

THE LIFE - BOAT,

OR

JOURNAL OF THE NATIONAL LIFE-BOAT INSTITUTION.

VOL. V.—No. 51.]

JANUARY 1st, 1864.

PRICE 3d.
With Illustrations.
[ISSUED QUARTERLY.]

REMARKS ON THE GALES OF OCTOBER AND NOVEMBER, 1863.

BY VICE-ADMIRAL FITZ-ROY, F.R.S.

AFTER an unusual continuance of stormy weather—remarkable even in the equinoctial period of our zone—it may interest some of the readers of the *Life-boat Journal* to hear a few of the general results deduced therefrom.

On the 28th of October there were such indications as induced us to warn all coasts then and on following days; the south of England and those of France being cautioned later. The evening was fine, and the warning lights were in many places—including even Valentia—undervalued.

After midnight, there and elsewhere, the earliest violent storm broke over many places—in the west first, and thence it travelled eastward. From that time to the 4th of November, successive gales or storms were fully felt, not only over the British Islands, but over the western continent of Europe, including the Baltic, and in the Northern Mediterranean. All these atmospheric commotions had such a decided mutual likeness, that it is not the least surprising to find them adverted to as the same storm by some observers; while others, skilful and experienced (like MR. LOWE, of Nottingham), distinguished several, if not as many as seven, cyclonic gales.

Evidently two great bodies of air, impelled to the north and to the south respectively, meeting in our temperate zone, as streams of fluid, caused eddies—which in their effects on our earth were storms or gales.

These main bodies—sometimes side by side on the earth's surface, sometimes superposed, have now nearly regained equilibrium

—after many days' struggle,—and (on the 6th) the atmospheric currents are subsiding, with a high barometer and a prospect of some duration of fine weather, with moderate, if not strong northerly winds.

All our coasts, all the north and west coasts of France, and the west of Europe partially, were warned of these gales successively, in good time; with what result we cannot say, but may imagine. The ships that would otherwise have sailed, and the timely local precautions that were adopted, tell no tale.

It is, however, remarkable that there have been so few casualties, comparatively speaking, along our sea-coasts, all through a time of very unusual storminess, during which the barometer in many places fell to near 28 inches at—or reduced to the mean sea level at half tide—sea level.

Internationally there is now much and regular meteorologic correspondence. From Rochefort and Lorient we receive telegrams as soon as from Ireland or Scotland—namely, at 10 o'clock each morning,—while our Irish, Scotch, and other notices arrive in Paris at the same hour daily.

We began our cautionary system with much reliance on western notices, or those from southward, or others from the north, enabling us to warn places eastward, north, or south respectively; but now we generally succeed in warning even the furthest outposts; a proof of the accuracy of those principles—statical and dynamic, on which forecasts of weather are regularly published—for two days in advance.

That cautions are not always sent in due time to all places reached by our lines, is an inevitable consequence of insufficient acquaintance with our but recently studied subject, and of anxiety to avoid calling “wolf” unnecessarily.

MEMOIR OF THE LATE
REAR-ADM^L. WASHINGTON, F.R.S.*

By RICHARD LEWIS, ESQ., BARRISTER-AT-LAW.

IT is with deep regret we record the death of REAR-ADMIRAL WASHINGTON, Hydrographer of the Admiralty. He died at Havre, on the 16th September last, after a painful illness of several months' duration, brought on by excessive mental labour. About the beginning of last summer his medical advisers strongly recommended a complete cessation of his duties, and he accordingly went to Normandy, where he frequently spent his vacation. This, however, afforded him no relief. His bodily frame continued to give way under the pressure of a complaint which, with but slight external symptoms, had been from the beginning of the present year undermining his constitution.

The ADMIRAL was in his sixty-fourth year when he died, having been born on the first day of the present century.

He entered the Navy on May 15th, 1812, as a first-class Volunteer on board the *Junon*, 46 guns, CAPTAIN JAMES SANDERS, fitting for the North American station, where he took part in many operations in the River Chesapeake. He assisted in making prizes of several of the enemy's vessels, and contributed to the complete discomfiture of fifteen gun-boats, that had been despatched for the express purpose of capturing the *Junon*, after an action of three hours, fought on June 20, 1813. Removing as midshipman in the following October to the *Sybilie*, he sailed in that ship in 1814, under CAPTAIN FORREST, with the *Princess Caroline*, CAPTAIN DOWNMAN, for the latitude of Greenland, in fruitless pursuit of the American COMMODORE ROGERS. In November of the same year, having returned to England, he entered the Royal Naval College at Portsmouth, and this unquestionably was the turning point in his career. Naturally of studious habits, he turned to the greatest advantage the opportunity afforded him of improving his education; and the mental training he thus received enabled him in subsequent years to improve the talents he possessed, not in the accumulation of wealth, but in advancing the interests of his profession, and in helping forward the cause of humanity. On leaving the Royal Naval College, he was received in May, 1816, on board the *Forth*, CAPTAIN SIR THOMAS

LOUIS, under whom he was again employed for upwards of three years on the Coast of North America. He then in succession joined the *Vengeur* and the *Superbe*, both on the South American Station, where he remained until after his promotion to the rank of Lieutenant, which took place on the 1st January, 1821. He was subsequently employed on particular service, and in August, 1830, was appointed to the *Royal George*, 120, as flag-lieutenant to ADMIRAL SIR JOHN POOR BERESFORD, Bart., Commander-in-Chief at the Nore—continuing to serve under that officer in the *Ocean*, until advanced to the rank of Commander in 1833.

