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REPORT OF THE ROYAL COMMISSION ON HARBOURS OF REFUGE.

THERE are few matters of greater importance to a maritime country like England than the preservation and improvement of its harbours. To the extent of our sea-coast, and the bountiful distribution of safe and commodious harbours on so many parts of it, may be attributed much of that greatness and material prosperity with which Providence has blessed us. Yet how little pains have been taken in times past to preserve those natural advantages. How many harbours that at one time would admit vessels of large size have since filled with a mud deposit, or have silted up with sand or gravel, and are now only capable of affording shelter to small craft, or can only be entered at high water.

Even at a later day, and up to the present time, although a great many piers, moles, and breakwaters, have been constructed from time to time with more or less advantage, yet the causes which operate to silt up harbours, and to form bars and shoals about their entrances, were often not sufficiently studied in their construction, and no measures, or only ineffectual ones, have been since adopted to stay their gradual deterioration. All such works are obviously of that character that they are incapable of resisting natural laws, and they must therefore be so carried out as to conform to them; for such is the overwhelming power of the sea, that a single gale may otherwise undo the labour of months. How important then is it that works which are to endure for

ages as monuments of science usefully applied, or as evidences of the inconsiderate waste of labour, skill, time, and wealth—how important is it, that such works should be subjected to the most careful and scientific consideration before they are commenced!

The cost of some works of this character is enormous; yet great as it is, where permanent national benefit is derived from them, their cost should never be grudged by the nation. Of this class we may enumerate the Plymouth Breakwater and the works at Portland and Holyhead, as examples. Others might be named where vast sums have been expended without corresponding beneficial results. As, however, it is not our object to animadvert on the failures of the past, but rather to inform our readers of what is about to be done, and may advantageously be done in future, we will proceed at once to recount the same as far as we are informed.

For some years past the feeling has been gaining ground, doubtless in consequence of the great loss of life and enormous loss of property which annually occur on our shores, that much of that loss might be prevented by constructing "harbours of refuge" on some of the most exposed parts of the coast, and by improving other already existing harbours. The NATIONAL LIFE-BOAT INSTITUTION has from time to time endeavoured to draw public attention to the importance of adopting precautionary measures in this and other respects for the prevention of shipwreck, in addition to the provision of life-boats and other life apparatus

for restoring the unfortunate sufferers after wrecks have occurred.

If it had not been that the shipowners of this country were individually protected from loss by shipwreck, through the almost universal custom of Marine Insurance, they would probably have been much more importunate in their demands on the Legislature to increase and improve the harbour accommodation of the United Kingdom than has hitherto been the case. But loss of property to the average amount of 1,500,000*l.* annually has been quietly submitted to, because it has been nobody's interest to save it.

We trust that the important works now recommended by the Commission on Harbours of Refuge may be but a first instalment of progress in the right direction, to eventuate in the removal of many other causes, besides a deficiency of harbours, which are equally prolific of loss to life and property.

After these preliminary remarks we will proceed to state shortly what steps are now being taken in this important direction.

In the year 1858, a Select Committee of the House of Commons was appointed to consider the subject of the construction of Harbours of Refuge, and in the autumn of the same year a Commission, composed of distinguished practical men, Naval and others, with REAR-ADMIRAL JAMES HOPE, C.B., as their Chairman, was appointed to complete the inquiry gone into by the Select Committee. Authority was given to the said Commission, or to any three or more of its members, to visit and personally inspect such harbours and shores of the United Kingdom as they might deem advisable, and to examine and take evidence from all parties concerned.

Accordingly, the members of the Commission, under the able and assiduous presidency of their chairman, ADMIRAL HOPE, proceeded zealously and actively to work: they visited all those parts of the coasts where Harbours of Refuge had been proposed; procured all the local information on each that was obtainable, and on the 3rd of March, 1859, furnished their Report to Her Majesty, to which we now refer.

At the commencement of their labours the Commissioners appear to have decided that the wants of the Coast would be advantageously arranged under two heads. Under the first they included harbours "which are required upon such parts of the coast as, being much frequented, are without any adequate place of safety into which vessels can run if overtaken by storms." Such harbours they denominated, "Harbours of Refuge," and quoted those at Holyhead, Kingstown, and Portland, as instances of their great utility.

Under the second head they placed those "rendered necessary for the purpose of saving life, by the entire want of other than Tidal or Bar Harbours on an extensive line of coast, much exposed to heavy on-shore gales, and the most largely frequented by the class of shipping least capable, under such circumstances, of keeping off a lee-shore." Harbours of the class required in such localities, they appropriately term *Life Harbours*.

The next classification adopted by the Commissioners has reference to the parties on whom should fall the cost of such works as should be recommended by them—they are arranged under three heads:—

1st. Where there should be an entire or virtual absence of local interest at the place selected for the site of a harbour; and, therefore, where the benefit accruing from its construction would be confined to the passing trade. There the benefit should be considered national, and the expense of its construction be defrayed solely from the public funds; the cost of maintenance being met by a moderate due on the vessels that might be engaged in any trade conducted in it, or, in default of the same, by an annual vote for the purpose.

2nd. Where there should be local interests of considerable amount, and therefore where the benefit from the construction of a harbour would be divided between the passing and the local trade. That the cost of construction should be defrayed, partly by a grant and partly by local funds, the amount assigned to each being proportioned to the benefit derived.

3rd. Where there should be a compara-

tively small amount of benefit conferred on the passing trade, and the local interests be very large, and the benefits accruing to the passing trade be little more than incidental. That the benefit should be considered as purely local, and the expense be locally defrayed; but that, in some special cases, a loan might be granted, on undoubted security, proportionate in amount to the degree of refuge derived by the passing trade.

After recommending that all "areas of refuge," created in whole or in part by expenditure of the public funds, should be placed under direct Government control, and that no dues should be exacted from vessels resorting to them for shelter, the Commission then proceed to the general consideration of the different places visited by them, and which had been recommended as suitable positions for the construction of harbours or for the improvement of those already existing.

Commencing with the east coast of Scotland, they select Wick Bay, as a suitable place for a harbour of refuge for the passing trade, through the Pentland Frith, and as a port to which the boats of the northern herring-fishery might run when overtaken by a gale. The boats engaged in this important fishery number 1,700, and are manned by upwards of 8,000 men. The Report states that, "In the 80 miles of coast between Cromarty and the Pentland Frith, there is not a single harbour into which these boats can enter at low water, or if loaded, into which they can venture before half tide."

The formation of a harbour of refuge here by the running out of two suitable piers, is estimated to cost 250,000*l.*, of which amount the Commissioners recommend that the Government should make a grant for half that amount, on the condition that a similar amount be subscribed by the locality, the interest in the scheme being, they consider, equally divided between the locality and the passing trade.

To complete the harbour accommodation on the east of Scotland, they next recommend the formation of a Harbour of Refuge at Peterhead, by the enclosure of its south bay, at an estimated cost of about 300,000*l.*, of which sum 100,000*l.* should be a Govern-

ment grant, on the other 200,000*l.* being locally provided.

The advantages of Peterhead as a Harbour of Refuge are thus detailed:—

"Its advanced position at the most prominent headland on the east coast of Scotland constitutes it a turning-point to the greater part of the trade frequenting the *Murray and the Pentland Friths*; it is much resorted to by wind-bound vessels, and is a favourite port of call for orders, as well as an excellent landfall and point of departure for the passing trade. It is the principal port of the Scotch whalers, and is a considerable station for the herring-fishery: it also presents the most fitting point for the collection of convoys, and for a naval station for the protection of the trade on that part of the coast of Scotland."

Proceeding thence southwards, the Tyne and Hartlepool are recommended as sites for Life Harbours, and Filey as a Harbour of Refuge. Acting on the same principle as before stated, a grant is recommended of 250,000*l.* towards the works at the Tyne, to be met by 750,000*l.* locally raised. A grant of 500,000*l.* to Hartlepool, 500,000*l.* more to be raised in the neighbourhood, and a grant of 800,000*l.* for the formation of a National Harbour of Refuge at Filey, it being solely for the benefit of the passing trade. The entrances to the Wear and the Tees, Whitby, Bridlington, and Runswick Bay, were also brought to the notice of the Commission by the several parties interested in them. *It does not fall within the sphere* of our remarks to enter on the comparative merits of each; for that information we must refer our readers to the Commissioners' Report itself; our opinion, however, is that the selection of Filey for a National Harbour of Refuge on this very important part of the coast is a judicious one.

Passing then to the south-west coast of England, we come to the Bristol Channel, the trade of which amounts to one-sixth of the shipping and one-tenth of the tonnage of the United Kingdom. The choice of the Commission here lay between Swansea on its north shore, St. Ives and Padstow on the south, and Lundy Island in mid water. Of these they selected St. Ives, "as from

lying close to the route of all vessels entering or leaving either the English, Irish, or Bristol Channels, it would "embrace a wider scope of utility." They accordingly recommend a Government grant of 400,000*l.* for the formation of a Harbour of Refuge here.

They also recommend the sum of 40,000*l.* to be granted for the improvement of Padstow Harbour, by the cutting down the rocky promontory called Stepper Point, to lessen the danger to vessels taking its narrow entrance in bad weather, by creating a true wind at the entrance of the harbour instead of the baffling winds which now prevail there in north-west gales. The Commissioners recommend half the above sum only to be granted in the first instance, as an experiment, its efficacy not being deemed altogether free from doubt, although some benefit has already been derived from Stepper Point being partially cut away. Crossing to the Irish shore, the Commission select as a Harbour of Refuge Carlingford Lough, on the north-east coast—a fine natural harbour, but having its entrance blocked up by a flat with only 12 ft. of water on it at low water of spring-tides. They recommend an expenditure of 50,000*l.* on the removal of a portion of this flat, to form a channel 600 ft. wide, with a depth of 24 ft. at low water spring-tides. The same to be provided for by a public grant.

The Commissioners next recommend a similar grant, for the improvement of Waterford Harbour, on the south coast of Ireland, in precisely the same manner as at Carlingford, viz., by deepening a channel, of 600 ft. in width, through a flat, formed of clay, which at present blocks up its entrance at low water. These two harbours, the one on the east, and the other on the south coast of Ireland, together with the harbours of Kingstown and Cork, they think afford all the shelter that is required for shipping on that part of the United Kingdom.

Finally, the Commissioners propose a grant of 50,000*l.*, to be met by a corresponding sum from the public fund of the island, for the formation of a Harbour of Refuge at Douglas, in the Isle of Man, "sufficient in area to meet the requirements of the

passing trade—afford security for passenger traffic and postal communication—and to give the necessary shelter to the large fleet of fishing-boats belonging to the port, numbering 600 in all, manned by 4,200 hands, with an addition of 2,000 employed as carriers from the fishing-station to the various markets." The total estimated cost of the above works recommended by the Commission, on the coasts of the United Kingdom, amounts to 3,990,000*l.*, of which sum 2,365,000*l.*, is proposed by them to be defrayed from the public fund, and the remaining 1,625,000*l.* to be locally raised.

They consider that ten years would suffice for the completion of the whole of them, and that the annual vote by Parliament for their construction should be not less than 250,000*l.*

In addition to the above large expenditure on great national works, the Commissioners recommend assistance in the shape of loans for the improvement of existing harbours; with respect to such they observe:—"We are of opinion that there are numerous eligible sites for harbours, where an outlay of inconsiderable amount, compared with the advantages to be received, would render them safe havens for commercial shipping. Small sums devoted to the removal of natural impediments, while promoting local benefits, would afford employment and encouragement to navigation and commerce, and to large sections of the community engaged in the fisheries."

And again:—"There are many tidal and other harbours susceptible of great improvement, situated on various points of the coast, exclusive of those to which we have recommended that grants be made, where sums of money expended in deepening or improving them would contribute, in a very great degree, to save life and property. In fact, the improvements of existing harbours would, in many instances, do more to promote those objects than an expenditure of an equal sum applied to only one harbour."

The manner of granting these loans they propose to be through a board especially appointed for the purpose under the direct control of Parliament, who would consider and determine on the merits of each case

after its receiving the sanction of the Boards of Trade and Admiralty; and would report the same to the "Loan Commissioners, when the application would be finally disposed of upon the principles which Parliament might lay down for the regulation of their proceedings."

The Report goes into many details which our limits will not allow us to enter on. Their intended effect is expressed in the following paragraph:—

"By the arrangement proposed, the management and supervision of the harbours generally of the kingdom would fall under the jurisdiction of a department of Government, and the greatest facilities would be afforded for carrying out local practical improvements without unnecessary obstacles being interposed. At present, if any Harbour Commissioners, Dock Trustees, or other parties interested in local improvements are desirous of raising money for the purpose of erecting public works, or if they want to enlarge those already in existence, they are compelled to obtain, for the purpose, a special public or private Act, which, if opposed, involves the contending parties in a ruinous expense, and thus wastes the funds intended for the object in view. Whilst these expensive contentions are being carried on session after session before Parliament, all kinds of improvements remain suspended; and even when there is no opposition, the cost of obtaining the Act too often forms a very considerable part of the expenditure incurred."

