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OR

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SCHOOLS FOR SAILORS.*

THIRD ARTICLE.

IN completion of what I have before said, while advocating the claims of sailors upon public aid for special instruction, I will now only make a few supplementary remarks upon the subjects that should be taught in Sailors' Schools.

Taking for granted the need of the ordinary bases of secular knowledge—the three *R*s, as they have been whimsically called—I would add another *R*, which the dispensers of the Parliamentary fund are so careful to ignore, or at least to thrust aside to “a more convenient season”—I mean Religious Knowledge. It would be a trite, common-place sort of thing if I pretended to prove the necessity of what is denied by very few persons: I will only appeal to the observation of every one acquainted with sailors as they really are, and will summon them to confirm my statement, that, on the whole, sailors are peculiarly open to deep religious impressions. A great proportion are wild, ungovernable men in their younger days, and have not much control over their passions in presence of temptation; but there is frequently a return from, and abandonment of, vicious courses; and, when a sailor has been through much peril of water, the meditative element develops itself within his breast, and he *very often* becomes a devout man. I will go so far as to assert this; that, taking equal numbers of men from the army and from the navy, a greater

* Continued from page 167 of the October Number of this Journal.

proportion of religiously-minded men will be found among the latter. I believe conscientiously myself, that, whoever wishes to make poor Jack have a happy life of it, will try to furnish him with a good sound bottom of religious faith and knowledge, whereon to build up all the rest of his mental cargo.

In reading, I do not think that the time of young sea-faring boys should be taken up with the study of fine-sounding, long-worded books, such as we find in too many schools. All the “ologies” may be very safely omitted from his education: his reading should be plain and useful;—of course, he should be able to read his Bible well; and I would go so far as this—to recommend that he should study the best book of practical morality that I know of—Robinson Crusoe; that tale of all others the most level to his comprehension, and the best suited to his daily life.

Writing should be carried so far, by the time a boy makes his first trip, that he may be able to bring on board a good legible bill for his captain whenever he is sent ashore for purchases, and that he should indite a letter to his parents or friends, which the postman will not return to the Dead Letter Office on account of its misdirection. By and by, when the young seaman thinks of passing his examination, he may have improved his hand during his winter schooling, so that he may not be rejected even by a Privy Council examiner. All flourishes (the boast of ancient pedagogues), all ornamental hands (the aspiration of plumbers and glaziers), all scribbling (such as “certificated masters” often teach), should

never be enforced upon the young sailor-lad. He wants the elements of a large, bold, plain hand, which may stand the pitch and tar of the rigging, and be taken ashore and out to sea again, year after year, without danger of ever getting spoiled or worse for wear.

In arithmetic, as I said in my first letter, I think lads by twelve years of age may be easily got up to such a point, that the first winter they pass in school after their first voyage may see them fairly in fractions and decimals. I would never waste time over square root, or cube root, or mensuration, or double rule of three, &c., for lads of this class. I would keep steadily in view the fact, that they must be able to work logarithms easily and correctly; and I would also give them the power of working problems by simple equations—about the most satisfactory piece of calculation a boy ever meets with. "Tait's Arithmetic" is an excellent book for a boy of this kind; while "Colenso's," is altogether superfluous. Further, however, than this, Jack should be up in Practice. He should be able to take his turn as captain's clerk, if need be. He should, when an able-bodied sailor, be able to see something like daylight through the ship's manifest; and, in fact, he ought to have a tidy knowledge of the mysteries of *£. s. d.*

The most difficult part of the question, however, is to define the limits of his geometrical knowledge; for he must know a good deal of the principles, or else he will never be more than a second-hand navigator. I am free to confess that I consider Euclid as not suited to him; it is all very well for students in the Universities, as a fine fossil specimen of pre-Adamitic geometry, but it is too abstruse for the rough, seafaring mind; and something more simple, more practical, more of the thumb-and-eye kind, must be substituted in its stead. I wish very much that somebody—not a professed mathematician, and certainly not a teacher of "mathematics and the use of the globes"—would publish a book of this kind. Some good practical seaman, some experienced captain in the navy, some able master-shipwright, would be the sort

of person who should attempt the task; and he would confer a great boon on society by so doing. Above all, we want a short and lucid treatise on spherical geometry, specially for the use of young sailors; and to this might appropriately be added the score of astronomical problems which will suffice for the best sailor afloat.

Whatever is done for sailors and sailor-boys must be made plain and easy. I do not say that it must always be made short; but simple and self-evident it must always be, or it is good for nothing.

If a good foundation of great geometrical truths and facts be laid, all the treatises on navigation come in easily afterwards. A sailor then can easily understand them for himself; he will know the whys and wherefores; he will appreciate them, and he will get into great-circle sailing, and will bring down his altitudes, and will work out his log with intelligence and satisfaction.

We cannot teach this sort of thing to a sailor-boy with success until we can put the proper books into his hands; and practically this is one of the most serious difficulties in the way of maritime education.

I limit myself purposely to these simple points, afraid of saying more, lest I open the sluice-gate for some of those terrible "ologies;"—let us get thus far, first of all, and then we may look still further ahead—if the captain wishes.

But, after all, *shall* we get any public aid for keeping up schools of this kind?—*that* is the question!

THE CHAPLAIN OF THE
ROYAL WELSH YACHT CLUB.

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ADDITIONAL STATIONS AND  
NEW LIFE-BOATS.

BLAKENEY, NORFOLK.—The NATIONAL LIFE-BOAT INSTITUTION has recently stationed a life-boat at Blakeney, at the north extremity of Norfolk, at which place a crew of fishermen perished last year in attempting to rescue a shipwrecked crew. This is one of the smaller class of the self-righting boats, being 30 feet long and rowing 6 oars, single-banked. Her cost was presented to the Institution by Miss BRIGHTWELL, of

Norwich. The station was completed and the boat publicly launched on the 6th October last, a local Committee of management having been organized, consisting of the clergy and gentry resident in the neighbourhood.

TYNEMOUTH, NORTHUMBERLAND. — In consequence of the erection of the extensive piers at the mouth of the Tyne, it had become requisite to have an additional station there, and the NATIONAL LIFE-BOAT INSTITUTION decided to supply the deficiency by placing a first-class self-righting life-boat at Prior's Haven, on the north shore, where it had already the site of an old boat-house. The cost of the life-boat was presented to the Institution by G. J. FENWICK, Esq., late of Seaton Burn, Northumberland, and a considerable collection made in the neighbourhood for the erection of a new boat-house, evincing a local interest in the undertaking. The boat selected to be sent was one which, through the late summer, had been exhibited in the Gardens of the Royal Horticultural Society, contiguous to the International Exhibition, and which will, no doubt, have been seen there by many of our readers. She is a remarkably fine and handsome boat, and contains all the latest improvements that have been introduced. On her arrival at her station she was publicly exhibited and launched, and has elicited the entire approbation of her crew. As the neighbouring life-boats, at North and South Shields, provided and supported by a local life-boat society, are on the old north country, or "Greathead" plan, an opportunity will no doubt ere long be afforded for testing the comparative qualities of the two descriptions of boats, as no winter passes by without the occurrence of wrecks on the Herd Sand and the shore contiguous to our great coal port. (For a full account of the interesting exhibition and reception of this boat, *vide* page 188.)

New life-boats to supersede others which have needed to be replaced have also been sent by the Institution to Appledore, in North Devon; St. Sampson's, Guernsey; Drogheda, in Ireland; and to Fleetwood, in Lancashire.

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

FLEETWOOD, LANCASHIRE.—On the 24th July, at 8 P.M., a flat was seen to drive into broken water on the Barnard Wharf Sand, off Fleetwood. The *Fleetwood life-boat* proceeded at once to her aid; she proved to be the *William*, of Liverpool, coal laden. The sea was breaking quite over her, and the crew were in a nearly exhausted state. The crew of the life-boat, by working at the pumps, succeeded in keeping the vessel afloat until a steam-tug came to their aid, when they slipped her cable, were taken in tow, and got her into the harbour.

THORPE, SUFFOLK.—On the 20th October at midnight, during a strong gale with heavy sea, the barge *Henry Everest*, of Rochester, was driven ashore off Thorpe-ness. The Thorpe life-boat was speedily launched, and proceeded to her aid, taking off her crew of 4 men, and landing them in safety. The cost of this boat had been recently presented to the NATIONAL LIFE-BOAT INSTITUTION by the town of Ipswich. This was her first service, and her crew reported highly of her behaviour on the occasion.

DUNGENESS, KENT.—On the night of the 21st September, the barque *Cruz V.*, of Oporto, with a general cargo, drove ashore near Dungeness Point. The Dungeness life-boat was speedily launched, and proceeded through 4 miles of broken water to her aid, when they found her crew, 14 in number, in an excited state, and about to take to their long-boat, which had they done, they would, to a certainty, have all perished. They were soon got into the life-boat, which landed them in safety. The boat was reported to have behaved remarkably well on the occasion.

LYTHAM, LANCASHIRE.—On the 26th October, the schooner *Ceres*, of Arbroath, ran ashore, in a heavy sea, on the Salthouse Bank, striking heavily, and sustaining much damage. The Lytham life-boat proceeded

to the aid of her crew, and remaining by her until the following tide, succeeded in getting her off the bank and taking her into a place of safety.

On the 20th October the Lytham life-boat again rendered a very important service. The American ship *Annie E. Hooper*, of Baltimore, U.S., 1,140 tons burden, with a crew of 18 men, and a cargo of wheat, flour, and tobacco, stranded on the Horse Bank, north of the River Mersey, the wind blowing a heavy gale from the west at the time. The disaster being seen from Lytham, 8 or 10 miles distant, the life-boat there was quickly launched and towed to the neighbourhood of the wreck by the steamer *Loch Lomond*. After casting off tow, she was rowed through a very heavy broken sea, which nearly filled her three times, and then with much risk and difficulty succeeded in taking on board 13 of the wrecked crew, and the Liverpool pilot who had taken charge of the ill-fated ship. A heavy blow of the sea having then caused the breaking of the rope by which she was held to the wreck, she was carried a short distance from it; and the Southport life-boat, coming up at the time, took off the 4 remaining men of the wrecked crew. On landing the 14 rescued men at Lytham, the life-boat's crew were loudly cheered by a large number of assembled spectators, the service being considered one of a very arduous and dangerous character, and very skilfully performed. The vessel soon became a total wreck. The owner of the *Loch Lomond*, Mr. WILLIAM ALLSUP, not only declined to receive any remuneration for his services in towing the life-boat, but has since given instructions to the masters of each of his steamers that on all future occasions, in the event of their services being required to assist the life-boats in saving lives, they are to leave any other service they may be engaged on, in order to cooperate on that humane work.

SOUTHPORT.—At daylight on the 20th October, the American ship, *Annie E. Hooper*, was first seen to be ashore on the Horse Bank, from Southport, distant five miles. The life-boat there was at once launched, and after much exertion on the part of her

crew, in rowing her through the very heavy sea, she arrived at the wreck in time to take off the master and 3 of his crew; the other 14 having been already taken off by the Lytham life-boat. This boat had been only a few months previously placed on the station, her cost having been presented to the Institution by JAMES KNOWLES, Esq., of Eagley Bank, this being her first service. She was reported by the coxswain and crew to have behaved admirably on the occasion.

PADSTOW, CORNWALL.—On the night of the 8th November, the sloop *Loftus*, of Padstow, in entering that port, was compelled to anchor in Hell Bay, exposed to a strong westerly wind and heavy sea. At daylight she was discovered from the shore with a flag of distress flying. The Padstow life-boat was then launched to her assistance, and rowing to her through a very heavy sea, took off her crew of 4 men, there being no hope of saving the vessel, which shortly after was driven ashore from her anchors, and quickly went to pieces. This boat had been named the *Albert Edward*, by permission of the late PRINCE CONSORT, and it was a not uninteresting coincidence that this valuable service was performed on the day of His Royal Highness the PRINCE OF WALES attaining his majority.

KIRKCUDBRIGHT, SCOTLAND.—On the 13th November, the schooner *Ellen*, of Liverpool, laden with freestone, on entering the River Dee, struck on the bar at its mouth, in a strong breeze from the S.S.E. Information of the same having been conveyed to Kirkcudbright, the life-boat at that place was soon launched, and in an hour after reached the vessel, which, with the assistance of her own crew, they succeeded in getting again afloat, taking her to Kirkcudbright: without this assistance, the vessel would have become a total wreck, and her crew would have incurred great risk had they attempted to land in their own boat. This was the first service of this boat, which had been only a few months on the station, her cost having been presented to the Institution by N. L., a gentleman resident in

Manchester. She was reported to have behaved admirably on the occasion.

BUDEHAVEN, CORNWALL.—On the 14th November, the smack *Mary Elizabeth*, of Padstow, was observed to be fast drifting towards the rocky shore, west of Budehaven, in a dismasted and unmanageable state. A high surf was setting into the entrance of Budehaven at the time, but the life-boat was quickly launched, and rowed out through the high breakers, which on this part of the coast are of a very heavy and dangerous character. After an hour's hard pull, they reached the vessel, and took off her crew of 3 men, landing them through a very high surf in Widemouth Bay, whence the boat was taken back to her station by land on her transporting-carriage. The unfortunate smack shortly after was dashed ashore on the rocks, and was almost immediately in fragments. The life-boat was reported to have behaved admirably on the occasion.

TEIGNMOUTH, DEVON.—On the night of the 18th November, the fishing yawl, *John*, struck on the bar at the entrance to the river. One of the 3 men of her crew was soon after washed overboard and drowned. A coastguard-boat, the crew of which were on the look-out, and heard the cries of the wrecked men, rowed immediately to the spot, but found the sea too heavy on the bar for them to attempt a rescue; they therefore returned to the harbour, and, ringing the alarm-bell, the life-boat's crew were quickly assembled, and the life-boat immediately launched. On arriving at the wreck, they succeeded in taking off the 2 survivors of the wrecked crew; the vessel afterwards becoming a total wreck. As the night was very dark, and the life-boat's crew were all in bed when the alarm was given, they deserved much credit for the promptitude with which they got their boat launched, and proceeded to the scene of the disaster; indeed, had they been but a little later, the wrecked men would have been lost, as they stated they could only have held on to their wrecked boat for a few minutes longer.

PLYMOUTH.—On the 6th December, the Dutch galliot, *Aremana*, having got embayed in Whitesand Bay, near the port of Plymouth, let go her anchor, which not holding, she was fast driving towards the shore, when her dangerous situation having been made known to the Government authorities at Plymouth, the Queen's Harbour-Master, Commander J. R. AYLEN, R.N., at once proceeded to her assistance in H. M. Steam-tug *Confiance*, taking the life-boat in tow. On arriving at the vessel, 2½ miles N.W. of the Rame Head, the life-boat performed essential service by effecting a communication, through the surf, with the distressed vessel, which was thus enabled to be taken in tow by the steamer, and conveyed safely into port. This was the first service of this life-boat, the cost of which had been a few months previously presented to the Institution by Miss BURDETT COUTTS.

In numerous other instances the life-boats of the Institution have proceeded to wrecked vessels since our October report of their services, and have in many cases rendered valuable service in saving, or assisting to save, the vessels themselves; but not having been directly instrumental in saving the lives of their crews, those services are not here recorded. An enumeration of them will, however, be found in the tabular statement. (Pages 184 to 187.)

#### LECTURE ON LIFE-BOATS.\*

4. *Richardson's Tubular Life-boat*.—The next coast life-boat to be described is "the tubular." By the model of this boat, which is on the table, it will be seen that it is altogether different in principle to any other boat; consisting of two long tubes running parallel to each other a few feet apart, having their ends turned upwards and inwards, and terminating in points, with an open-work or grating-deck with corresponding thwarts, all supported above the tubes.

The boat of which this is a model was built in 1852 by Messrs. H. and H. T. Richardson, two Welsh gentlemen, father and son. They had for many years had a small boat of the same class in use on a lake in Wales, and, when the DUKE OF NORTHUMBERLAND offered the prize for the best design of a life-boat in 1850, they sent the model, which is now on the table, to compete for it. With

\* Delivered by Capt. J. R. WARD, R.N., at the Royal United Service Institution, Jan. 17th, 1862.—Continued from page 155 of the October Number of this Journal.

much public spirit they then built at Manchester a full-sized boat, 40 feet long, and rowing 14 oars, and made a coasting voyage in it themselves from Liverpool to the Thames, putting into most of the intermediate ports.

In a half-comic, half-serious account which they published of this voyage, under the title of "The Cruise of the Challenger," she was described as having encountered extraordinary dangers, and displayed marvellous properties. Her designers further challenged all the life-boats in the kingdom to compete with her. But, as I have stated under a previous heading, there are almost insuperable difficulties in the way of competitive trials of life-boats. As it was, I believe these gentlemen spent considerably more than 1,000*l.* in the building and exhibiting of this boat, yet they were unable to obtain any trial of her in competition with other life-boats.

I should myself much like to see a competitive trial of the different descriptions of coast life-boats, including this one, in a gale of wind and heavy surf, but such a trial could only be undertaken by the Government. It would have to come off at some large port, such as Shields, where plenty of boatmen acquainted with life-boat work would be available, and where, from the contiguity of life-boat stations, some boats could be got together without much difficulty or other expense than the payment of men for trying them. Still, the tubular at least would have to be expressly built for the trial, and to be sent from a distance; so that I doubt if the whole trial, which, to be conclusive, might have to be more than once repeated, could be gone through at a less cost than 1,000*l.*; and even then there might be great difficulty in procuring equally effective crews for all the boats, which would be essential. Again, it would be necessary, in the event of any lives being lost in such a series of trials, to secure a permanent provision for any widows and orphans who might be left, which could be done by Government alone.

The tubular life-boat, built by the Messrs. Richardson in 1851, was afterwards sold by them to the Portuguese Government, to be stationed at the city of Oporto, off the port of which there is a very dangerous bar.

Another somewhat smaller tubular boat was, in 1856, built for the NATIONAL LIFE-BOAT INSTITUTION, and stationed at Rhyll, the boatmen at which place having applied for such a boat. She has since that time saved several wrecked crews, and has been very highly reported on by those who work her. She has necessarily very great stability, and the advantage of instantaneously discharging all water that breaks over her. She also tows very steadily; but that is a quality not often brought into requisition.

The obstacles which have stood in the way of a further trial of these boats have been:—

1. The uncertainty of the boatmen on the coast taking to a boat so different from an ordinary one.
2. The uncertainty of their durability, and their liability to damage by collision with the ground, the material of which they are made being tinned iron, which is very easily indented or cut through.

3. Their requiring a very clumsy and heavy transporting carriage.

I have had no opportunity for going afloat in this boat in any very heavy surf, so can offer no practical opinion respecting her; but she rows faster in a moderate sea than I should have anticipated.

Should any further trials be made of this class of boat, it might be worth while to have one made of wood instead of metal tubing.

5. *White's Life-boat.*—The last description of life-boat which I have to describe is that of the well-known yacht-builder Mr. White, of Cowes. This boat competed for the Northumberland Prize in 1851 as Lamb and White's life-boat. It is mostly in use as a ship's life-boat, chiefly on board the vessels of some of the large steam-packet companies.\* I believe it to be the best ship's life-boat yet adopted; but as a coast life-boat it is not considered to possess sufficient "extra buoyancy," or means for self-discharge of water; it has not, therefore, come into general use, although it is very fast both as a rowing and a sailing boat. There are only two life-boat stations provided with it, and there are three others in the hands of the boatmen on the Kentish coast, where they are available to save lives as well as to serve their owner's purposes.

#### IV.—*Modes of Propulsion.*

Having explained the general properties of life-boats, as exemplified in those principally in use on the coasts of the United Kingdom, the not uninteresting question arises as to what is the most advantageous mode of propelling them—I mean by manual labour; for although for the performance of services at very long distances sails must be employed, and in a few localities where boats are stationed in harbours, steam-vessels may be available to tow them, yet, as, at nine stations out of every ten, life-boats have to be launched from an open, exposed, and generally flat beach through a heavy surf, and have to proceed entirely through broken water, the manual labour of their crews is the only possible mode of propelling them.

It would perhaps have not been worth while to moot this question at all, but that it happens to be one of the most favourite notions of inventors, and of even some scientific persons, that a life-boat could be propelled more rapidly by revolving paddles or screws, worked by winches within the boat, than by oars.