To the active service, consequent upon his various appointments, he had united the practice of maritime surveying, and the combined pursuits of a Scientific Hydrographer and Geographer. In 1835 he succeeded CAPTAIN MACONOCHE as Secretary of the Royal Geographical Society of London, but resigned that office in 1841, on being appointed to continue the survey of the North Sea, which had for some time been in progress. During this undertaking, in which he was continually engaged until the close of 1844, he was necessarily occupied in correcting the existing Charts, as the positions of the shoals and the directions of the navigable channels had in many cases become changed. This service was strikingly useful, and led in a great degree to his subsequent appointment as a Royal Commissioner on certain important questions respecting the construction of Harbours of Refuge on exposed coasts of the country.

In 1842 he was promoted to the rank of Post-Captain, in compliment to the KING OF PRUSSIA. This survey was CAPTAIN WASHINGTON's last service afloat. In 1845, he was appointed a Member of a Royal Commission for inquiring into the state of the Rivers, Shores, and Harbours of the United Kingdom, the duties of which office brought him into contact with a large number of our seamen and fishermen, in whose temporal and spiritual welfare he took unceasing interest from this period until the day of his death.

He was subsequently engaged in an inquiry into the condition of our large fisheries on the North-east Coast of Scotland. His able Report, and the clear plans of the different classes of fishing-boats which accompanied it, prepared expressly by Mr. JAMES PEAKE, Master-Shipwright of Her Majesty's Dockyard, Devonport, deservedly attracted considerable attention.

"When we remember," said the late

* Reprinted, with the kind permission of the Publishers, from the *United Service Magazine* for December, 1863.

ADMIRAL, "that the fishing-boats of the United Kingdom number probably 36,000, manned by 150,000 men and boys, it will be admitted that this class of men deserves some consideration, and that, as far as may be, their small harbours should be deepened to enable them to obtain shelter in time of need, and at all states of the tide."

In 1858 CAPTAIN WASHINGTON again became a Member of the Royal Commission to inquire into the proper sites for Harbours of Refuge along the coasts of the United Kingdom. We are informed that the remarkable extent of his local knowledge of the districts visited by this Commission, and his active and painstaking habits, were of great value to the Commission; indeed, that it was looked upon by the subject of our memoir as one of the crowning efforts of his labours in the cause of humanity, and on behalf of his humbler professional brethren.

In the year 1862 CAPTAIN WASHINGTON was promoted to the rank of Rear-Admiral.

As we feel that a brief account of this valuable public servant would be incomplete without a sketch of his labours in advancing the Life-boat cause, we trust it may not be thought inappropriate to relate briefly the manner in which the present organization of the Life-boat system was materially promoted by the late ADMIRAL WASHINGTON.

In 1849 an awful accident occurred at the mouth of the Tyne. A Shields Life-boat, manned by 24 pilots, had gone off to the rescue of a shipwrecked crew. The boat was upset, and twenty of the gallant fellows unhappily perished on the occasion.

This dreadful calamity excited his greatest sympathy, and induced him to put forth his best energies to prevent the recurrence of similar disasters. He then fortunately made the acquaintance of a nobleman of kindred feelings—we allude to ADMIRAL ALGERNON DUKE OF NORTHUMBERLAND, K.G.—who possesses what may be termed an hereditary sympathy for the Life-boat work. His Grace gave him *carte blanche* in regard to any expenses that might be incurred in procuring, by public competition, a better class of Life-boat.

Accordingly we find that, in 1850, CAPTAIN WASHINGTON drew up the following Hand-bill, which was extensively circulated on the coasts of the United Kingdom, and in many foreign countries:—

"TO BOAT-BUILDERS, SHIPWRIGHTS, &c.

"Great loss of life having occurred from time to time on the Coast of Northumberland and elsewhere, by the upsetting of Life-boats, and espe-

cially in the case of the Shields Life-boat in December last (1849), whereby 20 pilots were drowned, notice is hereby given that, with a view to the improvement of boats to be employed for such purposes, HIS GRACE THE DUKE OF NORTHUMBERLAND offers the sum of One Hundred Guineas for the best model of a Life-boat which may be sent to the Surveyors' Department, Admiralty, Somerset House, London, by the 1st day of Feb., 1851.

"CAPTAIN SIR BALDWIN W. WALKER, K.C.B., Surveyor of the Navy, has consented to act as a final referee in adjudging the reward.

"And HIS GRACE offers the further sum of One Hundred Guineas for building a Life-boat according to the model which may be approved of.