The recommendations to aid by public loans in the improvement of already existing harbours, and to facilitate the same by simplifying the modes of obtaining such aid, are, we think, of the utmost value. The cost of one vast Harbour of Refuge, such as at Holyhead, or Portland, or Dover, would, if judiciously expended, suffice to restore the usefulness of many a smaller one which time or neglect had deteriorated. We trust, therefore, that the recommendations of the Commission on this head may be carried into effect, and thus every facility be afforded for multiplying ports of shelter for the small craft of our fishing and coasting trade.

In a Supplement to their Report, the

Commission add detailed descriptions of proposed improved constructions of piers, breakwaters, &c. As this is a subject so exclusively scientific, and one regarding which the most eminent scientific men are at issue, we do not feel called on to go into it; but as an indication of the views of the Commission, we will conclude with a quotation of the opinion expressed, first by the "Select Committee on Shipwrecks," and coincided in by the Commission, having reference to the plans of "floating breakwaters" submitted to them, as follows:—

"Considering the expense of constructing and maintaining them in repair, compared with the durability of solid breakwaters, which should be calculated to endure for ages, your Committee are of opinion that, whatever may be decided on as to the formation of Harbours of Refuge, such national works should possess the most perfect solidity to resist the force of any sea, afford shelter to the trade, and the great and essential advantage of having powerful batteries erected on them." With that opinion we entirely concur.

THE RAMSGATE LIFE-BOAT:

A RESCUE.*

CHAPTER I.

A WRECK OFF MARGATE.

THE night of Sunday, the 12th of February, in the present year, was what sailors call a very dirty night. Heavy masses of clouds skirted the horizon as the sun set; and, as the night drew on, violent gusts of wind swept along, accompanied with snow-squalls. It was a dangerous time for vessels in the Channel, and it proved fatal to one at least.

Before the light broke on Monday morning, the 13th, the Margate lugger, *Eclipse*, put out to sea to cruise around the sands and shoals in the neighbourhood of Margate, on the look-out for any disasters that might have occurred during the night. The crew soon discovered that a vessel was ashore on the Margate Sands, and directly made for her. She proved to be the Spanish brig *Samaritano*, of 170 tons, bound from Antwerp, to Santander, and laden with a valuable and miscellaneous cargo. Her crew consisted of *MODESTE CRISPO*, captain, and 11 men. It seems that, during a violent squall of snow and wind, the vessel was

* The following narrative is taken, with the kind and prompt permission of the proprietors, from *Macmillan's Magazine* for June. It has been written by one who had the best local opportunities of being accurate, and of receiving accounts of every detail of the rescue from the lips of the men who were engaged in it.

driven on the Sands at about half-past five in the morning: the crew attempted to put off in the ship's boats, but in vain; the oars were broken in the attempt, and the boats stove in.

The lugger, *Eclipse*, as she was running for the brig, spoke a Whitstable smack, and borrowed two of her men and her boat. They boarded the vessel as the tide went down, and hoped to be able to get her off at high water. For this purpose six Margate boatmen and two of the Whitstable men were left on board. But, with the rising tide, the gale came on again in all its fury, and they soon gave up all hopes of saving the vessel. They hoisted their boat on board, and all hands began to feel that it was no longer a question of saving the vessel, but of saving their own lives. The sea began to break furiously over the wreck, lifting her, and then bumping her with crushing force upon the Sands. Her timbers did not long withstand this trial of their strength; a hole was soon knocked in her; she filled with water, and settled down upon the Sand. The waves began now to break over the deck; the boat was speedily knocked to pieces and swept overboard; the hatches were forced up, and some of the cargo floated on deck, and was washed away. The brig began to roll fearfully as the waves one after another crashed over her; and the men, fearing that she would be forced on her broadside, cut the weather-rigging of the mainmast, and it was speedily swept overboard. All hands now sought refuge in the forerigging. Nineteen lives had then no other hope between them and a terrible death than the few shrouds of that shaking mast. The wind swept by them with hurricane force: each wave that broke upon the vessel sprang up into columns of foam, and drenched them to the skin: the air was full of spray and sleet, which froze upon them as it fell. And thus they waited, hour after hour, and no help came, until one and all despaired of life.

In the meanwhile, news of the wreck had spread like wildfire through Margate. In spite of the gale and the blinding snow-squalls, many struggled to the cliff, and with spy-glasses tried to penetrate the flying scud, or to gain, through the breaks in the storm, glimpses of the wreck.

As soon as they saw the peril the crew of the brig were in, the smaller of the two Margate life-boats was manned, and made to the rescue. But all the efforts of her crew were in vain; the gale was furious, and the seas broke over and filled the boat. This her gallant crew heeded little at first, for they had every confidence in the powers of the boat to ride safely through any storm, her air-tight compartments preventing her from sinking; but to their dismay they found that she was losing her buoyancy and fast becoming unmanageable; she was filling with water, which came up to the men's waists. The air-boxes had evidently filled; and they remembered too late, that the valves with which each box is provided, in order to let out any water that may leak in, had, in the excitement of starting, been left unscrewed. Their boat was then no longer a life-boat, and the struggle became one for their own safety. Although then within a quarter of a mile of the brig, there was no help

for it; the boat was unmanageable, and the only chance of life left to the boatmen was to run her ashore as soon as possible on the nearest part of the coast. It was doubtful whether they would be able to do even this, and it was not until after four hours' battling with the sea and gale that they succeeded in getting ashore in Westgate Bay. There the coast-guard were ready to receive them, and did their best to revive the exhausted men. As soon as it was discovered that the first life-boat had become disabled, the big life-boat, *The Friend of all Nations*, was got ready. With much trouble it was dragged round to the other side of the pier, and there launched. Away she started, her brave crew doing their utmost to battle with the gale and work their way out to the brig; but all their efforts were in vain. The tremendous wind and sea overpowered them; the tiller gave way; and, after a hard struggle, this life-boat was driven ashore about a mile from the town.

With both their life-boats wrecked, the Margate people gave up all hopes of saving the crew of the vessel. There seemed no hope for it; they must be content to let them perish within their sight. But this should not be the case until every possible effort had been made; and two luggers, *The Nelson* and *The Lively*, undaunted by the fate of the life-boats, put off to the rescue. The fate of one was soon settled; a fearful squall of wind caught her before she had got many hundred yards clear of the pier, and swept her foremast out of her; and her crew, in turn, had to make every possible effort to avoid being driven on the shore-rocks and wrecked. *The Lively* was more fortunate; she got to sea, but could not cross the Sand, or get to the wreck. The Margate people began to despair; and, when the tidings passed among the crowd that the lieutenant of the Margate coast-guard had sent an express over to Ramsgate for the Ramsgate steamer and life-boat, it was thought impossible, on the one hand, that they could make their way round the North Foreland in the teeth of so tremendous a gale, or, on the other, that the ship could hold together, or the crew live, exposed as they were in the rigging, during the time it would of necessity take for the steamer and boat to get to them.

We now change the scene to Ramsgate.

CHAPTER II.

MAKING FOR THE WRECK.

FROM an early hour on the Monday morning, groups of boatmen had assembled on the pier at Ramsgate, occasionally joined by some of the most hardy of the townspeople, or by a stray visitor, attracted out by the wild scene that the storm presented. In the intervals between the snow-squalls, they could faintly discern a vessel or two in the distance running before the gale; and they were all keenly on the look-out for signals of distress, that they might put off to the rescue. But no such signal was given. Every now and then, as the wind boomed by, some landsman thought it the report of a gun from one or other of the three light-vessels which guard the dangerous

Goodwin Sands; but the boatmen shook their heads, and those who with spy-glasses kept a look-out in the direction of the light-vessels confirmed them in their disbelief.

About nine o'clock, tidings came that a brig was ashore on the Woolpack Sands, off Margate. It was of course concluded that the two Margate life-boats would go to the rescue; and, although there was much anxiety and excitement as to the result of the attempt the Margate boatmen would make, no one had the least idea that the services of the Ramsgate boat would be required. Thus time passed on, until twelve o'clock, when most of the men went away to dinner, leaving a few only on watch. Shortly after twelve, the coast-guard man from Margate hastened breathless to the pier and to the harbour-master's office, saying, in answer to eager inquiries, as he hurried on, that the two Margate life-boats had been wrecked, and that the Ramsgate boat was wanted. The harbour-master immediately gave the order to man the life-boat. No sooner had the words passed his lips, than the sailors who had crowded around the door of the office in expectation of the order, rushed away to the boat. First come, first in; not a moment's hesitation, not a thought of farther clothing! The news soon spread; each boatman as he heard it made a hasty snatch at his south-wester cap and bag of waterproof overalls, and raced down to the boat; and for some time boatman after boatman was to be seen rushing down the pier, hoping to find a place still vacant for him. If the race had been to save their own lives, instead of to risk them, it could scarcely have been more hotly contested. Some of those who had won the race, and were in the boat, were ill prepared with clothing for the hardships they would have to endure; for, if they had not their things at hand, they would not delay a moment to obtain them, fearing that the crew might be made up before they got there. These were supplied by the generosity of their friends, who had come down better prepared, although too late for the enterprise; the cork jackets were thrown into the boat, and put on by the men. The powerful steam-tug, *Aid*, belonging to the harbour, and which has her steam up night and day ready for any emergency that may arise, got her steam to full power, and, with her brave and skilful master, DANIEL READING, in command, took the boat in tow, and made her way out of the harbour. JAMES HOGBEN, who, with READING, has been in many a wild scene of danger, commanded the life-boat. It was nearly low water at the time, but the force of the gale was such that a good deal of spray was dashing over the pier, and the snow, which was falling in blinding squalls, had drifted and eddied in every protected nook and corner, making it hard work for the excited crowd who had assembled to see the life-boat start, to battle their way through the drifts and against the wind, snow and foam, to the head of the pier. There at last they assembled, and many a heart failed as they saw the steamer and boat clear the pier and encounter the first rush of the wind and sea outside. "She seemed to go out under water," said one old fellow; "I wouldn't have gone in her for the universe!" and those who did not know the

heroism that such scenes called forth in the breasts of our watermen, could not help wondering somewhat at the eagerness that had been displayed to get a place in the boat—and this although they knew that the two Margate life-boats had been already wrecked in the attempt to get the short distance which separated Margate from the wreck, while they would have to battle their way through the gale for ten or twelve miles before they could get even in sight of the vessel. It says nothing against the daring or skill of the Margate boatmen, or the efficiency of their boats, that they failed. In such a gale success was almost impossible without the aid of steam. With it they would probably have succeeded; without it the Ramsgate boat would certainly have failed.

As soon as the steamer and boat got clear of the pier, they felt the full force of the storm, and it seemed almost doubtful whether they could make any progress against it. Getting out of the force of the tide as it swept round the pier, they began to move ahead, and were soon ploughing their way through a perfect sea of foam. The steamer, with engines working full power, plunged along; every wave, as it broke over her bows, flying up, sent its spray mast high, and deluged the deck with a tide of water, which, as it swept aft, gave the men on board enough to do to hold on. The life-boat was towing astern, with fifty fathom of five-inch hawser—an enormously strong rope, about the thickness of a man's wrist. Her crew already experienced the dangers and discomforts they were ready to submit to without a murmur, perhaps for many hours, in their effort to save life. It would be hard to give a description to enable one to realize their position in the boat. The use of a life-boat is, that it will live where other boats would of necessity founder: they are made for, and generally only used on, occasions of extreme danger and peril, for terrible storms and wild seas. The water flows in the boat and over it, and it still floats. Some huge rolling wave will break over it and for a moment bury it, but it rises in its buoyancy, and shakes itself free; beaten down on its broadside by the waves and wind, it rises on its keel again, and defies them to do their worst. Such was the noble boat of which we are writing. The waves that broke over her drenched and deluged, and did everything but drown her. The men, from the moment of their clearing the pier to that of their return, were up to their knees in water. They bent forward as much as they could, each with a firm hold upon the boat. The spray and waves beat and broke upon their backs; and, although it could not penetrate their waterproof clothing, it chilled them to the bone—for as it fell it froze. So bitter was the cold that their very mittens were frozen to their hands. After a tremendous struggle, the steamer seemed to be making head against the storm: they were well clear of the pier, settled to their work, and getting on gallantly. They passed through the End Channel, and had passed the Black and White Buoys, so well known to Ramsgate visitors, when a fearful sea came heading towards them. It met and broke over the steamer, buried her in foam, and swept along. The life-boat rose to it; and then, as she

felt the strain on the rope, plunged into it stem on, and was for a moment nearly buried. The men were almost washed out of her; but at that moment the tow-rope gave way to the tremendous strain; the boat, lifted with a jerk, was flung round by the force of the wave, and for a moment seemed at the mercy of the sea which broke over her amidships. "Oars out!" was the cry as soon as the men had got their breath. They laboured and laboured to get the boat's head to the wind, but in vain; the force of the gale was too much for them, and, in spite of all their efforts, they drifted fast to the Broke Shoal, over which the sea was beating heavily; but the steamer, which throughout was handled most admirably, both as regards skill and bravery, was put round as swiftly as possible, and very cleverly brought within a yard or two to windward of the boat as she lay athwart the sea. They threw a hawling-line on board, to which was attached a bran-new hawser, and again took the boat in tow.