Those who take up this notion too often forget the mechanical law, that by no possible arrangement or application of machinery or leverage can the power or strength of one individual person, or any other power, be really multiplied. They forget that, if by leverage or tackle-purchase an individual can be enabled to lift or drag a weight 100 times greater than by his unaided strength, he can only move the same through a hundredth

\* The Lords of the Admiralty have recently ordered a life-boat on this plan to be provided for every man-of-war stationed on the west coast of Africa.

It is much to be desired that every ship of war should be provided with a good life-boat. Many valuable lives, both of officers and men, have been lost for want of boats that could be safely lowered in a gale of wind at sea, or taken through a surf on the shore or bar of a river with impunity.

part of the same space in a given time, and that what therefore is apparently gained in power is lost in time or speed.

The question then really at issue is, not—How shall the power of a boat's crew be multiplied? but—How can the actual power which they do possess be most advantageously applied?

A few minutes' consideration must, I am sure, convince any one that, ancient as is the mode of propelling boats by oars, no more beautiful and convenient instrument than an oar could be devised for the purpose.

Undoubtedly, where great velocity as well as power can be obtained by extraordinary mechanical force, such as that of steam, the rotatory motion of the wheel has great advantages; but even as applied to the propulsion of large vessels by the ordinary paddles, or by the oblique blades commonly termed screws, great loss of power occurs when a vessel is subjected to much motion in a heavy sea, so that frequently no headway can be made; for in a paddle-steamer one paddle will be frequently revolving in the air and the other be too deeply immersed, whilst in a screw-vessel the blades will be often partially out of water, and their force considerably diverge from a horizontal line.

But a life-boat in a heavy surf is subjected to motion so much more violent and excessive in amount than a large vessel is liable to in an open sea, that, even if it were possible to work the former by steam, the loss of power would be so great as to stop all progress. What then could the much more limited power of ten or twelve men avail under the same circumstances, even if they were accustomed to exert those particular muscles which are brought into use in turning a rotatory machine?

The advantages of the oar are—

1st. That it is worked with less loss of power from friction by manual labour than would be any rotatory instrument.

2nd. That, in the hands of a skilful rower, it is always worked at full power; its blade, in obedience to the quick eye and steady hand, following the upheaving or downfalling wave, and, in measured time, cleaving its varied surface with the whole force of the broad chest and muscular arm directing it.

3rd. That, being in daily use by the coast boatmen in pursuing their own avocations, they are not only already skilled in its management, but have those particular muscles which are required to work it already strengthened by use.

In truth, this last reason alone for its preference is a sufficient reply to all advocates of the paddle or screw, and, consequently, my usual reply to inventors or others who suggest the employment of either of the latter is, that, if they can secure for us at each life-boat station a corps of men whose daily work is that of turning winches or grindstones, the question may then be open to consideration.

#### V.—Equipment.

Having settled the principles on which a life-boat should be constructed, and decided on the mode of propelling her, we have now to equip her

for service. In doing so we have, as a first duty, to provide her with everything that can contribute to the safety of those whose lives we jeopardize by employing them on this dangerous service; secondly, to make her as far as possible independent of all assistance from wrecked vessels, the crews of which are often in a helpless state, perhaps lashed to the rigging, and unable to throw a rope, or even to get from the wreck to the boat without aid.

A life-boat is therefore provided with lines, called life-lines, some festooned round her sides, by the aid of which any one in the water using them as stirrups can get into her; others with corks attached are thrown from within her when alongside a wreck, and float on the water all around her. She is also furnished with a cork life-buoy, which, with a line attached, can be thrown or floated to any one in the water who might be too distant to reach the life-lines of the boat. She has likewise strong but light lines with grappling-irons attached, one at the bow and another at the stern, which, by being thrown into the rigging or on board a wreck, fasten themselves, so that the boat can be at once held to the wreck without the assistance of any one in her. An anchor and cable; a good lantern for nightwork; a compass; and a drogue or water-bag, which is dragged behind a boat to prevent "broaching-to" when running before a heavy sea, are also necessary to a complete equipment; and last, but not least, is the supply of a good life-belt, or life-jacket as it is sometimes called, to each of the boat's crew.

As the life-belt is an especial hobby of my own, and as the description with which the boats' crews of the NATIONAL LIFE-BOAT INSTITUTION are provided was designed by myself, I trust I shall not be tempted to be wearisome to my hearers; but, since I consider the subject to be one of the utmost importance, I shall at some length remark on it.

One of the causes of the great loss of life which attended most life-boat accidents in the olden time, independently of the boats not possessing the self-righting property, was undoubtedly that their crews were not provided with life-belts, or, as in the case of the late Whitby life-boat, that those they had were of a worthless description.

The cases of accident which I have already quoted under the head of self-righting, are equally illustrative of the value of good life-belts, for, unless in each case the men had been supported by their belts, the self-righting property would have been of no service to many of them. For it must be remembered that the majority of our coast boatmen cannot swim, and that even the best swimmers forfeit their lives, when upset in heavy surfs, through losing their presence of mind. Many cases could be quoted, but none more conclusive than that of the Southwold boat before referred to, when three gentlemen without belts were drowned, although one of them was known to be a good swimmer, whilst 15 men having on belts, several of whom could not swim, were all saved. And again, that of the Whitby boat, when one man who had on a good belt, al-

though unable to swim, was saved, whilst 12 who had on inferior ones were drowned. How many lives might be saved annually if one of these belts was provided for the master and each man in our merchant ships!

The requisite qualities of a life-boatman's life-belt are—

1. Sufficient extra-buoyancy to support a man heavily clothed, with his head and shoulders above the water, or to enable him to support another person besides himself.

2. Perfect flexibility, so as to readily conform to the shape of the wearer.

3. A division into two zones, an upper and lower, so that between the two it may be secured tightly round the waist; for in no other manner can it be confined sufficiently close and secure round the body without such pressure over the chest and ribs as to materially affect the free action of the lungs, impede the muscular movement of the chest and arms, and thereby diminish the power of endurance of fatigue, which, in rowing-boats, is a matter of vital importance.

4. Strength, durability, and non-liability to injury.

With the help of the different life-belts on the table, I hope to be able to show that the cork belt designed by myself, and which is supplied to all the life-boats' crews of the NATIONAL LIFE-BOAT INSTITUTION, possesses the first two qualities in a greater degree than any other life-belt, and the third one exclusively. (*Vide annexed figure.*)



The belt I hold in my hand is one of this description. Its extra-buoyancy is equal to about 25 lbs. It will support an ordinary man, with his clothes on, with the shoulders and chest above

the water. The most buoyant of the old descriptions of cork belt (Carte's) had extra-buoyancy equivalent to about 14 lbs., but many of them not more than 7 or 8 lbs. The largest size of the ordinary inflated belts has buoyancy equal to 20 lbs. when completely inflated; some not more than 8 or 10 lbs.

The defects of all inflated air-belts are, their liability to puncture, want of strength, want of flexibility if more than half inflated, difficulty of inflation in very cold weather, and the liability of their inflating-valves to get out of order by corrosion from the effects of salt water. Some of these defects were partially remedied in an inflated belt designed by myself, in four compartments. This belt had extra-buoyancy equal to from 30 to 35 lbs.; so that, if two of its compartments were injured, the remaining two would suffice to support one person. But the insufficient strength of all belts of this class, and the difficulty of inflating them in cold weather, made it evident that an efficient life-belt was a desideratum yet unattained.

Up to that time (1854) there was no cork belt having sufficient buoyancy, or flexibility, or strength. The only solid cork belt was composed of a single row of either rectangular blocks of cork sewn up in a cotton jean covering, or pads of cork-shavings or dust.

In that year, however, it fortunately occurred to me to attach narrow uncovered ribs of cork to a strong backing or broad belt, each piece being separately sewn on by strong twine, in such a manner that the breaking off of any one piece would not loosen that next to it, whilst one surface only of the corks being attached to the belt, afforded perfect flexibility. An examination of this belt cannot fail to convince any one that it possesses all the qualities already pointed out to be necessary, and that it has the further advantage of affording great protection to the body of the wearer.

Upwards of 3,600 of these belts have now been issued, nearly half of which are at the life-boat establishments of the NATIONAL LIFE-BOAT INSTITUTION. On the occasions of quarterly exercise in the summer months, the life-boat men not uncommonly jump overboard to test the belts, and they have everywhere great confidence in them. After the fatal accident to the Whitby life-boat, I was at Whitby, and questioned the only man who was saved, and who was the only one who had on one of these belts. I asked him if he had any difficulty, amongst the heavy surf, in keeping his feet down and his head well above the surface. In reply, he stated that after the first sea broke over him he found himself so quickly raised above the water again, that, although unable to swim, he entertained no doubt of his safety, and lost all fear.

There are other descriptions of life-belts on the table, which will show the different ideas on the subject that have occurred to different persons.

#### *Transporting Carriage.*

There is one other very important auxiliary to a life-boat, which has to be noticed, viz., a

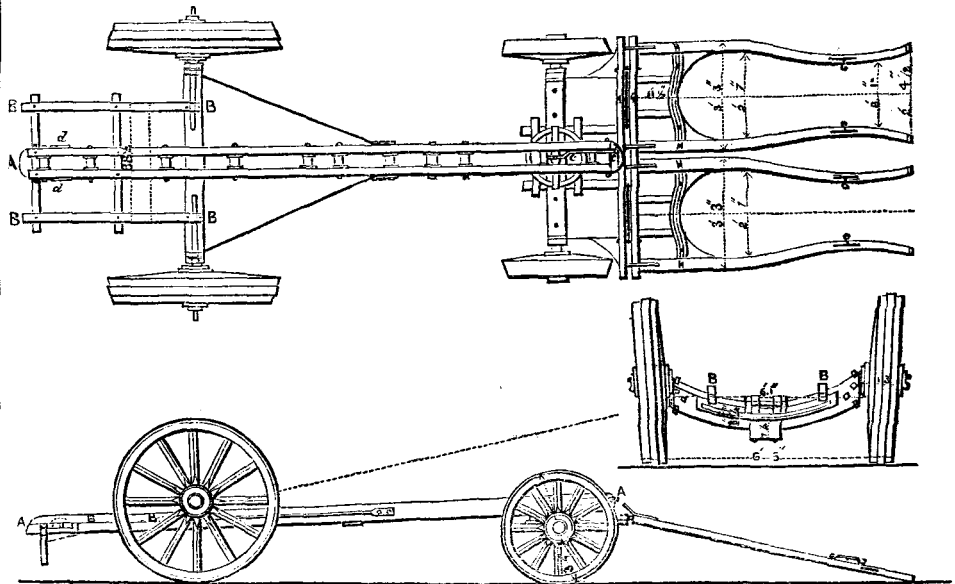


carriage. Every life-boat, except a few of the largest size, is provided with a carriage, on which she is kept in the boat-house ready for immediate transportation to the most favourable position for launching to a wreck. A life-boat is thus made available for a greater extent of coast than she otherwise would be, and even when launched from abreast of the boat-house can be much quicker conveyed to the water's edge than

she could be if not on a carriage. In addition to this ordinary use, a carriage is of immense service in launching a boat from a beach, to that extent indeed, that one can be readily launched from a carriage through a high surf, when without one she could not be got off the beach. An explanation of the manner in which this service is performed will be readily understood.

The life-boat is drawn to the water's edge,

PLATE III.



where the carriage is turned round so that its rear end, from which the boat is launched, shall face to seaward. The crew then take their seats in the boat, each rower in his place with his oar over the side, and the coxswain at the helm or with the steering-oar in hand. The carriage is then backed by men or horses or both, sufficiently far into the water to ensure the boat being afloat when she is run off the carriage; or, if the ground be very soft, or sufficient help unobtainable, the carriage is first backed far enough into the water before the crew get into the boat. Self-detaching ropes, termed launching ropes, previously hooked to each side of the boat's sternpost, and rove through sheaves at the rear end of the carriage, are then led up the beach, and either manned by assistants or have one or more horses attached to them.

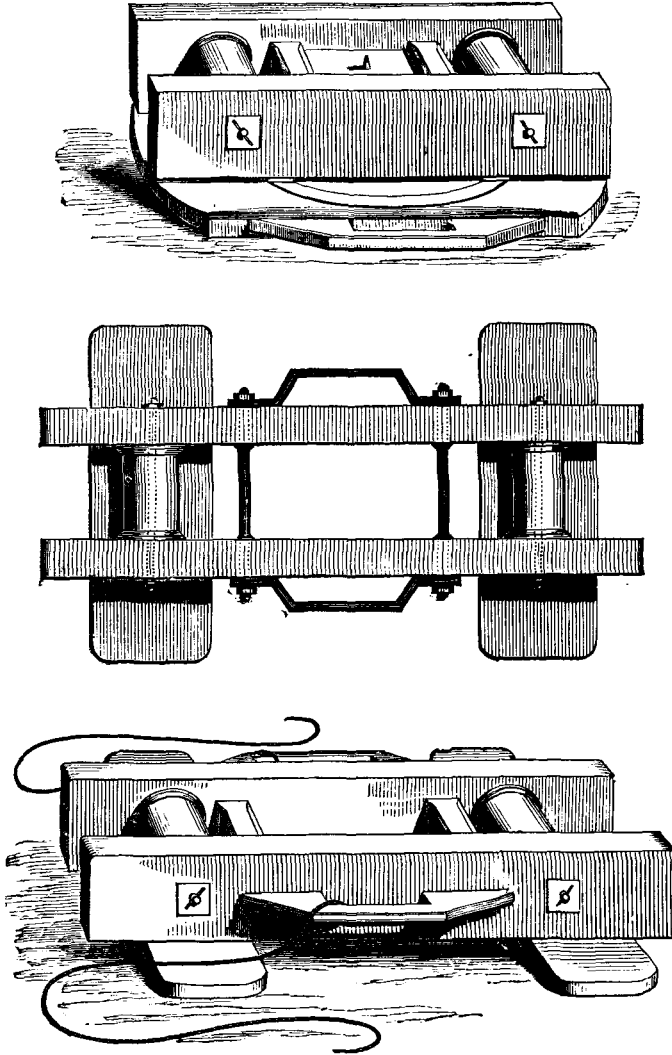
When all is ready, the coxswain, watching a favourable moment, gives the word, and the boat, the keel of which rests on small iron rollers, is run off rapidly into the water with her bow facing the surf. The oarsmen then give way, even before her stern has left the carriage, and she is at once under command, ere the sea has time to throw her back broadside to the shore, which is usually the effect of attempting to launch through a surf from an open beach, without a carriage, unless

a hauling-off warp attached to an anchor be permanently laid down outside the surf. This latter plan is only available in a few localities where there is a comparatively steep beach.

There are different descriptions of life-boat carriages, but those which are now almost universally provided are on a plan designed by myself (Plate III.), of which there is also a model on the table. It has advantages over any others that I am acquainted with: a chief peculiarity being that by detaching the fore-body, the fore-end of the keelway rests on the ground, forming a gradual incline up which the boat is hauled bow-foremost to replace her on the carriage, instead of hauling her up stern-foremost at the rear end as in other carriages, the former arrangement being more convenient and less laborious.

A set of portable skids (Plate IV.), one being fitted as a turn-table, on which the boat is hauled out of the water, before replacing her on her carriage, completes the usual equipment of a life-boat. The boats of the NATIONAL LIFE-BOAT INSTITUTION, and all belonging to them, are kept in roomy and substantial boat-houses under lock and key, in charge of paid coxswains, under the general superintendence of local honorary committees of residents in the several localities.

PLATE IV.



The accompanying figures (Plate V.) show the general form, the nature of the fittings, and air-chambers of one of these boats, 33 feet in length and 8 feet in breadth. In figs. 1 and 2, the elevation and deck plans, the general exterior form of the boat is shown with the sheer of gunwale, length of keel, and rake of stem and stern-posts. The dotted lines of fig. 1 show the position and dimensions of the air-chambers within board, the relieving-tubes, and ballast. In fig 2, A represents the deck, B the relieving-tubes (6 inches in diameter), C the side air-cases, D the end air-chambers, E ballast, F ventilators to admit of a free current of air under the water-tight deck,

G ventilator to receive pump. In fig. 3, the exterior form of transverse sections, at different distances from stem to stern, is shown. Fig. 4 represents a midship transverse section, A being sections of the side air-cases; B the relieving-tubes, of the same depth as the space between the deck and the boat's floor; C, C, C, C, are spaces beneath the deck, 9 feet in length, placed longitudinally at the midship part of the boat, with solid chocks of light wood, or cases packed with cork, forming a portion of the ballast; D is a ventilator, having a pump fixed in it, by which any leakage can be pumped out by one of the crew whilst afloat. The festooned lines in fig. 1

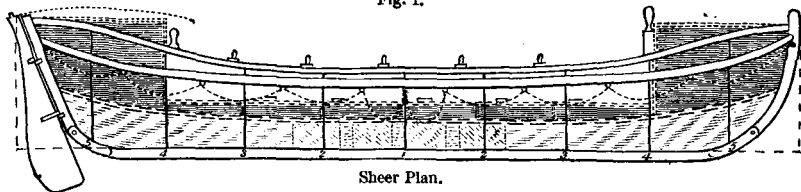
represent exterior life-lines attached round the entire length of the boat, to which persons in the water may cling till they can be got into the boat; the two central lines are festooned lower than the others, to be used as stirrups, so that a person in the water, by stepping on them, may climb into the boat.

This life-boat possesses in the highest degree all the qualities which it is desirable that a life-boat should possess:—

1. Great lateral stability.
2. Speed against a heavy sea.
3. Facility for launching and for taking the shore.
4. Immediate self-discharge of any water breaking into her.
5. The important advantage of self-righting if upset.
6. Strength.
7. Stowage-room for a number of passengers.

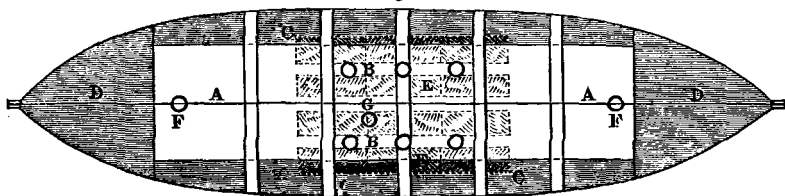
PLATE V.

Fig. 1.



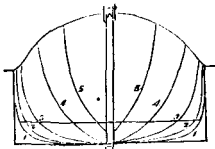
Sheer Plan.

Fig. 2.



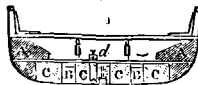
Deck Plan.

Fig. 3.



Body Plan.

Fig. 4.



Midship Section.

The carriage consists of a fore and main body. The latter is formed of a keelway A, A, and of side or bilgeways B, B, in rear of the main axle, the boat's weight being entirely on the rollers of the keelway. Its leading characteristic is, that, on the withdrawal of the long fore-lock pin C, the fore and main bodies can be detached from each other. The advantages of this arrangement are that the weight of the boat when she is launched from the rear end forms an inclined plane by elevating the keelway, yet without lifting the fore body off the ground, whilst to replace her on the carriage she can be hauled bow foremost up the fore end or longer incline. The bilgeways B, B, are needed at the rear end, that the boat may be launched in an upright position with her crew on board; but they are not required at the fore end of the carriage. The boat is hauled off the carriage and launched into the sea by a rope at each end of the boat rove through the sheeve D, having

one end hooked to a self-detaching hook at the boat's stern, and the other manned by a few persons on the shore, who thus haul the boat and her crew off the carriage and launch them afloat at once with their oars in their hands, by which means head-way may be obtained before the breakers have time to beat the boat broadside on to the beach.

VI.—Review of the whole system of Saving Lives from Shipwreck on the Coasts of the United Kingdom.

It now only remains to pass briefly in review the machinery which has been and is in use on the coasts of this great maritime country for the preservation of human lives from shipwreck; that is to say, the machinery expressly provided for that purpose.

