey Branch, Capt. J. BALL FARRAN, in the presence of a large number of spectators, including several relatives and friends of the late Mrs. CHISHOLM. The naming ceremony was performed by Miss DOROTHY CHISHOLM TAYLOR, and afterwards the boat was launched down the slip and rowed round the harbour. She was twice capsized by means of a crane to show her powers of self-righting and self-discharge of water. The Life-boat men were subsequently entertained at tea, when an address was delivered by Capt. N. WILLIAMS, Chairman of the Local Committee, in which he said that the Life-boat service was a noble work, and in it they had some of the bravest men in England. (Applause.) He hoped it would be a long time before they had occasion to use their boat, but when that time came he was sure the crew would acquit themselves like men. (Applause.) Mr. PETER HUNKIN, a member of the Local Committee, in proposing a vote of thanks to Mr. and Mrs. TAYLOR, the son-in-law and daughter of the donor, characterised the ROYAL NATIONAL LIFE-BOAT INSTITUTION as the noblest charitable Society in the kingdom, and said they had every reason to be proud of their Life-boat Station at Mevagissey. He concluded with the following acrostic on the name of the boat:—

“J oin hearts, ye men of Meva bold,
And let your thanks to-day be told;
May every man his tribute bring,
Engage to make this building ring—
Such hearty cheers as all may sing.

Cheer that a lady of our land
Has given a boat which can command,
In spite of wind and weather too,
Such sturdy stuff to form her crew.
Hurrah for Chisholm, worthy name!
O h, let it grace the roll of fame!
Let but a cry of danger come speeding o'er
the wave,
May Meva's sons still prove to be heroic,
strong, and brave.”

Dr. WALKER seconded the resolution, which was carried with acclamation. In returning thanks, Mr. TAYLOR said that

residents in inland towns could not always see what had taken place that afternoon, but they could read, as they did, of the noble deeds performed on their coasts by men, such as were before him, who earned their daily bread from the sea. Then the hearts of Englishmen were stirred, and they felt that they must do something to help those who might, perchance, be cast upon the shores of this island, and save them, if possible, from a watery grave. (Applause.) They in inland places had their part to do, those on the coast had theirs. They on the coast formed the crews, and if those inland could only find the apparatus necessary he was sure they could look forward to heroic deeds done by the ROYAL NATIONAL LIFE-BOAT INSTITUTION. (Applause.) If they were to continue as a maritime nation, such deeds as they read of would be rendered necessary. Vessels must go and come. England must be fed; machinery must be sent away; the ends of the world became nearer to them every day, but no one could command the sea to rise or go down. (Hear, hear.) Storms would arise, but when the day came for the boat to be launched, the crew, he was sure, would be quite ready to do their share in the work of saving the perishing. He trusted they would find the boat ready to take her share. (Applause.)

PEEL (ISLE OF MAN).—The new Life-boat stationed some years since at Peel has been replaced by a new one provided by the ROYAL NATIONAL LIFE-BOAT INSTITUTION. The new boat is 37 feet long, 9½ feet wide, and rows 10 oars, double-banked. She is fitted with two water-ballast tanks; also with two sliding

or drop keels and possesses the usual characteristics of the boats of the Institution in regard to self-righting, self-ejecting water, &c. She is named the *Mayhew Medwin*, and has been provided from a legacy bequeathed to the Institution by the late Dr. A. G. MEDWIN, of London.

BROADSTAIRS and WALMER, KENT; BRIKHAM, SOUTH DEVON; FRASERBURGH and PETERHEAD, SCOTLAND.—The Institution has also replaced the Life-boats on these stations by new boats of the self-righting type, to meet the wishes of the crews.

The cost of the Broadstairs new boat has been defrayed from a legacy bequeathed to the Institution by the late Miss IVY WEBSTER, of Exeter, to enable it to place and maintain a Life-boat on the Kentish Coast, to be named the *Francis Forbes Barton*.

The Walmer new Life-boat, like its predecessor, is named the *Civil Service No. 4*, the first cost and permanent endowment of the Life-boat having been provided by the Civil Service Life-boat Fund.

The Brixham boat is known as the *Betsy Newbon*, being one of those whose cost was bequeathed to the Institution by the late Mr. R. H. NEWBON, of Islington.

The expense of the Fraserburgh new boat has been defrayed from a legacy bequeathed to the Institution by the late Mrs. LEE, of Gunnersbury, near London, to enable it to place a Life-Boat on the coast to be named the *Anna Maria Lee*.

The Peterhead new Life-boat, like its predecessor, is named the *George Pickard*, the first cost of the Life-boat having been provided by the late Mr. ANDREW PICKARD of Leeds.

THE WRECK REGISTER AND CHART FOR THE YEAR ENDED THE 30TH JUNE, 1896.

THE "Abstracts of the Shipping Casualties which have occurred on or near the coasts of the United Kingdom during the year ended 30th June, 1896," have recently been issued by the Board of Trade, and are of the deepest interest, not only to all personally connected with the "sea and its sorrows," but also to those occupied in promoting means to reduce

to a minimum the loss of life and the shipping casualties which annually occur on or near our rockbound shores, the result of gales, fogs, collisions, accidents, etc. The tables containing the valuable information given by the Board of Trade are particularly clear and intelligible, even to those quite unaccustomed to dip into the voluminous pages of Government

Blue Books, and the officials who have compiled them are to be congratulated on the success of their efforts to place the statistics before the public in a form easy to be understood by all. The friends and supporters of the Life-boat cause will, we think, be particularly interested in the latest figures which are placed before them, inasmuch as they show that, notwithstanding the recovery of trade and the consequent increase in the tonnage coming to and going from our coasts, not only have shipping casualties considerably decreased, but, which is of much greater importance, the resulting loss of life has been reduced by more than one-third.

In the year 1895-6 the total number of shipping casualties "on or near" our shores was 4,620, a decrease of 297 as compared with the preceding year; the total number of lives lost as the result of the casualties falling from 740 — the number of lives lost during the year 1894-5—to 458, a large decrease of 282. Owing to the circumstances connected with the casualties involving the loss of life, such as the distance of the vessels from land, collisions, fogs, foundering, etc., it is probable that but few of those who perished could possibly have been saved by the various means adopted for the saving of life from shipwreck.

The 4,620 casualties in question included every description of casualty or accident befalling all classes of vessels, namely, collisions, foundering, strandings, missing vessels, etc. For convenience all may be classified under the following heads: (1) Total loss; (2) serious casualties; (3) minor casualties. Under all these heads a decrease is reported. The cases of total loss and serious casualty fell from 1,474 to 1,345, a decrease of 129, and the total of minor casualties fell from 3,443 to 3,275, a decrease of 168. It is important to note that of the 4,620 casualties only 410 resulted in loss of life.

As is always the case, the collision cases represent a very large proportion of the total number of casualties. In the year under consideration they numbered

1,547, a decrease of 141 as compared with the preceding year. We again observe, as we have noticed on a previous occasion, that, contrary to what would have been expected, collisions occur more frequently by day than by night, and are generally between steamers and sailing vessels. Collision cases not being taken into account, the casualties involving total loss fell from 356 to 250, the serious casualties from 723 to 722, and the minor casualties from 2,150 to 2,101.

Of the 4,620 casualties, 4,113 befel British and Colonial vessels and 507 Foreign vessels. The British and Colonial total was 306 less than that of the year before, but the Foreign total showed an increase of 9 cases.

The localities of the casualties, excluding collisions, were as follows:—East coast of England, 804, or 95 less than the previous year; north coast, 543, or 12 less than the year 1894-5; west coast of England and Scotland and east coast of Ireland, 1,175, or 16 less than the preceding year; north coast of Scotland, 116, a falling off of 22; east coast of Scotland, 181, a reduction of 1 only; other parts, 254, or a decrease of 20; total, 3,073, or 156 less than the year before.

The loss of life in the several districts arising from the casualties, including collisions, was as follows:—East coast of England, 103, or 12 more than in the year 1894-5; south coast of England, 45, the same as in the preceding year; west coast of England and Scotland and east coast of Ireland, 165, a decrease of 72 as compared with the previous year; north coast of Scotland, 23, or 6 more than in 1894-5; east coast of Scotland, 12, or 10 less than the year before; other parts, 110; total, 458.