The tide was still flowing, and, as it rose, the wind came up in heavier and heavier gusts, bringing with it a blinding snow and sleet, which, with the foam, flew through the boat, still freezing as it fell, till the men looked, as one remarked at the time, like a body of ice. They could not look to windward for the drifting snow and heavy seas continually running over them; but not one heart failed, not one repented of winning the race to the life-boat. Off Broadstairs they suddenly felt the way of the boat stop. "The rope broken again," was the first thought of all; but, on looking round, as they were then enabled to do, the boat being no longer forced through the seas, they discovered to their utter dismay that the steamer had stopped. They thought that her machinery had broken down, and at once despaired of saving the lives of the shipwrecked; but soon they discovered, to their joy, that the steamer had merely stopped to let out more cable, fearful lest it might break again, as they fought their way round the North Foreland. *It was another hour's struggle before they reached the North Foreland.* There the sea was running tremendously high. The gale was still increasing; the snow, and sleet, and spray rushed by with hurricane speed. Although it was only the early afternoon, the air was so darkened with the storm, that it seemed a dull twilight. The captain of the boat was steering; he peered out between his coat-collar and cap, but looked in vain for the steamer. He knew that she was all right, for the rope kept tight; but many times, although she was only 100 yards ahead, he could see nothing of her. Still less able were the men on board the steam-boat to see the life-boat. Often did they anxiously look astern and watch for a break in the drift and scud to see that she was all right; for, although they still felt the strain upon the rope, she might be towing along bottom up, or with every man washed out of her, for anything they could tell. Several times the fear that the life-boat was gone came over the master of the steamer. Still steamer and boat battled stoutly and successfully against the storm.

As soon as they were round the North Foreland, the snow squall cleared, and they sighted Margate,

all anxiously looking for the wreck; but nothing of her was to be seen. They saw a lugger riding just clear of the pier, with foremast gone, and anchor down, to prevent her being driven ashore by the gale. They next sighted the Margate life-boat, abandoned and washed ashore, in Westgate Bay, looking a complete wreck, the waves break-over her. A little beyond this, they caught sight of the second life-boat, also ashore; and then they learnt to realize to the full the gallant efforts that had been made to save the shipwrecked, and the destruction that had been wrought, as effort after effort had been overcome by the fury of the gale.

But where was the wreck? They could see nothing of her: had she been beaten to pieces, all lives lost, and were they too late? A heavy mass of cloud and snow-storm rolled on to windward of them, in the direction of the Margate Sands, and they could not make out any signs of the wreck there. There was just a chance that it was the Woolpack Sand that she was on. They thought it the more likely, as the first intelligence which came of the wreck declared that such was the case; and accordingly they determined to make for the Woolpack Sand, which was about three miles further on. They had scarcely decided upon this, when, most providentially, there was a break in the drift of snow to windward, and they suddenly caught sight of the wreck. But for this sudden clearance in the storm, they would have proceeded on, and, before they could have found out their mistake and got back, every soul must have perished. The master of the steam-boat made out the flag of distress flying in the rigging, the ensign union downwards; she was doubtless the vessel they were in search of. But still it was a question how they could get to her, as she was on the other side of the Sand. To tow the boat round the Sand would be a long job in the face of such a gale; and for the boat to make across the Sand seemed almost impossible, so tremendous was the sea which was running over it. Nevertheless, *there was no hesitation on the part of the life-boat crew.* It seemed a forlorn hope, a rushing upon destruction, to attempt to sail through such a surf and sea; but to go round the Sands would occasion a delay which they could not bear to think of. Without hesitation, then, they cast off the tow-rope, and were about setting sail, when they found that the tide was running so furiously that it would be necessary for them to be towed at least three miles to the eastward, before they would be sufficiently far to windward to fetch the wreck. It was a hard struggle to get the tow-rope on board again, and a heavy disappointment to all to find that an hour or so more of their precious time must be consumed before they could get to the rescue of their perishing brother seamen; but there was no help for it; and away they went again in tow of the steamer. The snow-squall came on, and they lost sight of the vessel; but all were anxiously on the look-out; and now and then, in a lift of the squall, they could catch a glimpse of her. They could see that she was almost buried in the sea, which broke over her in great clouds of foam; and again many and weary were the doubts and speculations as to whether or

no any one on board the wreck could still be alive.

For twenty minutes or so they battled against the wind and tide. The gale, which had been steadily increasing since the morning, came on heavier than ever; and the sea was running so furiously, that even the new rope with which the boat was being towed could not resist the increasing strain, and suddenly parted with a tremendous jerk. There was no thought of picking up the cable again. They could stand no further delay, and one and all rejoiced to hear the captain give orders to set the sail.

CHAPTER III.

THE RESCUE AND THE RETURN.

HARDER still the gale, and the rush of the sea, and the blinding snow—the storm was at its height. As they headed for the Sands, a darkness as of night seemed to settle down upon them: they could scarcely see each other; but on through the raging sea they drove the gallant boat. As they approached the shallow water,—the high part of the Sand, where the heaviest sea was breaking,—they could see spreading itself before them, standing out in the gloom, a barrier-wall of foam; for as the waves broke on the sand, and clashed together in their recoil, they mounted up in columns of foam, which were caught by the wind, and carried away in white steaming clouds of spray, and the fearful roar of the beating waves could be heard above the gale. But straight for the breakers they made. No wavering—no hesitation; not a heart failed!

The boat, although under only her double-reefed foresail and mizen—as little sail as she could possibly carry—was driven on by the hurricane force of the wind. On through the outer range of breakers she plunged, and then came indeed a struggle for life. The waves no longer rolled on in foaming ranks, but leapt, and clashed, and battled together in a raging boil of sea. They broke over the boat; the surf poured in, first on one side and then on the other; some waves rushed over the boat, threatening to sweep every man out of her. "Look out, my men! hold on! hold on!" was the cry when this happened; and each man threw himself down with his breast on the thwart, and with both arms clasped round it, hugged it, and held it to it against the tear and wrestle of the wave, while the rush of water poured over their backs and heads and buried them in its flood. Down for a moment boat and men all seemed to sink; but the splendid boat rose in her buoyancy and freed herself of the water which had for a moment buried her, and her crew breathed again. *A cry of triumph arose from them—*"All right! all right! now she goes through it; hold on, my boys!" A moment's lull; she glided on the crest of a huge wave, or only smaller ones tried their strength against her; then the monster fellows came heading on; again the warning cry was given, "Look out! hold on, hold on!" Thus, until they got clear of the Sands, the fearful struggle was often repeated. But at last it ended,

and they got into deep water, leaving the breakers behind them. They had then only the huge rolling waves to contend with, and they seemed but as little in comparison to the broken water they had just passed through and escaped from. The boat was put before the wind, and every man was on the look-out for the wreck. For a time it remained so thick that there was no chance of finding her, when again, the second time, a sudden break in the storm revealed her. She was about half a mile to leeward. They shifted their foresail with some difficulty, and again made in for the Sands to the vessel. The appearance of the wreck made even the boatmen shudder. She had settled down by the stern upon the Sands, the sea making a clear breach over her. The starboard-bow was the only part of the hull visible; the mainmast was gone; the foresail and foretopsail blown adrift; and great columns of foam were mounting up, flying over her foremast and bow. They saw a Margate lugger lying at anchor just clear of the Sand, and made close to her. As they shot by they could just make out through the roar of the storm a hail—"Eight of our men on board!" and on they flew into a sea which would in a moment have swamped the lugger—noble boat though she was. Approaching the wreck, it was with terrible anxiety they strained their sight, trying to discover whether there were still any men left in the tangled mass of rigging, over which the sea was breaking so furiously. By degrees they made them out. "I see one, two, three! The rigging is full of them!" was the cry; and with a cheer of triumph at being still in time, they settled to their work.

The wreck of the mainmast, and the tremendous wash of the sea over the vessel, prevented their going to the lee of the wreck. This increased the danger tenfold, as the result proved. About forty yards from the wreck, they lowered their sails, and cast the anchor over the side. The moment for which the boat had so gallantly battled for four hours, and the shipwrecked waited, in almost despair, for eight, had at last arrived. No shouting, no whisper beyond the necessary orders; the suspense and risk are too terrible! Yard by yard the cable is cautiously paid out, and the great rolling seas are allowed to carry the boat little by little to the vessel. The waves break over them—for a moment bury the boat; and then, as they break upon the vessel, the spray hides the men, lashed to the rigging, from their sight. They hoist up the sail a little to help the boat sheer, and soon a huge wave lifts them: they let out a yard or two more cable by the run, and she is alongside the wreck! With a cry, three men jump from the rigging and are saved. The next instant they see a huge wave rolling towards them, and might and main, hand over hand, all haul in the cable, and draw the boat away from the wreck, and thus escape being washed against her, and perhaps over her, to certain destruction. Again they watch their chance, and get alongside. This time they manage to remain a little longer than before; and, one after another, thirteen of the shipwrecked leap from the rigging to the boat; and away she is again. "Are they all saved?" No; three of

the Spaniards are still left in the rigging; they seem almost dead, and can scarcely unlash themselves from the shrouds, and crawl down, ready for the return of the boat. This time the peril is greater than ever. They have to go quite close to the vessel, for the men are too weak to leap: they must remain longer, for the men have to be lifted on board; but as before, coolly and determinately they go to their work: the cable is veered out, the sail manœuvred to make the boat sheer, and again she is alongside; the men are grasped by their clothes, and dragged into the boat. The last in the rigging is the cabin-boy; he seems entangled in the shrouds. (The poor little fellow had a canvas bag of trinkets and things he was taking home; it had caught in the rigging, and his cold, half-dead hands could not free it.) A strong hand grasps him, and tears him down into the boat; for a moment's delay may be death to all. A tremendous wave rushes on them; hold, anchor! hold, cable! give but a yard, and all are lost! The boat lifts, is washed into the fore-rigging; the sea passes; and she settles down again upon an even keel! If one stray rope of all the tangled rigging of the vessel had caught the boat, she would have capsized, and every man in her have been in a moment shaken out into the sea. The boat is very crowded; no fewer than thirty-two men now form her precious freight. They haul in cable, and draw up to the anchor as quickly as they can, to get clear of the wreck: an anxious time it is. At last they are pretty clear, and hoist the sail to draw still farther away. There is no thought of getting the anchor up in such a gale and sea. "She draws away," cries the captain; "pay out the cable; stand by to cut it; pass the hatchet forward; cut the cable; quick, my men, quick!" There is a moment's delay. A sailor takes out his knife, and begins gashing away at the thick rope. Already one strand out of the three is severed, when a fearful gust of wind rushes by; a crash is heard, and the mast and sail are blown clean out of the boat. Never was a moment of greater peril. Away with the rush of the wave the boat is again carried straight for the fatal wreck; the cable is payed out, and is slack; they haul it in as fast as they can; but on they go swiftly, apparently to certain destruction. Let them hit the wreck full, and the next wave must wash them over it, and all perish; let them but touch it, and the risk is fearful. On they are carried; the stern of the boat just grazes the bow of the ship. Some of the crew are ready for a spring into the bowsprit, to prolong their lives a few minutes. Mercifully, the cable at that moment tightens; another yard or two and the boat must have been dashed to pieces. Might and main they continue to haul in the cable, and again draw away from the wreck; but they do it with a terrible dread, for they remember the cut strand of the rope. Will the remaining two strands hold? The strain is fearful; each time the boat lifts on a wave, the cable tightens and jerks, and they think it breaking; but it still holds, and a thrill of joy passes through the hearts of all as they hear that the cut part is in. The position is still one of extreme peril. The mast and sail have

been dragging over the side all this time: with much difficulty they get them on board. The mast had broke short off, about three feet from the heel. They chop a new heel to it, and rig it up again as speedily as possible; but it takes long to do so. The boat is lying in the trough of the sea, the waves breaking over her; the gale blowing as hard as ever; the boat so crowded that they can hardly move; the Spaniards clinging to each other, the terrors of death not having yet passed away from them. They know nothing of the properties of the life-boat, and cannot believe that it will live long in such a sea. As the huge waves broke over the boat and fill it, they imagine that she is going to founder; and besides this, for nearly four hours had they been lashed to the rigging of their vessel, till the life was nearly beaten and frozen out of them by the waves and bitter wind. One of them seeing a life-belt lying under a thwart, which one of the crew had thrown off in the hurry of his work, picked it up and sat upon it, by way of making himself doubly safe. But the work went on; at last the mast is fitted and raised. No unnecessary word is spoken all this time, for the life and death struggle is not yet over, nor can be until they are well away from the neighbourhood of the wreck; but as they hoist the sail, the boat gradually draws away, the cable is again payed out little by little, and as soon as they are well clear of the vessel, they cut it, and away they go.