Wrecked persons can be saved from the shore, by two modes. They may be taken off a wreck by a life-boat, or may be drawn to the shore along

a rope conveyed to the wreck by the now well-known rocket and mortar life-saving apparatus. A model of the rocket apparatus in use may be seen in the Museum of the United Service Institution. The provision of that apparatus on all those parts of the coast where it is likely to be useful is undertaken by the Board of Trade from the Mercantile Marine Fund, and placed under the management of the Coast-guard. It is now kept in a most efficient state, the men being periodically practised in its use, and an average of about 300 lives are saved annually through its instrumentality. It is mostly useful at places where life-boats cannot be stationed. Maanby's Mortar and Dennett's Rocket apparatus have been in general use since the early part of the present century.

The first life-boat was that built in the year 1789, by Mr. GREATHEAD, at Shields. The utility of this boat being proved, she was soon followed by others, the second one being built in the following year, at the same port, at the expense of the then DUKE OF NORTHUMBERLAND. All the ports on the north-east coast, and on the east coast of Scotland, soon had their life-boats, which were mostly provided and maintained by funds collected in the shape of a small voluntary tax on shipping entering the several ports. In Lincolnshire, Norfolk, and Suffolk, associations were formed which provided the coasts of these counties with life-boats from funds raised by voluntary contributions.

In 1824 the NATIONAL INSTITUTION FOR THE PRESERVATION OF LIVES FROM SHIPWRECK, now the ROYAL NATIONAL LIFE-BOAT INSTITUTION, was established in London by influential City merchants and other gentlemen, the late THOMAS WILSON, Esq., then M.P. for the City of London, and the late Sir WILLIAM HILLARY, Bart., of the Isle of Man, taking a leading part in it; and His Majesty GEORGE IV. becoming its patron. That Institution granted honorary and pecuniary rewards for services in saving lives from shipwrecks, and assisted local bodies in placing life-boats on the coasts. Some of those boats remained nominally in connection with it, but the Institution undertook no superintendence or control of them on the coast. The boats mostly built under its direction were small single-banked boats rowing six oars, similar in principle to the Norfolk and Suffolk sailing life-boats; but having more water-space within them, and insufficient means of relieving themselves of water. They were designed by the late GEORGE PALMER, Esq., of Nazing Park, for many years an active and zealous member of the committee of the Institution. Some of them, stationed chiefly on the Island of Anglesea, rendered good service.

As time went on, however, the general interest in the life-boat service seems to have waned. Some of the local associations died a natural death. For want of proper superintendence the life-boats in too many instances were suffered to go to decay. At places where wrecks were not very frequent the boats remained for many months without being put into the water, and in consequence, when wrecks did happen, the local boatmen felt no confidence in them, and would in

preference go off to wrecks in their own boats. There were often also no funds to pay them for their services. In fact the whole system, if that could be called a system which had no general organization, had broken down, and there were, perhaps, not a dozen really efficient life-boat stations in the United Kingdom. The National Institution was also becoming every year less known, and its resources annually diminishing. Meanwhile, the number of wrecks did not diminish, for the winter's storms raged as of yore, and the increase of trade almost necessarily brought with it an increased number of casualties among shipping.

Such was the state of things when in 1849 the fatal accident occurred to the Shield's life-boat, by which twenty brave men lost their lives.

But, as we often witness in this world, on a small scale as well as a great, it pleased God to bring good out of evil—and the widow's wail and the orphan's cry wrought that which, perhaps, no less affecting, no less heart-rending a stimulant would have sufficed to do. The immediate effect of that melancholy incident was the resuscitation of the Society already referred to, now to become the truly national Institution which it is this day. I am not now about to relate, in detail, its history. It will suffice to say that in the year following that disaster it aroused itself from sleep; its managing committee was invigorated by new, and younger, and some professional blood. The DUKE OF NORTHUMBERLAND accepted the office of its president; Her Majesty the QUEEN being already its patron, and His Royal Highness the late lamented PRINCE CONSORT one of its vice-patrons. Its present zealous and able Secretary, Mr. LEWIS, was appointed. It commenced the building of that fleet of life-boats which now encircles our shores, numbering no less than 123, more completely and efficiently equipped than ever were life-boat establishments before; which have cost nearly 60,000*l.*, and have already saved nearly 1,000 lives. It undertook the immediate superintendence of that fleet through the instrumentality of an honorary local committee at every station, a periodical inspection by an officer of its own, with a system of quarterly and especial reports from its local committees to the central one in London. It established a fixed scale of salaries to the coxswains, and of payments to the crews of its life-boats, both for services to wrecked persons, and for a quarterly exercise in its boats. Finally, by the tangible, visible effects of its exertions, it succeeded in enlisting that public sympathy and support which in this country is happily so open-handed when shown to be really required, and which have made it, and now uphold it, as one of the most glorious institutions of our land.

As an officer of the Institution, I am not in a position to name those of its committee of management who have especially devoted time and labour gratuitously to this great work. Some of them have gone to their reward; those who are still amongst us will feel their chief compensation to be in the approval of their own consciences, and at the prospect of the good in the performance

of which it has been their privilege to take a part.

Despite, however, this fleet of 123 life-boats, and of 48 others locally provided and supported; and despite the numerous rocket and mortar stations on our coasts, there remains the melancholy fact, that an average of 800 lives are lost annually on and around our own shores alone, proclaiming, *solemnly though silently, that for humanity's sake, and for the national credit, no exertions should be spared in providing every possible means for the conveyance of succour to the shipwrecked from the shore; and also proclaiming in still more eloquent if not indignant terms, that some attempt should be made towards providing for the greater safety of the seamen in our home and coasting trade, by the adoption of measures both precautionary and remedial on board our merchant vessels themselves.*

### THE LIFE-BOAT,

#### *Song, and Duet.*

[THE work of the NATIONAL LIFE-BOAT INSTITUTION is indubitably not a romance, but one of hard practical fact. The Institution has nought to do with "Dreamland," but its mission is, from our rugged and storm-beaten shores, to extend a helping hand to those in peril from the sea.

Of so practical a character is this work, that it may appear incongruous to some that the voice of music or of song should find utterance through our columns. Nor indeed have we often opened them to the same, being too much engaged in the "matter-of-fact" to even call in the aid of the "ideal." Yet how powerful an incentive to great, substantial, practical acts, have in all times been the sweet, charmed voices of music and of song! How often have the most rugged and ordinarily unimpressible natures been wound up to acts of heroism and self-denial by their all-powerful influence; and how often has even the heart of the ordinarily selfish expanded into benevolence under the genial warmth of their melting strains!

We could not, therefore, if we would, despise the practical result of their professed aid, even if we were to shut our ears to their bewitching sounds, and we therefore, readily and gratefully, now and then, as in this instance, avail ourselves of their generous help.—ED.]

The following words have been set to music, and one object of the Author, by its

publication, is to raise such a sum as will establish a new life-boat and transporting-carriage on some dangerous part of the coast.

Another object is to make substantial contributions to two other institutions connected with seafaring men and their families,—viz., "The Shipwrecked Fishermen and Mariners' Royal Benevolent Society," and "The Sailors' Orphan Girls' School and Home," at Hampstead.

To accomplish these objects great exertions must be made in many quarters; and the appeal for help through this channel will, it is hoped, find a kind and generous response from those who feel interested in supporting and extending these means for saving the lives of men—lives valuable to their country, their kindred, and their homes.

Although the first and direct object of the ROYAL NATIONAL LIFE-BOAT INSTITUTION is to save life, yet another good effect arising from its exertions is, that it fosters the courage, the daring, and the good feeling of our coast population, by its system of rewards for effective services in times of danger. The bold and hardy men inhabiting our coasts are deserving of all consideration and of all praise for the readiness with which they undertake services from which any other class of men would shrink.

When skies are all beauty, and storms are reposing,

The sail of the *Homeward* just heaving in sight;  
We gaze with delight on the broad crest of Ocean,  
Now soothed into calmness all placid and bright.

But see in yon cloud, as it slowly emerges,  
Forebodings of evil, of perils, and storms;  
The scream of the petrel, the roar of the surges,  
Are tokens of danger the seaman ne'er scorns.  
The tempest now raging, with fury and madness,  
Bereaving the seaman of power o'er the wave;  
How gladly he hails, in his moments of sadness,  
The Life-boat to save him from Ocean's dark grave!

'Tis sweet to behold, when the billows are sleeping,  
Some gay-colour'd bark moving gracefully by;  
No damp on her deck but the eventide's weeping,  
No breath in her sails but the summer wind's sigh.

But who would not turn, with a fonder emotion,  
To gaze on the Life-boat, though rugged and worn,  
Which often hath wafted o'er hills of the Ocean,  
The lost light of hope to the seaman forlorn?

Oh, grant that of those who in life's sunny slumbers,

Around us like summer barks idly have play'd,  
When storms are abroad, we may find in the number,

One friend like the Life-boat to come to our aid !

If these publications afford any gratification amid the quietness and comfort of home, which it is hoped they will, and at the same time provide some help for those living on the dangerous deep, the labours of the author will not have been in vain.

We may add that copies may be had at the offices of the several institutions in London, and at their auxiliary branches throughout the United Kingdom.

Price of the Song, Two shillings; the Duet, Three shillings.

### LIFE-BOAT SERVICES.

#### THE LIFE-BOAT ILLUSTRATION.

THE accompanying tabular statement clearly shows the important character of the services rendered by the life-boats of the NATIONAL LIFE-BOAT INSTITUTION.

It will be seen that during the year (1862) which has just closed, 316 lives have been directly rescued by life-boats from a watery grave—that twenty-one vessels have been safely brought into port through the instrumentality of the life-boats—that the life-boats went off forty-three times, in reply to signals of distress from ships in danger, but which in the mean time had either escaped it, or had had their crews saved by other means—and that the life-boat crews had assembled on nine occasions in stormy weather, to be ready for emergencies expected to arise.

We feel assured that no one can peruse these accounts without experiencing a satisfaction which can better be felt than expressed. Let any one think of the feelings of these *three hundred and sixteen* persons thus snatched, during stormy weather, from an apparently inevitable death by the life-boats of the Institution. Although such services can only be properly appreciated by the persons themselves on whom such important benefit has been conferred in their hour of distress, yet they are always keenly and gratefully acknowledged by the wives and children or parents of the men saved,

who would otherwise have become widows, orphans, or childless.

The acknowledgments of the NATIONAL LIFE-BOAT INSTITUTION are due in an especial manner to those who have contributed to this large amount of human happiness, either directly by manning the life-boats, or indirectly by subscribing towards their establishment.

The accompanying life-boat illustration shows in a striking manner the perilous nature and the gratifying result of the life-boat service.

It will be observed that rewards, amounting to 730*l.* 1*s.* 1*d.*, have been voted to the crews of the Institution's life-boats for their laudable services, as specified in the annexed statement.

We also refer with great pleasure to the accompanying account of the services rendered by shore-boats, and other means, in saving life from wrecks on our shores during the preceding year.

Some of these services have been of the noblest character; for it should be borne in mind that men engaged during gales of wind in this dangerous work undergo greater risk in open boats than is usually incurred in life-boats, which are well adapted for the important work which they have to perform, and which are fully equipped, including excellent life-belts for their crews.

Although fully acknowledging the valuable services of the crews of the Society's life-boats, the Committee of the NATIONAL LIFE-BOAT INSTITUTION proportion their rewards for saving life from shipwreck according to the risk incurred; hence it will be seen that the rewards granted to shore-boat crews are frequently in excess, per man, of those voted by the Committee to the crews of the Institution's life-boats.

These rewards continue most materially to stimulate our coast population to make the greatest exertions to save life from shipwreck. The men feel now assured that their services will not go unrequited; and also that, in the event of a calamity overtaking them, their widows and orphans will not be forgotten by the NATIONAL LIFE-BOAT INSTITUTION, in conjunction with the benevolent public, which is ever ready to succour cases of real distress.



LIFE-BOAT OF THE NATIONAL LIFE-BOAT INSTITUTION SAVING A SHIPWRECKED CREW.





One of the earliest and most fundamental principles of the Institution was to foster and encourage these heroic enterprises, because fishermen's boats are always handy, and are often found available in localities where it would be impracticable to plant a life-boat.

Accordingly the Society has, since its first establishment by its life-boats and its system of rewards, materially contributed to the saving of nearly Thirteen thousand shipwrecked persons.

From the summary at the foot of the tabular statement of the services of life-boats and shore-boats, it will be seen that Five hundred and twenty-nine lives have been rescued during the past year from wrecks on our coasts, and that for these joint services 938*l.* 11*s.* 1*d.* have been granted by the Institution, in addition to thirteen silver medals, and fourteen other honorary rewards.

In connection with the rewards of the Society, it is a very gratifying feature to find that they are frequently so highly appreciated, that meetings are convened to present them publicly to the gallant men.—An account of such a presentation has just reached us, and we copy the same from a local newspaper:—

A public meeting was held on the 18th Nov., at Campbellton, Kantyre, to present a beautiful silver medal, which had been voted by the NATIONAL LIFE-BOAT INSTITUTION, to JAMES M'MILLAN, a mechanic, upwards of seventy years of age, in testimony of his general services in saving life from wrecks, and particularly for his gallant exertions in rushing into the surf and rescuing, at the imminent peril of his life, WILLIAM FORDYCE, belonging to the ship *Genova*, of London, which was wrecked, during a heavy gale of wind, in Glenmanuill Bay, Kantyre, N.B., on the 13th Oct. last. The chair was occupied by J. L. STEWART, Esq., who was supported by some of the principal residents of the district. The chairman said that the NATIONAL LIFE-BOAT INSTITUTION, which they represented on that occasion, was one of the noblest societies to which England had given birth. Its object was the saving of human life from the fury of the devouring waves. "Few of us" (continued Mr. STEWART) "are acquainted with the horrors of that situation where man, in his weakness, is left to contend with the elements in their fury. May it never be the lot of any of us to know them! Yet it is to be hoped that all of us will be ever ready, as you were, to risk even our lives to help shipwrecked mariners, and rescue them from a watery grave. I have much pleasure in coming here to-day, as President of this branch of the NATIONAL LIFE-BOAT INSTITUTION; but the plea-

sure is much increased by the fact that your father who lived upon my father's property and mine, was known as a strong and a brave man. He never lifted his arm in his own cause; but many a time he has raised it with effect for the help of others, and especially for the weak. In words, which I feel justified in using, I may say—

'Although his arm was strong to smite,  
'Twas also strong to save.'

You, JAMES, his son, have inherited from him this disposition to succour the weak and helpless, and to risk your own life for the preservation of others. This is not the first time you have done so. You saw this man clinging feebly to a rock, and, having lost his hold of it, he was certain to have been swept off by the returning surge; and while other and younger men were standing round, you rushed into the foaming waves, and by your strong arm and noble courage—God helping you, as He favours the brave—you brought him safe to land. It is a pleasure to meet with a brave man, and to address him as I now do you; and it must be no small satisfaction to you that he whom you rescued from death was likewise a brave man. Half way across the Atlantic the vessel in which FORDYCE sailed as mate fell in with the *Genova*, of London, water-logged, and deserted by the captain and crew. With four other men FORDYCE volunteered to take charge of the *Genova*, and bring her into port. They encountered severe weather, lost their sails and tackling; and yet, notwithstanding all the difficulties he had to contend with, he all but accomplished his purpose. By this brave act of yours you have added to the value of your own life. A life thus preserved will, I doubt not, be guided by the same principles of self-sacrifice and courage which have animated yours. JAMES, to you, who must feel how great a thing it was to save a brother's life from the dangers and horrors of that night, I need say nothing more. Take this parchment, on which the NATIONAL LIFE-BOAT INSTITUTION has recorded its high appreciation of your acts. Mr. WATSON, Lloyd's agent, will attach the medal to your breast; and long after your sons shall have returned from laying you in the grave, your medal will remind them of what you were, and stimulate them and their sons to acts of mercy, courage, and daring."

Mr. M'MILLAN returned thanks for the gifts he had received and the honours that had been done him, and said—"Although I am now getting an old man, yet if another wreck should occur, I hope I may still have strength to be of some use to my fellow-creatures."

The medal, which was handed round among those present, was very much admired, the portrait of her Majesty being most perfect on it; and they all expressed their sense of the gratifying manner in which the Institution had recognised Mr. M'MILLAN's exertions.

| Date of Wreck. | Site of Wreck.              | Wind and Weather.      | Name of Vessel.                          |
|----------------|-----------------------------|------------------------|------------------------------------------|
| 1862           |                             |                        |                                          |
| Jan. 4         | Horse Bank, Lytham          | Strong Wind, Hy. Sea   | Schooner Chance, of Preston              |
| " 11           | Dundrum Bay                 | S.S.W., Gale           | Schooner Solferino, of Dublin            |
| " 12           | Eastbourne Roads            | Heavy Gale             | Barque Druid, of Sunderland              |
| " 16           | Dundalk Bar                 | S.E. Gale              | Schooner Rook, of Liverpool              |
| " 17           | Dundrum Bar                 | Very Strong Wind, S.E. | Schooner Bellona, of Red Bay             |
| " "            | Ditto                       | Ditto                  | Ditto                                    |
| " 19           | Youghal                     | S.S.W. Stormy          | Brigantine Orleans, of Cork              |
| " 22           | Howth, Dublin Bay           | S., Strong Gale        | Schooner Liberty, of Dublin              |
| " "            | Newcastle, Dundrum          | S.E. Hurricane         | Sloop Mary Jane, of Newquay              |
| " 23           | Carmarthen Bay              | S.W. Heavy Gale        | Schooner Diana, of Citti                 |
| " 24           | Tenby                       | Strong Gale            | Barque Cameron, of Milford               |
| " 25           | Cardigan                    | S.S.W., Very Rough     | Brig Pioneer, of Carnarvon               |
| " 28           | Ditto                       | Ditto                  | Ditto                                    |
| " 25           | Sizewell Bank               | S.E., Strong Breeze    | Schooner Princess Alice, of Ipswich      |
| " "            | Filey                       | Strong, Heavy Sea      | Fishing-boats                            |
| " 31           | Near Lytham                 | W.S.W., Heavy Gale     | Schooner Content, of Dundalk             |
| " "            | Ditto                       | Ditto                  | Ditto                                    |
| Feb. 7         | Drogheda Bar                | E.S.E., Strong Winds   | Brig Minerva, of Workington              |
| " 21           | Gaa Sands, Dundee           | S.E., Thick            | Elizabeth and Hannah, of Newburgh        |
| " "            | Langharne River             | S.S.E., Squally        | Schr. Denbighshire Lass, of Beaumaris    |
| " "            | Teignmouth                  | S.E., Heavy Sea        | Smack John, of Teignmouth                |
| " 26           | South Barber Sands, Caistor | E., Strong Gale        | Brig Sisters, of Whitby                  |
| " "            | Corton Sands, Lowestoft     | E.N.E., Gale           | Brigantine Matilda, of Stockholm         |
| Mar. 2         | Lossiemouth, N.B.           | N.E., Heavy Sea        | Unknown                                  |
| " 5            | Teignmouth Bar              | S.S.W., Fresh          | Sloop Elizabeth, of Teignmouth           |
| " "            | Palling, Norfolk            | S.S.W., Heavy Gale     | Brig Jane, of North Shields              |
| " "            | Walmer Beach                | S., Strong Winds       | Ketch Lord Vernon                        |
| " 6            | Rye                         | S.W., Strong Gale      | Unknown                                  |
| " "            | Ditto                       | Ditto                  | Ditto                                    |
| " "            | Great Yarmouth              | Fresh, Hazy            | Ditto                                    |
| " 12           | Redcar                      | Heavy Sea              | Schooner Banff, of Harwich               |
| " 13           | Whitby                      | N.E., Thick Fog        | Steamer Deptford, of Sunderland          |
| " 21           | Great Yarmouth              | E.N.E., Gale           | Brig Sarah Bell, of Arundel              |
| " 22           | Teignmouth                  | S.E., Strong           | Two Vessels in distress                  |
| " "            | Howth, Dublin Bay           | S.W., Fresh            | A Steamer                                |
| " 23           | Dundalk                     | E. by S., Whole Gale   | Schooner Tredigar, of Cardiff            |
| " "            | Whitburn                    | E. Strong              | Three Fishing Boats                      |
| April 2        | Brightstone Grange, I.W.    | S.S.W., Thick          | Barque Cedarine, of Bermuda              |
| " 8            | Kingsgate, Kent             | N.N.E., Strong Winds   | Brig Henry, of Hastings                  |
| " 14           | Palling, Norfolk            | N., Squally            | Unknown                                  |
| " 22           | Aberdovey Bar               | W.S.W., Stormy         | Smack Merrion Lass, of Aberystwyth       |
| May 3          | Great Yarmouth              | E.N.E., Fresh          | Brig Eliza, of Plymouth                  |
| " 4            | Barber Sands, Caistor       | E.N.E., Strong         | Schooner Trial, of Poole                 |
| " 21           | Padstow                     | N.W., Strong Gale      | Schooner Trio, of Portreath              |
| " 27           | Eastbourne                  | Fresh, Foggy           | Barque Resident Van Son, of Amsterdam    |
| June 11        | Polkerris, Cornwall         | S.S.E., Heavy Gale     | Schooner Sylphiden, of Nakskov           |
| " 12           | Whitburn                    | E., Strong             | Fishing-boat                             |
| July 17        | Arklow Bank                 | S.S.W., Fresh          | Unknown                                  |
| " 19           | Horse Bank, Lytham          | W., Strong Breeze      | Brig Commodore, of South Shields         |
| " 24           | Penmon, Anglesea            | W.S.W., Gale           | Smack Frodsham, of Liverpool             |
| " "            | Barnard Sands, Fleetwood    | W.N.W., Gale           | Flat William, of Liverpool               |
| Aug. 7         | Spittal Point, Berwick      | N., Rough              | Smack Ann, of Hull                       |
| " 10           | Arklow Bank                 | S.W., Fine             | Unknown                                  |
| " 17           | Bude Haven                  | N.N.E.                 | Schooner Marina, of Padstow              |
| Sept. 13       | Rhyl                        | Heavy Squall           | Schooner Jameson, of Liverpool           |
| " 21           | Dungeness                   | Blowing Rough          | Barque Cruz V., of Oporto                |
| " 31           | Dundalk Bay                 | Moderate Gale          | Schooner Hope, of Aberystwyth            |
| Oct. 13        | Glenmanuill Bay, Kantrye    | Heavy Gale             | Ship Genova, of London                   |
| " 14           | Arklow Bank                 | S.W., Fresh            | Barque Dale Maire                        |
| " 17           | Blatchington                | Fresh Gale             | Brig Jeune Albert, of Bordeaux           |
| " "            | Goodwin Sands               | W. to S., Fresh        | Unknown                                  |
| " "            | Seroby Sands, Yarmouth      | S.S.W., Strong         | Brig Salonica, of Sunderland             |
| " 19           | Girdler Sands, Margate      | Hurricane              | Brig Hippocampi, of London               |
| " 20           | Seroby Sands, Caistor       | Heavy Gale             | Schooner Hannah Booth, of Plymouth       |
| " "            | Ratray Briggs, N.B.         | W.N.W., Whole Gale     | Barque Water Lily, of Sunderland         |
| " "            | Thorpeness, Suffolk         | S.W., Strong Gale      | Barque Henry Everest, of Rochester       |
| " "            | Horse Bank, Lytham          | W.N.W., Gale           | Ship Annie E. Hooper, of Baltimore, U.S. |
| " "            | Ditto                       | Ditto                  | Ditto                                    |
| " 21           | Trunk Hill Bank, Southport  | Heavy Gale             | Brig Quasi Rosa, of Genoa                |
| " "            | Bude Haven                  | N.W., Whole Gale       | Ship Bencoolen, of Liverpool             |
| " 22           | Blackpool                   | W.N.W., Ditto          | Schooner William Henry, of Liverpool     |
| " 23           | Lytham                      | Heavy Gale             | Ship Constantine of Baltimore, U.S.      |
| " 26           | Lytham                      | W., Heavy Sea          | Schooner Ceres, of Arbroath              |
| Nov. 1         | Carra Rock, River Tay       | S.W., Heavy Surf       | Schooner James Davell, of Newcastle      |
| " 9            | Hell Bay, Padstow           | W., Strong Wind        | Sloop Loftus, of Padstow                 |