According to our custom each year, we furnish a chart of the United Kingdom on which will be found a black dot entered against every spot on which any important shipping casualty occurred during the year ended the 30th June, 1896. The precise position of each of the 297 Life-boats of the ROYAL NATIONAL

LIFE-BOAT INSTITUTION is also shown on the chart, so that it may be seen at a glance whether, speaking generally, the Life-boats have been judiciously located.

Between 1861 and the 30th June, 1896, 5,652 British, Colonial and Foreign vessels were wrecked on or near our shores, involving the loss of life in each instance, the total number of lives thus lost being 24,808. Of the 458 lives sacrificed in the year 1895-6, 387 were from British and Colonial vessels, and 71 from Foreign vessels. On comparing these figures with those of the preceding year it will be seen that in the year 1895-6 there was a large decrease of 274 in the number of lives lost from British and Colonial vessels, and a decrease of 8 in the lives lost from Foreign vessels.

Of the 458 persons who perished in the year 1895-6, 74 were lost in foundered vessels, 116 in collisions (the total under this head the year before being only 51), 127 in stranded vessels, or 133 less than in the preceding year, 44 in missing vessels, a decrease of no less than 227 as compared with the previous year, and 97 in explosions, washed overboard, etc. Of the 458 persons who lost their lives only 43 were passengers, the remaining 415 being officers and members of the crews of the vessels.

The number of vessels meeting with casualties on or near the coasts of Great Britain and Ireland necessarily varies from year to year. The fluctuations will perhaps be most readily understood by the perusal of the following table which gives the figures for the last 43 years:—
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; 1895-6, 4,620. Total, 129,683.

Notwithstanding the much to be deplored loss of life which has taken place either on or near our coasts during the past generation, amounting in the aggregate to 28,647 lives, it is a matter for deep thankfulness that in the same period the Life-boats of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and the other means employed and recognised by it, have been instrumental in saving 30,004 persons from a watery grave, the number of lives rescued thus exceeding those lost by 1,357. In 1896 the Committee of the Institution granted rewards for the saving of 461 lives, in addition to which the Life-boats landed many more persons who were in positions of peril.

In addition to the good work done by the Life-boats in the year 1895-6, admirable service was as usual rendered to distressed crews by the 309 rocket apparatus and other stations of the Board of Trade worked by the Coast Guard and Rocket Brigades. By this means 154 lives were saved.

The statistics to which we have directed attention, while they demonstrate the dangerous nature of the coast-line of the British Isles, indicate to all at the same time the duty of doing everything that can be done to avert, or at all events to minimise, the dangers incurred by those who visit and leave our shores. Few appreciate as they should the greatness of the debt owed by us to our seafaring population, through whom we obtain most of the daily necessities of life. The LIFE-BOAT INSTITUTION does not receive from the public at large the financial support it merits. Surely no better proof of thankfulness to those who "go down to the sea in ships" and risk their lives to supply our needs and luxuries could be shown than by contributing liberally to the maintenance of our Life-boat Service.



SUMMARY

During the year ended the 30th June 1896 the Number of Vessels lost or damaged on the coasts and in the seas of the United Kingdom including cases of minor damage was 4620 and the loss of Life as far as can be ascertained was 458.

	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

1895-96.

Compiled from the Board of Trade Register.

SHOWING ALSO THE PRESENT
LIFE BOAT STATIONS.

OF THE
ROYAL NATIONAL LIFE BOAT INSTITUTION.

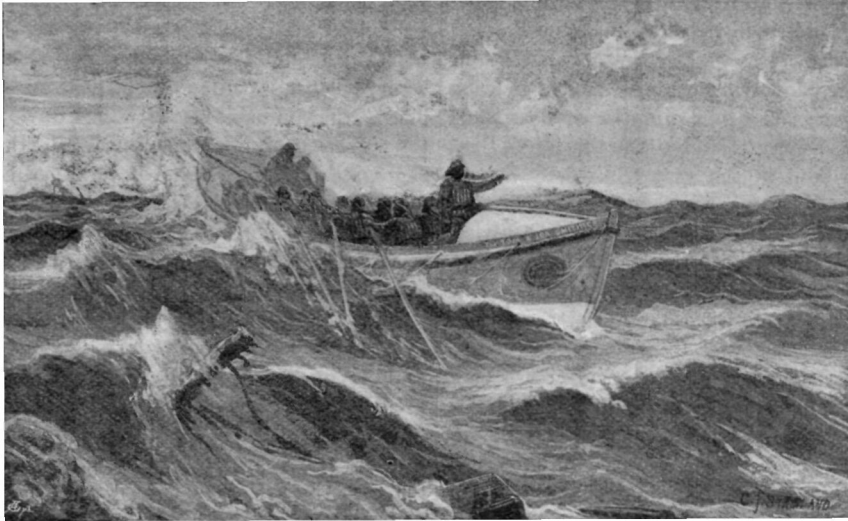
- SIGNIFIES A CASUALTY.
- ✠ REPRESENTS A LIFE BOAT.

Scale of Nautic Miles

10 0 50 100



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



PENMON.—On the 6th January, 1897, the schooner *Volunteer*, of Dublin, laden with cement and matches, from London for Whitehaven, was observed aground on the rocks off Penmon, having dragged her anchors. A strong gale was blowing from the S.E., accompanied by a rough sea and thick weather. At 11 A.M. the Life-boat *Christopher Brown* was launched, proceeded under sail to the vessel and rescued her crew, consisting of four men. About an hour after the men had been taken off, the schooner sunk.

BULL BAY.—Signals of distress were shown by a vessel lying between the East Mouse and Amlwch port, on the evening of the 12th January. They were repeated in quick succession, and the Life-boat *Curling* was promptly launched, four minutes only elapsing from the time the order was given to the time the boat was afloat, and proceeded to the vessel, which was ascertained to be the ship *Brablock*, of Glasgow, with a cargo of grain from San Francisco for Liverpool. She had stranded about two hundred yards E.S.E. of the East Mouse in the thick weather which then prevailed. At the request of the master the Life-boat remained by the vessel until she floated and was

taken in tow by a coasting steamer for Holyhead.

CLACTON.—Two telegrams having been received, one from the coxswain of the Southend Life-boat and the other from Maplin Lighthouse, reporting a vessel on the sands and showing signals of distress, on the 16th January, the Life-boat *Albert Edward* was launched at 11 A.M., and found the vessel was the brigantine *Patho*, of and for London, coal laden from Hull. The crews of two fishing smacks were assisting her, and at the request of the master the Life-boat remained by until high water, when, no further help being required, she returned to her station, arriving at 7.30 on the following morning. The wind was blowing half a gale from N.E., accompanied by a heavy sea, snow and thick weather.

The *Albert Edward* is one of two Life-boats presented to the Institution by the United Grand Lodge of Freemasons of England in commemoration of the safe return from India of the most Worshipful Grand Master, H.R.H. the Prince of Wales.

DONNA NOOK, LINCOLNSHIRE.—The Life-boat *Richard* was launched at 4.30 A.M., on the 19th January, a telephone

message having been received from Saltfleet reporting a vessel in distress. On reaching the spot it was ascertained that a steamer had been ashore, but had got off again, and, the coxswain of the Life-boat having indicated to the captain his position, he got under weigh, and the Life-boat started for her station. On her way back, the four-masted ship *Attair*, of Bremen, laden with wheat, from San Francisco for Hull, was seen ashore, and the boat was at once steered in her direction. On reaching her, the captain requested the Life-boat men to remain by until high water. They did so, and after throwing part of the cargo overboard, the ship was got off with the aid of four steam-tugs, and was towed to the Humber.

Intelligence having been received that a vessel was showing flares on the north side of the Haile Sand in hazy weather on the 23rd February, the Life-boat was launched at 2.45 A.M., and found the smack *Mayfield*, of Grimsby, stranded on the sand. At the request of the master the Life-boat remained by the vessel until she drove over the sand with the flowing tide.