The terrible suspense—when each moment was a moment of fearful risk—from the time they let go their anchor to the time they were clear of the vessel, was over. It had lasted nearly an hour. The men could now breathe freely; their faces brightened; and from one and all there arose, spontaneously, a pealing cheer. They were no longer face to face with death, and joyfully and thankfully they sailed away from the breakers, the sands, and the wreck. The gale was still at its height, but the peril they were in then seemed as nothing compared to that which they had left behind. In the great reaction of feeling, the freezing cold and sleet, the driving foam and sea, were all forgotten; and they felt as light-hearted as if they were out on a pleasant summer's cruise. They could at last look around and see whom they had in the boat. Of the saved were eleven Spaniards—the master of the brig, the mate, eight seamen, and a boy; six Margate boatmen, and two Whitstable fishermen. They then proceeded in search of the steamer, which, after casting the life-boat adrift, had made for shelter to the back of the Hook Sand, not far from the Reculvers, and there waited, her crew anxiously on the look-out for the return of the life-boat. As they were making for the steamer, the lugger, *Eclipse*, came in chase, to hear whether all hands, and especially her men, had been saved. They welcomed the glad tidings with three cheers for the life-boat crew. Soon after, the Whitstable smack stood towards them on the same errand, and after speaking them, tacked in for the land. The night was coming on apace. It was not until they had run three or four miles that they sighted the steamer; and when they got alongside, it was a difficult matter to get the saved crew on board.

The gale was as hard as ever, and the steamer rolled heavily; the men had almost to be lifted on board as opportunities occurred; and one poor fellow was so thoroughly exhausted that they had to haul him into the steamer with a rope.

Again the boat was taken in tow, almost all her crew remaining in her; and they commenced their return home. The night was very dark, although clear; the sea and gale had lost none of their force; and until they got well round the North Foreland, the struggle to get back was just as hard as it had been to get there. Once round the Foreland, the wind was well aft, and they made easier way; light after light opened to them; Kingsgate, Broadstairs, were passed; and at last the Ramsgate pier-head light shone forth its welcome, and they began to feel that their work was nearly over.

A telegram had been sent from Margate, in the afternoon, stating that the Ramsgate life-boat had been seen to save the crew; but nothing more had been heard, and the suspense of the boatmen at Ramsgate, as they waited for the life-boat's return, was terrible. Few hoped to see them again, and as hour after hour passed without tidings, they were almost given up. During the whole of the afternoon and evening, anxious eyes were constantly on the watch for the first signs of the boat's coming round the head of the cliff. As the tide went down, and the sea broke less heavily over the pier, the men could venture farther along it, until, by the time of the boat's return, they were enabled to assemble at the end of the pier. When the steamer was first seen with the life-boat in tow, the lookers-on shouted for very joy; and as they entered the harbour, and hailed, "All saved!" cheer after cheer for the life-boat's crew broke from the crowd.

The Spaniards had somewhat recovered from their exhaustion under the care of the steam-boat crew, and were farther well cared for and supplied with clothes by the orders of the Spanish Consul; and the hardy English boatmen did not take long to recover their exposure and fatigues, fearful as they had been. The captain of the Spaniard, in speaking of the rescue, was almost overcome by his feelings of gratitude and wonder. He had quite made up his mind to death, believing that no boat could by any possibility come to their rescue in such a fearful sea. He took with him to Spain, to show to the Spanish government, a painting of the rescue, executed by Mr. Ifold, of Ramsgate.

There is an interest even in reading the names of those (however unknown to us) who have done gallant deeds; we give therefore the names of the crew of the life-boat, and of the steamer. Of the life-boat: JAMES HOGGEN, captain; CHARLES MEADER, THOMAS TUCKER, PHILIP GOODCHILD, EDWARD STOCK, WILLIAM PENNY, WILLIAM PRIESTLEY, GEORGE HOGGEN, WILLIAM SOLLY, GEORGE FORWOOD, JOHN STOCK, ROBERT SOLLY. Of the steam-tug: DANIEL READING, J. SIMPSON, W. WHARRIER, T. NICHOLS, J. DENTON, J. FREEMAN, T. LARKINS, W. PENMAN, W. MATSON, W. SOLDY. Other fearful scenes have most of these men, especially the captains of the life-boat and

steam-tug, passed through in their efforts to save life; one so terrible that two out of the crew of the life-boat never recovered the shock given to their nerves. One died a few months after the event, and the other to this day is ailing, and subject to fits. Of the splendid life-boat too much cannot be said; no fewer than 88 lives have been saved by her during the last five years. Designed and built by J. BEECHING and SONS, boat-builders, &c., of Yarmouth, she won the Northumberland Prize of 100 guineas, in a competition of 280 boats. Each time the men go out, their confidence in her increases, and they are now ready to dare anything in the Northumberland prize life-boat. It is pleasing to be able to add, by way of postscript, that the Board of Trade has presented each man engaged in this rescue with a medal and 2*l.*, and that the Spanish Government has also gratefully acknowledged the heroism of the men, and sent to each a medal and 3*l.*

. The Ramsgate Royal Harbour Commissioners paid 210*l.* for this valuable life-boat in 1852, to Messrs. BEECHING. In 1854 her water ballast was removed, and an iron keel and other solid ballast substituted for it, besides other internal improvements, under the superintendence of the NATIONAL LIFE-BOAT INSTITUTION.

LIFE-BOAT SERVICES.

It is satisfactory to find that during the terrific gales of the few months that have passed of the present year, the life-boats in connection with the ROYAL NATIONAL LIFE-BOAT INSTITUTION have been instrumental in rescuing *one hundred and fifteen* of our fellow-creatures from a watery grave, as briefly detailed on the accompanying tabular statement. It will be observed that the boats have also, on several occasions, assisted vessels with valuable cargoes safely into harbour; and that their crews have assembled in rough weather many times, so as to be ready for any emergency that might arise. Nearly all the services of the life-boats took place, as usual, during stormy weather and heavy seas—and frequently in the dark hour of the night; yet not a single accident happened either to the crews or the boats.

It is gratifying to observe at the present day, on so many dangerous points of our coast, that no sooner is the minute gun heard, or the signal of distress seen, than the life-boat speeds her way to the stranded ship. "Who that has seen a life-boat put forth in the very fury of a storm, but has watched the fight with the elements with intense excitement! Who that has seen the same boat return, laden with rescued human life, but has felt a sublime emotion such as we experience only by witnessing heroic and self-denying acts!"

Date of Wreck.	Site of Wreck.	Wind and Weather.	Name of Vessel.
1861.			
Jan. 6	Fraserburgh Harbour . .	Squally.	Schooner Fortitude, of Cork.
" 19	Spittal Rocks, Newbiggin .	Heavy Sea.	Barque Alice Gill, of Banff
" 20	Greenore Point, Wexford .	Blowing Strong from S.S.W.	Barque F. W. Fanning, of Bangor, United States
" 22	Burnett Wharf, Fleetwood	Heavy Gale, W.N.W.	Schooner Ann Mitchell, of Montrose .
" "	Off Padstow	Terrific Gale	Ship James Alexander, of Liverpool .
" 23	Shell Wharf, Fleetwood .	Heavy Gale, W.N.W.	Schooner, Jane Roper, of Ulverstone .
" "	Black Buoy, Anglesey . .	Rough, W.N.W. . . .	Austrian Brigantine, Macedonia . . .
" 24	Sizewell Bank, Suffolk .	Strong Gale, S.S.E. .	Brig Pallas, of Shields
" "	Sarn Badrig, Cardigan Bay	Stormy and Heavy Sea	Barque Sobraon, of Liverpool
" "	Off Portmadoc	S.W. and N.E.	Unknown
" 30	Arklow Bank	Sea Very High	Ship Ann Mitchell, of Glasgow.
" "	Ditto	Ditto	Ditto
Feb. 12	Blackwater Bank	Blowing Fresh	Austrian Vessel, Jellica
" 17	Yarmouth Harbour. . . .	Heavy Gale, N.E. . . .	Smack John Bull, of Yarmouth
" 19	Off Fleetwood	Heavy Gale	Schooner Catherine, of Newry
" "	Ayr Harbour	Heavy Squalls	Barque Niagara, of Shields
" 20	Teignmouth Bar	Gale of Wind	A Barge of Teignmouth
" 27	Penrhyn Point, Anglesey .	Strong Gale	Barque Robert Mills, of New York . . .
" "	Penmon Point, Anglesey .	Gale, N.W. by W. . . .	Flat Dart, of Bangor
" "	Off Padstow	Gale, N.W.	The English Rose, of Shoreham
" 28	Winterton, Norfolk	Hurricane	Brig George and James, of London . . .
" "	Scroby Sands, Yarmouth .	Terrific Gale	Brig Zephyr, of Whitby
" "	Irvine Bar	"	"
Mar. 8	Off Cullercoats	N.N.E. to N.E., Heavy Sea	Fishing Coble Honour, of Cullercoats. .
" 12	Gull Rocks, Babbicombe, Devon	Stormy and Cloudy . .	Ship Caroline, of Charlestown, U. S. . .
" 16	Palling, Norfolk	Heavy Sea	Schooner Eliza, of North Shields
April 1	Sarn Badrig, Cardigan Bay	Heavy Sea Blowing Hard	Barque Oberon, of Liverpool
" "	Ditto	Ditto	Ditto
" 9	Horse Bank, Lytham	Heavy Gale, W.N.W.	Brigantine Nancy, of Teignmouth . . .
" 24	Teignmouth Harbour	Blowing Strong, Very Dark	Smack Wonder, of Teigumouth.
May 1	Blackwater Bank	N.E.	Ship Vanguard, of New York
" 2	Lossiemouth	Rough, N.N.E.	Pilot Boat
" 11	Arklow Bank	S.E., Dense Fog	Screw Steam Ship Calcutta, Liverpool
" 28	Scroby Sands, Yarmouth .	N.W. Hurricane	Unknown
" "	Off Filey	Terrific Storm.	Yawl Charles Wesley, of Filey
" "	Corton Sands, Lowestoft .	W.N.W. Storm	Brig Scotia, of Sunderland
" "	Ditto	W.N.W.	Sloop Three Brothers, of Goole
" "	Off Lowestoft	Ditto	Schooner Thomas, of Blakeney
" "	Ditto	Ditto	Brig Robert and Mary, of Blyth
" "	Ditto	Ditto	Sloop Mason, of Goole
" "	Winterton, Norfolk	Hurricane, W.N.W. . . .	Æolus, of North Shields
June 2	Prestatyn, near Rhyl	Heavy Gale, E.N.E.. . .	Flats Catherine and York, of Liverpool
" "	Off Newhaven	Heavy Gale, S.S.W. . . .	Unknown
" 3	Ditto	Ditto	Two Schooners.
" "	Camber, near Rye	Ditto	Barge Georgina, of Milton
" 3	Off Whitburn,	E.N.E. Rough	Sloop Charlotte, of Woodbridge
" 12	Off Alnmouth, near Alnwick	S.E. Fresh Gale, Heavy Sea	Brig Ann, of Blyth

Note.—It frequently happens, as shown above, when life-boats put off in reply to signals of

ROYAL NATIONAL LIFE-BOAT INSTITUTION from 6 January to 12 June 1860. 317

Life-Boat Station.	Nature of Service.	Expense of Service.		
		£.	s.	d.
Fraserburgh life-boat	Put off to assist, but services not required.	6	10	0
Newbiggin life-boat	Ditto ditto	14	18	0
Carnsore life-boat	Ditto ditto	4	8	3
Fleetwood life-boat	1 man saved	27	2	6
Padstow life-boat	Crew assembled	1	12	0
Fleetwood life-boat	6 men saved	5	0	0
Llanddwyn life-boat.	Put off and rendered assistance to the vessel	8	0	0
Thorpeness life-boat.	3 men saved	6	6	0
Barmouth life-boat	Put off to assist, but services not required	12	3	6
Portmadoc life-boat	Ditto ditto	14	0	0
Arklow life-boat	9 men saved	8	0	0
Wicklow life-boat	Put off to assist, but services not required.	18	18	6
Cahore life-boat	Ditto ditto	14	0	6
Yarmouth (small surf) life-boat	5 men saved	34	0	0
Fleetwood life-boat	4 men saved	4	14	0
Ayr life-boat	11 men saved	22	9	6
Teignmouth life-boat	2 ditto, and vessel brought to port	6	1	6
Holyhead life-boat	Put off, but services declined by the vessel's captain	13	0	0
Penmon life-boat	Put off, and remained by vessel until weather moderated	7	0	0
Padstow life-boat	Crew assembled	2	0	0
Winterton life-boat	8 men saved	10	3	0
Yarmouth life-boat	6 men saved	43	0	0
Ayr life-boat	Crew assembled	2	10	6
Cullercoats life-boat.	Brought coble and crew of 3 men safely into port	..		
Teignmouth life-boat	Put off and rendered assistance	7	0	0
Palling life-boat	7 men saved	17	2	0
Barmouth life-boat	Put off and assisted to save vessel and cargo	6	10	0
Portmadoc life-boat	15 men saved	17	0	0
Lytham life-boat	9 men saved	6	10	0
Teignmouth life-boat	2 men saved	11	8	0
Cahore life-boat	Put off and rendered assistance to the vessel	7	4	6
Lossiemouth life-boat	Put off to assist, but services not required.	5	2	0
Arklow life-boat	Put off and remained by vessel all night	14	5	0
Yarmouth large life-boat	Put off to assist, but services not required.	14	12	0
Filey life-boat	Put off and brought yawl safely to land	Paid by Owner		
Lowestoft life-boat	6 men saved	}	12 10 0	
Ditto	5 men saved			
Ditto	Put off, but vessel towed into harbour by steam-tug		12 10 0	
Pakefield life-boat	Put off: crew saved by the Kessingland life-boat.	12	10	0
Ditto	Put off; but services not required	12	10	0
Winterton life-boat	Crew assembled.	4	16	6
Rhyl tubular life-boat	Put off, with the view of rendering assistance	12	9	6
Newhaven life-boat	Crew assembled day and night	4	13	9
Ditto	Put off, and crew assisted vessels into harbour	Paid by Owners		
Camber life-boat	Put off, with the view of rendering assistance.	6	0	0
Whitburn life-boat	5 persons saved	7	7	0
Alnmouth life-boat	8 men saved	5	2	0
Total		£	483	0 0

distress, that vessels either got out of danger, or their crews are rescued by other means.