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

| Life-boat Station.                     | Nature of Service.                                          | Expenses of Service. |
|----------------------------------------|-------------------------------------------------------------|----------------------|
|                                        |                                                             | £. s. d.             |
| Lytham life-boat . . . . .             | Brought vessel into harbour . . . . .                       | Paid by Owners.      |
| Tyrella life-boat . . . . .            | Put off, but services declined . . . . .                    | 5 12 6               |
| Eastbourne life-boat. . . . .          | 9 men saved . . . . .                                       | 26 0 0               |
| Dundalk life-boat . . . . .            | 3 men and vessel saved . . . . .                            | 9 0 0                |
| Tyrella life-boat . . . . .            | 1 man saved . . . . .                                       | 6 10 0               |
| Newcastle life-boat . . . . .          | Put off to assist, but services not required . . . . .      | 6 5 0                |
| Youghal life-boat . . . . .            | Ditto ditto . . . . .                                       | 7 12 0               |
| Howth life-boat . . . . .              | 3 men and vessel saved . . . . .                            | 4 10 0               |
| Newcastle life-boat . . . . .          | Put off to assist, but services not required . . . . .      | 6 14 0               |
| Carmarthen Bay life-boat . . . . .     | Ditto ditto . . . . .                                       | 9 17 0               |
| Tenby life-boat . . . . .              | Ditto ditto . . . . .                                       | 5 5 0                |
| Cardigan life-boat . . . . .           | 1 man saved . . . . .                                       | 15 0 0               |
| Aberystwyth life-boat . . . . .        | Put off to assist, but services not required . . . . .      | 6 10 0               |
| Southwold life-boat . . . . .          | 5 men saved . . . . .                                       | 8 10 0               |
| Filey life-boat . . . . .              | Piloted boats into harbour . . . . .                        | .. ..                |
| Lytham life-boat . . . . .             | Put off to assist, but services not required . . . . .      | 6 0 0                |
| Southport life-boat . . . . .          | Ditto ditto . . . . .                                       | 7 10 0               |
| Drogheda life-boat . . . . .           | 4 men saved . . . . .                                       | 7 11 0               |
| Buddon-ness life-boat . . . . .        | 6 men saved . . . . .                                       | 17 0 0               |
| Carmarthen Bay life-boat . . . . .     | Put off to assist, but services not required . . . . .      | 5 4 0                |
| Teignmouth life-boat . . . . .         | Ditto ditto . . . . .                                       | 2 2 0                |
| Caistor life-boat . . . . .            | 9 men saved . . . . .                                       | 45 0 0               |
| Lowestoft life-boat . . . . .          | 4 men saved . . . . .                                       | 23 0 0               |
| Loosemouth life-boat . . . . .         | Put off to assist, but services not required . . . . .      | 5 9 0                |
| Teignmouth life-boat . . . . .         | 3 men and vessel saved . . . . .                            | 11 11 0              |
| Palling life-boat . . . . .            | 10 men and vessel saved . . . . .                           | 19 11 6              |
| Walmer life-boat . . . . .             | Crew assembled . . . . .                                    | 4 8 0                |
| Rye life-boat . . . . .                | Ditto . . . . .                                             | 3 10 0               |
| Camber life-boat . . . . .             | Ditto . . . . .                                             | 2 10 0               |
| Caistor life-boat . . . . .            | Put off to assist, but services not required . . . . .      | 15 0 0               |
| Redcar life-boat . . . . .             | Brought vessel into harbour . . . . .                       | Paid by Owners.      |
| Whitby life-boat . . . . .             | Put off to assist, but services not required . . . . .      | 10 1 6               |
| Yarmouth surf life-boat. . . . .       | Crew assembled . . . . .                                    | 12 14 0              |
| Teignmouth life-boat . . . . .         | Put off to assist, but services not required . . . . .      | 3 4 0                |
| Howth life-boat . . . . .              | Ditto ditto . . . . .                                       | 4 0 0                |
| Dundalk life-boat . . . . .            | Ditto ditto . . . . .                                       | 5 0 0                |
| Whitburn life-boat . . . . .           | 9 men and boats saved. . . . .                              | .. ..                |
| Brightstone Grange life-boat . . . . . | 134 persons saved . . . . .                                 | 17 11 0              |
| Kingsgate life-boat . . . . .          | Crew assembled . . . . .                                    | 1 17 0               |
| Palling life-boat . . . . .            | Ditto . . . . .                                             | 3 11 0               |
| Aberdovey life-boat . . . . .          | 3 men and vessel saved . . . . .                            | 4 10 0               |
| Yarmouth new life-boat . . . . .       | Put off to assist, but services not required . . . . .      | .. ..                |
| Caistor life-boat . . . . .            | 7 men saved . . . . .                                       | 45 0 0               |
| Padstow life-boat . . . . .            | Crew assembled. . . . .                                     | 1 4 0                |
| Eastbourne life-boat . . . . .         | Put off to assist, but services not required . . . . .      | 6 0 0                |
| Fowey life-boat . . . . .              | 7 men and vessel saved . . . . .                            | 6 0 0                |
| Whitburn life-boat . . . . .           | 3 men and boat saved . . . . .                              | .. ..                |
| Arklow life-boat . . . . .             | Put off to assist, but services not required . . . . .      | 7 6 0                |
| Southport life-boat . . . . .          | Ditto ditto . . . . .                                       | 8 0 0                |
| Penmon life-boat . . . . .             | 2 men and vessel saved . . . . .                            | 12 0 0               |
| Fleetwood life-boat . . . . .          | 5 men and vessel saved . . . . .                            | 4 12 0               |
| Berwick life-boat . . . . .            | Put off to assist, but services not required . . . . .      | 12 10 6              |
| Arklow life-boat . . . . .             | Ditto ditto . . . . .                                       | 7 5 0                |
| Budehaven life-boat . . . . .          | Crew assembled. . . . .                                     | 3 0 0                |
| Rhyl life-boat . . . . .               | Put off to assist, but services not required . . . . .      | 8 5 0                |
| Dungeness life-boat . . . . .          | 14 men saved . . . . .                                      | 12 12 0              |
| Dundalk life-boat . . . . .            | Put off to assist, but services not required . . . . .      | 5 0 0                |
| Campbeltown life-boat . . . . .        | Ditto ditto . . . . .                                       | 12 5 0               |
| Arklow life-boat . . . . .             | Ditto ditto . . . . .                                       | 7 12 6               |
| Newhaven life-boat . . . . .           | Ditto ditto . . . . .                                       | 1 15 6               |
| Walmer life-boat . . . . .             | Ditto ditto . . . . .                                       | 15 10 0              |
| Yarmouth life-boat . . . . .           | Ditto ditto . . . . .                                       | 11 0 0               |
| Margate life-boat . . . . .            | Put off, and remained by vessel . . . . .                   | 16 0 0               |
| Caistor life-boat . . . . .            | Put off and brought vessel into harbour . . . . .           | Paid by Owners.      |
| Fraserburgh life-boat . . . . .        | Put off to assist, but services not required . . . . .      | 12 6 7               |
| Thorpeness life-boat. . . . .          | 4 men saved . . . . .                                       | 14 0 0               |
| Lytham life-boat . . . . .             | 14 men saved . . . . .                                      | 6 10 0               |
| Southport life-boat . . . . .          | 4 men saved . . . . .                                       | 9 0 0                |
| Southport life-boat . . . . .          | Put off to assist, but services not required . . . . .      | 5 17 0               |
| Bude Haven life-boat . . . . .         | Put off, but could not render any assistance . . . . .      | 2 5 0                |
| Fleetwood life-boat . . . . .          | Ditto, but services not required . . . . .                  | 6 12 0               |
| Lytham life-boat . . . . .             | Ditto ditto . . . . .                                       | 6 10 0               |
| Lytham life-boat . . . . .             | 5 men and vessel saved . . . . .                            | Paid by Owners.      |
| Buddon-ness life-boat . . . . .        | Assisted in getting vessel and 2 men into harbour . . . . . | Paid by Owners.      |
| Padstow life-boat . . . . .            | 4 men saved . . . . .                                       | 4 8 0                |

Continued.

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

| Date of Wreck. | Site of Wreck.                    | Wind and Weather.              | Name of Vessel.                                   |
|----------------|-----------------------------------|--------------------------------|---------------------------------------------------|
| 1862.          |                                   |                                |                                                   |
| Nov. 13        | Carmarthen Bay . . . . .          | N.W., Strong Gale . . . . .    | Unknown . . . . .                                 |
| " "            | Kirkcudbright Bar . . . . .       | S.S.E., Heavy Breeze . . . . . | Schooner Ellen, of Liverpool . . . . .            |
| " 14           | Widmouth, Cornwall . . . . .      | N.N.W., Fresh Gale . . . . .   | Smack Mary Elizabeth, of Padstow . . . . .        |
| " 15           | Arklow Bank . . . . .             | N., Blowing Strong . . . . .   | Brigantine Sarah, of Port Glasgow . . . . .       |
| " "            | Salthouse Bank, Lytham . . . . .  | N.E., Foggy . . . . .          | Sloop Mart, of Stranraer . . . . .                |
| " 18           | Teignmouth Bar . . . . .          | Stormy, Heavy Sea . . . . .    | Smack John, of Teignmouth . . . . .               |
| " 22           | Palling, Norfolk . . . . .        | Strong Wind . . . . .          | Schooner Josephine, of Dunkirk . . . . .          |
| Dec. 1         | Glasgorman Bank, Arklow . . . . . | S.S.E., Gale . . . . .         | Ship Eliza Bencke, of Liverpool . . . . .         |
| " "            | Ditto . . . . .                   | Ditto . . . . .                | Ditto . . . . .                                   |
| " 2            | Sizewell Bank, Suffolk . . . . .  | Gale, Heavy Surf . . . . .     | S. Steamer Osprey, of Hartlepool . . . . .        |
| " 3            | Abertay Sand, Dundee . . . . .    | S.S., Strong Gale . . . . .    | Schooner Osprey, of Fraserburgh . . . . .         |
| " 6            | Rame Head, Plymouth . . . . .     | S.W., Heavy Gale . . . . .     | Galliot Aremana, of Jaffa . . . . .               |
| " 10           | Boulder Sands, Rye. . . . .       | Heavy Surf . . . . .           | Ship James Browne, of Philadelphia . . . . .      |
| " 13           | Cardigan Bar . . . . .            | Heavy Ground Sea . . . . .     | Sm. Countess of Lisburne of Aberystwyth . . . . . |
| " "            | Batten Shoal, Plymouth . . . . .  | S.W. Heavy Gale . . . . .      | Norwegian Brig Emanuel . . . . .                  |

## SERVICES of SHORE-BOATS, in SAVING LIFE from SHIPWRECK in 1862, for which

| Date of Wreck. | Site of Wreck.                          | Wind and Weather.                | Name of Vessel.                            |
|----------------|-----------------------------------------|----------------------------------|--------------------------------------------|
| 1862.          |                                         |                                  |                                            |
| Jan. 2         | Long Sand, Harwich . . . . .            | Heavy Gale . . . . .             | Barque Darius, of S. Shields . . . . .     |
| " "            | Middle Sand, East Swin . . . . .        | Blowing Hard . . . . .           | Brig Virago, of Hartlepool . . . . .       |
| " "            | Peppercombe, Bucks . . . . .            | Fine, S.E. . . . .               | Boat capsized . . . . .                    |
| " 19           | Tallaghan, Belmullet . . . . .          | W. Calm . . . . .                | Ferry-boat capsized . . . . .              |
| " 22           | Templeton, Waterford . . . . .          | W.S.W. Moderate . . . . .        | American Ship Tiger . . . . .              |
| " "            | Tramore Bay . . . . .                   | S.S.W. Heavy Gale . . . . .      | Queen of Commerce, of Liverpl' . . . . .   |
| " 23           | Abersoch, Cardigan Bay . . . . .        | S. Strong Gale . . . . .         | Schooner Diligent, of Carnarvon . . . . .  |
| " "            | Rhoscolyn, Anglesey . . . . .           | Very Heavy Sea . . . . .         | S. Ship Kangaroo . . . . .                 |
| " 29           | Buncrana, Fort Bathmullet . . . . .     | W. Ground Swell . . . . .        | Boat capsized . . . . .                    |
| " 30           | Spiddal, County Galway . . . . .        | W.S.W. Gale . . . . .            | Hooker Fly . . . . .                       |
| Feb. 16        | Douglas, Isle of Man . . . . .          | S.E. Gale . . . . .              | Sloop Robert, of Barrow . . . . .          |
| Mar. 3         | Kingston, Weymouth . . . . .            | W.N.W. Fresh . . . . .           | Sh. Elizabeth, of Aberdeen . . . . .       |
| " 5            | Black Tail Spit Sand, Margate . . . . . | S.W. Gale . . . . .              | Brigantine Joseph, of Guernsey . . . . .   |
| " 6            | Newcome Sands, Suffolk . . . . .        | S. Strong Breeze . . . . .       | Brig Adonis, of Colchester . . . . .       |
| " "            | Mixen Reef, Selsey . . . . .            | S.W. Heavy Gale . . . . .        | Brigan. Good Intent, of Bridport . . . . . |
| " 7            | Scarborough . . . . .                   | W.S.W. Squally . . . . .         | Shore boat capsized . . . . .              |
| " 13           | Kentish Knock Sand, Margate . . . . .   | N.E. Foggy . . . . .             | Brig Ruby Castle, of S. Shields . . . . .  |
| " 20           | Blakeney Sands, Norfolk . . . . .       | E.S.E. Blowing Strong . . . . .  | Sloop Emerald, of Hull . . . . .           |
| " "            | Hasboro' Sands, Norfolk . . . . .       | E. Gale . . . . .                | Sloop Jupiter, of Cherbourg . . . . .      |
| " "            | Watchet . . . . .                       | E. Heavy Gale . . . . .          | Smack Francis and Tudor . . . . .          |
| Apr. 11        | Johnshaven, Blenholm, N. B. . . . .     | N. Strong Gale . . . . .         | Fishing-boat . . . . .                     |
| " "            | Fishguard Bay . . . . .                 | Heavy Gale . . . . .             | Smack Lion, of Cardigan . . . . .          |
| " 15           | Aberystwyth Harbour . . . . .           | S.W. Blowing Strong . . . . .    | Smack John James, of Chester . . . . .     |
| " 19           | Findon, N. B. . . . .                   | S.S.E. Heavy Gale . . . . .      | Fishing-boat . . . . .                     |
| May 3          | Arklow Bar . . . . .                    | S.E. Fresh . . . . .             | Coal Lighter, of Arklow . . . . .          |
| " 24           | Askeaton, Kilrush . . . . .             | S.W. Gale . . . . .              | Fishing-boat . . . . .                     |
| June 11        | Cahore, Ireland . . . . .               | S.W. Fresh . . . . .             | Schooner Fairy . . . . .                   |
| July 19        | Burghhead, N. B. . . . .                | W. Very Heavy Gale . . . . .     | Sch. Thankful, of Sunderland . . . . .     |
| " "            | Whitby . . . . .                        | S.W. Strong Gale . . . . .       | Lugger Caledonia of Buckhaven . . . . .    |
| " 25           | Leith Roads, N. B. . . . .              | W. Squally . . . . .             | Schooner Dove, of Leith . . . . .          |
| " 30           | Garnish, Cork . . . . .                 | S.W. Rough . . . . .             | Fishing-boat . . . . .                     |
| Oct. 12        | Clogher Head, Ireland . . . . .         | S.S.W. Squall . . . . .          | Fishing-boat . . . . .                     |
| " 13           | Glenmanult Bay, Kantyre . . . . .       | Heavy Gale . . . . .             | Ship Genova, of London . . . . .           |
| " 17           | Woolsiner Sand, Hayling . . . . .       | S.W. Heavy Gale . . . . .        | Sloop Cygnet, of Portsmouth . . . . .      |
| " "            | Pakefield Gap . . . . .                 | S.S.W. Very Boisterous . . . . . | Brig Francis, of Newcastle . . . . .       |
| " 19           | Long Sand, Harwich . . . . .            | S.W. Gale, Thick . . . . .       | Schooner Thrifty, of Goole . . . . .       |
| " "            | Bawdsey, near Woodbridge . . . . .      | Strong Gale, Heavy Sea . . . . . | Schr. D. Dunbar, of Scarbro' . . . . .     |

The following is a List of the Persons to whom the Silver Medal of the NATIONAL LIFE-BOAT INSTITUTION has been voted during the year 1862:—

ADAMS, THOMAS, Master of the Smack *Volunteer*, of Harwich.  
 BACON, HENRY, Fisherman, Harwich.  
 DONOVAN, JOHN, Chief Boatman of Coast-guard, Waterford.  
 FARMER, DAVID, Fisherman, Hayling.  
 GOLDRING, WILLIAM, Master of the Smack *Ferret*, of Hayling.  
 GOUGH, JAMES, Fisherman, Waterford.  
 KING, THOMAS, Master of the Smack *Paragon*, of Harwich.