GREAT YARMOUTH.—The Life-boat *John Burch* was launched at 10 A.M. on the 22nd January, and put on board the s.s. *Ardle*, of Dundee, some men by whose aid the vessel, which had been stranded on the beach about two months, was got afloat, and taken to an anchorage in Yarmouth Roads, the Life-boat remaining by until this was safely accomplished. A strong gale was blowing from N.N.E. at the time, there was a very heavy sea, and the weather was exceedingly cold, with snow.

ABBROATH.—While a strong gale was blowing from E.N.E., with a very heavy sea and snow, on the 22nd January, twelve of the fishing yawls were returning, but it was feared they would be unable to enter the harbour. The Life-boat *William Souter* was launched at about 10.15 A.M., and stood by in readiness to render any help that might be needed. She remained in attendance until 3.30 P.M., by which time all the boats had succeeded in reaching the harbour.

ABERSOCH.—At 1.30 A.M. on the 23rd January the Life-boat *Oldham* was

launched, signal-rockets having been fired from the direction of St. Tudwell's Island. The wind was blowing a moderate gale from E.N.E., with snow squalls and very cold weather, and there was a rough sea. After a long search the three-masted schooner *Bispham*, of Fleetwood, bound from Charlestown for Run-corn with china clay, was found stranded on a sandbank, bumping heavily and leaking. Her crew of five men were rescued by the Life-boat and safely landed at 10.30 A.M.

WINTERTON (NORFOLK).—During thick and bitterly cold weather on the morning of the 23rd January, the wind blowing a strong gale from E.N.E., with a very heavy sea and snow squalls, flares were shown by a vessel which ran aground about a mile N. of the village of Winterton. The Life-boat *Edward Birkbeck* was taken along the beach until opposite the vessel, and at about 7 o'clock she was launched, but was driven back three times by the heavy seas. At last however, with the help of the whip of the rocket apparatus, which had been made fast to the vessel, the boat succeeded in reaching her and, with considerable difficulty, rescued two of her crew. Two others unhappily were washed out of the rigging and lost before the Life-boat could reach them. The wrecked vessel was the ketch *Isabella*, of and for Harwich, from Hartlepool, laden with coal. Ten minutes after leaving her both her masts fell.

HARWICH.—The schooner *Sancho Panza*, of Faversham, coal-laden from Sunderland for Ramsgate, broke adrift from her anchors in a whole gale from N.E. and a very heavy sea, and stranded on the Pye Sands on the morning of the 23rd January. She hoisted a signal of distress, and at 9.30 the Life-boat *Springwell* proceeded to her assistance and rescued her crew, consisting of six men. The Life-boat also picked up a smack's boat, with five men on board, who had attempted to rescue the schooner's crew; the wind and sea however were too much for the little boat, and her occupants were in great danger. The Life-boat returned to her station at 1 P.M., her crew having had a very trying time, the weather being intensely cold with blind-

ing snow squalls. The schooner became a total wreck.

POOLE.—On the 23rd January intelligence was received that the steam-launch *Zulu*, of Poole, anchored in Studland Bay, was signalling for assistance, and that if the wind freshened she would probably be driven ashore. At 1.15 p.m. the reserve Life-boat, temporarily placed at Poole in the absence of the station's boat, was launched and brought ashore the two men who were on board the vessel.

PORT LOGAN.—A message by telephone was received from the coastguard at Drummore on the 25th January, reporting that a vessel was flying a signal of distress. The wind was blowing a moderate to a strong gale, the sea was heavy, and the weather very cold, with snow showers. At 12.30 p.m. the Life-boat *Frederick Allen* was launched in Scratby Bay, three-and-a-half miles from Drummore, and reached the vessel, which proved to be the brigantine *Prospect*, of Belfast, coal laden, from Maryport for Portaferry. As she was dragging her anchors, her crew of four men were taken into the Life-boat and landed at 6 p.m. at Drummore, where the boat was left for the night, it being impossible then to return her to her station, the roads being blocked with snow. On the following day the crew and helpers went back for her, and with great difficulty succeeded in getting her home.

On the 13th March the Life-boat was again called out, a mounted messenger arriving at 3.40 p.m. and reporting a schooner in danger of running aground on the rocks. The Life-boat proceeded to her assistance and found she was the *Jessie Ray*, of Belfast, in ballast from Portaferry, bound for Maryport. She was anchored in a very dangerous position, and would inevitably have been carried on to the rocks if the wind increased, as there was a strong tide and ground swell, and that would probably have resulted in the loss of the vessel and her crew of three men. Accordingly three of the Life-boat men went on board, pointed out the danger, and assisted to get up her anchors, after which she was towed for two miles into a channel out of danger.

CULLERCOATS, NORTHUMBERLAND.—The coble *Mary Ellen*, of Cullercoats, when

returning to port from the fishing-grounds, was seen to be in difficulties at the back of the bar, on which a heavy sea was breaking, on the 25th January. A strong gale was blowing from N.E. at the time, and the weather was very cold, with snow. The Life-boat *Co-operator No. 1*, proceeded to the boat's assistance; the crew of three men were taken into the Life-boat, and the coble was towed into the harbour.

On the 3rd June an alarm was given that there was a vessel ashore on Whitley Sands. At 4.20 a.m. the Life-boat was launched, proceeded to the vessel through a rough sea, the wind blowing a moderate breeze from N.E., and rescued her crew of six men. The vessel, which was the schooner *Luna*, bound from Denmark for the Tyne, went ashore in foggy weather, and was in danger of becoming a total wreck.

MONTROSE.—At about half-past six o'clock on the 27th January all the fishing-boats put out to sea in a moderate N.N.E. breeze. At about eight o'clock the wind became very strong and squally, with snow showers and a very heavy sea, compelling most of the boats to return to the harbour without shooting their lines. These boats got in safely, but the remaining twenty-seven boats which had shot their lines were on that account longer in arriving off the entrance of the harbour, and by that time not only was a very heavy sea breaking on the bar, but there was also a gully caused by the ebb tide which rendered it very unsafe for any of the boats to attempt to enter. The lighthouse keeper at Scurdyness telephoned to the coxswain of the Life-boat informing him of this and requesting him to have the Life-boat launched. The No. 1 Life-boat *Robert Henderson* put off at 9.45, went over the bar and advised the crews of a number of the boats not to attempt to enter until low water, after which she remained inside the bar until 2 o'clock, when all the boats managed to get safely into the harbour.

On the 4th March the morning was comparatively fine, and all the boats started for the fishing-grounds at about 6 o'clock. At about 10, however, a gale from S.E. suddenly rose accompanied by a heavy sea, compelling them to abandon

their lines and run for the harbour. An hour later the sea increased and blinding showers of snow and sleet came on. A message was received from the lighthouse keeper that it was advisable to have the Life-boat *Robert Henderson* launched. An attempt was made to row her down the river, but the flood tide and the force of the wind prevented her from making any headway. With the assistance of men on shore, aided by many women from the village, the boat was tracked some distance when the steam trawler *Rosa* arrived and towed her to the bar, where she remained afloat until the whole of the fleet, consisting of about fifty boats with about 250 men on board, had got into the harbour, which they fortunately did without any casualty.

On the 26th March about forty-five of the boats were again overtaken by a gale and a very heavy sea, and the lighthouse keeper signalled for the Life-boat. Ten of the boats returned without shooting their lines; the others, which had shot their lines, would evidently incur considerable danger in crossing the bar, and accordingly the Life-boat *Robert Henderson* put off and attended each of the boats as they came in over the bar.

On the 12th May the ketch *Acacia*, of London, bound from Grimsby for Faro for the fisheries, was seen in the bay, evidently making for the harbour, in a moderate N.N.E. breeze and a rough sea, and a telephone message was received from the lightkeeper at Scurdyness stating that she would in all probability run on the Annat Bank. Soon afterwards it was seen that she had stranded there, and at 11 a.m. the Life-boat *Robert Henderson* proceeded to her assistance, and found her rolling heavily and the seas continually breaking over her. In crossing the bank the Life-boat shipped two heavy seas, one of which dashed her against the vessel's side, and an oar was broken. Some difficulty was experienced in taking off the crew, consisting of seven men, but this was at last safely accomplished, and the Life-boat arrived at her station with the rescued men at about 12 noon.