LIFE-BOATS AND SHIPWRECKS.

TO THE EDITOR OF THE TIMES.

SIR,

The severe loss of life occasioned by shipwrecks off the coasts of the United Kingdom during the last year ought to direct the attention of every friend of humanity to the most efficacious means of preventing such lamentable evils. No less than 1,646 of our fellow-creatures met with a watery grave in that year, to which number must be added those who have since perished in the fearful, and, for the season, unprecedented storms of the last few weeks. We cannot prevent the recurrence of such visitations, nor stem the fury of the tempest; but it is in the power, and is the duty of man, to mitigate the calamities that result from them. It appears from the annual official return of the Board of Trade that 2,332 lives were saved in the past year, of which number 291 were preserved by life-boats; and the total number of persons rescued from shipwreck since the first establishment of the NATIONAL LIFE-BOAT INSTITUTION in 1824, and for rescuing whom it has granted honorary and pecuniary rewards, amounts to 11,401.

At present the number of boats belonging to the Institution amounts to 103; but the Coast-guard officers and Lloyd's agents reported last year that many more were needed; and, although several new boats have since then been placed on the coasts, there are still very many exposed localities, especially on the coast of Scotland, where hardly a year passes without a great loss of life, which might be, to a great extent, prevented if life-boats were stationed in the vicinity. In the single gale of August 17, 1848, the results of which were so ably inquired into and reported on to the House of Commons by Captain Washington, R.N., no less than 100 men were drowned, and 124 boats lost or damaged, involving a pecuniary loss of 7,011*l.*; and in that of the 23rd of November, 1857, 44 fishermen, mostly in the prime of life, perished, and no fewer than 27 widows and 79 orphans were left to bewail their loss. Such calamities are of frequent occurrence, and I am sure only require to be stated to induce all who sympathize with the sufferings of others to give whatever aid may be in their power towards diminishing them. The first cost of each new life-boat station, including, besides the boat, the necessary gear, life-belts for the crew, boat-house, and carriage to convey the boat to any spot where a wreck has taken place, averages between 300*l.* and 400*l.*, and its subsequent maintenance comes to about 30*l.* per annum. The wreck-chart annually published by the Board of Trade gives melancholy evidence as to the spots where these boats are most required; and I trust that in this age of philanthropy sufficient funds will be forthcoming to enable one of these messengers of life and safety to be stationed on all exposed points of our shores where they can render succour to the shipwrecked sailor.

Your obedient servant,
MONTAGUE GORE.

6, Vere Street, London, June 16.

A GOOD EXAMPLE.

THE following interesting communication has been transmitted to the NATIONAL LIFE-BOAT INSTITUTION, and is a gratifying evidence of the social kindness of heart that is so frequently found among our British workmen:—

“Orwell Works, Ipswich, May 31, 1860.

“To Messrs. RANSOMES & SIMS.

“GENTLEMEN,

“We respectfully request you to hand over to the ROYAL NATIONAL LIFE-BOAT INSTITUTION the sum of Twenty Guineas, collected from the clerks, foremen, and men of these works, and their friends. We desire to express our sympathy with those who have exerted themselves on behalf of this noble Institution. The affecting statement contained in the Institution's Report, that 1,646 persons perished on our coast during the last year, a considerable proportion of whom might have been saved had the means which this Institution provides been at hand,—the number of widows and orphans left destitute,—and the fact that the Institution has incurred liabilities to the amount of 3,834*l.*, constitute a claim (which cannot be waived) on the benevolence of the general public. We do not therefore place any emphasis on the amount we contribute, there being several urgent cases of local charity which claim our support, and prevent us from doing more; but we wish our example may be placed before our fellow-workmen of the United Kingdom by their principals; feeling assured that the appeal of the Institution might thereby awaken a response so general and so hearty as to relieve it from present liabilities, and enable it to extend its humane operations. We ought to reflect, that as no one can be exempt from the common laws of humanity, so no one can claim exemption from a common duty to those who spend their lives at sea for the common good. Without a mercantile navy there could be neither import nor export trade, on which depends so much of the employment of labour: and if not left destitute of the bare necessities of life, we should be without many of the comforts and articles of every-day consumption. Neither tea, sugar, nor coffee can be had till some have perilled their lives on the mighty deep to procure them. We believe, therefore, that if the claims of this truly excellent Institution were taken up by the principals of similar establishments throughout the kingdom, in the same spirit which we are happy to recognize in you, the result would be such as we should all truly rejoice at.

“We remain, Gentlemen, &c.

(On behalf of the Clerks, Foremen, and Workmen of this establishment), ARTHUR THOMAS COLE (Manager of Commercial Offices), WM. BALK (Engineering Manager's Assistant), THOMAS MARSHALL (Superintendent of Stores), HOWARTH FARRAR (Foreign Correspondent), W. WORBY (General Manager), W. BATEMAN BYNG (Cashier), JAMES SEWELL (Senior Clerk).”

GOD HELP OUR MEN AT SEA!*

God help our men at sea!
 In firelit, pictured rooms, 'mid wine and flowers,
 And glesome company,
 The wild winds awe us, in our blithest hours,
 To sigh this prayer;
 And, lonely, with clenched hands, at night 'tis ours,
 "Lord of the waves, O spare!"

God help our men at sea!
 I had a brother once. Our love ne'er fail'd
 In its intensity,
 Smiling on our sweet mother, as he sail'd,
 I saw him last.
 Ah me! how that sweet mother droop'd and paled
 Ere one brief year had pass'd!



God help our men at sea!
 They saw him, who outlived that deathful night,
 In his extremity,—
 Kneeling, and looking, in the stormfire's light,
 To Heaven for grace.
 And angels' glory was upon him, bright
 As upon Stephen's face.

God help our men at sea!
 Those pilgrim fathers, who leave all to teach
 Their Saviour's charity.
 May their prayers, like St. Paul's, in tempest reach
 His ears, who said,
 With an exceeding tenderness of speech,—
 " 'Tis I. Be not afraid!"

God help our men at sea!
 The workers, who at home can find no spheres
 For work; whom poverty
 Drives from their birthland, strong despite those tears,
 To toil, and win;
 And then, please God, return for peaceful years
 To their own land and kin.

God help our men at sea!
 If lust of power or of revenge assail
 England's tranquillity,
 Using His gracious gifts, we shall prevail,
 As oft before;
 And Israel see the proud Egyptians pale
 And "dead on the sea-shore."

REV. S. R. HOLE.

* From 'ONCE A WEEK.'—Sketch drawn by F. Walker, Esq.

THE GALES OF MAY AND JUNE.*

THE winter of 1859-60 will command a mournful distinction in meteorological annals. Other winters may be found, perhaps, of equal severity and duration; nor would it be difficult, we dare say, to produce examples of springs as backward as that which has just commenced; but we very much doubt whether any twelvemonth could be matched with the last for the more violent and destructive phenomena of the atmosphere. From that dreadful tempest in which the *Royal Charter* was lost up to this very moment, storms of the most terrific fury have been incessantly recurring; even the pleasant holidays of Whitsuntide have been signalized by such a hurricane as is rarely felt in these latitudes, and the present week was ushered in by a gale scarcely less tremendous than those which preceded it. The Wreck Register of the year will be a shocking one. We can hardly venture on calculating the statistics of desolation which will be next year, but it will be surprising indeed if the figures are not high beyond all precedent. It is said that some 300 vessels have been lost since Monday week, and that the sacrifice of life is in proportion to that of property. The interest, however, attaching to such appalling accounts will be strongly enhanced, if we do but reflect that the disasters were to a great extent preventible. Men cannot still the raging of the wind, but he can foretell it. He cannot appease the storm, but he can escape its violence; and if all the appliances available for the salvation of life from shipwreck were but properly employed, the effects of these awful visitations might be wonderfully mitigated. It is for the purpose of enforcing these truths while the impression is still fresh that we recur to this subject once more.

Nothing is now more plainly established than that coming storms may be accurately predicted from the evidence of the barometer. We cannot put this fact in a stronger light than by stating—what is unquestionably true—that at least two days' clear notice was given of the storm which swept our coasts on Whit Monday. The very quarter from which the gale would blow might have been foreseen, and experienced eyes could have read in the skies and the weather-glass on what points of our shores the first fury of the tempest would fall. The barometer began to sink as early as the 21st of the month, and declined daily, till even on the 26th it was ominously low. On Whit Sunday, however, the 27th, by five in the afternoon, the signs were such as the most heedless should have observed. The glass showed a decline so rapid, that in the course of the night a fall of three-quarters of an inch was registered in four hours and a half, while combined with this prognostic was an abrupt change of temperature from sultry heat to almost wintry cold. These tokens told their own tale. The storm was called sudden—so sudden, that its unexpected burst was

reported to us as one of the prominent features of the phenomenon; but it is now perfectly certain that the very warnings which, according to meteorological science, should have preceded such a tornado, coming from such a quarter, did precede it, and might have been proclaimed in time to prevent half its consequences. One of our scientific correspondents, indeed, assures us that a central station for such observations, communicating by telegraph with those points of Ireland and Cornwall where the signs of the heavens are earliest seen, could flash the information of a coming tempest to all parts of the country with as much ease and certainty as the approach of an Atlantic steamer or a gold-ship. It seems plain that, with such powers placed provisionally in our hands, the calamities now endured by our fishermen and coasters might in most instances be avoided. A good barometer in a public situation would inform them exactly what to expect. They would be able to tell whether there was a storm in the air as surely as whether there was a shoal of herrings in the sea; nor can we think they would neglect the opportunity. Mariners, with all their hardihood, are even superstitiously solicitous about the chances of a voyage, and the descendants of men who once consulted witches and bought children's cauls might easily be induced to forecast the future from a weather-glass.

Supposing, however, as must often be the case, that a vessel is surprised at sea, there is still a guarantee for its security which is too frequently neglected. An anchor is the very symbol of hope and safety, and with such anchors and such cables as can now be manufactured a ship should ride out the worst of storms. Unhappily this resource is often deliberately sacrificed in the merchant-service to considerations of parsimony or profit. Worthless anchors and ill-made cables are purchased because the price is low, and, as a necessary consequence, they fail the vessel in the hour of need. Parliament has lately been occupied with this subject, and it seems that cables and anchors might be so tested by machinery as to come into the market with their true qualities fixed upon them. It would then, at any rate, be ascertainable whether a ship was or was not supplied with the certificated article, and conclusions could be drawn accordingly. The importance of this point may be estimated from a single fact. In the Royal Navy, where extraordinary care is bestowed upon the anchors and cables in use, disasters arising from the source referred to are almost unknown.

Lastly, and after all is done that can be done, either by foresight or preparation, we have yet another resource remaining. Life-boats are now constructed with such success, that a wreck can be reached in almost any sea; and it is only necessary to multiply and maintain the useful establishments for this purpose which are to be found at most exposed points of our coasts. It is about 35 years since the ROYAL NATIONAL LIFE-BOAT INSTITUTION was founded, with the special object of saving lives from shipwreck, and its agents during the past year succeeded in rescuing 227 persons from imminent destruction. But though these were saved, it is computed that seven times as

* From the *Times* of June 5th, 1860. While we are going to press, we have been unable to obtain the statistics relating to these heavy gales, for all the official returns had not been received by the BOARD OF TRADE.

many were left to perish, many of whom might probably have been snatched from death if life-boats had been more generally available. Altogether, it cannot be said that we are making the best use of the means of preservation actually in our power. We do not turn the warnings of the barometer to sufficient account, nor provide ourselves with the safeguard of proper cables, nor support, as we should do, the life-boat establishments. Yet the demand is not very heavy. It takes but 300*l.* or so to set up a life-boat station, and about 30*l.* a-year will keep it in efficiency. Barometers are not extravagantly dear, nor is the skill required for combining the evidence of the mercury with the signs of the sky at all hard to be attained. It is not much that is asked of us to protect ourselves from such calamities as are now felt along our coasts, and to obviate the deplorable losses which are now annually experienced. The sacrifice of property alone has been estimated at 1,500,000*l.* upon an average of years, and the storms of the present year will be traceable, we fear, in still more lamentable results. Perhaps we shall never learn the full extent of the aggregate loss; but when we are told that in the year 1859 alone as many as 1,600 fellow-creatures perished in the sea within sight and reach of our coasts, and when we hear that in a single week of 1860 some hundreds more were added to the tale, it must be perfectly evident that we are falling far short of our proper duties in the preservation of human life.