LAMBETH, BENJAMIN, Fisherman, Harwich.  
 LAMBETH, JOHN, Fisherman, Harwich.  
 McMILLAN, JAMES, Mechanic, Mull of Kantyre.  
 SCARLETT, ROBERT, Fisherman, Harwich.  
 SPRAGGS, JAMES, Fisherman, Hayling.  
 WYATT, GEORGE, Fisherman, Harwich.

| Life-boat Station.                 | Nature of Service.                                     | Expense of Service. |    |    |
|------------------------------------|--------------------------------------------------------|---------------------|----|----|
|                                    |                                                        | £.                  | s. | d. |
| Carmarthen Bay life-boat . . . . . | Put off to assist, but services not required . . . . . | 5                   | 4  | 0  |
| Kirkcudbright life-boat . . . . .  | 3 men and vessel saved . . . . .                       | 4                   | 7  | 0  |
| Bude Haven life-boat . . . . .     | 3 men saved . . . . .                                  | 9                   | 6  | 0  |
| Arklow life-boat . . . . .         | Put off to assist, but services not required . . . . . | 8                   | 0  | 0  |
| Lytham life-boat . . . . .         | Brought vessel into harbour . . . . .                  | Paid by Owners.     |    |    |
| Teignmouth life-boat . . . . .     | 2 men saved . . . . .                                  | 12                  | 9  | 0  |
| Palling life-boat . . . . .        | Crew assembled . . . . .                               | 3                   | 16 | 0  |
| Arklow life-boat . . . . .         | Put off, and rendered assistance . . . . .             | 8                   | 0  | 0  |
| Cahore life-boat . . . . .         | Put off, and remained all night by vessel . . . . .    | 14                  | 1  | 0  |
| Thorpeness life-boat . . . . .     | Put off, and rendered assistance . . . . .             | 7                   | 0  | 0  |
| Buddon-ness life-boat . . . . .    | 6 men saved . . . . .                                  | 8                   | 10 | 0  |
| Plymouth life-boat . . . . .       | 6 men and vessel saved . . . . .                       | 5                   | 9  | 6  |
| Rye life-boat . . . . .            | 18 men and vessel saved . . . . .                      | 7                   | 2  | 6  |
| Cardigan life-boat . . . . .       | 3 men saved . . . . .                                  | 6                   | 0  | 0  |
| Plymouth life-boat . . . . .       | Put off to assist, but services not required . . . . . | 5                   | 9  | 6  |
| Total . . . . .                    |                                                        | £730                | 11 | 1  |

REWARDS have been GRANTED by the NATIONAL LIFE-BOAT INSTITUTION.

| By what means Rescued.                   | Number of lives saved. | Reward.                                          |            |
|------------------------------------------|------------------------|--------------------------------------------------|------------|
|                                          |                        | Honorary.                                        | Pecuniary. |
|                                          |                        |                                                  | £. s. d.   |
| Smack Volunteer, of Harwich . . . . .    | 6                      | 6 Silver Medals, 6 Vellum Thanks                 | 27 0 0     |
| Steam-ship Clarence, of London . . . . . | 8                      | Vellum Thanks . . . . .                          | ..         |
| Shore-boat . . . . .                     | 1                      |                                                  | 1 0 0      |
| Wading into the Surf . . . . .           | 13                     |                                                  | 4 0 0      |
| 2 Shore-boats . . . . .                  | 27                     |                                                  | 12 0 0     |
| Wading into the Surf . . . . .           | 24                     | 2 Silver Medals, and 2 Votes on [Parchment       | 5 0 0      |
| Shore-boat . . . . .                     | 3                      |                                                  | 5 0 0      |
| Shore-boat . . . . .                     | 6                      |                                                  | 5 0 0      |
| Shore-boat . . . . .                     | 4                      |                                                  | 1 0 0      |
| Shore-boat . . . . .                     | 4                      |                                                  | 2 0 0      |
| Coastguard-boat . . . . .                | 4                      |                                                  | 2 10 0     |
| Fishing-coble . . . . .                  | 4                      |                                                  | 6 0 0      |
| Steamer's-boat . . . . .                 | 7                      |                                                  | 4 10 0     |
| Pakefield Yawl . . . . .                 | 6                      |                                                  | 9 0 0      |
| Pilot-galley . . . . .                   | 6                      |                                                  | 6 0 0      |
| Shore-boat . . . . .                     | 2                      |                                                  | 1 0 0      |
| Lugger Eclipse, of Margate . . . . .     | 8                      |                                                  | 10 0 0     |
| Shore-boat . . . . .                     | 5                      |                                                  | 10 0 0     |
| Fishing-yawl . . . . .                   | 5                      |                                                  | 3 0 0      |
| Shore-boat . . . . .                     | 3                      |                                                  | 4 0 0      |
| Fishing-boat . . . . .                   | 2                      |                                                  | 7 0 0      |
| Shore-boat . . . . .                     | 3                      |                                                  | 7 0 0      |
| Shore-boat . . . . .                     | 3                      |                                                  | 5 0 0      |
| Fishing-boat . . . . .                   | 5                      |                                                  | 2 10 0     |
| Shore-boat . . . . .                     | 4                      |                                                  | 2 0 0      |
| Shore-boat . . . . .                     | 3                      |                                                  | 2 0 0      |
| Wading into the Surf . . . . .           | 1                      |                                                  | 2 0 0      |
| Shore-boat . . . . .                     | 4                      |                                                  | 9 0 0      |
| Fishing-smack . . . . .                  | 5                      |                                                  | 2 0 0      |
| Shore-boat . . . . .                     | 3                      |                                                  | 8 0 0      |
| Fishing-boat . . . . .                   | 5                      |                                                  | 1 0 0      |
| Fishing-boat . . . . .                   | 6                      |                                                  | 2 0 0      |
| Wading into the Surf . . . . .           | 1                      | Silver Medal, and Vote on Parch <sup>t</sup>     | 2 0 0      |
| Smack Ferret . . . . .                   | 3                      | 3 Silver Medals, and Votes on Parch <sup>t</sup> | 6 0 0      |
| Pakefield Surf-boat . . . . .            | 10                     |                                                  | 5 0 0      |
| Smack Paragon, of Harwich . . . . .      | 4                      | Silver Medal, and Vote on Parch <sup>t</sup>     | 21 0 0     |
| A Hawser from the shore . . . . .        | 5                      |                                                  | 7 0 0      |
|                                          | 213                    |                                                  | £208 10 0  |

GENERAL SUMMARY, 1862.

|                                                                                          |    |     |           |
|------------------------------------------------------------------------------------------|----|-----|-----------|
| Number of lives rescued by life-boats, in addition to 21 vessels saved by them . . . . . | .. | 310 | £. s. d.  |
| Amount of Rewards to Life-boat crews . . . . .                                           | .. | ..  | 730 11 1  |
| Number of lives saved by shore-boats, &c. . . . .                                        | .. | 213 | ..        |
| Amount of Rewards to the crew of shore-boats . . . . .                                   | .. | ..  | 208 10 0  |
| Honorary Rewards:—Silver Medals . . . . .                                                | 13 | ..  | ..        |
| Votes of Thanks on Vellum and Parchment . . . . .                                        | 14 | ..  | ..        |
| Total . . . . .                                                                          | 27 | 523 | £938 11 1 |

## LAUNCH OF A NEW LIFE-BOAT AT TYNEMOUTH.

[*Abridged from the Newcastle-on-Tyne Daily Papers.*]

THE new life-boat, recently presented by **GEORGE JOHN FENWICK, Esq.**, to the port of Tynemouth, was launched there on Friday, the 13th November, with an unusual degree of ceremony. The boat is 33 feet long and 8 feet wide. She was exhibited during the past summer in the gardens of the Royal Horticultural Society, contiguous to the International Exhibition, as a specimen of a British life-boat thoroughly equipped for service.

The weather being very fine, a large crowd assembled on the North Pier and around the Prior's Haven, which was gaily decorated with flags. The new boat was placed on the stone slipway fronting the fine new life-boat and rocket-house, recently erected on the spot where a much smaller and less commodious one had stood for several years. The boat, which is large and handsome in appearance, was mounted on its carriage, awaiting the moment when it should be launched into its native element; whilst on either side of it were gathered its crew, a sturdy company of men, clad in the cork-jackets which have been found so useful on many a stormy voyage in similar vessels. A body of the men of the Royal Naval Reserve were also present; whilst a large number of ladies, gentlemen, seamen, fishermen, and others, were interested spectators of the scene. The launching of the boat and the subsequent experiments with her were under the superintendence of **Captain WARD, R.N.**, Inspector of Life-boats of the Institution.

About two o'clock, **LORD RAVENSWORTH**, accompanied by the **VENERABLE ARCHDEACON BLAND** and **WILLIAM ADAMSON, Esq.**, Honorary Secretary of the Newcastle and Tynemouth branch of the **NATIONAL LIFE-BOAT INSTITUTION**, arrived at the spot. The band having played the "National Anthem,"

**LORD RAVENSWORTH** stepped forward and said—Ladies and gentlemen, I have been requested by those who have undertaken the arrangement of matters on this day to address a very few words to you, though they are scarcely necessary, in explanation of our meeting together. The occasion on which we are assembled is one upon which I may offer you my sincere congratulations. By the generosity of a gentleman of our own county, this port has to-day been presented with a life-boat which, it is hoped, under the blessing of Providence, may be instrumental in saving the lives of many who may have the misfortune to be shipwrecked on this dangerous coast. Gentlemen, I wish that my place had been occupied to-day by a nobleman dear to the hearts of you all—I mean the **DUKE OF NORTHUMBERLAND**, Admiral of the British Navy, and Lord High Admiral, by inheritance, of the coast of Northumberland. I say I wish he had been able to honour this meeting with his presence to-day, both because he would have been a more able exponent of the advantages of this boat which is before you, and because it is a subject on which he himself has taken the most leading interest during past years. But, although he is prevented from being present in person amongst you, I can assure you that he is with us in spirit. I well know the interest taken by that noble duke in all matters connected with the safety of the sailor, and the interests of the naval service, whether it be the service of her Majesty the Queen or the service of the commercial marine; and in no respect has he instanced that zeal for the service with more effect, and with more advantage to this county, than by the encouragement which he

has given to the establishment of life-boats on this coast. But, gentlemen, in the absence of that noble duke, you will, perhaps, accept from me a slight explanation of the subject more immediately connected with this day's proceedings. The boat, then, is, as you know, presented to this port by a gentleman who, I lament to say, is prevented by illness from attending at this ceremony. He, too, will regard the proceedings of to-day with no common interest. To him is accorded the merit of giving, by his liberality, this present to the port; and the name of **FENWICK** receives in him an addition to the long list of worthies of that name who are well known in the history of Northumberland; and to him will be given the prayers of many a shipwrecked sailor, who, but for his liberality, might perhaps have lost his life in the dangers of shipwreck—of many a wife who, but for his assistance and liberality, might have become a widow; and of many a child who, but for the same assistance, might have been an orphan through the different perils and vicissitudes which environ your coast. Therefore, gentlemen, I call upon you to give due honour to the name of **GEORGE JOHN FENWICK**, the liberal donor of this useful gift to your port; and, so far as human ingenuity can supply some refuge for the shipwrecked sailor, it is to be hoped that, under the auspices under which this boat is launched, every precaution has been taken to effect the desired results. We have present among us to-day **Captain WARD, R.N.**, the Society's Inspector of Life-boats, and we have also the advantage of the presence of **Mr. LEWIS**, the Secretary of the **NATIONAL LIFE-BOAT INSTITUTION**. They are prepared, no doubt, to stand sponsors for the excellence of this vessel; and we may rest assured that, with that intrepidity which distinguishes the seamen of this country at large, and of this particular district in general, manned as this boat will be with brave hearts and able hands, everything that can be done to mitigate the dangers of shipwreck will be done in the future course and career of this vessel. Now, gentlemen, as we are told that, "Except the Lord build the house, vain is the art of the builder to protect it," so it is requisite and proper that a prayer should be addressed to the Supreme Dispenser of all human events, that he may be graciously pleased to watch over the safety of the crew who shall undertake the management of this vessel; and, in offering up those prayers, let us humbly hope that they may be heard, and that all that can be done in the future, by bravery and zeal in the service, will be done by those who have the conduct of the vessel. I now, therefore, gentlemen, beg to call upon the **VENERABLE ARCHDEACON BLAND** to offer up a prayer to Almighty God.

**ARCHDEACON BLAND** then offered up the following prayer:—

O God, from whom are the preparations of the heart in man, we thank Thee that Thou hast put into the heart of Thy servant to build this boat, for preserving the lives of those who may be in perils in the sea. Let Thy blessing be upon him, and this his charitable work. Be with those, we beseech Thee, who shall go forth to succour them who are in danger and distress; and grant that they may not put their trust in their own skill or courage alone, but in Thee, our Mighty and Merciful Protector. And to all who shall by their means be delivered out of the depths of misery and the jaws of death, give Thy grace that they may show forth their thankfulness, not only by words, but also by their lives, serving Thee in all holy obedience, that so they may pass safely through all spiritual dangers, till they come to the haven of everlasting rest, through Jesus Christ, our only Lord and Saviour. Amen.

As soon as the Ven. Archdeacon had concluded his prayer, Mrs. WILLIAM ADAMSON, of Cullercoats, the lady of the HONORARY Secretary of this Branch of the NATIONAL LIFE-BOAT INSTITUTION, stepped forward to the bow of the boat, from whence was suspended a bottle of wine. Swinging this smartly against the side of the noble little vessel, she broke it, and, as its contents fell upon the boat, said, "I name this boat the *Constance*; may God speed it!" (The name, we may mention, was given to the boat at the particular request of the donor, Mr. G. J. FENWICK, that being the Christian name of his esteemed lady.)

As soon as the boat had thus received the name by which it will for the future be known, and under which it will, we trust, become famous in the annals of the LIFE-BOAT INSTITUTION, two or three score of willing hands seized the long ropes attached to the carriage, and in a moment the vessel flew down to the water's edge, amid the cheers of the assembled multitude, and the stirring strains of "Rule Britannia," played by the fine band of the 41st Regiment. After a pause, the boat with her crew on board was launched from her carriage into her native element, accompanied by the huzzas of all present.

The moment the *Constance* got fairly into the water, she seemed to be as much at home as if she had never known a more stable element, and floated like a swan over the now tranquil waters of the Haven, whilst her crew rapidly propelled her towards the open sea. All the small boats in the Haven, so well known to summer pleasure-seekers from Newcastle, crowded round their newborn sister, whilst the *Percy* life-boat from Cullercoats, and the *William Wake*, a large salvage-boat, belonging to North Shields, were also in attendance. The spectators at once proceeded to the North Pier, from whence they witnessed the evolutions of the *Constance*. First of all, the men pulled her round the Haven; and then, proceeding to the landing-stage for ROGERSON'S steamers, they dismantled her of her gear, and proper tackling being attached to her, some thirty or forty men, standing upon the landing-stage, succeeded with great difficulty in hauling her bottom-up on the water. The moment the vessel reached that position, however, it righted itself instantaneously in the most easy manner, and the water, which entered it during the operation of capsizing, was expelled again in about thirty seconds. This operation was twice repeated. The crew then again took to the oars, in order to try her rowing qualities; and other two boats—the Cullercoats life-boat, manned by her able and efficient crew, and the Shields salvage-boat—also took part in the contest; the Cullercoats, having the strongest crew, had, from beginning to end, the best of the race, and won with comparative ease. During the time the boats were pulling the race, one of DENNETT'S rockets was fired from the battery cliff over the Haven and across the North Pier. The rocket line was quickly secured by the men of the Naval Reserve, the cradle was soon got into working order, and volunteers were found in profusion, quite willing to make an aerial voyage from the pier to the cliff, over the Haven. One of the Naval Reserve men was the first to attempt the voyage; embarking on the cradle, he was speedily landed on the cliff. Another volunteer was found on the cliff, and he was dragged as speedily to the pier. The life-boat, after being put through various evolutions, was pulled to the shore, remounted on her carriage, and placed in her house.

As a close to the day's proceedings, about 120 of the principal gentry of the district and several of the mayors of the surrounding towns sat down to an excellent dinner at the Bath Hotel, Tyne-mouth.

After the cloth had been removed, The usual loyal toasts were drunk with great applause.

The healths of the DUKE OF NORTHUMBERLAND and of Mr. FENWICK were afterwards proposed with much *éclat*.

The Chairman then, in an eloquent and feeling speech, proposed "Success to the ROYAL NATIONAL LIFE-BOAT INSTITUTION," coupling with it the name of its Secretary, RICHARD LEWIS, Esq.

The toast having been received with great applause,

Mr. LEWIS said:—

"My Lord and Gentlemen,—I beg, on behalf of the Committee, to thank you sincerely for the kind manner with which you have proposed and received the toast of the NATIONAL LIFE-BOAT INSTITUTION. I confess that, in an assembly like this, comprising some of your largest shipowners and merchants, your kind reception of that toast has not astonished me. The objects of the LIFE-BOAT INSTITUTION are so truly benevolent and national in their character, that they cannot fail to elicit the admiration of every assembly of Englishmen, and of every humane person in every land. But here, in this renowned locality, the services of the life-boat come home to you; and yet their true significance can only be properly and gratefully appreciated by those seamen whose lives, in the tempest, have been snatched from the jaws of death by the life-boat. Long may these noble services be perpetuated amongst you, and long may the race of hardy seamen, whom no storm alarms, and whom no danger appals, be found ready to man the life-boat in cases of shipwreck on your dangerous bar. Although you are familiar with these noble deeds of daring, I am glad to find, from the splendid demonstration of to-day, and this large assembly to-night, that you continue to take as much interest in the prosperity of this good work as your forefathers took, who cradled, nursed, and brought to maturity, at Shields, the first life-boat ever used. Long may rivalry in doing acts of mercy continue amongst you; and by whichever life-boat it may be—whether that of the National Institution or a Shields one—so long as human life is saved, the congratulations of all will be equally sincere. The NATIONAL INSTITUTION has only come to assist in extending, and not to supersede your good work. In lieu of dwelling on subjects so familiar to you, it has been suggested to me that I might advantageously to-night give, as briefly as I possibly can, a sketch of the history of the NATIONAL LIFE-BOAT INSTITUTION, its present position, and its prospects. About the year 1823 some dreadful shipwrecks occurred on our coasts. On the Isle of Man lived a noble-hearted baronet, the late Sir WILLIAM HILLARY. He was not then a rich man. He had lost his fortune in the West Indies, and in equipping some Essex yeomanry, when the first NAPOLEON was threatening to invade this sea-girt isle of ours. But Sir WILLIAM possessed an active spirit and a vigorous intellect. His thrilling appeal on behalf of the shipwrecked sailor fortunately reached a benevolent and rich merchant of the City of London—the late Mr. THOMAS WILSON—who was then the M. P. for that city, and who was a native of West Hartlepool. Some of the most influential City merchants heartily concurred in Mr. WILSON'S views, that something practical should be organized on our shores to render assistance to the shipwrecked sailor. LORD LIVERPOOL, who was the Prime Minister at the time, helped Mr. WILSON in every way in his power. A large public meeting was held at the London Tavern in the beginning of 1824. Dr. MANNERS SUTTON, who was then ARCHBISHOP OF CANTERBURY, most worthily filled the Chair. He was supported by