PORT EYNON, SOUTH WALES.—On the 2nd February, during a thick fog, it was reported that a steamer's whistle had been heard in the direction of Helwick Sands. The Life-boat *A Daughter's*

Offering was launched at 12.35 p.m., and on reaching the sands found that the s.s. *Imbros*, of and for Hull, from Kustendji, Black Sea, with a cargo of barley, was lying close to the East Helwick buoy. Her engines were disabled and she was leaking. The Life-boat returned ashore, and a telegram was despatched to Swansea for two steam-tugs. She then returned to the vessel and remained by her until she drove over the bank into deep water and anchored. Shortly afterwards the disabled vessel was taken in tow by a coasting steamer, and was beached at the Mumbles in a sinking condition, having then eight feet of water in her. The Life-boat accompanied her as far as Oxwich Point and then returned to her station, which was reached at 5 p.m.

GORLESTON.—Signal-guns having been fired by the light-vessels, the Life-boat *Mark Lane* put off at 6.35 a.m. on the 7th February, in a rough sea and a strong N. by E. breeze, and found the brigantine *Argo*, of Marstal, bound from Fowey for Granton, laden with china clay, aground on the Middle Cross Sand, where she became a total wreck. Her crew, consisting of six men, were rescued by the Life-boat and safely landed at 8.45 a.m.

On the 3rd March flares were seen on the North Sand and signals were fired by the light-vessel. The Life-boat *Mark Lane* was launched at 2.35 a.m. in a very heavy sea, the wind blowing a terrific gale from S.S.W., and found the dandy *Rainbow*, of Lowestoft, aground on the outer edge of the sand, where she had struck while returning home from the fishing-grounds. Considerable difficulty and danger were incurred by the Life-boat men in approaching the vessel, owing to the shallowness of the water and the heavy seas which were breaking over the sand, but eventually the rescue of her crew of five men was accomplished, the fishing-boat becoming a total wreck. Four of the Life-boat's oars were broken, her rudder was damaged, and other injuries were received by her in rendering this service.

On the 29th March the Life-boat *Mark Lane* was again called out, a small lugger, the *Emily*, of Gorleston, with two men on board, being observed with her mast and sail over the side. It was evident that she was not under control, her

rudder, it was subsequently ascertained, having been carried away. Shortly afterwards the two men on board stood up and waved their hats, and then put up a piece of canvas on an oar as a signal of distress. The Life-boat took the boat and her crew safely into the harbour. There can be little doubt that in the absence of this help the boat would have been swamped and her crew would have lost their lives, as a strong gale of wind was blowing from N.N.W. and there was a heavy sea.

NEWBIGGIN-BY-THE-SEA, NORTHUMBERLAND.—The steam-trawler *John Smart*, of Shields, on her return journey from fishing, stranded in Cambois Bay in thick weather early on the morning of the 8th February. In response to her signals of distress the Life-boat *Robert and Susan* was launched at 3.30, and on arriving at the vessel found that heavy seas were breaking over her. She had a crew of eight men, who were taken into the Life-boat and landed at Newbiggin at 5.45 A.M. The Life-boat was damaged in effecting the rescue, being thrown by a broken sea apparently on the submerged portion of the vessel's deck.

On the 4th March between twenty and thirty fishing cobsles belonging to Newbiggin, carrying crews of about eighty men and boys, were placed in jeopardy by the sudden springing up of a gale of wind from S. by E. with a rough sea. The Life-boat *Robert and Susan* put off at 11.30 A.M. and stood by the boats, all of which succeeded in safely reaching the shore.

On the 13th April the coble *Try Again*, returning from fishing in a strong breeze from S.E. and a rough sea, was in very great danger, and the Life-boat put off to assist her. She was the last boat of the fleet to return, and after the Life-boat reached her she was struck by a breaker and was very nearly swamped; she, however, succeeded in getting safely in, the Life-boat remaining by her until she was out of danger.

HOLYHEAD, CEMAES and CEMLYN.—During a dense fog on the 9th February a large four-masted steamer, the *Angloman*, of and for Liverpool, with a general cargo and cattle, stranded on the West Platters rocks. Fortunately the sea was smooth

at the time and the wind was blowing only a moderate breeze from the S.W., but a very strong tide was running and there was a danger of the vessel slipping off the rocks, and possibly in that event she would have foundered. She fired rockets in rapid succession, and in response the Holyhead Nos. 1 and 2 Life-boats, *Thomas Fielden* and *Joseph Whitworth*, the Cemaes Life-boat, *George Evans*, and the Cemlyn Life-boat, *B. J. Nicholson*, put off to the rescue. Thirty-eight of the crew were taken off the vessel by the Holyhead No. 1 Life-boat and were placed on board a steam-tug; the Holyhead No. 2 Life-boat landed twenty-one men on the Skerries, returned to the vessel and landed ten more; the Cemaes Life-boat took one of the officers on board, and at the desire of the captain remained by, eventually taking off four officers, three of whom were placed on board a tug, the other being landed at Cemaes, and the Cemlyn Life-boat at the request of the captain remained in attendance until the crew had been taken off.

HOLYHEAD.—On the 22nd March, a steamer was reported to be on the rocks in the vicinity of the South Stack, and the Life-boat *Thomas Fielden* proceeded at 3 A.M. to her assistance, in tow of a steam-tug. A very thick fog prevailed at the time, the sea was moderate and the wind a strong breeze from S.W. The steamer was found to be in a very perilous position, and likely to break in two; in fact she ultimately did so. She was abandoned but no trace could be found of either the crew or boats, and the Life-boat therefore returned to Holyhead, and remained alongside the slipway, the fog continuing very thick. At about 6.15 A.M. a telegraphic message was received, stating that the vessel's boats, containing her crew, were off the Stack, and were in need of assistance. The Life-boat immediately went off again, in tow of the tug, and found the boats cruising about, their occupants, who were much fatigued, not knowing which way to proceed. The twenty-seven persons on board the boats were taken into the Life-boat and landed at Holyhead, the boats, which were half full of water, being taken in tow. The wrecked vessel was the s.s. *Editor*, of and for Liverpool from Maceio, Brazil, with

a cargo of cotton seeds, cotton and sugar.

KINGSDOWNE, KENT.—A thick fog was experienced here on the 9th February, and when it cleared a little a barquentine was discerned riding at anchor in a dangerous position close to the S.W. part of the Goodwin Sands. The Life-boat *Charles Hargrave* was launched at 11 A.M. in a heavy sea, and a strong W.S.W. wind, and found the vessel to be the *Höganäs*, of Höganäs, bound from St. Ubes for Helmstad, with a cargo of salt. She had been on the Brake Sand, but floated off and steered into fresh danger. At the request of the master, the Life-boat men got the vessel clear of the Goodwins, and proceeded with her to Ramsgate.

WALTON-ON-THE-NAZE.—A message was received from the Gunfleet Lighthouse, on the 18th February, stating that a vessel was ashore. A moderate S.W. breeze was then blowing; the sea was smooth, and the weather thick and cold. At 1.58 P.M. the Life-boat *Honourable Artillery Company* was launched, proceeded under oars as near as possible to the vessel, and when there was a sufficient depth of water, went alongside and remained by her until high tide, when she floated. She was the s.s. *Paris*, of and from Hull, bound for London, with a general cargo.

On the 24th February, it having been reported that a vessel was ashore, the Life-boat put off at 8.30 A.M., and proceeded under sails and oars to the Long Sand, on the N.E. part of which the brig *Green Olive*, of Littlehampton, coal-laden from Sunderland for Shoreham, was found to have run aground in a fog. The

captain had engaged the crew of a pilot cutter to jettison part of the cargo in hopes of getting the vessel off, and he requested that the Life-boat might remain by. A steam-tug afterwards arrived, and an effort was made to get the vessel off the sands, but without success; she ultimately began to settle down by the stern, and the crew of eight men then got into the Life-boat, and were landed at Walton pier at 5.30 on the following morning.