BAROMETERS FOR LIFE-BOAT STATIONS.

THE NATIONAL LIFE-BOAT INSTITUTION is about to place Barometers, wherever found practicable, at each of its life-boat stations round the coasts, in order that the seafaring population of the neighbourhood may be warned in time of a coming storm. REAR-ADMIRAL FITZROY, F.R.S., having been requested to aid the Institution with his advice in the matter, immediately promised the undertaking his cordial co-operation, and has subsequently addressed the following letter to the Secretary:—

“Board of Trade (and Admiralty),
Meteorological Department,
“2 Parliament Street, London, S. W.
19 June, 1860.

“SIR,
“You request my opinion on behalf of the Committee of the ROYAL NATIONAL LIFE-BOAT INSTITUTION respecting Barometers, with instructions for their use at Life-boat stations, and ask whether I would co-operate in their establishment.

“In reply to the first question, I beg that you will submit to the Committee the first pages of a *Barometer and Weather Guide*, with its accompanying *Manual*, published by the BOARD

OF TRADE, and will show them one of the Barometers supplied now to thirty-three of the populous—the poorest, and the most exposed fishing villages in Great Britain.

“Such a Barometer, packed as I now send it for your inspection, may be forwarded anywhere; and the directions show *how to use it*, including suspension or removal.

“The price paid by the Board of Trade is 4*l.*, exclusive of packing and carriage.

“As a Member of the Committee of the Institution, I shall have great satisfaction in aiding its objects—the utility of which cannot be disproved or over-rated.

“I am, &c.

“ROBERT FITZROY,
“Rear-Admiral.”

We are compelled, from want of space, to postpone our observations on this subject; but we may add that a benevolent gentleman, desirous to assist the Institution in carrying out this laudable design, which will involve an expense of about 500*l.*, has given it 50*l.* to begin with. Measures have also been taken by the Society to elicit, by a series of questions addressed to its Honorary Secretaries, every information relative to this important object.

SERVICES OF LIFE-BOATS.

LYTHAM.—On the 13th December, 1859, the brigantine *Robert and Henry*, of Dundalk, ran ashore on the Horse Bank, at the entrance of the River Mersey; intelligence being conveyed to Lytham of the disaster, the Institution's life-boat at that place proceeded at once to her aid, and after remaining by her during a great part of the night, took off the crew and landed them at Lytham.

On the 21st of December, at daylight, a vessel was seen in a most critical position on the Horse Bank, the wind blowing a hard gale from the west at the time. The Lytham life-boat was at once launched, and proceeded to her, arriving just in time to save her crew of 7 persons, who had hoisted out and taken to their own boat, which was swamped by a sea alongside the vessel at the moment of the life-boat's arriving to their assistance. The vessel, which proved to be the brigantine *Hannah Jane*, of London, was subsequently saved by the instrumentality of the life-boat.

On the 9th April, this boat was again called into use. The brigantine *Nancy*,

of Teignmouth, was observed to part her cables, and go ashore at the Horse Bank; the life-boat was promptly launched, and proceeded to the aid of her crew, which she succeeded in effecting after a hard row of two hours. Seven of the crew had secured themselves to the stump of the foremast, and the remaining 2 to the mainmast. All were safely got into the boat and landed at Lytham.

BARMOUTH.—On the 30th December, the large American ship *Britannia* went ashore at Talybout, four miles from Barmouth, the wind blowing a hard gale from S.W. at the time. The Barmouth life-boat proceeded to her, and took off 14 men through a heavy sea, which repeatedly broke over and filled her.

FLEETWOOD, LANCASHIRE. — On the evening of the 22nd January, the schooner *Ann Mitchell* went ashore near Fleetwood. The new life-boat, not long before placed there by the NATIONAL LIFE-BOAT INSTITUTION, was immediately launched, and taken in tow by a tug-steamer, a strong tide running in against her at the time, and the wind blowing a hard gale from W.N.W.: Captain WASEY, R.N., Inspecting Commander of Coast-guard, to encourage the boatmen who manned the life-boat, went off in her. After two hours struggling against wind, sea, and tide, the tow-rope was cast off, and the life-boat with difficulty got within a few yards of the wreck, when a heavy sea struck and filled her, breaking some of her oars. She was then anchored, and attempted to be veered down to the unfortunate vessel; but the strong tide running, defeated the intention. The anchor being then weighed, another attempt was made to board the vessel to leeward, but a heavy sea striking her, threw her over altogether, her masts falling within a few feet of the life-boat, to the imminent danger of those within her. Again, therefore, it became necessary to anchor the boat to windward and veer down, which was done, and this time they succeeded, lines being thrown on board her and secured. One of the wrecked crew then threw himself into

the sea, and was drawn into the boat; but the others appeared fearful, or unable to do so, and from the pitchy darkness and the noise of the elements, no intelligible communications passed between them and those in the boat. The latter also learned from the man who had been saved, that one of those left on board (the boy) had his legs broken, and the master his back injured. A heavy sea then breaking over the vessel and the boat, carried away the lines, and the life-boat was swept some 300 yards to leeward. Another, and final effort was then made to save the 3 remaining persons on board; but on getting once more alongside, they had disappeared, to the great disappointment of Captain WASEY and his gallant crew: they had, therefore, to return to the shore with 1 only of the 4 poor fellows whose lives they had done their best to save; the remainder of whom had, from fear or disability, been prevented availing themselves of the proffered aid. This distinguished and persevering service was performed in a small life-boat rowing six oars only, and occupied nearly nine hours of untiring exertion and exposure, during a dark winter's night; the life-boat having been launched at 6 P.M. on the 22nd, and returning to the shore at 2.40 A.M. on the 23rd.

Soon after daylight another vessel was observed to be apparently sunk on one of the shoals, which surround and extend to a long distance from the port of Fleetwood. Again Captain WASEY and the Coxswain of the life-boat, JOHN FOX, Chief Boatman of Coast-guard, proceeded in her, with two of the former crew, JAMES TURNER and JOHN ASPINGALL, fishermen. After being towed for two hours against a strong tide and heavy sea by the steam-tug, they reached the wreck, and succeeded in taking from her rigging her crew of 6 men, landing them safely at Fleetwood. The wrecked vessel proved to be the schooner *Jane Roper*, of Ulverstone. For their very gallant services the silver medal of the Institution was awarded to Captain WASEY, and to JOHN FOX the Coxswain.

On the 19th February the services of the Fleetwood life-boat were again called

into requisition. A vessel with a flag of distress flying, was observed to be on shore; the wind blowing a gale from N.N.W. at the time, with heavy squalls. The life-boat was at once launched, Captain WASEY again going in her, and succeeded in taking off her crew, landing them safely at Fleetwood. This vessel was the schooner *Catherine*, of Newry.

ALNMOUTH, NORTHUMBERLAND.—On the 12th June the brig *Ann*, of Blyth, parted her cables in a S.E. gale, in Alnmouth Bay, and was driven ashore. The small four-oared self-righting life-boat belonging to the NATIONAL LIFE-BOAT INSTITUTION was quickly launched in a heavy surf, and succeeded in taking off her crew of 8 men, landing them in safety.

The last man was scarcely taken in when the masts of the wreck went by the board, providentially falling clear of the life-boat.

The boat is reported to have behaved admirably on the occasion.

As attempts have been recently made by persons unacquainted with this class of life-boats to impugn their character and shake the confidence of their crews in them; and as this boat, which has rendered so valuable a service, is not only the smallest of the class, but much smaller than any other life-boat in the United Kingdom, a few comments may here be of service.

In the year 1851, Mr. BEECHING, boat-builder, of Great Yarmouth, obtained the prize of 100*l.*, which His Grace the DUKE OF NORTHUMBERLAND had offered for the best model of a life-boat. A large boat was then built on that model by Mr. BEECHING, and purchased by the Ramsgate Harbour Commissioners. She has since then, from time to time, rendered invaluable services in saving lives from numerous wrecks. In this Number of our JOURNAL (pp. 309 to 315) will be found a graphic account of the last and not the least service of this boat and her gallant crew.

Mr. BEECHING, in the same year, in testimony of his appreciation of the public spirit of the DUKE OF NORTHUMBERLAND,

built a small life-boat on the same plan, and presented it to Her Grace the DUCHESS OF NORTHUMBERLAND. This boat was then stationed at Alnmouth, near His Grace's seat, Alnwick Castle, and subsequently, with other life-boats which the Duke had placed on the Northumberland coast, was transferred to the NATIONAL LIFE-BOAT INSTITUTION, of which His Grace is the President.

It is, perhaps, not an unfortunate coincidence, that we should thus have to record at the same time the valuable services of the largest and smallest of this class of life-boats which have been built, since, if they are both capable of rendering such valuable services, it might fairly be inferred, even without the multiplied proofs which have been afforded, that the whole of the boats of the same class, of intermediate sizes, were equally trustworthy; and that the Institution was not covering the coasts of the United Kingdom with boats of a theoretical and unproved character.

The little Alnmouth life-boat is indeed so small, that she has been called, and not altogether inappropriately so, a "toy life-boat." All the stronger proof, therefore, is this service of the efficiency of the self-righting class of rowing life-boats, and all the greater credit does it reflect on the gallant crew who manned her on the occasion.

We regret to add that a poor labouring man, in his anxiety to render some aid by assisting to drag the life-boat on her carriage to the vicinity of the wreck, missed his footing, and falling under the wheels of the carriage, was so severely crushed that, if he recovers, it is feared he will never again be able to work for his livelihood. Such an accident is not of a solitary nature, but is an illustration of the danger which, even by those on the shore, is sometimes incurred in the generous attempt to rescue a shipwrecked crew.

[We are compelled, from want of space, to reserve for a future number the additional services of various life-boats.

For the same reason we are obliged to postpone an account of the new life-boat stations.]

SUMMARY OF THE
MEETINGS OF THE COMMITTEE.

Thursday, 5th January, 1860. THOMAS CHAPMAN, Esq., V.P., F.R.S., in the Chair.

Read and approved the Minutes of the previous Meeting, and those of the Finance, Correspondence, and Wreck and Reward Sub-Committee.

Read letters from the Rev. EDWARD M'ALL, Rev. JOHN PELLEW GAZE, of the Isle of Wight, G. H. ACKERS, Esq., Commodore of the Royal Victoria Yacht Club, and TURNER TURNER, Esq., of the yacht *Constance*, expressing their desire to see two or three life-boats established on the south coast of the Isle of Wight, and offering their cordial co-operation to promote the success of the undertakings.—*To be thanked.*

Read and approved the Inspector's report of his visit to the Isle of Wight, stating the necessity at present of two life-boats on its south coast.

Resolved—That two life-boat stations be formed at Grange and Brooke, on the Isle of Wight.

Read letter from the Hon. Secretary of the Rhoscolyn Branch of the 10th Dec., stating that the Rhoscolyn life-boat had arrived on her station, and that her trial had given great satisfaction to her crew. The London and North-Western Railway Company had given the life-boat a free pass on their line to Holyhead.—*To be thanked.*

Also from Mr. WRIGHT, Agent of the Commissioners of the Danube, of 8th December, stating the services of the Sulina life-boat, which is on the plan of this Institution, in rescuing the crews of different shipwrecks during a recent storm in the Black Sea.

Read letter from Lieutenant NARES, R.N., of H. M. S. *Britannia*, Portsmouth, of 28th December, requesting permission to insert in the new edition of his work on Seamanship, the pamphlet of this Institution on the Management of Boats in Heavy Surfs and Broken Water.—*Granted.*

Also from the Secretary of the Shipwrecked Fishermen and Mariners' Society, of 30th December, forwarding a draft for 150*l.*, in aid of the funds of this Institution. He also suggested that a bill might be printed, to be hung up in the offices of their Agents, stating that as the seamen's annual subscription to the Society would in future be 3*s.*, any contributions of the seamen in aid of the life-boat fund would hereafter be additional thereto.—*Ordered a bill to be printed accordingly.*

Also from Captain JOACHIM, R.N., of the 28th December, stating that a public meeting had been held that day at the Town Hall, Lowestoft, to distribute the rewards voted by this Institution to the several men of the crew of the life-boat at Lowestoft, for their services in rescuing, during a heavy gale of wind, the crew of 14 men of the steamer *Shamrock*, of Dublin, which was totally wrecked on the south end of the Holm Sand, on the 1st November last.

Also from the Secretary of the Harbour Commissioners of Königsberg, of the 14th December, requesting the Institution to order for them a 32-ft.

life-boat, to be built by Messrs. FORRETT.—*Ordered boat accordingly.*

Ordered the thanks of the Institution to be presented to Captain KENNEDY, R.N., Deputy Comptroller-General of the Coast-guard, for kindly allowing a revenue-cruiser to tow a large life-boat from St. Ives to Wexford.

Also to the Rev. F. S. ASHHURST, late Secretary of the Newbiggin Branch of the Institution, in acknowledgment of his zealous services in that capacity.

Paid 188*l.* 13*s.* 1*d.* for life-boat carriages; 102*l.* 6*s.* for life-boat stores; and 515*l.* 7*s.* 2*d.* for sundry charges on various life-boat establishments.