the great WILBERFORCE, LORD JOHN RUSSELL, now EARL RUSSELL, who was then just entering on public life, and many other distinguished men of that day. GEORGE IV. became the Patron of the Society, and the Dukes of KENT, SUSSEX, and other members of the Royal Family became its Vice-patrons. As you might have expected, the noble house of PERCY was foremost in fostering the new Institution, the late Duke becoming its Vice-President, and a munificent contributor to its funds. One of the earliest branches of the Institution was established in Northumberland. Two years, however, had not elapsed before the country was overwhelmed in a commercial crisis. Some of the most liberal supporters of the Institution succumbed to it; and the Society never overcame it. It struggled on, however, doing all the good in its power, with an income of 400*l.* or 500*l.* a year, Mr. WILSON continuing steadfast as its Chairman until the day of his death. A life-boat had been placed on the Isle of Man. Sir WM. HILLARY went off in her several times, and saved many lives. On one occasion he nearly lost his life by being thrown out of the boat, when several of his ribs were broken, and from that accident he never recovered. In December, 1849, a fearful calamity occurred on Tynemouth bar. Twenty-four gallant men had put off in your life-boat with a view of saving the lives of their fellow-creatures. In the noble effort the life-boat capsized, and twenty of her crew unhappily perished. I perfectly recollect the great anxiety of the present DUKE OF NORTHUMBERLAND at the time—his deep, earnest desire to prevent, if possible, such a calamity occurring to a life-boat again. He had several interviews with Mr. WILSON and the Committee on the subject. At last his Grace decided to offer a prize of 105*l.* for a life-boat that possessed, in addition to other indispensable qualities, the very important one of self-righting if capsized. The Duke was very fortunate in securing the valuable services of two able men in his good work—I allude to Admiral WASHINGTON and Mr. JAMES PEAKE, the present master shipwright of Her Majesty's dockyard, Devonport, who were assisted by Mr. J. PROWSE, of Woolwich Dockyard. About 280 models and plans were sent in to compete for the Northumberland Prize. These two gentlemen assiduously devoted themselves for about six months to a most careful examination of the models. The result was that the prize was given to JAMES BEECHING, of Great Yarmouth: but the NATIONAL LIFE-BOAT INSTITUTION was not entirely satisfied with his boat, so Mr. PEAKE was called upon to build such a boat as he could safely recommend for adoption by the Institution. He did build such a boat—but even that plan has since been considerably modified by experience. The splendid boat you have launched to-day is one of the latest boats of the Society, on that plan, and has, in London, elicited the admiration of thousands of people. In the year 1850 the late much-lamented PRINCE CONSORT accepted, on the invitation of the Committee, the office of Vice-Patron of the Institution; and subsequently in the same year, the DUKE OF NORTHUMBERLAND became its active President, and generations to come will remember with gratitude his connection with its merciful operations. About the same time some new members were added to its Committee; and my friend, Capt. WARD, R.N., was appointed the Life-boat Inspector of the Institution. Three or four years afterwards Mr. THOMAS CHAPMAN was elected its Deputy-Chairman; and has most worthily, and greatly to the advantage of the cause of humanity, filled that office ever since. Sir EDWARD FERROTT, Bart., as the Chairman of its Sub-Committees, has also most zealously helped forward the good work. Few bene-

volent societies have a more active and zealous committee than the LIFE-BOAT INSTITUTION; and its Committee often devote gratuitously, at this period of the year, at their Meetings, five or six hours to the important business of the Institution. In 1856 the late benevolent Capt. FITZGERALD, of the Royal Navy, left the Life-boat Institution a legacy of 10,000*l.*, without any conditions whatsoever. The committee at once decided unanimously to spend forthwith the whole of that large sum in building new life-boats. The public, observing that the Institution was now earnestly and successfully pushing on its great work, came forward with their support. No work of real benevolence will ever be allowed in this country to languish for want of funds. The fearful Hartley Colliery calamity in this neighbourhood clearly testified that; and the present Lancashire distress excites a universal desire to succour it. In 1850 the Institution possessed only about a dozen life-boats; it has now a noble fleet of 123 life-boat establishments, all somewhat like your Tynemouth Station. The boats in that year were hardly the means of saving a dozen lives; but at the present period they save on an average about 300 shipwrecked sailors every year. It requires no stretch of the imagination to perceive at once the large number of persons that are thus spared the great affliction of widowhood and orphanage. These are great facts, and they come home with irresistible force to the hearts of the highest as well as of the lowest amongst us. Her Majesty the Queen sends every year to the Life-boat Institution 50*l.*, the child of an old sailor sends also 5*s.* towards the same object, and contributions are often received at the Institution from Englishmen in all parts of the world, and even from foreigners. A kind-hearted lady called at the Institution some time ago with the cost of a life-boat. She gave no name, and we don't know her name to this day; and she repeated her munificent gift the second, third, and fourth time. When she gave the cost of the fourth boat, she said to me, "If ever I shall have the happiness to hear that one of these boats has been the means of saving a single life, I shall be amply rewarded." Last winter her wishes were, in a very remarkable manner, gratified. One of her life-boats is stationed in Dundrum Bay. A fearful wreck occurred there last January. It had been an awful night. With the dawn of the day a poor fellow was seen lashed to the rigging of a sunken vessel. A shore-boat at once put off to the wreck; but no sooner was it in the surf than it capsized, her crew of six men having a most narrow escape for their lives. The benevolent lady's life-boat put off, and soon reached the wreck, and took off the poor man. He was found insensible, but on reaching the land he was soon restored. He was the master of the vessel. He stated that his crew of three men had been washed overboard in the course of the tempestuous night. The following circumstance is another remarkable illustration of the value of these life-boat services:—Some two or three years ago a lady was on a visit, on board a friend's yacht, on the Irish coast. A fishing-lugger came into collision with the yacht, and capsized it. The lady and her friends were instantly thrown into the sea, but she was fortunately saved by the very gallant exertions of her friend, who dived after her, and brought her safely to land. As a "thank-offering," she gave 300*l.* to the NATIONAL LIFE-BOAT INSTITUTION, to enable it to station an additional life-boat on the Irish coast. That life-boat was placed at Carnsore, on the coast of Wexford—a very dangerous point, and a very poor locality. In the course of the ensuing winter a fearful wreck occurred off Carnsore—that of the bark *Guyana*, of Glasgow. In-



telligence of the wreck having been conveyed to the life-boat station, the crew of the life-boat were called up about three o'clock in the morning, and the boat immediately started on her mission of mercy. Owing, however, to the dreadful state of the roads from heavy rains, and the circuitous route of many miles that the boat had to travel, it was nearly nine o'clock before she reached the scene of disaster, notwithstanding that no less than seven horses were employed to draw her. The life-boat had then to be taken off her carriage, and lowered down a steep cliff eighty feet in height. This was successfully accomplished, and the boat was then launched through a high surf, and proceeded to the wreck. On arriving near the vessel, however, the force of the wind, tide, and sea was so great that it was found impossible to reach her; the boat was therefore anchored for a while to rest the crew. Another attempt was then made, and the whole crew, numbering no less than nineteen, were then safely got into her and conveyed to the shore, which was reached after more than five hours' severe exposure and exertion. Several other ladies have also given the Institution the cost of life-boats, which have since saved scores of lives! The town of Ipswich collected last year 500*l.*, and presented the amount to the LIFE-BOAT INSTITUTION. The Society stationed the life-boat, which is called the *Ipswich*, at Thorpe, on the Suffolk coast. During a midnight tempest, about three weeks ago, that very boat was the means of saving five poor men from an inevitable death. Long, I say, may Mr. FENWICK's life-boat at Tynemouth, and those at Shields, be enabled, with the blessing of God, to render similar services to the distressed shipwrecked sailor on your bar. A gentleman called on me last Saturday, and said he not only wished to give the Institution the cost of a life-boat, but permanently to endow it, in memory of his mother: he is probably carrying out the dying wishes of either his father or mother in the matter. Mrs. HARTLEY, of Devonshire, collected 300*l.*, and Miss BERTIE CATOR 210*l.*, towards placing two additional life-boats on the coast. The women of England are more distinguished in the present age for their acts of charity and useful benevolence than they were in any former period of our history, and the shipwrecked sailor has in them a steadfast friend. Such is the character of the work of the great Institution to which you have so cordially wished success this evening. Since its first establishment, it has expended nearly 70,000*l.* on its life-boat stations; and during the whole period of its existence it has, directly and indirectly, contributed to the saving of nearly 13,000 shipwrecked persons, for rescuing whom it has paid as rewards 16,000*l.*, in addition to voting 800 medals, for distinguished services. Not the least part of the work of the Institution is its system of rewards for saving life from shipwrecks, either by life-boats or shore-boats. The Society fosters the courage, the daring, and the best feelings of our coast population by its system of rewards for saving life. It has such a fleet of life-boats as the world has never before seen. Each life-boat station, like this one at Tynemouth, requires about 40*l.* a year to keep it in a state of efficiency. That amount does not include the rewards granted for saving, or attempting to save, life. I am sure you will agree with me, that you would not like to see a repetition of the pittance that was granted many years ago to the crew of the Holy Island life-boat for rescuing life, namely, 1*s.* 3*d.* per man. The NATIONAL INSTITUTION has a fixed scale of payments for its life-boat crews, and with that scale the men have hitherto expressed their satisfaction. A sum of 10*s.* is given to each

man of the crew for going off to save life in the day time, and 20*s.* per man for night duty. These payments are doubled in cases of extraordinary services. Wherever a life-boat is stationed, it is managed by a local committee, who, like the committee of the parent Institution, readily give their services gratuitously. Without the cordial co-operation of our local committees, it would hardly be possible for us to carry on the important work of the Institution on the coast. Fortunately we have succeeded in obtaining the cordial co-operation of such committees. Again, the Institution has been most fortunate in securing the valuable services of Capt. WARD, R.N., as its inspector of life-boats during the past twelve years. He is the Admiral of its large life-saving fleet. He has organized every station, and he is thoroughly familiar with the qualities of each boat. The perpetuity of this humane work, however, depends to a great extent on the support the public at large will continue to extend to it. "There can be no mistake in the work of a life-boat—it is palpable and tangible to all," as Mr. HUGH TAYLOR, of Earsdon, the DUKE OF NORTHUMBERLAND'S respected commissioner, told me last night, and his sentiment is echoed by every one. The poor men saved, and their families, testify with gratitude to its great value. About a fortnight ago, Capt. Brown, a native of this locality, and who is in command of some of the Royal Naval Brigade, in London, assisted in the metropolitan life-boat procession of your life-boat. He told me—"I naturally take great interest in this boat, for I shall never cease to express my gratitude for being saved, many years ago, by one of the Shields life-boats." I hold in my hand a long list of the names of the vessels, and of the number of their crews, belonging to your own ports, saved during the last two or three years by the life-boats of the Institution.\* On an average 1,000 vessels are wrecked on our coasts every year; and from these about 3,000 persons are rescued by life-boats, the rocket apparatus, shore boats, and other means. But it is a lamentable fact, nevertheless, that 800 poor creatures perish every year from these disasters on our shores. During the late fearful gales, I feel convinced that some scores of poor fellows might have been saved had the vessels had on board the means of saving life—amongst other valuable auxiliaries, I would particularly recommend good life-belts. I beg, in the name of the NATIONAL LIFE-BOAT INSTITUTION, to thank your Lordship for the prompt and cordial response you made to the invitation to assist us so efficiently this day, and so worthily to occupy the Chair on this interesting occasion. The acknowledgments of the Institution are also most assuredly due to Mr. HUGH TAYLOR, for collecting the large sum of 350*l.* to pay for the beautiful house in which the Tynemouth new life-boat and the rocket apparatus are kept. Capt. ADAMSON, Mr. JOHN STRAKER, the Rev. Mr. WHEELER, and other members of the local committee have also been indefatigable in their valuable services on this occasion, and to

\* Brig *Flying Fish*, of Whitby, 5; Brig *Prodroma*, of Stockton, 11; Brig *Eliza*, of Middlesborough, 7; Brig *Gloucester*, of South Shields, 7; Brig *Lovely Nelly*, of Seaham, 6; Schooner *Prospect*, of Berwick, 6; Brig *Pallas*, of Shields, 3; Barque *Niagara*, of Shields, 11; Brig *Zephyr*, of Whitby, 6; Coble *Honour*, of Cullercoats, 3; Schooner *Eliza*, of North Shields, 7; Brig *Scotia*, of Sunderland, 6; Sloop *Three Brothers*, of Goole, 5; Brig *Ann*, of Blyth, 8; Schooner *Fly*, of Whitby—Saved vessel and crew, 4; Fishing-boats of Whitburn, 16; Brig *Arethusa*, of Blyth, 8; Brig *Providence*, of Shields, 8; Brig *Mayflower*, of Newcastle, 8; Brig *Roman Empress*, of Shields, 10; Barque *Perserverance*, of Scarborough, 5; Barque *Druid*, of Sunderland, 9; Brig *Sisters*, of Whitby, 9; Brig *Jane*, of North Shields, 10; Barque *Robert Watson*, of Sunderland, 5; Brig *Content*, of Sunderland, 5. Total, 138.

them the best thanks of the Committee are also tendered. To Mr. MESSENT, the able engineer of your magnificent and important pier works, and to Mr. LAWTON, their enterprising contractor, the thanks of the Institution are likewise due, for their co-operation in connection with building the boat-house. In conclusion, I beg to thank you very much for so patiently giving me your attention, while my statements have been placed in a hasty manner before you; and I trust you will, in time to come, ponder over them, and continue to do your part consistently in this great work of saving life from shipwreck. (Loud applause.)

RICHARD HODGSON, Esq., M.P., proposed the health of the noble Chairman in an eulogistic speech, and the thanks of the assembly to Mr. LEWIS for his able and eloquent address.

Other toasts followed, and the proceedings were brought to a close.

### SUMMARY OF THE MEETINGS OF THE COMMITTEE.

Thursday, 11th Sept., 1862.—Capt. Sir EDWARD PERROTT, Bart., V.P., in the Chair.

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

Read letter from his Grace the DUKE OF NORTHUMBERLAND, K.G., President of the Institution, stating that he accepted with grateful feelings the Model presented to him of the life-boat and transporting-carriage of the Society, which he should preserve as a memorial of the important benefit which the NATIONAL LIFE-BOAT INSTITUTION had conferred on the shipwrecked sailor.

Read and approved the Inspector's Reports of the 1st and 9th Sept., on his visits to the life-boats of the Institution on the coast of Scotland, and the north-east coast of England, and at Withernsea, Kingsgate, and Margate.

Read letter from W. WORSHIP, Esq., of Great Yarmouth, of the 13th Sept., forwarding a cheque for 100*l.*, being the amount of a legacy left to the Institution by the late Mrs. ALICE GEDGE, of Great Yarmouth. The testatrix had also bequeathed the Society one-third of her residuary estate.—*To be acknowledged.*

Also from Captain HEARD, R.N., of H.M.S. *Trincomalee*, the Hon. Secretary of the Whitburn Branch, of the 29th August, stating that he had accompanied the commander of the French war-steamer *Cuvier* and the French Consul at Sunderland to Whitburn, to inspect the Institution's life-boat stationed there, which they found in a very efficient state. The boat was taken afloat by some of the men of the Royal Naval Reserve. The French officers were delighted with the condition of the boat and the efficiency of the life-boat establishment.—*To be acknowledged.*

Also from Mr. JOHN FRANCE, of Glossop, of the 12th August, stating that, at the recent High Court Meeting of the ANCIENT ORDER OF FORESTERS, he, as a delegate from one of the districts, had suggested that a voluntary subscription might be made each year by all the members of the Order in aid of the funds of the NATIONAL LIFE-BOAT

INSTITUTION. The Resolution was unanimously carried by the High Court.—*To be thanked.*

Reported the transmission to their station of the Withernsea life-boat and transporting-carriage, and that a grand demonstration had taken place at Withernsea on the 25th August, on the occasion of the launch of the life-boat, at which it was computed about 20,000 persons were present.

Also, that a very satisfactory trial had taken place with the Plymouth life-boat, which belongs to the Institution, on the occasion of a regatta at that place. Admiral KINGCOME was with the crew in the boat, and thoroughly tested her self-righting qualities, having voluntarily, with the crew, been upset in the boat.

— Decided to provide a launching-carriage for the Plymouth life-boat.

Reported the receipt of 25*l.* from the Topsham Marine Insurance Club, per Messrs. HOLMAN and Mr. RESTARICK, which contribution would probably be repeated every year.—*To be thanked.*

Decided to form a life-boat station at Porthleven, Cornwall.

Also to build a new life-boat house at Teignmouth, Devonshire.

Read letter from Mr. G. F. CARRINGTON, Hon. Secretary of the Guernsey Branch, of the 14th August, stating that the Local Committee were strongly of opinion that their present life-boat should be replaced by a larger one.

Decided to send a 30-foot single-banked life-boat and a suitable transporting-carriage to Guernsey in lieu of the former boat and carriage.

Paid 612*l.* 6*s.* for sundry charges on various life-boat establishments.

Voted 30*l.* 8*s.* to pay the expenses of the life-boats of the Institution at Berwick, Arklow, and Bude Haven, for putting off, with the view of rendering assistance to vessels which were in very dangerous positions, during heavy weather, but which did not, happily, require the services of the life-boats.

Also 2*l.* to the crew of a small boat, for putting off and rescuing 3 men, whose boat had struck on a rock off Ballysteen, on the coast of Limerick, during a gale of wind, on the 24th May last.

Also 2*l.* to the crew of the lugger *Excelsior*, of Lowestoft, for saving the crew of 5 men belonging to the lugger *Caledonia*, of Buckhaven, which, in a gale of wind and squally weather, had been capsized off Whitby on the 19th July last.

Also a reward to the crew of a fishing-boat, for saving the crew of another boat, which had capsized off Garnish, Co. Cork, on the 30th July last.

Thursday, 2nd Oct. THOMAS CHAPMAN, Esq., F.R.S., 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-Committees.

Appointed Capt. DAVID ROBERTSON, R.N., to be the Assistant Inspector of Life-boats to the Institution.

Read letter from Count LAVRADIO, the Portuguese Ambassador, of the 29th September, expressing his satisfaction to learn that 14 men belonging to the schooner *Cruz V.*, of Oporto, had

been rescued by the Dungeness life-boat of the Society, and adding that he had communicated the service to his Government.—*To be acknowledged.*

Also from LEONARD C. WYON, Esq., of the 1st Oct., forwarding two Silver Medals, taken from the new die of the obverse of the Medal of the NATIONAL LIFE-BOAT INSTITUTION, which represented a Portrait of Her Majesty the Queen, and which had been just executed by him.—*To be acknowledged.*

Reported the transmission of the Howth life-boat and transporting-carriage to their station, and their safe arrival there. MESSRS. MALCOLMSON, in conjunction with A. G. ROBINSON, Esq., had kindly given a free conveyance to them on board one of their steamers.—*To be thanked.*

General Sir GEORGE BOWLES, K.C.B., presented to the Institution the cost (265*l.*) of the Howth life-boat and carriage.—*To be thanked.*

Reported also that the Blakeney life-boat and transporting-carriage had been forwarded free to their destination over the Great Eastern Railway Company's line.—*To be thanked.*

The cost of this boat, which was named *The Brightwell*, was also presented to the Institution by Miss BRIGHTWELL, of Norwich.

Reported also the receipt of legacies to the Society from the late W. LURTON, Esq., of Salford, 100*l.*; the late Dr. C. T. WEST, of Hull, 90*l.*; and the late E. E. VIDAL, Esq., of Brighton, 5*l.*

Read letter from W. BOND, Esq., of Truro, of the 23rd Sept., stating that a youth in that town, named THOMAS WOOLCOCK, had assiduously succeeded in raising 2*l.* 6*s.* 8*d.* in aid of the funds of the NATIONAL LIFE-BOAT INSTITUTION.—*To be thanked.*

Paid 958*l.* 3*s.* 6*d.* for sundry charges on various life-boat establishments.

Voted 12*l.* 12*s.* to pay the expenses of the Dungeness life-boat in going off, during blowing weather, on the night of the 21st Sept., and rescuing, after much difficulty, the crew of 14 men from the Portuguese barque *Cruz V.*, of Oporto, which had gone on shore off Dungeness. The cost of this boat was presented to the Institution by the Rev. H. J. HUTCHESON.