ATHERFIELD, ISLE OF WIGHT.—On the 19th February, in a temporary break of an intensely thick fog, the coxswain of the Life-boat saw a large ship strike on Atherfield ledge. He at once called the crew together and at about 7 P.M. the Life-boat *Catherine Swift* was launched. The captain of the vessel, the full-rigged ship *Alcester*, of Liverpool, laden with jute from Calcutta for Hamburg, stated that he did not need any assistance then, and arranged to signal if he should require help. The Life-boat, therefore, returned ashore. On the following morning the fog had cleared, but there was an exceptionally heavy ground swell. The ship signalled for the Life-boat, which at 1.30 P.M. was launched, proceeded to her and in two trips brought ashore twenty men and their clothes, and other belongings, amongst which were two monkeys, a dog and a cat. The captain and mate declined to leave the vessel. During the night the wind increased to half a gale with a very heavy sea which at high water swept over the vessel compelling them to take refuge in the rigging. The Life-boat, as soon as practicable, proceeded to their rescue and safely landed them. The vessel afterwards parted amidships and ultimately fell to pieces.

SUMMARY OF THE MEETINGS OF THE COMMITTEE.

THURSDAY, 14th January, 1897.

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

Read and confirmed the Minutes of the previous meeting.

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

Read the report of the Chief Inspector of Life-boats on his recent visits to Liverpool,

New Brighton, Formby and Rhos (Colwyn Bay).

Also the report of the Deputy Chief-Inspector of Life-boats on his visits to the Mablethorpe, Sutton and Bridlington Quay Life-boat stations.

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

Northern District—Ardrossan, Irvine, Ballantrae, Ayr, Girvan, Port Logan, Port Patrick, Whithorn, Balcary, Kirkcudbright, Workington, Maryport, Whitehaven, Lossiemouth,

Buckie, Banff, Newburgh, Port Erroll, Stonehaven, Gourdon, Johnshaven and Montrose (two boats).

Eastern District—Yarmouth, Palling (two boats), Hasborough, Margate, Broadstairs, Ramsgate, Kingsdowne, North Deal, Walmer, Dover, Folkestone, Dungeness (two boats) and New Romney.

Southern District—Brighton.

Western District—Penzance, Sennen, Watchet, Appledore (three boats), Clovelly, Ilfracombe, Morthoe, Burnham and Lynnmouth.

Irish District—Ramsey, Port Erin, Peel, Douglas, Castletown, Dungarvan, Kilmore, Rosslare Harbour, Courtown and Port St. Mary.

Reported the receipt of a contribution of 15,412l. 8s. 8d. from the Central Committee of the Life-boat Saturday Fund, making, with the sum of 793l. 9s. 9d. already paid, a total of 16,205l. 18s. 5d. for the year 1896, which they requested might be allocated in the following manner:—

A. The payment of coxswains and crews of Life-boats for services, special rewards and recognitions and for exercising Life-boats.

B. Grants to men injured in the service.

C. Grants to the relatives of men lost on service.

The Committee gratefully acknowledged the receipt of this large contribution from the Life-boat Saturday Fund, and expressed great satisfaction that the collection for 1896 was considerably larger than that for 1895.

Also the receipt from the Civil Service Life-boat Fund, per CHARLES DIBDIN, Esq., Honorary Secretary, of a further contribution of 2,076l. 7s. 7d. to recoup the Institution the amount laid out on the new boat-house and slipway (1,450l.) recently erected at Douglas (Isle of Man), and all other expenses, under all heads, incurred by the Institution in 1896 in maintaining the seven Stations at which the seven Life-boats presented and endowed by the Fund are placed. The total sum thus contributed to the Institution by gentlemen in Her Majesty's Civil Service had been 20,632l. 6s. 2d.

Decided that the best thanks of the Committee be expressed to the contributors, and particularly to Mr. DIBDIN, for their continued liberal support.

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

	£.	s.	d.
"T. G. Y."	100	-	-
Baron FERDINAND JAMES DE ROTH-SCHILD, M.P.	50	-	-
BERTRAM F. BARTON, Esq. (additional)	21	-	-
Loyal Order of Ancient Shepherds (Ashton Unity)	20	-	-
The Hon. Lady BEAUCHAMP, in aid of the <i>Beauchamp</i> Life-boat at Caister	20	-	-
Teachers and Scholars of Linden Grove Sunday School, Peckham, per Mr. E. A. HUTCHINSON	2	6	6

—To be severally thanked.

Also the receipt of the following legacies:—

	£.	s.	d.
The late Miss M. A. WHITE, of Guilford Street, W.C., for a Life-boat to be placed upon the Cornish Coast and named the <i>John Francis White</i>	800	-	-
The late R. J. WALSH, Esq., of New Brighton	495	16	8
The late ISRAEL NOAKE, Esq., of Melcombe Regis	461	8	10
The late FRANCIS DAVY, Esq., of Topsham	22	10	-
The late Miss S. B. EVINS, of Newton Abbot	8	19	7

Voted the thanks of the Committee to JOHN SINCLAIR, Esq., in recognition of his past kind services whilst acting as Honorary Secretary of the Dunbar Branch.

Also to Mr. WILLIAM McMILLAN, Harbour Master at Troon, for his long and valuable services to the Troon Branch.

The Committee expressed great regret at the death of Mr. JAMES WEBBER, who had for upwards of thirty years rendered good service to the Institution as Honorary Secretary of the Covent Garden Life-boat Fund, and it was decided to send a letter of condolence to his family.

Reported the transmission to their Stations of the Blackpool and Port St. Mary new Life-boats.

Decided that the Appledore No. 1 Life-boat station be closed.

Paid 7,535l. for sundry charges on various Life-boat establishments.

Voted 363l. 18s. 8d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Abersoch	Ketch <i>Progress</i> , of Aherystwyth. Landed 3 men.	
Johnshaven	Steam trawler <i>Pansy</i> , of North Shields	8
Lynnmouth	Ketch <i>Elizabeth</i> , of Newport. Assisted to save vessel and	2
"	Ketch <i>Little Jane</i> , of Plymouth. Rendered assistance.	
Mablethorpe	Brigantine <i>Neptune</i> , of Helsingborg. Remained by vessel.	
Margate	Schooner <i>Eoa</i> , of Run-corn	2
Penmon	Schooner <i>Volunteer</i> , of Dublin	4
Penzance	A man who fell off the quay	1
Plymouth	Brigantine <i>Elizabeth Jane</i> , of Fowey. Rendered assistance.	
Roker	S.S. <i>Hawk</i> , of Hull. Rendered assistance.	
St. Mary's (Scilly)	Barque <i>Sophie</i> , of Frederickstadt. Remained by vessel.	
Staithes	Fishing cibles. Stood by boats.	
Winchelsea	S.S. <i>Menzaleh</i> , of London. Rendered assistance.	
Worthing	Schooner <i>Flora Emily</i> , of Burchhead	5

Also 841l. 0s. 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:—Aldeburgh, Appledore Nos. 1 and 2, Broadstairs, Burnham, Clovelly, Donna Nook, Dover, Dungeness No. 2, Exmouth, Filey, Fraserburgh, Gorleston No. 1, Groomsport, Hayle, Holyhead No. 1, Hoylake, Montrose No. 1, New Brighton (Steam Life-boat), Newburgh, North Deal, Porthdinllaen, Robin Hood's Bay, Rye, St. Agnes, St. Ives, Thorpeness, Tynemouth No. 2, Walmer and Winterton No. 2.

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

Voted 6l. to four Ramsgate men for putting off in a wherry, at risk to themselves and their boat, and saving the crew of four men of the smack *Alicia*, of that port, which stranded outside the harbour and became a total wreck in a moderate gale from S.E. and a rough sea, on the 4th December last.

Also 3l. to a Plymouth police constable and two other men for helping, by means of ropes, to save nineteen of the crew of the s.s. *Ariel*, of West Hartlepool, which was wrecked in Plymouth Sound during a strong gale from S., and a heavy sea, on the 8th December.