Reported—The services of the Lytham life-boat in putting off and rescuing the crew of 6 men from the brigantine *Robert and Henry*, of Dundalk, which was wrecked on the Horse Bank, during foggy weather on the 13th December last. The life-boat's crew had received salvage for this service.

Voted the Silver Medal of the Institution and 1*l.* to HENRY BOYD, and 5*l.* to 5 other men, for putting off in a fishing-boat, and rescuing, after three attempts, the crew of 8 men of the brigantine *Water Lily*, of Dublin, which was, in moderate weather but heavy surf, wrecked in Dunder Bay on the 9th December last.

Also the Second Service Clasp to Mr. W. H. TREGIDGO, and 8*l.* 5*s.* to his 2 boats' crews, for putting off and rescuing 2 crews, consisting of 11 men from the schooner *Union*, of Vannes, and lugger *Anais*, of St. Vaast, which were wrecked during a gale of wind off New Quay, Cornwall, on the 26th October last.

Also 6*l.* to 6 men, for putting off and rescuing 16 men from the schooner *Ardent*, of Belfast, which was, during cloudy weather and in a heavy surf, wrecked off Maryport Pier on the 18th Nov. last.

Also 6*l.* to 6 men, for putting off in a boat, and rescuing, at some risk of life, the crew of 7 men from the French schooner *Amphitrite*, of Dunkirk, which was wrecked off Pendower Beach, Falmouth, on the 1st November last.

Also the Silver Medal of the Institution to C. R. M. TALBOT, Esq., M.P., Mr. JOHN WILLIAMS, farmer, and 3*l.* to 4 others, in acknowledgment of their intrepid services in wading into the surf, and rescuing some of the crew of the barque *Sunda*, of Jersey, which during a gale of wind was wrecked on Cenfig Sands, Porthcawl, on the 2nd November last. Mr. TALBOT and Mr. WILLIAMS had very courageously exerted themselves on the occasion, by wading into the surf to the rescue of some of the crew.

Also the thanks of the Institution, inscribed on vellum, and 1*l.* to SAMUEL DUNN, in acknowledgment of his intrepid and prompt services in rescuing, at considerable risk of life, 4 persons from a bathing-machine, which had become overwhelmed by the flowing tide off Hunstanton, on the Norfolk coast, on the 22nd September last.

Also 9*l.* 10*s.* to the crew of a Pakefield yawl, for putting off and rescuing, at some risk of life, the crew of 7 men from the brig *Golden Grove*, of South Shields, which was wrecked on the Holm Sands, Suffolk, on the 28th October last.

Also 7*l.* 10*s.* to 12 persons, for rendering assist-

ance to the crew of a capsized boat of the Austrian brig *Tikey*, of Trieste, which was wrecked off St. John's Point, on the 14th December last. Also the Silver Medal to Captain G. A. E. RIDGE, R.N., Inspecting-Commander of the Coast-guard, for wading into the surf, at the risk of his life, to the rescue of 1 of the crew of the foregoing salvor's boat.

Thursday, 2nd February. THOMAS CHAPMAN, Esq., V.P., F.R.S., in the Chair.

Read and approved the Minutes of the previous Meeting, and those of the Finance, Correspondence, and Wreck and Reward Sub-Committee.

Elected Sir E. G. L. PERROTT, Bart., Vice-Adm. Sir T. HERBERT, K.C.B., and T. B. POTTER, Esq., Vice-Presidents of the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

Read letter from the Rev. Lord SIDNEY GODOLPHIN OSBORNE, of Durweston, of the 31st January, stating that he had carefully looked into the Report and Balance Sheet of the NATIONAL LIFE-BOAT INSTITUTION, and the manner in which its business was conducted. As far as he was any judge, the method of conducting the affairs of the Society was as good as its objects were praiseworthy. He requested that his name might be entered as an annual subscriber to its funds.—*To be thanked.*

Decided—To receive into connection with the Institution the Margate life-boat, which had been presented by Miss BURDETT COURTS last year to that town.

Also that a life-boat establishment be formed at Kingsgate, near Margate.

Read letter from the Secretary of the Admiralty, forwarding, in accordance with a request made through Captain WASHINGTON, R.N., Hydrographer of the Admiralty, a series of Charts of the principal parts of the Coasts and Harbours of the United Kingdom, showing thereon the Life-boat Stations, and Mortar and Rocket Apparatus.—*To be thanked.*

Reported the transmission of the Carmarthen Bay life-boat and carriage to their station on the 21st January. A free conveyance had been given to them by the Great Western and South Wales Railway Companies.—*To be thanked.*

Also of the St. Andrew's life-boat and carriage on the 25th idem, on board of one of the London and Dundee Steam Packet Company's vessels.—*To be thanked.*

Read letter from Admiral PARIS, C.B., of the French Imperial Navy, of 6th January, expressing his thanks for the Cork life-belt which had been presented to him by this Institution, and stating that he would call the attention of the French Minister of Marine to that description of life-belt, which Admiral PARIS considered admirably adapted for its purpose.

Also from Messrs. POTTO BROWN and SONS, of Huntingdon, of 24th January, transmitting a draft for 30*l.* 8*s.*, which they had collected amongst their friends and others in aid of the funds of the NATIONAL LIFE-BOAT INSTITUTION.—*To be thanked.*

Also from Mr. HITCHINS, shipowner of Bristol, of the same date, forwarding an annual subscrip-

tion of 5*l.* to this Institution, being 1*l.* for each of the following five vessels,—the brig *James Gibson*, brig *Marianne*, barque *Minerva*, barque *Star of Peace*, and barque *Frances*.

Also from THOMAS CHAPMAN, Esq., V.P., F.R.S., Deputy Chairman of the Institution, of 25th January, forwarding a copy of a resolution passed by the Whitby Local Committee, condemning their present life-boat, and requesting information from this Institution respecting the building of a new life-boat.—Ordered the usual preparatory Life-boat Papers to be forwarded to the Local Committee.

Also from Lieut. SIMMONS, R.N., of Southwold, of the 18th January, stating that the Prussian government had granted an additional reward of 30*l.* to the crew of the Southwold life-boat, for saving the crew of the brig *Lucinde*, of Memel, on 17th September last.

Also from Dr. ACLAND, Regius Professor of Medicine at Oxford, of the 11th January, requesting information as to the plan for the restoration of persons apparently drowned adopted by this Institution.—Ordered the Medical Papers to be sent to Dr. ACLAND.

Reported that the late EDWIN CUTHBERT, Esq., of Denmark Hill, had left a legacy of 50*l.* to the Institution.

Reported that a benevolent lady, who had withheld her name, had presented to the Institution the cost of the following life-boats and their equipments:—St. Ives and Newquay, in Cornwall; Tyrella, county Down; and Buckie, in Banffshire.—Decided that, if found practicable, life-boat stations be formed at each of these places.

Produced papers relative to Messrs. DOULLÉ and LAHURE's plan of life-boat.

Paid 500*l.* to Messrs. FORRESTER for various life-boats. Also 676*l.* 8*s.* 11*d.* for sundry charges on various life-boat establishments.

Voted the Silver Medal of the Institution to Captain WASEY, R.N., Inspecting-Commander of the Coast-guard, JOHN FOX, chief boatman of Coast-guard, coxswain, and 27*l.* 2*s.* 6*d.* to pay the expenses of the Fleetwood life-boat in putting off and rescuing, after several attempts, 1 man of the crew of the schooner *Ann Mitchell*, of Montrose, which was totally wrecked, during a heavy gale of wind off Fleetwood, on the night of the 22nd January last. Also 5*l.* to pay the expenses of the same life-boat in putting off and rescuing, after three attempts, the crew of 6 men of the schooner *Jane Roper* of Ulverstone, which had sunk off Fleetwood during a gale of wind on the 23rd January last.

Also 6*l.* 6*s.* to pay the expenses of the Thorpe-ness life-boat in putting off and rescuing 3 out of 7 of the crew of the brig *Pallas*, of Shields, which during a heavy gale of wind was wrecked on Sizewell Bank on the 24th January last.

Also 4*l.* to a boat's crew of 4 men for putting off and rescuing the master, his wife, and 4 men, from the brigantine *Eagle*, of Goole, which was wrecked off Douglas, Isle of Man, during hazy weather, on the 21st of December last.

Also the Second Service Clasp and 1*l.* to DANIEL SHEA, coxswain of the Padstow life-boat; the

thanks of the Institution to Mr. TREGIDGO, chief officer of Coast-guard, and 1*l.* to JOSEPH KNIGHT, for their services, in assisting with others to land the crew of the ship *James Alexander*, of Liverpool, which was wrecked off Padstow during a very heavy gale of wind on the 22nd January.

Also the Silver Medal and 1*l.* to Mr. JOHN DYER, in acknowledgment of his gallant services in wading into the surf at the peril of his life, and rescuing the master of the schooner *Beverley*, of Goole, which during a heavy gale of wind was wrecked under Upton Cliff, near Bude, on the 26th October last.

Also 9*l.* to a boat's crew of 9 men for putting off, at risk of life, with the view of rescuing the crew of a brig which was observed to be in distress on the Whiting Sands, during hazy weather, on the 1st December last. The shipwrecked crew had taken to their own boat, and were picked up by a fishing-smack just before the arrival of the shore-boat on the spot.

Also 1*l.* 10*s.* to 2 men for rendering assistance to 1 out of 3 men of the sloop *Spread Eagle's* boat, which had capsized on the Dutchman's Bank, Beaumaris Bay, on the 4th December last.

Also 2*l.* to 4 men for rendering assistance to the crew of 3 men of a fishing-boat, which was upset off Hillswick, Shetland, on the 11th November last.

Voted 54*l.* 9*s.* 9*d.* to pay the expenses of the Portmadoc, Llanddwyn, Barmouth, Newbiggin, and Carnore life-boats, for putting off with the view of rendering assistance to vessels which had signals of distress flying or were supposed to be in distress.

Thursday, 1st March. THOMAS BARING, Esq., M.P., V.P., in the Chair.

Read and approved the Minutes of the previous Meeting, and those of the Finance, Correspondence, and Wreck and Reward Sub-Committee.

Approved of the draft of the Annual Report of the Institution, and ordered it to be read at its Annual Meeting, which was held at the London Tavern on Thursday the 15th March last.

Read letter from the Secretary of the Royal Mersey Yacht Club, of 29th February, stating that the Club had given a Ball in aid of the funds of the NATIONAL LIFE-BOAT INSTITUTION, and that the proceeds of the same had amounted to 75*l.*—*To be thanked.*

Read letter from Captain WASHINGTON, R.N., of this date, forwarding communications from the Ambassador at this Court, and the Minister of Marine of Denmark and Sweden, expressing the thanks of their Government to this Institution for copies of the pamphlet on the Management of Boats in Heavy Surfs, and forwarding a Swedish translation of the same.—To express to the Danish Minister how sensible the Committee were of the honour conferred on the NATIONAL LIFE-BOAT INSTITUTION of England by the translation in question.

Also from Captain HALSTED, R.N., Secretary to Lloyd's, of 9th February, stating that the Com-

mittee for managing the affairs of that establishment had decided on moving, at their next general meeting, that a grant of 25*l.* should be made in aid of the funds of this Institution.—*To be thanked.*

Also from the Secretary of the Royal Thames Yacht Club, of 2nd February, stating that the Club had decided on voting an additional grant of 10*l.* to this Institution.—*To be thanked.*

Read letter from Mr. ANDREW A. RANKIN, Hon.-Secretary of the Glasgow Branch, of 1st February, forwarding a draft for 186*l.* 10*s.* 9*d.*, being 153*l.* 2*s.* 9*d.* in Donations, and 33*l.* 8*s.* in Annual Subscriptions.—*To be thanked.*

Also from Mr. H. WILKINSON, at Messrs. Trimmer's & Grainger, No. 46 Lower Thames-street, of the 6th and 13th February, forwarding 4*l.* 4*s.* in Annual Subscriptions, and 1*l.* 1*s.* Donation, collected by him in aid of the funds of the NATIONAL LIFE-BOAT INSTITUTION.—*To be thanked.*

Read letter from T. B. POTTER, Esq., V.P., of Manchester, stating that a meeting of some of the inhabitants of that city had been held in the Mayor's parlour, with the view of forming a Branch of the NATIONAL LIFE-BOAT INSTITUTION there. The meeting was influentially attended, and he expressed a hope that good results would emanate from it. Mr. POTTER's anticipations have not been disappointed—thanks to his own indefatigable exertions—for the Branch has remitted to the parent Institution 500*l.*, exclusive of his own munificent donation of 105*l.*

Reported the transmission of the Thorpeness (Suffolk) life-boat and carriage to their station on the 14th ultimo.

Read letter from Mr. E. EGERTON, of Wish Crescent, Southsea, Hants, of the 3rd February, calling attention to his plan for facilitating the launching of life-boats.—*To be acknowledged.*

Also from Mr. WILLIAM HUGHES, of Rhyl, of 21st February, stating that in consequence of being about to remove from that place to Margate, he had been compelled to resign his office of Hon. Secretary of that Branch.