Also 8*l.* 5*s.* to pay the expenses of the Rhyll (tubular) life-boat, in putting off with the view of saving the crew of the schooner *Jameson*, of Liverpool, which had been observed to founder suddenly in a heavy squall, on the 13th Sept. The schooner's crew immediately took to their own boat, and were fortunately picked up by the Point of Ayr life-boat.

Also 8*l.* to the crew of a pilot-boat, for going off and rescuing, at considerable risk of life, the crew of 3 men of the schooner *Dove*, of Leith, which, during a gale of wind, had sunk off Newhaven, on the 25th July last.

Thursday, 6th Nov. THOMAS CHAPMAN, Esq., F.R.S., 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-Committees.

Read and approved the Inspector's Report of the 3rd Nov., on his visits to the life-boat stations of the Institution on the coasts of Sussex and Kent, and at Blakeney, Norfolk.

Read letter from Miss WILSON, of the 3rd Nov., presenting to the Institution a portrait of her father, the late THOMAS WILSON, Esq., who was one of the founders of the Society, and its premier Chairman, as a permanent memorial of the interest which he took in the Institution when living.—*To be thanked.*

Mr. WILSON died on the 10th Oct., 1852, in his eighty-fifth year, endeared to all who knew him by the gentleness of his manners, the warmth of his affections, and the sterling integrity of his principles. He was one of the Founders of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and its much-valued Chairman for twenty-nine years, during which period he attended 457 of its Committee Meetings, and assisted in granting rewards for gallant acts in rescuing 7,500 lives from shipwreck. His arduous exertions in furtherance of the welfare of the Institution continued unceasing to the close of his useful career, he having only a few days previous to his lamented decease occupied the Chair at the Meeting of the General Committee, with his wonted sound judgment and urbanity.

Reported the receipt of donations of 50*l.* in aid of the funds of the NATIONAL LIFE-BOAT INSTITUTION from Mrs. HENRY KEMBLE, of Grove Hill, and a similar one from S. D.—*To be thanked.*

Also that the life-boat and transporting-carriage recently exhibited at the Royal Horticultural Gardens had been removed from thence, previous to being forwarded to their station. A procession was formed on the occasion, which paraded some of the principal streets of London. About 50 men belonging to the Royal Naval Reserve, with their band, under the superintendance of Captains MAYNARD, BROWN, and WRIGHT, of that force, accompanied the life-boat, which attracted much notice.

Decided, that the Council of the Royal Horticultural Society and the above-named officers be thanked.

Read letter from the Hon. C. F. ADAMS, the American minister in London, of the 25th Oct., stating that he should have much pleasure in transmitting to his Government the account of the rescue of the crew of 18 men of the ship *Annie E. Hooper*, of Baltimore, U.S., on the 20th Oct., by the Lytham and Southport life-boats of the Institution.—*To be acknowledged.*

Also from Capt. RAWSTORNE, R.N., Harbour-master at Fleetwood, of the 24th Oct., stating that the Fleetwood life-boat had been towed out in a gale of wind to the assistance of a wrecked vessel. On returning, the gale increasing to a storm, and a heavy sea running, and there being no one in the life-boat to steer her, the tow-ropes tore out the timber-head of the boat, and she went adrift, but was afterwards recovered. (*Vide Article at p. 197, on Towing Life-boats in Rough Weather.*)

Decided, on the recommendation of the Local Committee, to replace this life-boat with a larger and more powerful one, to row ten oars, double-banked.

Read letter from the Chairman of the Bude Haven Branch, of the 30th Oct., stating that the ship *Bencoolen*, of Liverpool, had unfortunately

been wrecked off Bude Haven, on the 21st Oct., when 26 of her crew were lost, and only 6 saved by drifting ashore on a raft, the life-boat there having failed to reach the wreck.

Read also the report of the Assistant Inspector of Life-boats, of the 3rd Nov., on his visit to Bude Haven, to assist in the inquiry as to the lamentable loss of life from the wreck in question. He stated that the general impression in the locality was, that if the life-boat had been manned with an efficient crew, she might, for a brief space of time, have reached the wreck, and have saved at least some of the shipwrecked crew; but with a sea running heavy enough to throw end over end a raft formed out of spars, some of which were 45 feet long, and considering the very dangerous entrance to this haven, with an awkward reef of rock close under their lee, it could well be imagined there were some grounds for the fears which paralyzed the united action of the life-boat's crew.

Decided that a 33-feet, double-banked life-boat be placed at an early period at Bude Haven, and that the boat-house be rebuilt on another site.

Also to name the Newhaven new life-boat *The Thomas Chapman*, after the Deputy-Chairman of the Institution, as a compliment to him for his long and valuable services to the life-boat cause in that capacity.

Reported that the life-boat and transporting-carriage for Drogheda had been forwarded to their station, and had duly arrived there.

Messrs. MALCOLMSON, and A. G. ROBINSON, Esq., had kindly taken the life-boat to Dublin, free of charge, on board one of their steamers. The carriage was taken free by the British and Irish Steam Navigation Company. From Dublin the boat and carriage were transmitted free to their station by the Dublin and Drogheda Railway Company.—*To be thanked.*

Reported that two additional life-boats, on the plan of the Institution, had been forwarded to Portugal for the use of that government.

Read letter from J. BARNES, Esq., Hon. Secretary of the Silloth Branch, of the 7th Oct., reporting a very favourable exercise they had had with the life-boat in a gale of wind and heavy sea.

Decided to sell 1,000*l.* from the funded capital of the Institution, to meet the pressing demands on the Society.

Paid 97*l.* 3*s.* for sundry charges on various life-boat establishments.

Voted 15*l.* 10*s.* to pay the expenses of the Lytham and Southport life-boats in putting off during a fearful gale of wind, and rescuing, under great difficulties, the crew of 18 men of the ship *Annie E. Hooper*, of Baltimore, U.S., which was totally wrecked on the Horse Bank on the 20th Oct. The Lytham life-boat, which had been towed out by the *Loch Lomond* steamer, was swept away from the wreck after having taken off 14 of the crew, the rope by which she was held to the vessel having parted; but the Southport life-boat coming up at the time, took off the remainder of the shipwrecked crew. Mr. W. ALLSUP, owner of the *Loch Lomond* and other steamers, had given a general order to his captains

that whenever the life-boat needed their services, whatever might be their other engagements, she was always to have the preference.—*To be thanked.*

Voted also 14*l.* to pay the expenses of the "*Ipswich*" life-boat of the Society, stationed at Thorpeness, in putting off in the night of the 20th Oct., and rescuing 4 men from the barge *Henry Everest*, of Rochester, which, during a strong gale of wind, had sunk off Thorpeness. It will be remembered that the cost of this valuable life-boat was collected by the residents of the town of Ipswich, and afterwards presented to the NATIONAL LIFE-BOAT INSTITUTION.

Also 82*l.* 8*s.* 7*d.*, to pay the expenses of the Yarmouth, Fleetwood, Lytham, Southport, Walmer, Newhaven, Fraserburgh, Campbeltown, and Arklow life-boats of the Society, in putting off during the late fearful gales with the view of saving life from vessels which had either signals of distress flying, or were in perilous positions but which ultimately did not require the assistance of the life-boats.

Also 2*l.* to a boat's crew for saving, at much risk of life, the crew of 6 men belonging to a fishing-yawl, which, during a frightful squall, had been capsized off Clogher Head, on the Irish coast, on the 12th ult.

Also the Silver Medal of the Institution, a copy of its vote on parchment, and 2*l.* to JAMES McMILLAN, a mechanic, who is upwards of 70 years of age, for his general services in saving life, and particularly for his intrepid conduct in rushing into the surf to the rescue of WILLIAM FORDYCE, of the ship *Genova*, of London, which, during a heavy gale of wind, had been wrecked on the Mull of Kantyre, on the 13th Oct. Soon after the vessel struck she began to break up, and the crew betook themselves to various portions of the wreck which were floating about. Four of them were carried out to sea, but the fifth, WILLIAM FORDYCE, who had charge of the ship, got upon the poop and was driven in shore, where he kept floating about among the fragments of the wreck for nearly five hours. At last, when carried near the shore by a wave, he made a desperate effort to reach it, but fell short, inside the cleft of a rock, when McMILLAN seeing him in danger of being again carried out, rushed into the sea up to his shoulders, and, at the peril of his life, succeeded in dragging him to the shore very much exhausted.

Voted the Silver Medal of the Institution, a copy of its vote on parchment, and 2*l.* each, to Mr. WM. GOLDRING, JAMES SPRAGGS, and DAVID FARMER, being the crew of the smack *Ferret*, in admiration of their noble and persevering conduct on the 17th Oct., in putting off in the boat of the smack and rescuing, at the greatest risk of life, the crew of three men of the sloop *Cygnets*, of Portsmouth, which had sunk off the Hampshire coast. The three men were seen clinging to the rigging of their small vessel on the Woolsiner Sandbank, with the sea dashing over them. After having encountered the heavy gale then blowing, the vessel had become unmanageable, and had struck on this dangerous shoal, where in a few minutes she was overwhelmed by the waves, and began to break up immediately.

GOLDRING and his crew, after making an attempt to reach the poor shipwrecked men in the smack, put off in their small skiff, only 13 feet long, and, after great exertion, and at the utmost peril of their lives, succeeded in rescuing the three men, who had been exposed to the fury of the wind and sea for five hours. They were laid in the bottom of the boat, one of them in a state of insensibility, and after encountering the perils of the return passage through a heavy sea, the boat safely reached the smack, and the crew were brought safely on shore.

Reported the services of the Lytham life-boat in putting off and afterwards beaching in a place of safety the schooner *Ceres*, of Arbroath, which had struck on Salthouse Bank, Lytham, in a heavy sea, on the 26th Oct. The owners had voluntarily given 50*l.* to the life-boat's crew for their valuable services.

Also the services of the Caistor life-boat, in going off and bringing into port the derelict schooner *Hannah Booth*, of Plymouth, which, during a heavy gale of wind, was found abandoned on the Barber Sands, on the Norfolk coast, on the night of the 19th Oct.

Also the services of the Margate life-boat, in putting off and remaining alongside a brig which had struck on the Girdler Sands, during a heavy gale of wind, on the night of the 19th Oct. The presence of the life-boat encouraged the crew to persevere in their endeavours to save their vessel, which they fortunately succeeded in doing after some hours of exertion. Ordered the expense—16*l.*—of this service to be paid.

Thursday, 4th Dec. THOMAS CHAPMAN, Esq., F.R.S., 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-Committees.

Read the following letter from the Hon. C. F. ADAMS, the American minister at the English Court.

“*Legation of the United States,  
London, Dec. 2nd, 1862.*”

“SIR,—Some time since I had the honour to acknowledge the reception of your note, informing me of the timely assistance rendered to the crew of the ship *Annie E. Hooper* in their hour of need by the Lytham and Southport life-boats of your valuable Institution. I then promised that I would transmit a statement of the facts to the government of the United States.

“I have now the pleasure to inform you that, in testimony of his sense of the value of the Society's labours, the President has directed me to present, in his name, to the ROYAL NATIONAL LIFE-BOAT INSTITUTION, the sum of 100*l.* I am likewise instructed to present, through your Society, 5*l.* to the coxswain, and 2*l.* to each of the crew of the boats which went to the relief of the *Annie E. Hooper*. To that end I have the honour to enclose a draft on Messrs. BARING BROTHERS and Co., payable to your order, for the sum of 131*l.* sterling.

“I have, &c.,

“CHARLES FRANCIS ADAMS.

“*The Secretary of the  
National Life-boat Institution.*”

The Committee expressed their high apprecia-

tion of the liberality of the PRESIDENT OF THE UNITED STATES OF AMERICA, and decided to request the favour of His Grace the DUKE OF NORTHUMBERLAND, President of the Institution, to acknowledge the communication.

Read and approved the Inspector's Report of the 1st December, on his visit to the Institution's life-boat establishments at Tynemouth in Lancashire, and in Dublin Bay.

Decided, that new carriages be provided for the life-boats at Tenby, and at Teignmouth, Devon.

Also that loaded canes, with small lines attached to them, about 50 yards long, be supplied to the life-boats of the Institution for the purpose of assisting to effect communication with wrecks.

Reported that a grand demonstration had taken place at Tynemouth on the occasion of the launch of the new life-boat, and that LORD RAVENSWORTH had attended at the launch of the boat, and had also occupied the Chair at a public banquet given on the occasion in the evening.

The Inspector and Secretary of the Parent Institution had attended on the occasion.

(For a detailed account of this demonstration, *vide p. 188.*)

Decided—That the special thanks of the Institution, inscribed on vellum, be presented to HUGH TAYLOR, Esq., of Backworth Hall, in acknowledgment of his zealous and philanthropic services in collecting nearly 400*l.* towards the cost of the Tynemouth life-boat house; and to WILLIAM ADAMSON, Esq., for his valuable services as the Hon. Secretary of the Newcastle, Tynemouth, and Cullercoats Branch.

Read letter from Mr. ADAMSON, of the 2nd December, giving an account of the admirable manner in which the new life-boat behaved on her second trial on the previous day in a heavy sea.—*To be acknowledged.*

Also from a gentleman in Dublin, of the 5th November, transmitting 100*l.* on behalf of a lady (A. B.), in aid of the cost of a life-boat, to be stationed, if practicable, on the coast of Kerry.—*To be thanked.*

Also from Miss WASEY, of the 17th Nov., expressing a desire to pay the cost (340*l.*) of the Fleetwood new life-boat and transporting-carriage, and requesting that the boat might be named *The Edward Wasey*.—*To be thanked.*

Reported—That the new boat and carriage had been conveyed to their station, free of charge, by the London and North-Western Railway Company. On their arrival there, the residents gave them a hearty reception, and the boat was afterwards publicly launched.—*To be thanked.*

Reported also that the Rev. N. M'GACHEN, of Portsmouth, and the Rev. WILLIAM JACKSON, of Heathfield, had been delivering lectures on the operations of the Institution.—*To be thanked.*

ADMIRAL WASHINGTON, F.R.S., reported that he had, on the previous day (Dec. 3rd), witnessed on Plumstead Common some interesting experiments with M. Delvigne's life-saving gun, in connection with Dennett's Rockets. The result was entirely in favour of the latter, especially when used in duplex, the two being lashed together.

Also from a clergyman, near Canterbury, of the

18th November, forwarding some copies of a Song and Duet, composed by him, and set to music. The profits on the sale of the poem are to be divided between the NATIONAL LIFE-BOAT INSTITUTION, the Shipwrecked Mariners' Society, and the Sailors' Orphan Girls' School.—*To be thanked.*

Also from W. LEITH BREMNER, Esq. of Guildford, of the 18th November, forwarding 2*l.* 2*s.*, being the amount of profits hitherto realised on the sale of his poem—"The Pilot of the Pentland Frith," and other pieces.—*To be thanked.*

Also from the Rev. ARTHUR BROOK, forwarding 1*l.* 1*s.* 1*d.* from the alms-box in East Retford Parish Church, in aid of the funds of the Institution.—*To be acknowledged.*

Also from Sir THOMAS TOBIN, of the 26th November, and the Secretary of the Cork Harbour Commissioners, of the 27th November, stating that the Commissioners had decided on the application of Sir THOMAS to give a donation of 10*l.*, and an annual subscription of 10*l.*, in aid of the maintenance of the Irish life-boat stations in connection with the Institution.—*To be thanked.*

Also from A. WESTENHOLZ, Esq., the Danish Consul, of the 19th November, forwarding copies of notices issued by his government to Mariners, showing the stations for the rocket apparatus, &c., for saving life from shipwreck, on the coast of North Jutland and the Island of Bornholm.—*To be acknowledged.*

Also from W. B. HOPPER, Esq., of Constantinople, of the 1st November, forwarding some copies of his pamphlet explanatory of his proposition for the formation of a Shipwreck Aid Society at Constantinople.—*To be acknowledged.*

The Committee expressed their deep regret at the lamented death of Admiral Sir CHARLES SULLIVAN, Bart., who for nearly forty years had been a constant annual subscriber of 5*l.* to the Life-boat Institution. During that long period he had witnessed the Institution, by its life-boats and its system of rewards, contributing, directly or indirectly, to the saving of nearly 13,000 shipwrecked persons on our coasts.

Approved of an estimate for the erection of a new life-boat house at Porthleven.

Paid 936*l.* 1*s.* for sundry charges on various life-boat establishments.

Voted 4*l.* 8*s.* to pay the expenses of the Padstow life-boat, in putting off and rescuing the crew of 4 men from the sloop *Loftus*, of Padstow, which, during a strong wind and heavy sea, had become unmanageable, and was afterwards totally wrecked in Hell Bay, near Padstow, on the 9th November. With the special permission of the late PRINCE CONSORT, the Padstow life-boat was named the *Albert Edward*, after the PRINCE OF WALES, who is also the DUKE OF CORNWALL. By a singular and happy coincidence, the life-boat was thus the means, under God, of saving four poor creatures from an inevitable death on the very day that the Prince attained his majority.

Also 9*l.* 6*s.* to pay the expenses of the Bude Haven life-boat, in going off and saving the crew of 3 men from the smack *Mary Elizabeth*, of Padstow, which, in a heavy sea, which breaks with fearful violence from the Atlantic on this coast,

was totally wrecked near Bude on the 14th November. The life-boat and her crew were reported to have behaved admirably on the occasion.

Also 4*l.* 7*s.* to pay the expenses of the Kirkcudbright life-boat, in putting off and bringing safely into port the schooner *Ellen*, of Liverpool, and her crew of 3 men, which, during heavy weather, had struck on Kirkcudbright Bar on the 13th ult. The vessel was in a very perilous position, and it was reported, was only saved from destruction by the life-boat. Captain CANDLISH, of Kirkcudbright, had gone off in the life-boat on this occasion, and had ably assisted in saving the vessel.—*To be thanked.*

Also 12*l.* 9*s.* to pay the expenses of the Teignmouth life-boat, in going off and rescuing 2 out of 3 men belonging to the smack *John*, of that place, which, during stormy weather and in a heavy sea, was wrecked on Teignmouth Bar on the night of the 18th November.

Reported the services of the Lytham life-boat, in going off and bringing safely into port, the sloop *Mart*, of Stranraer, which, during foggy weather, had struck on the Salthouse Bank, off Lytham, on the night of the 15th November. The vessel's crew had previously left her in their own boat. The owner had awarded the life-boat's crew 18*l.* for their services.

Also, the services of the Buddon-ness, Dundee, life-boat, in putting off and assisting to bring to a port of safety the schooner *James Davell*, of Newcastle, which was found waterlogged and abandoned off the Carra Rock at the mouth of the River Tay, on the 1st November. Salvage had also been awarded in this case by the vessel's owners.

Also the services of the Arklow and Cahore life-boats, in putting off and rendering assistance to the ship *Eliza Bencke*, of Liverpool, which, during a gale of wind, had struck on Glasgorman Bank, on the Irish coast, on the night of the 1st December. The expenses of these services amounted to 22*l.* 1*s.*, which the Institution had paid. The shipowners also paid a small gratuity to the life-boat crews.

Also the services of the "*Ipswich*" life-boat stationed at Thorpeness, in putting off and rendering assistance to the steamer *Osprey*, of Hartlepool, which, during blowing weather, and in a very rough sea, had struck on Sizewell Bank, on the Suffolk coast, on the night of the 2nd December. The expense of this service was 7*l.*, which the Institution had paid, the crew receiving in addition a small sum from the owners of the steamer.

Voted 25*l.* to pay the expenses of the Bude Haven, Carmarthen Bay, Dundalk, Arklow, and Palling life-boats, in going off in reply to signals of distress from vessels which fortunately succeeded in getting out of their dangerous positions without the life-boats' assistance.

Also 1*l.* each to 2 coast-guardmen named JOHN FOX and JOHN DUNCAN, and 5*l.* to be divided amongst several other men, for rescuing, by means of a hawser, the crew of 5 men from the schooner *Duncan Dunbar*, which had struck on the Cutler Sand, off Bawdsey, on the Suffolk coast, during a gale of wind, on the 19th October.

Also 5*l.* to the crew of the beachmen's salvage life-boat at Pakefield, for putting off and saving the crew of 10 men from the brig *Francis*, of Newcastle, which during very boisterous weather, was totally wrecked off Pakefield on the 17th October. The crew had put off with the view of salvage, but failing in that, they took off the vessel's crew, and brought them ashore.