Also 2l. 5s. to six men for putting off in a small boat from Bull Bay, Anglesey, with the view of helping the schooner *Gommershaw*, of Barrow, which was thought to be in distress in a fresh gale from S.W., a moderate sea, and thick weather on the 24th December.

Also 1l. 5s. to five men for going out in a harbour boat from St. Peter's Port, Guernsey, and offering assistance to the Ketch *Lawrence Desirée*, of Lannion, which was anchored in a perilous position in a strong S.W. wind, and a somewhat rough sea on the 10th December.

Also 4l. to a man who was injured while helping to launch the Caister No. 2 Life-boat for service on the 8th November last.

Western District — Weston -super - Mare, Islanddulas, New Quay, Cardigan, Swansea, Port Eynon, Tenby and Angle.

Irish District—Port St. Mary.

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

	£.	s.	d.
Trustees of the late W. THORNGATE, Esq. (annual subscription)	80	-	-
Mrs. HENRY L. COHEN	50	-	-
Moiety of Collection on board the <i>Midnight Sun</i> during her last three cruises in the Mediterranean	9	8	7
Offeratories at St. Alban's, Sunninghill, per C. D. KEMP-WELCH, Esq.	7	16	5

—To be severally thanked.

Also the receipt of a legacy of 500l. bequeathed to the Institution by the late Miss MARY ANDREW, of Hale, Cheshire, to provide a Life-boat for the English or Welsh coast.

The Committee expressed great regret at the death of the Rev. R. B. F. Elrington, M.A., who had rendered valuable assistance to the Institution for thirty years—twenty-three years as Honorary Secretary of its Brixham Branch and seven years as Honorary Secretary of its Leamington Branch—and it was decided to send a letter of condolence to his family.

Voted the thanks of the Committee to Mr. JOHN WILSON, in recognition of his long and valuable co-operation as Honorary Secretary of the Buckie Branch of the Institution, which office he had just resigned.

The Committee specially recognised the long and good services rendered by Mr. THOMAS HERKIS, senior, and Mr. ROBERT DAVIDSON, as coxswains of the Dunbar and Sheringham Life-boats, which offices they had just vacated.

Paid 2,740l. for sundry charges on various Life-boat establishments.

Voted 354l. 4s. 6d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives Saved.
Abersoch . .	Three-masted Schooner <i>Bispham</i> , of Fleetwood	5
Arbroath . .	Twelve fishing - yawls. Stood by vessels.	
Bull Bay . .	Ship <i>Brablock</i> , of Glasgow. Remained by vessel.	
Clacton . .	Brigantine <i>Patho</i> , of London. Remained by vessel.	
Cullercoats .	Coble <i>Mary Ellen</i> , of Cullercoats. Landed three men and towed boat to harbour.	
Donna Nook .	Ship <i>Altair</i> , of Bremen. Remained by vessel.	
Gorleston No. 1	Brigantine <i>Argo</i> , of Marstal	6
Harwich . .	Schooner <i>Sancho Panza</i> , of Faversham, and a smack's boat	11
Montrose No. 1	Twenty-seven fishing-boats in danger. Stood by boats.	
Newbiggin .	Steam - trawler <i>John Smart</i> , of Shields	8

THURSDAY, 11th February, 1897.

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

Read and confirmed the Minutes of the previous meeting.

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

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

Northern District — Broughty Ferry, Arbroath, Anstruther, St. Andrew's, Crail, Berwick-on-Tweed, Eyemouth, Dunbar and Boulmer.

Eastern District—Flamborough (two boats), Barmston, Redcar, Saltburn, Seaton Carew, West Hartlepool, Hartlepool (three boats), Whitburn, Seaham, Sunderland (South Pier), Roker and Sunderland (South Outlet).

Southern District—Shoreham, Lyme Regis, Weymouth, Swanage, Poole and Brightstone Grange.

Life-boat.	Vessel.	Lives saved.
Poole . . .	Steam-launch <i>Zulu</i> , of Poole. Landed two men.	
Port Eynon .	s.s. <i>Imbros</i> , of Hull. Remained by vessel.	
Port Logan .	Brigantine <i>Prospect</i> , of Belfast	4
Winterton No. 1	Ketch <i>Isabella</i> , of Harwich	2

The Great Yarmouth Life-boat remained by the stranded s.s. *Ardle*, of Dundee.

The Committee expressed their thanks to CHARLES E. F. CUNNINGHAME GRAHAM, Esq., late R.N., Deputy Chief-Inspector of Life-boats, in appreciation of the zeal shown by him on the occasion of the wreck of the schooner *Sancho Panza*, when he went out in the Harwich Life-boat and assisted in effecting the rescue of the shipwrecked men. Additional payment was awarded to the crew of the boat in recognition of their good services on that occasion.

Voted 699*l.* 12*s.* 6*d.* to pay the expenses of the following Life-boats in assembling the crews or putting off with the view of succouring the crews of vessels in distress:—Aldeburgh, Barmston, Brancaster, Brixham, Caister Nos. 1 and 2, Donna Nook, Exmouth, Formby, Gorleston No. 1, Grimsby, Hasborough, Hornsea, Lowestoft No. 1, Montrose No. 1, Mullion, New Brighton (Steam Life-boat), Newburgh, Newhaven, Palling No. 1, Peterhead, Polpear, Port Patrick, Runswick, Saltburn, Scarborough, Sheringham, Thorpeness, Totland Bay, Wells, Whitburn and Winterton No. 1.

Also 20*l.* 5*s.* to the crew of the private Life-boat *Henry Ramey Upcher*, of Sheringham, for rescuing the crew of eight men from the brig *Iepolen*, of Kragerø, which was run ashore, being leaky, at Sheringham, in a N.E. gale and a very heavy sea on the 23rd January.

Also 1*l.* to a man who put off in a boat from Tenby and rescued two of the crew of the fishing-boat *Rajah*, of Brixham, which stranded outside Tenby Harbour in a moderate gale from S.E. and a very heavy sea on the 6th January.

MONDAY, 1st March, 1897.

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

A special meeting of the General Committee was held this day to consider an article published in the February number of the *Westminster Review*, entitled "Nationalising the Life-boat Service," written by Mr. E. H. BAYLEY, formerly M.P. for North Camberwell. This article seriously indicted the management of the Institution.

Also a review of this article which appeared in the February number of the *Review of Reviews*, giving great prominence to the serious charges made against the Institution by Mr. BAYLEY.

Resolved, that a Select Committee of the House of Commons be at once demanded to inquire fully into the administration of the Life-boat service as conducted by the Institution.

THURSDAY, 11th March, 1897.

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

Read and confirmed the minutes of the previous meeting.

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

Read the report of the Chief Inspector of Life-boats on his recent visits to the Ardrossan, Kildonan, Southend (Cantyre), Campbeltown, Hornsea and Sunderland (South Outlet) stations.

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

Northern District—Workington, Tynemouth (two boats), Cullercoats, Blyth (two boats), Kildonan, Ardrossan, Southend (Cantyre) and Campbeltown.

Eastern District—Walton-on-the-Naze, Sheringham, Kingsgate, Hythe, Winterton (two boats) and Hornsea.

Southern District — Winchelsea, Rye, Hastings, Eastbourne, Brooke, Totland Bay, Atherfield and Bembridge.

Western District—Littlehaven, St. Davids, Fishguard (two boats), Burry Port, Ferryside, Porthcawl, Penarth, Abersoch, Porthdinllaen, Llanaelhaiarn and Pwllheli.

Irish District—Skerries, Arklow, Greenore, Giles Quay, Blackrock, Drogheda (two boats), Poolbeg, Wicklow, Balbriggan, Howth and Kingstown.

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

	£	s.	d.
Hearts of Oak Benefit Society, further on behalf of the Hearts of Oak Life-boat Endowment Fund 1275	-	-	-
Worshipful Company of Leather-sellers	21	-	-
Collected from the passengers on the <i>Oroya</i> , per Captain E. E. LAVINGTON	5	5	-

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late DAVID BRANDON, Esq., of Berkeley Square	500	-	-
The late Mrs. SARAH MEADOWS, of Hereford (on account)	250	-	-

Reported that H.R.H. the Princess HENRY OF BATTENBERG had accepted the office of Patron of the Isle of Wight Branch of the Institution.