Decided—That the thanks of the Institution, inscribed on vellum, be presented to Mr. HUGHES, in acknowledgment of his long and zealous services as Hon. Sec. of the Rhyl Branch.

Also from LEWIS RICARDO, Esq., M.P., of 24th February, forwarding a contribution of 5*l.* to the Institution, and stating that there was no Society for benevolent purposes in this country which he considered more deserving of support than the Life-boat Society.—*To be thanked.*

Paid 540*l.* 11*s.* to Messrs. FORREST for various life-boats. Also 86*l.* 12*s.* 4*d.* for sundry charges on various life-boat establishments.

Voted the Second Service Clasp to Captain WASEY, R.N., and 4*l.* 14*s.* to pay the expenses of the Fleetwood life-boat, for putting off and rescuing the crew of 4 men of the schooner *Catherine*, of Newry, which was wrecked off Fleetwood during a gale of wind and heavy snow-squalls, on the 19th February last.

Also 22*l.* 9*s.* 6*d.* to pay the expenses of the Ayr life-boat, for going off and saving the master and crew, consisting of 11 men, from the barque *Niagara*, of Shields, which was driven on shore

about two miles north of Ayr Harbour, during a strong gale of wind on the 19th February last.

Also the Silver Medal of the Institution to Captain DAVIES, R.N., GEORGE MILLIGAN, Coxswain of the life-boat, and 2*l.* to 13 men, for putting off in the Yarmouth surf life-boat, and rescuing, during a heavy gale of wind; 5 men from the smack *John Bull*, of that town, which went on shore on the north side of the harbour on the night of the 17th February.

Reported—The services of the Ramsgate Harbour life-boat, in conjunction with the Commissioners' steam-tug, in putting off and towing into harbour the Danish schooner *Fortuna*, which was on the Goodwin Sands on the 21st February last.

Voted 6*l.* 1*s.* 6*d.* to pay the expenses of the Teignmouth life-boat, for putting off and saving 2 men with their barge which was observed disabled off that place during a gale of wind on the 20th February last.

Also 2*l.* 10*s.* to the crew of a shore-boat for putting off in stormy weather, and saving the crew of 2 men of the smack *Dove*, of Seaton, which was wrecked in Withorn Bay on the 28th January last.

Also the Silver Medal of the Institution to THOMAS BAKER, and the thanks of the Committee, inscribed on vellum, to six other men, for their services in rescuing 4 out of 6 of the crew of the schooner *Sentinel*, of Carnarvon, which was wrecked on the back of the Isle of Wight on the 4th Dec. last. Each man had also locally received a money reward. The Institution also presented its thanks to the Rev. J. PELLEW GAZE and Mr. THOMAS WAY, for their valuable services in aiding to launch the boat. Mr. GAZE, whose thanks were inscribed upon vellum, had waded into the surf up to his waist to render assistance on the occasion.

Also 49*l.* 4*s.* to pay the expenses of the Fraserburgh, Wicklow, Cahore, and Holyhead life-boats, for putting off, with the view of rendering assistance to vessels which had either signals of distress flying, or had been supposed to be in distress.

SHIPWRECKED FISHERMEN AND MARINERS' BENEVOLENT ASSOCIATION.

THE Annual Meeting of this Society was held on the 25th May last, at Willis's Rooms, under the chairmanship of his Grace the Duke of MARLBOROUGH, President of the Society. There were also present a large number of the friends and supporters of the Society.

The CHAIRMAN said that the subscribers of the Society numbered upwards of 60,000, of whom 46,000 were seamen; and its revenue amounted to 13,500*l.* Those who had been rescued from the horrors of shipwreck by the Life-boats of the NATIONAL LIFE-BOAT INSTITUTION, or other means, were relieved in their destitution, and, if necessary, clothed. These acts of mercy were extended to foreigners as well as to our own countrymen. Medals were given by the Society for saving life

on the high seas and in the Colonies. The coasting-trade of this country was one of its most vital conditions, and an institution which aided in the welfare of that trade deserved the highest consideration at the hands of the country.

The SECRETARY read the Report, which stated that during the last year, by means of 500 agents spread over the coast of the United Kingdom, in conjunction with the central office in London, 6,792 shipwrecked persons had been relieved; and 3,562 widows, orphans, and aged parents of mariners had received benefits, making in all a total of 10,354 persons who had experienced the help of the Society. The income was 13,503*l.*; but an excess of expenditure to the amount of 2,510*l.* 10*s.* 6*d.* had been caused by the great demands arising from severe distress among the shipping. It was stated that the Committee intended to go on with their scheme for establishing a Pension Fund and an Hospital for worn-out Merchant Seamen, supported by their own payments and any aid that the public might supply.

Admiral Sir GEORGE SEYMOUR briefly moved the adoption of the Report, and expressed a warm interest in the objects of the Society.

The Earl of SHREWSBURY and TALBOT seconded the Motion, and said that it was difficult to say whether this or the NATIONAL LIFE-BOAT ASSOCIATION conferred most blessings on this maritime country, or had greater claims to public gratitude and support. He was very desirous to see the plan of an Hospital and Pension Fund in connexion with this Society carried out. They had a noble institution—Greenwich Hospital—for the Royal Navy, but none for the class from which the navy was made. (Hear, hear.)

The Motion was put and carried unanimously.

The Rev. Mr. OWEN spoke on the question of the proposed Hospital, and moved a resolution expressive of the concurrence of the Meeting in the views of the Committee. The greatness of this nation was a naval greatness. The mercantile marine was a recruiting yard for the Royal Navy; and it might be considered that the distance from which the Londoners had to send for coals to cook their dinners and to cheer their hearths was one great cause of our supremacy on the seas.

The Hon. Captain MAUDE, R.N., seconded the Resolution, which was carried unanimously.

The Rev. Mr. BAYNES and other speakers addressed the Meeting, and the proceedings terminated with a vote of thanks to the Chairman, who acknowledged the compliment in a speech in which he eloquently summed up the preceding arguments in support of the aims with which the Meeting had come together.

A HINT TO PARENTS.—It will never be said of my children (the girls any more than the boys), in case of a boat capsizing, "none of the party could swim;"—the dreary and shameful announcement which we see in the newspaper reports of the NATIONAL LIFE-BOAT INSTITUTION about a dozen times a-year. Whether they be sailors, soldiers, emigrants, or merely cross the sea in travelling, my sons will not be drowned for want of learning to swim.—*Once a Week.*

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

[Incorporated by Royal Charter.]

Patroness—HER MOST GRACIOUS MAJESTY THE QUEEN.

President—VICE-ADMIRAL HIS GRACE THE DUKE OF NORTHUMBERLAND, K.G., F.R.S.

Chairman—THOMAS BARING, Esq., M.P., V.P., F.R.S., Chairman of Lloyd's.

Dep.-Chairman—THOMAS CHAPMAN, Esq., F.R.S., V.P., Chairman of Lloyd's Register of British and Foreign Shipping Society.

APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that, during the past year, the INSTITUTION has incurred, or is about to incur, the following expenses, on either additional new Life-boat Stations, or the replacing of old boats, transporting-carriages, and houses, by new ones:—Berwick-on-Tweed, £149. 5s. 5d.; Cullercoats, £254. 10s.; Middlesborough, £110. 10s. 9d.; Redcar, £148. 10s.; Yarmouth, £180.; Kingsgate, £180. 9s. 6d.; Isle of Wight (two boats, Grange and Brook), £406. 19s.; Exmouth, £237. 4s. 7d.; Fowey, £333.; Lizard, £314. 9s. 7d.; Braunton, £59. 18s.; Porthcawl, £323. 19s.; Carmarthen Bay, £375. 9s. 6d.; Aberdovey, £146. 15s. 1d.; Barmouth and Portmadoc, £409. 19s. 2d.; Rhoscolyn (Anglesey), £148. 0s. 1d.; Fleetwood, £174. 18s. 6d.; Silloth (Cumberland), £291. 19s. 6d.; Thurso, £203. 19s.; Banff, £205. 9s. 6d.; Lossiemouth, £180. 15s. 6d.; St. Andrew's, £261.; North Berwick, £203. 9s. 6d.; Ayr, £259. 14s. 8d.; Portrush, £203. 19s.; Dundalk, £117. 13s. 6d.; Carnsore, £124. 10s.; Dungarvan, £130. 2s. The Institution has also expended on the repairs, stores, alterations, and inspection of its numerous Life-boats, Boat-houses, and Transporting-carriages, £3,476. 16s. 2d., and £1,510. for exercising the Crews of its Life-boats; making altogether a total of £11,120. 18s. 3d.

It has also granted, during the same period, £1,108. 15s. 3d. as rewards for saving 499 persons from a large number of shipwrecks on our coasts. A most satisfactory result, and clearly showing how much has been accomplished by the well-directed efforts which the Life-boat Institution has brought to bear on this humane cause. This great and national work has, however, only been accomplished by the Society incurring liabilities to the extent of a further sum of £3,834.

The number of lives saved by the Life-boats of the Society, and other means, since its commencement, is 11,401; and for which 82 Gold Medals, 658 Silver Medals, and £12,759 in cash, have been paid in rewards. The Institution has also expended £36,948 on Life-boats, Life-boat Transporting-carriages, and Boat-houses.

With so sacred an object in view as the rescue of our fellow-creatures from an appalling death by Shipwreck, it might be supposed that the NATIONAL LIFE-BOAT INSTITUTION had claims which would come home to the heart of every one in this great maritime country. Such it may be hoped will be the case as its operations become more generally known, and thus an abundant harvest, not only of popular sympathy but of general pecuniary support, will be the permanent result.

The Committee of this Institution do not, therefore, hesitate to solicit most earnestly of all persons that support which they may be enabled to render. That help was never more needed than at the present time, when, through the extraordinary exertions the Society has made within the past few years, it has now One Hundred and Three Life-boats under its management, for the maintenance of which, in a state of thorough efficiency, a large permanent annual income is absolutely needed, if its humane mission is to be perpetuated.

The Committee gratefully acknowledge the following recent Contributions:—

	£.	s.	d.		£.	s.	d.			
A Widow's Mite	4th	don.	0	10	0	Holland, Capt., R.N.	annual	1	1	0
Childers, Mrs. S. A., Doncaster.	don.	10	0	0	Ledward, C. O., Esq., Birkenhead.	annual	1	1	0	
Clarke, Robert, Esq., Farnham	annual	1	1	0	Macmillan and Co., Messrs., Cambridge	annual	1	1	0	
Clowes, Edmund, Esq., Leamington	don.	10	0	0	Mure, George, Esq., Herringswell	don.	10	0	0	
Collinson, J. W. S., Esq., Doncaster	don.	1	0	0	Nichols, Sir George, K.C.B.	annual	1	1	0	
De St. Croix, H. C. S., Capt. N.	don.	10	10	0	Nicolson, Capt. Sir W. E., Bart., R.N.	annual	1	0	0	
Ditto	annual	1	1	0	Noble, R. H., Esq., Calcut Park	annual	2	0	0	
Digby, G. W., Esq., Sherborne Castle	annual	5	0	0	Parkinson, W. B., Esq., Blackburn	annual	1	1	0	
Droeger Benjamin, Esq., Myddleton Sq.	don.	10	10	0	Pattison, Miss H.	don.	5	0	0	
Ditto	annual	1	1	0	Pearson, Mrs., St. Marychurch	annual	1	1	0	
Exeter, the Very Rev. the Dean of	annual	1	0	0	Penny, E. B., Esq., Topsham	don.	5	0	0	
Farrer, James W., Esq., Ingleborough	don.	10	0	0	Riddle, Miss, Clifton	don.	10	0	0	
Ford, Rev. James, Torquay	2nd	don.	10	0	0	Rowe, Thomas, Esq., Cambridge	don.	5	0	0
Fox, Edward, Esq., Beamster	don.	10	0	0	Rowley, J. G., Esq., Dursley	don.	5	0	0	
Geister and Co., Messrs, Fenchurch St.	annual	3	3	0	Simpson, Lightly, Esq., Gower Street.	annual	1	1	0	
Greenwood and Batley, Messrs., Leeds	annual	1	1	0	Smee, Wm., Esq., St. Edmund's Terrace	don.	2	2	0	
Harrison, Captain, Blackburn	annual	2	2	0	Smith, Brook, Esq., Birmingham	annual	1	1	0	
Harrison, Thomas, Esq., West Hill	don.	50	0	0	Spark, Frederick, Esq., Leeds	don.	2	0	0	
Knowles, James, Esq., Eagley Bank (cost					Sutton Brothers, Messrs., Stock Exchange	don.	10	10	0	
of a double-banked life-boat and stores)		199	0	0	Wilson, James, Esq., Rathmines	annual	10	0	0	

Donations and Annual Subscriptions will be thankfully received by Messrs. WILLIS, PERCIVAL, and Co., 76 Lombard-street, Bankers to the Institution; Messrs. HERRIES, FARQUHAR, and Co., 16 St. James's-street; Messrs. COURTS and Co., 59 Strand; by all the London and Country Bankers; by the several Metropolitan Army and Navy Agents; and by the Secretary, RICHARD LEWIS, Esq., at the Office of the Institution, 14 JOHN STREET, ADELPHI, London,—W.C.