Voted the Silver Medal of the Institution, and 3*l.* to Mr. THOMAS KING, master of the smack *Paragon*, of Harwich, and also 3*l.* each to his crew of 6 men, for their long and intrepid exertions, extending over two days, in rescuing, during a gale of wind and thick weather, 4 out of 6 persons from the schooner *Thrifty*, of Goole, which on the 19th October last, foundered on the Long Sand. This was one of the most daring and persevering cases of saving life on record. It appeared that on the evening in question, the *Thrifty* took the ground on the south-west end of the Long Sand, it then blowing a gale from the S.W. About noon on the following day (Monday), the smack *Paragon* having sighted the wreck, closed with her and tried to get the crew off, but after two attempts, in both of which the boat failed and was nearly swamped, the smack was obliged to give it up. She then tried to give assistance by running to seaward of the sand, but in doing so she shipped a sea, and was obliged to run for Harwich, where she arrived about 10 P.M. On Tuesday, about 1 A.M., the crew having got dry clothes and some refreshment, started again and reached the vessel about daylight, and about 9 o'clock succeeded in rescuing the shipwrecked crew. A third day was partly occupied in getting the body of the mate's poor wife from the wreck. The exertions of the smackmen on the occasion were most praiseworthy, and they seriously damaged their boat, the crew of which also incurred much danger in trying to reach the wreck. It is particularly worthy of notice, that in thus bravely and unselfishly persevering in their exertions through nearly three days, these men lost many chances of making good salvage, several of the smacks belonging to Harwich and Colchester having received more than 100*l.* for salvage during this very gale.

#### TOWING LIFE-BOATS IN ROUGH WEATHER.

IN consequence of more than one of the life-boats of the NATIONAL LIFE-BOAT INSTITUTION having upset and broken adrift when in tow, through being towed without any one on board to steer them, the following Instructions have been prepared and forwarded to the life-boat stations in connection with the Institution, for the guidance of the several local committees and coxswains in charge of the Society's boats:—

1. On no account is any life-boat belonging to the NATIONAL LIFE-BOAT INSTITUTION to be towed, either by a steamer or

sailing-vessel, without her crew being in her, or at least a sufficient number of men to manage her, in the event of her breaking adrift, or having to cast off from the towing-vessel.

2. A life-boat may be towed by either one or two tow-ropes. If the former be adopted, it is recommended to tow with a long scope, from forty to sixty fathoms, the tow-rope being rove through a fair-leader or lizard at the stem-head, and secured to a bollard shipped in the trunk or tabernacle of the foremast.

If towed with two ropes, one from each quarter of the towing-steamer, they should not be taken to the stem of the boat, but be made fast, one to each bow, for which purpose some life-boats are fitted with a bollard on each bow. In either case the crew should be seated well aft in the boat to weight her by the stern, excepting one man forward with a small hatchet by him, ready to cut the tow-rope in a moment if it should become necessary.

The Liverpool life-boats, which are very frequently taken in tow, always use a single tow-rope, and in a heavy sea tow with a long rope, sometimes as much as sixty fathoms. They are always towed with their crews on board, who sit well aft to weight them at the stern. When towed by a paddle-steamer, they usually sheer off and tow well on the quarter, so as to be out of the wash of the paddle-wheels.

3. A life-boat will always be found to tow better against a heavy head-sea than away from one, as there will be a more steady and regular strain on her, and she will tow less wildly, and therefore with less violent jerks and strain on the tow-rope.

The Liverpool coxswains, in reply to queries put to them on the subject by the Marine Surveyor to the Mersey Dock Board, state that, in a long, heavy sea, they consider a boat more safe in tow than under sail, but in a short sea with irregular break, as at the meeting of currents or on the edge of banks, the contrary. They also consider it safer to tow against a heavy sea than before a running one.

4. The masts, oars, and other gear of a life-boat should be always lashed when in tow, but in such a manner that they can be quickly released when necessary.

## BOATS' COMPASSES.

THE subject of the Mariner's Compass has for many years past been considered a most important one, and has had great attention bestowed on it, especially since the introduction of iron as a material for building ships. Large masses of iron, of necessity, cause local disturbance to the indications of ships' compasses, and, without doubt, many vessels and a vast number of human lives have been lost through such disturbance. The subject is so important a one, owing to the magnitude of the interests affected by it, that we hope, in an early Number or Numbers, to give an Article on it by one of those scientific men whose attention has been especially devoted to it.

The principles of construction of compasses for boats are the same as of those for ships; but, on account of the more violent motion of a boat in a rough sea, it is necessary to provide some mode of steadying the face-card to which the needle is attached, in addition to the ordinary "gimbals" on which ships' compasses are balanced. For such compasses in boats and small vessels, subjected to the motion of a rough sea, are so perpetually in motion, spinning round and round, as to be then altogether useless. It is evident, therefore, that they are not appropriate to life-boats, whose work always lies amongst heavy seas.

To remedy this evil, the late Mr. F. DENT, the eminent chronometer-maker, of 61 Strand, London, devised the particular description of compass known as "Dent's Fluid Compass," the improvement consisting in the card and needle being immersed in a fluid enclosed in a hermetically-closed bowl. This plan was found to answer the purpose admirably, and these compasses are now in general use in the Royal Navy, and to some extent in the mercantile marine; but their expensive character has prevented their being universally so, and they were also of an inconveniently large size for the use of boats, more especially in times of emergency, such as the desertion of a leaky, or stranded, or burning ship, when all the space available within a boat is often required for the stowage of passengers and provisions.

Our object in this Paper is not to enter scientifically into any part of the subject of either ships' or boats' compasses, but to leave the same for a future occasion: we only allude to it to introduce to the notice of the maritime public an admirable modification of DENT'S Fluid compass and binnacle especially designed for and under the superintendence of the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

This compass and binnacle is shown in the accompanying illustration, which will speak for itself almost without description.



DENT'S FLUID LIFE-BOAT COMPASS.



The only modification in the compass is the reduction of the size of the card, which is only three inches in diameter. The binnacle is made of copper, japanned; it is scarcely more than 6 inches square, and 8 inches high, yet works on double gimbals; it is only 5½ lbs. in weight, yet is provided with a lamp and reflector, and with a drawer to contain spare wick and matches, being

therefore so portable as to be readily held in the hand. What more need we state in its favour in order to convince every one of its manifest advantages, than, that its cost is only 4*l.* 4*s.*, and that it has been found, in the life-boats of the NATIONAL LIFE-BOAT INSTITUTION, to answer admirably in every respect?

THE SHIPPING OF THE UNITED KINGDOM.

THE following is a Return, compiled from Parliamentary Documents, of the number of ships which entered inwards, and cleared outwards, from British ports, during the year 1861, that for 1862 not having as yet been published :—

|                                                                                                                                      | Ships.  | Tons.      |
|--------------------------------------------------------------------------------------------------------------------------------------|---------|------------|
| The number of British vessels which entered Inwards to all the ports of the United Kingdom, during the year 1861, was . . . . .      | 29,907  |            |
| Representing a Tonnage of . . . . .                                                                                                  |         | 7,721,035  |
| The number of Foreign vessels which entered Inwards to all the ports of the United Kingdom, during the same period, was . . . . .    | 25,356  |            |
| Representing a Tonnage of . . . . .                                                                                                  |         | 5,458,554  |
| The number of British vessels which cleared Outwards from all the ports of the United Kingdom, during the year 1861, was . . . . .   | 29,357  |            |
| Representing a Tonnage of . . . . .                                                                                                  |         | 7,699,497  |
| The number of Foreign vessels which cleared Outwards from all the ports of the United Kingdom, during the same period, was . . . . . | 26,699  |            |
| Representing a Tonnage of . . . . .                                                                                                  |         | 5,716,555  |
| Total . . . . .                                                                                                                      | 111,319 | 26,595,641 |

Thus giving a total of 111,319 vessels, with a tonnage of 26,595,641, which entered inwards and cleared outwards from the different ports of the United Kingdom, during the year 1861. It is hardly possible to realise the enormous commercial transactions represented by such a Tonnage as is here given!

These 111,319 vessels had probably on board a million persons. As we stated on a previous occasion, 884 lives were lost from 1,494 shipwrecks in the seas and on the coasts of the United Kingdom, in 1861. But, on the other hand, it is a gratifying fact that, by means of life-boats, the rocket apparatus, shore and ships' boats, and other appliances, 4,624 persons were happily rescued from these disasters—a most encouraging fact, and proclaiming, in accents which cannot be mistaken, that the benevolent exertions which confer such essential benefit on suffering humanity should be pursued with unabated vigour.

# Royal National Life-Boat Institution.

(Incorporated by Royal Charter.)

Patroness—HER MOST GRACIOUS MAJESTY THE QUEEN.

President—ADMIRAL HIS GRACE THE DUKE OF NORTHUMBRLAND, K.G., F.R.S.

Chairman—THOMAS BARING, ESQ., M.P., F.R.S., V.P. Deputy-Chairman—THOMAS CHAPMAN, ESQ., F.R.S., V.P.

## APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that, since the beginning of the year 1860, the ROYAL NATIONAL LIFE-BOAT INSTITUTION has expended 32,000*l.* on various Life-boat Establishments on the Coasts of England, Scotland, and Ireland. During the same period the Life-boats of the Institution have been instrumental in rescuing the Crews of the following Wrecked Vessels:—

| 1860.                                      |    |                                          |    |                                            |     |
|--------------------------------------------|----|------------------------------------------|----|--------------------------------------------|-----|
| Schooner <i>Ann Mitchell</i> , of Montrose | 1  | Barque <i>Oberon</i> , of Liverpool      | 15 | <i>Elizabeth Ann</i> , of Lyme Regis       | 3   |
| Schooner <i>Jane Roper</i> , of Ulverstone | 6  | Brigantine <i>Nancy</i> , of Teignmouth  | 9  | Steam Dredge, at Newhaven                  | 9   |
| Brig <i>Pallas</i> , of Shields            | 3  | Smack <i>Wonder</i> , of Teignmouth      | 2  | Sch. <i>Admiral Hood</i> , of Rochester    | 6   |
| Ship <i>Ann Mitchell</i> , of Glasgow      | 9  | Brig <i>Scotia</i> , of Sunderland       | 6  | Sch. <i>Susan and Isabella</i> , of Dundee | 5   |
| Smack <i>John Bull</i> , of Yarmouth       | 5  | Sloop <i>Three Brothers</i> , of Goole   | 5  | Schooner <i>Rose</i> , of Lynn             | 3   |
| Schooner <i>Catherine</i> , of Newry       | 4  | Sloop <i>Charlotte</i> , of Woodbridge   | 5  | Brig <i>Prodroma</i> , of Stockton         | 11  |
| Barque <i>Niagara</i> , of Shields         | 11 | Brig <i>Ann</i> , of Blyth               | 8  | Brig <i>Eliza</i> , of Middlesborough      | 7   |
| A Barge of Teignmouth                      | 2  | Sloop <i>Hop</i> , of Dublin             | 3  | Brigantine <i>Freia</i> , of Königsberg    | 6   |
| Brig <i>George and James</i> , of London   | 8  | Schooner <i>Druid</i> , of Aberystwyth   | 5  | Brigantine <i>Diana</i> , of Fredrikshavn  | 7   |
| Brig <i>Zephyr</i> , of Whitby             | 6  | Barque <i>Vermont</i> , of Hallfax, U.S. | 16 | Brig <i>Gloucester</i> , of South Shields  | 7   |
| Cable <i>Honour</i> , of Cullercoats       | 3  | Schooner <i>Wm. Keith</i> , of Carnarvon | 2  |                                            |     |
| Schooner <i>Eliza</i> , of North Shields   | 7  | Brig <i>Flying Fish</i> , of Whitby      | 5  |                                            | 210 |
|                                            |    |                                          |    |                                            | 245 |

Number of lives saved by shore-boats and other means, for which the Institution has granted rewards in 1860 .. 245

| 1861.                                       |    |                                                                     | Total |                                                       |     |
|---------------------------------------------|----|---------------------------------------------------------------------|-------|-------------------------------------------------------|-----|
| Brig <i>Lovely Nelly</i> , of Seaham        | 6  | Brig <i>San Spiridione</i> , of Galaxide                            | 2     | Lugger <i>Saucy Lass</i> , of Lowestoft               | 11  |
| Brigantine <i>Nugget</i> , of Bideford      | 5  | Schooner <i>Vador du Vouga</i> , of Viana                           | 8     | Smack <i>Adventure</i> , of Harwich                   | 10  |
| Schooner <i>Prospect</i> , of Berwick       | 6  | French Brig <i>La Jeune Marie Thérèse</i>                           | 6     | Pilot cutter <i>Whim</i> , of Lowestoft               | 7   |
| Sloop <i>Thomas and Jane</i> , of St. Ives  | 3  | Barque <i>Perseverance</i> , of Scarborough                         | 5     | Barque <i>Undaunted</i> , of Aberdeen                 | 11  |
| Fishing-boat of Whitburn                    | 4  | Schooner <i>Elizabeth</i> , of Bridgewater                          | 4     | Wrecked boat on Blackwater Bank, on the Irish Coast   | 1   |
| Brig <i>Arethusa</i> , of Blyth             | 8  | Ship <i>Danube</i> , of Belfast                                     | 17    | Schooner <i>Skylark</i> , of Folkestone               | 6   |
| Schooner <i>Dewi Wyn</i> , of Portmadoc     | 8  | Schooner <i>Hortensia</i> , of Hanover                              | 4     | Brig <i>Lively</i> , of Clay, Norfolk                 | 5   |
| Flat <i>Cymraes</i> , of Beaumaris          | 2  | Schooner <i>Oregon</i> , of Stonhaven                               | 4     | Brig <i>Robert Watson</i> , of Sunderland             | 5   |
| Schooner <i>William</i> , of Morecambe      | 5  | Brig <i>St. Michael</i> , of Marans                                 | 8     | Sch. <i>Auchincruive</i> , of Grangemouth             | 6   |
| Smack <i>Gipsy</i> , of Newry               | 4  | Spanish Barque <i>Primera de Torre-vieja</i> —Saved vessel and crew | 1     | Schooner <i>Friends</i> , of Lynn                     | 4   |
| Schooner <i>Margaret Anne</i> , of Preston  | 4  | Schooner <i>Hurrell</i> , of Penzance—Saved vessel and crew         | 4     | Schooner <i>Eliza Anne</i> , of Dublin                | 5   |
| Brig <i>New Draper</i> , of Whitehaven      | 8  | Barque <i>Frederick</i> , of London                                 | 1     | Brig <i>Content</i> , of Sunderland                   | 5   |
| Schooner <i>William</i> , of Liverpool      | 5  | Brig <i>Anne</i> , of Plymouth—Saved vessel and crew                | 8     | Smack <i>Ellen Owens</i> , of Cardigan                | 3   |
| Lugger <i>Nimrod</i> , of Castletown        | 3  | Schooner <i>Betsy</i> , of Peterhead—Saved vessel and crew          | 6     | Schooner <i>Fly</i> , of Whitby—Saved vessel and crew | 4   |
| Brig <i>Providence</i> , of Shields         | 8  | Barge <i>Peace</i> , of London                                      | 2     | Schooner <i>Epimachus</i> , of Amsterdam              | 5   |
| Brig <i>Mayflower</i> , of Newcastle        | 8  |                                                                     |       |                                                       | 238 |
| Schooner <i>Village Maid</i> , of Fleetwood | 4  |                                                                     |       |                                                       | 238 |
| Barque <i>Guyana</i> , of Glasgow           | 19 |                                                                     |       |                                                       | 424 |
| Brig <i>Roman Empress</i> , of Shields      | 10 |                                                                     |       |                                                       |     |

Number of lives saved by shore-boats and other means, for which the Institution has granted rewards in 1861 .. 136

| 1862, to the 13th of December.                               |     |                                                                  | Total |                                                                             |     |
|--------------------------------------------------------------|-----|------------------------------------------------------------------|-------|-----------------------------------------------------------------------------|-----|
| Schooner <i>Bellona</i> , of Red Bay                         | 1   | Sloop <i>William</i> , of Liverpool                              | 5     | Smack <i>Mary Elizabeth</i> , of Padstow                                    | 3   |
| Brig <i>Pioneer</i> , of Carnarvon                           | 1   | Sloop <i>Elizabeth</i> , of Teignmouth                           | 3     | Smack <i>John</i> , of Teignmouth                                           | 2   |
| Schooner <i>Princess Alice</i> , of Ipswich                  | 5   | Barque <i>Cruz V.</i> , of Oporto                                | 14    | Schooner <i>Osprey</i> , of Frazerburgh                                     | 6   |
| Brig <i>Minerva</i> , of Workington                          | 4   | Barque <i>Druid</i> , of Sunderland                              | 9     | Schooner <i>James Davell</i> , of Newcastle—Saved vessel and crew           | 2   |
| Schooner <i>Elizabeth and Hannah</i> , of Newburgh           | 6   | Schooner <i>Rook</i> , of Liverpool                              | 3     | Gallot <i>Aremana</i> , of Jaffa—Assisted to save vessel and crew           | 6   |
| Brig <i>Sisters</i> , of Whitby                              | 9   | Smack <i>Merrion Lass</i> , of Aberystwyth—Saved vessel and crew | 12    | Ship <i>James Browne</i> , of Philadelphia—Assisted to save vessel and crew | 18  |
| Brigantine <i>Mattilda</i> , of Stockholm                    | 4   | Fishing-boats of Whitburn                                        | 3     | Smack <i>Countess of Lisburne</i> , of Aberystwyth                          | 3   |
| Brig <i>Jane</i> , of North Shields                          | 10  | Barge <i>Henry Everest</i> , of Rochester                        | 4     |                                                                             | 316 |
| Schooner <i>Liberty</i> , of Dublin                          | 3   | Ship <i>Annie E. Hooper</i> , of Baltimore                       | 18    |                                                                             | 213 |
| Brig <i>Trial</i> , of Poole                                 | 7   | Schooner <i>Ceres</i> , of Arbroath—Saved vessel and crew        | 5     |                                                                             | 529 |
| Schooner <i>Sylphiden</i> , of Nakskov—Saved vessel and crew | 7   | Sloop <i>Leftus</i> , of Padstow                                 | 4     |                                                                             |     |
| Barque <i>Cedarine</i> , of Bermuda                          | 134 | Schooner <i>Ellen</i> , of Liverpool—Saved vessel and crew       | 3     |                                                                             |     |
| Smack <i>Frodsham</i> , of Liverpool                         | 2   |                                                                  |       |                                                                             |     |

Number of lives saved by shore-boats and other means, for which the Institution has granted rewards in 1862 .. 213

## SUMMARY OF LIVES SAVED:—

1860 . . . . . 455 | 1861 . . . . . 424 | 1862 . . . . . 529 | Total . . . . . 1,408

For these joint numerous services in saving 1,408 lives from shipwreck, the Institution has granted rewards amounting to 3,377*l.* 17*s.* 7*d.* in addition to 68 Silver Medals.

The number of lives saved by the Life-boats of the Society, and other means, since its formation, is 12,800; for which services, 82 Gold Medals, 718 Silver Medals, and 16,400*l.* in cash, have been paid in rewards. The Institution has also expended 66,860*l.* on Life-boats, Life-boat Transporting-carriages, and Boat-houses.

The Committee desire to express their grateful sense of the generous support which they have received from the British public during the past few years, a support which has enabled them to establish their present magnificent fleet of 123 life-boats on the shores of the United Kingdom. Deeply sensible, however, of the great responsibility that rests on them to maintain their fleet in a thoroughly efficient state, and its crews practised in the management of their boats, which can only be effected by a large and permanent annual income, they earnestly appeal to all classes of their countrymen to aid them in upholding and perpetuating so great and truly national a work.

Donations and Annual Subscriptions will be thankfully received by the Bankers of the Institution, Messrs. WILLIS, PERCIVAL and Co., 76 Lombard Street; Messrs. COUTTS and Co., 59 Strand; Messrs. HERRIES, FARQUHAR, and Co., 16 St. James's Street, London; by all the Bankers in the United Kingdom; and by the Secretary, RICHARD LEWIS, Esq., at the Office of the Institution, 14 JOHN STREET, ADELPHI, London.—W.C.  
1st January, 1863.