Deep regret was expressed at the death of Mr. A. P. HEYWOOD-LONSDALE, a Vice-President of the Institution, and for many years a member of its Committee of management.

Voted the thanks of the Institution to Commander W. M. PENGELLEY, H.M.'s late I.N., and Major W. E. CARVER, in acknowledgment of their past valuable services as Honorary Secretaries respectively of the Penarth and

Bideford and Appledore Branches of the Institution, which offices they had just resigned.

The Committee also specially recognised the valuable services, extending over many years, of the following Honorary Secretaries or Treasurers of its Branches:—Captain ROBERT BRIGGS, Lancaster; ALLAN LEIGH, Esq., Fethard; Major A. MACQUEEN, Southampton; WILLIAM POLLOCK, Esq., Ayr; Mrs. SANDFORD, of Sandford, Shropshire; M. SIMPSON, Esq., Lancaster; Mr. J. WILLIAMS, Kessingland; and ROYSTON WALKER, Esq., Halifax.

The Silver Medal of the Institution, a copy of the vote inscribed on vellum, a gratuity of 25*l.*, and a certificate of service were granted to Mr. H. TREWHELLA, late coxswain of the Penzance Life-boat, in acknowledgment of his long and gallant services in saving life from shipwreck.

Paid 3,982*l.* for sundry charges on various Life-boat establishments.

Voted 480*l.* 10*s.* 6*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Appledore No. 2	Ketch <i>John</i> , of Bideford	3
Atherfield	Ship <i>Alcester</i> , of Liverpool.	22
Broadstairs	Schooner <i>Nancy</i> , of Goole	4
Clovelly	Smack <i>Telephone</i> , of Padstow. Saved vessel and	3
Donna Nook	Smack <i>Mayfield</i> , of Grimsby. Stood by vessel.	
Fishguard No. 2	Schooner <i>Agricola</i> , of Cardiff	4
Gorleston No. 1	Smack <i>Rainbow</i> , of Lowestoft	5
Johnshaven	Fishing-boats. Stood by vessels.	
Montrose No. 1	About fifty fishing-boats. Stood by vessels.	
Newbiggin	Fishing-cobles. Remained by boats.	
Peel	Smack <i>Orion</i> , of Ramsey	3
Penzance	Barque <i>Lady Gladys</i> . Landed 17 men.	
Point of Ayr	Flat <i>Ann Grace</i> , of Liverpool	2
Southend (Essex)	Barge <i>Ada</i> . Rendered assistance.	
"	Barge <i>Charles Little</i> , of Rochester	2
Southsea	Ketch <i>Fox</i> , of Cowes	2
Sunderland (South Pier)	S.S. <i>Jacinth</i> , of Dundee.	11
Walton-on-the-Naze	Steamer <i>Paris</i> , of Hull. Stood by vessel.	
"	Brig <i>Green Olive</i> , of Littlehampton	8
Wexford No. 1	Yawl <i>Fairy Queen</i> , of Wexford. Assisted to save vessel and	4

The Caister No. 2 and Hoylake Life-boats respectively remained by the stranded s.s. *Varna*, of London, and saved the flat *Ann Grace*, of Liverpool.

Voted also 808*l.* 4*s.* 9*d.* to defray the expenses of assembling the crews or launching the following Life-boats with the view of helping

the crews of vessels in distress:—Angle, Bembridge, Blyth No. 2, Cardigan, Douglas, Dunbarvan, Giles Quay, Harwich, Hayle, Holyhead No. 1, Hoylake, Kildonan, Kingsdowne, Mablethorpe, Margate, New Brighton (steam Life-boat), Newquay (Cornwall), North Deal, Padstow, Palling No. 2, Point of Ayr, Porthcawl, Porthoustock, Sennen Cove, Thorpeness, Walmer, Withorn, Winterton No. 2, Withernsea, Great Yarmouth and Youghal.

Also 2*l.* to a man who was injured while on service with the Mullion Life-boat on the 2nd February.

Also 5*l.* to ten men for rescuing by means of lines ten persons from the Norwegian vessel *Rap*, which stranded at Burnham in a whole gale from W.N.W. and a heavy sea, on the 3rd March.

SATURDAY, 27th March, 1897.

The Annual General Meeting of the friends and supporters of the ROYAL NATIONAL LIFE-BOAT INSTITUTION took place this day at St. Martin's Town Hall, Charing Cross Road, the Rt. Hon. G. J. GOSCHEN, M.P., First Lord of the Admiralty, in the Chair.

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

The meeting was also addressed by Sir COURTENAY BOYLE, K.C.B., Secretary to the Board of Trade; Captain the Rt. Hon. Lord CHARLES W. DE LA POER BERESFORD, R.N., C.B.; Vice-Admiral E. H. SEYMOUR, C.B., Admiral Superintendent of Naval Reserves; Admiral of the Fleet Sir EDMUND COMMEREILL, V.C., G.C.B.; the Rt. Hon. the Earl of GALLOWAY; Sir EDWARD BIRKBECK, Bart., V.P., Chairman of the Institution; and Colonel FITZROY CLAYTON, V.P., Deputy-Chairman of the Institution.

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

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

THURSDAY, 8th April, 1897.

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

Read and confirmed the minutes of the previous meeting.

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

Sir EDWARD BIRKBECK, Bart., V.P., was unanimously re-elected Chairman, and Colonel

FITZROY CLAYTON, V.P., Deputy-Chairman of the Committee of Management of the Institution for the ensuing year.

The members of the Sub-Committees (Colonel FITZROY CLAYTON, Chairman) were also elected for the current year. Also the delegates to the Central Committee of the Life-boat Saturday Fund.

Reported that, as requested by the Committee of the Institution, a Select Committee was appointed by the House of Commons on the 17th March "to inquire into the administration of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and into the adequacy of its organisation for saving life on our coasts." The first meeting of the Select Committee to receive evidence took place on the 6th April.

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

Northern District—Girvan, Troon, Ayr, Port Patrick, Port Logan, North Berwick, Cresswell and Blyth.

Eastern District—Sunderland (South Outlet), Yarmouth, Caister (two boats), Gorleston (three boats), Lowestoft (two boats), Pakefield, Kessingland (three boats), Southwold (two boats), Dunwich, Aldeburgh and Thorpeness.

Southern District—Yealm River, Plymouth, Salcombe, Hope Cove, Teignmouth, Exmouth, Brixham, Torquay, Sidmouth, St. Heliers, St. Peter's Port and Ryde.

Western District—Barmouth, Aberdovey, Aberystwyth, Criccieth, New Quay (Cornwall), Padstow and Bull Bay.

Irish District—Wexford (two boats), Kilmore, Rosslare Harbour, Carnsore, Cahore, Courtown, Fethard, Tramore, Dungarvan, Dunmore East, Ballycotton, Youghal, Queenstown (two boats), Courtmacherry and Fenit.

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

	£.	s.	d.
Her Most Gracious Majesty THE QUEEN (annual subscription)	50	-	-
Miss JANE ISABELLA FLEMING, to provide a Life-boat to be named the <i>Barbara Fleming</i> , and placed on the coast of England or Wales	1050	-	-
"C. R. S.," per ALEXANDER PECKOVER, Esq., LL.D., Lord-Lieutenant of Cambridge, through Wisbeach Branch	100	-	-
R. A. B. PRESTON, Esq., annual subscription in aid of Cornish Life-boats	50	-	-

—To be severally thanked.

Also the receipt of the following legacies:—

	£.	s.	d.
The late Lady WHITWORTH, per Manchester Branch	2000	-	-
The late G. E. WILLIAMS, Esq., of Tunbridge Wells	500	-	-
The late W. HUMPHREY OWEN, Esq., of Plas Penrhyn	200	-	-
The late Miss E. VEALE, of Stoke Damerell	90	-	-
The late Miss M. A. VEALE, of Stoke Damerell	90	-	-

Voted the thanks of the Committee to H. M. EMARY, Esq., HECTOR SUTHERLAND, Esq., and Mr. J. WILLIAMS in recognition of their long and valuable services as Honorary Secretaries respectively of the Eastbourne, Wick and Ackergill, and Kessingland Branches of the Institution, which offices they had just resigned.

Deep regret was expressed at the decease of the Rev. Canon SEYMOUR, M.A., and P. J. MESSENT, Esq., who had for many years rendered the Institution valuable co-operation as Honorary Secretaries of the Newcastle (Dundrum) and Tynemouth Branches of the Institution, and it was decided that letters of condolence be sent to their families.

Decided that a new steam Life-boat be built and stationed at Padstow, Cornwall, as early as practicable.

Reported the transmission to their stations of the Broadstairs, Peterhead and Walmer new Life-boats.

Paid 4,779*l.* for sundry charges on various Life-boat Establishments.

Voted 431*l.* 0*s.* 9*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Arklow	Schooner <i>Express</i> , of Wexford	1
Ayr	Barque <i>Beech Holm</i> , of Sunderland	14
Burnham	Barque <i>Nornen</i> . Landed 10 men	
Cresswell	Barque <i>Vaaren</i> , of Tvedstrand	4
Dungarvan	Schooner <i>Maria McMillan</i> , of Dungarvan	4
Formby	Schooner <i>Waterlily</i> , of Liverpool, and Brig <i>Concurrent</i> , of Christiania. Stood by vessels	
Girvan	Fishing-boats. Attended boats	
Gorleston No. 1	Lugger <i>Emily</i> , of Gorleston. Saved vessel and	2
Gourdon	Fishing-boats. Stood by boats	
Helbre Island	Flat <i>Swift</i> . Stood by vessel	
Holyhead No. 1	Boats of a.s. <i>Editor</i> , of Liverpool. Landed 27 men	
Irvine	S.S. <i>Texa</i> , of Glasgow	8
Johnshaven	Brig <i>Terra Nova</i> , of Tønsberg. Saved vessel	
Johnshaven	Four fishing-boats. Remained by boats	
Lowestoft No. 1	Lugger <i>Faith</i> , of Lowestoft. Saved vessel and	2
Montrose No. 1	Thirty-five fishing-boats. Stood by vessels	
Port Logan	Schooner <i>Jessie Rae</i> , of Belfast. Saved vessel and	3
Ramsey	Brigantine <i>Uto</i> , of Lillesand. Landed 6 men	
Swanage	A Coastguard punt	2
Walmer	Barquentine <i>Ornen</i> , of Gothenburg. Rendered assistance	

Life-boat.	Vessel.	Lives saved.
Wexford No. 1	Yawl <i>Arctic</i> , of Wexford. Remained by vessel.	
Whitby No. 2	Fishing-cobles <i>Mary Alice</i> and <i>Tranquil</i> , of Whitby. Assisted boats.	

Voted also 387*l.* 5*s.* 3*d.* to defray the expenses of the undermentioned Life-boats in assembling their crews or putting off to the aid of the crews of vessels in distress: Banff, Caister No. 2, Cemaes, Cemlyn, Gorleston No. 1, Hayling Island, Kessingland No. 2, Montrose No. 1, Newbiggin, Plymouth, Porth Rhuffydd, Rhosoolyn, Rosslare Harbour, Seaham, St. Anne's, Stonehaven, Swansea, Wicklow, Great Yarmouth and Youghal.

Also the Silver Medal of the Institution, a copy of the vote inscribed on vellum and framed, and the sum of 3*l.* to JAMES FLETT, one of the crew of the fishing-boat *Betsy Hughes*, of Pittenweem, for gallantly saving a boy who had been struck by the sail and knocked overboard from the fishing-boat *John and Agnes*, of St. Monance, when between Anstruther and Pittenweem, in a strong N.E. breeze, a heavy

sea, and a hard frost, on the 6th February. On observing the accident, James Flett divested himself of some of his clothing, plunged overboard, swam to the boy, who was then unconscious, rescued him and took him to the *Betsy Hughes*.

Also 5*l.* 10*s.* to eleven men for rescuing the crew of seven men from the brig *Mary Stowe*, of Whitby, which was leaking badly off Corton, in a moderate W.S.W. gale and a heavy sea, on the 3rd March.

Also 5*l.* to ten men for putting off in the local surf boat at Gourdon, Kincardineshire, and rescuing the crew of five men from the fishing-boat *Mary and Ann*, which was totally wrecked in a strong S.E. gale and a very heavy sea on the 26th March.

Also 3*l.* to four men for putting off in a boat and rescuing the crew of three men from the smack *Alarm*, of Belfast, which stranded on Copeland Island, Co. Down, in a moderate S.W. gale and a very rough sea, on the 18th February.

Also 2*l.* 10*s.* to five men who rescued the crew consisting of five men from the schooner *Research*, of Dundalk, which had stranded at Giles Quay, in a strong W. gale and a heavy sea, on the 20th February.

A LIFE-BOAT STORY.

A dozen of hearts! and a dozen of hands!
And the courage of death!—'tis a Yorkshire boat;

It was all they asked one November noon,
When a hurricane blew on the Whitby coast.
For a cry came over the wailing sands,
And spread through the village, and swept
through the street,

There'll be widows to-morrow, and fatherless
bairns,
For exposed to the storm is the fishermen's
fleet.

There was not a minute to dream or to think,
It was "Who's for the Life-boat?" and
"Who's for the shore?"

Just a kissing of lips of the lasses they loved,
Just a sigh, and a cheer, and a grasp of
the oar,
For the men out at sea were exposed to the
storm,

But were not forgotten by "pals" on the land;
Whilst there's life there is hope, whilst there's
strength there's a rope,
The heart of a friend, and the grasp of a
hand.

Just picture the scene, O my brothers in town,
With your petty annoyance, and impotent
strife,
In the midst of our city it is Worship of Self—
On the fishermen's coast it is Rescue and
Life!

But the morning breaks, and the storm is
past,

And over the village, and into the street,
The sun is shedding its wintry rays
On the scene where they fought for the
fishermen's fleet;

And the sea is calm, and the sand is still,
Where they manned the boat and went to
death.

What's that?—out there in the steamer's
wake—

Here, give us your glass! then they held
their breath;

And a beam of light shot out of the sky,
And a cheer roared out of the Yorkshire
throats,

As they saw their life-boat making home,
With the rescued crews from the fisher-
men's boats.

"Never say die" is the motto of men
Who fight to conquer, and mean to win,
But it's well worth living to earn the tears
That wept them out and that cheered
them in.

So the tale is told. But there's something
more,

That can never be done by praise or pen.
We must think of the sea when the tempests
roar,

And give of our gold to the Life-boat
men.

NOTICE.

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

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Union—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 (1896) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £71,476 on its 298 Life-boat Establishments.

GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING 1896.

		£	s.	d.
Number of Lives rescued by Life-boats, in addition to 20 Vessels saved by them	...	312	...	...
Number of Lives saved by Shore-boats, &c.	...	149	...	...
Amount of Rewards granted during the Year	...	10,508	7	4
Honorary Rewards:—Gold Medal	1	...	...	...
Silver Medals	5	...	...	...
Binocular Glasses	9	...	...	...
Aneroid Barometers	4	...	...	...
Votes of Thanks on Vellum	39	...	...	...
Certificates of Service	5	...	...	...
Total	63	461	£10,508	7 4

The number of Lives saved either by the Life-boats of the Society, or by special exertions for which it has granted rewards since its formation, is 40,152. The rewards and recognitions granted by the Institution in the same period comprised 99 Gold Medals and Clasps, 1,161 Silver Medals and Clasps, 271 Binocular Glasses, 15 Telescopes, 14 Aneroid Barometers, 1,567 Votes of Thanks, inscribed on vellum and framed, 66 Certificates of Service framed, and £174,598 in money.

The Committee earnestly appeal to the British Public for Funds to enable them to maintain their 297 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. COTTIS and Co., 59 Strand; and by all the other Bankers in the United Kingdom.—2nd August, 1897.