"It is considered that the chief objections to the present Life-boats generally speaking, are:

"1. That they do not right themselves in the event of being upset.

"2. That they are too heavy to be readily launched, or transported along the coast in case of need.

"3. That they do not free themselves of water fast enough.

"4. That they are very expensive.

"It is recommended that the models be made on the scale of one inch to a foot, and that they be accompanied by plans, specifications, and estimates. The models will not be detained beyond the 1st of April, in case the respective builders should wish to send them to the Great Exhibition of 1851.

(Signed) "JOHN WASHINGTON, Captain R.N."

The result of this Notice was, that 280 models and plans were sent to Somerset House for competition. CAPTAIN WASHINGTON, Mr. JAMES PEAKE, and Mr. JOSEPH PROWSE, Draughtsman, of Her Majesty's Dockyard, Woolwich, devoted themselves unceasingly for six months to the examination of the models and plans. On examining the papers, it was found that there was a want of exact information on many points, and accordingly a Circular, naming the several particulars required, was sent to each contributor. The answers to these Circulars, with the original descriptions, specifications, and plans of the several models, make five folio manuscript volumes, containing much useful information on the subject of Life-boats, and form a valuable record and work for reference.

A general review of the models soon pointed out that they might be advantageously grouped according to their characteristic features: thus there were several models in the shape of pontoons; catamarans, or rafts, formed a second group; a third group may be described as having for its type a troop boat or steamer's paddle-box boat; a fourth as partaking chiefly of the north country coble; and lastly, a group composed of the ordinary boat in every-day use, slightly modified according to the nature of the coast they were intended for.

After examining the models separately, so

as to ascertain their form for pulling or sailing, their dimensions, capacity for holding water, area of delivering valves, weight, nature and amount of extra buoyancy, and trying experiments in the Thames, on their relative stability, power of self-righting, and readiness in freeing themselves, having also prepared a description of several, and added a few remarks, each model was brought forward in turn before the General Committee, the description and remarks read over, discussed, corrected, and agreed upon.

The difficulty then arose, where so many boats were nearly alike, of deciding on the relative merits of each. In order to insure that no good quality should be overlooked, and to obviate the possibility of bias, the Committee agreed upon those points which they considered the essential qualities of a Life-boat and their order of precedence. A certain numerical value was then given to each of these qualities according to its importance, so that the whole total number should amount to one hundred marks. It may be interesting to state the qualities referred to, and the degree of importance attached to them by the Committee. They are as follows:—

	Nos.
Qualities as a rowing-boat in all weathers	20
Qualities as a sailing-boat	18
Qualities as a sea-boat; as stability, safety, buoyancy forward for launching through a surf, &c.	10
Small internal capacity for water up to the level of the thwarts	9
Means of freeing boat of water readily	8
Extra buoyancy; its nature, amount, distribution, and mode of application	7
Power of self-righting	6
Suitableness for beaching	4
Room for, and power of carrying passengers	3
Moderate weight for transport along shore	3
Protection from injury to the bottom	3
Ballast, as iron 1—water 2—cork 3	3
Access to stem or stern	3
Timber heads for securing warps to	2
Fenders, life-lines, &c.	1
	100

It will be seen by the above Table that the Committee considered it an essential requisite in a Life-boat that she should be a good rowing-boat, able to put off from the beach in any weather in which a boat can live at sea, as without the power of doing this other good qualities would be of no avail. To this then was awarded the highest number. As on the coasts of Norfolk and Suffolk where the wrecks generally occur on outlying sands, nearly all the Life-

boats go off under sail, and as it was evident some of the best models were prepared with this view, it was considered that these also were entitled to be placed on a par with boats built chiefly for pulling; but as rowing is the general rule around the coast, and sailing the exception, a slight difference was made in favour of the former.

This preliminary Table arranged, all difficulties vanished. Each model was again brought forward in its turn, each of its qualities was named and examined in order, the number, or proportion of the whole number according to its merits, was proposed, agreed upon, and set down in a column. After some days, when many models had been examined, these numbers were added up, and the relative order of merit in the several boats established. The six boats that stood first on the list were then, for the third time, brought forward and placed together side by side, their several points again examined, and the models carefully compared with each other; the result was a confirmation of the values already adjudged. The model by Mr. JAMES BEECHING, of Great Yarmouth, obtained 84 marks; and that being the highest number, the premium offered by the DUKE OF NORTHUMBERLAND for the best model of a Life-boat was accordingly presented to Mr. BEECHING.

During this period of investigation the DUKE OF NORTHUMBERLAND himself was not idle. He saw the absolute necessity of giving practical effect to the important labours of his Life-boat Committee.

He believed that this could only be efficiently accomplished by offering the result of the labours of his Committee to the NATIONAL LIFE-BOAT INSTITUTION. We remember very well the great anxiety of His Grace at the time, and the many interviews he had on the subject in the beginning of 1850 with the late Mr. THOMAS WILSON, the respected Chairman of the Institution.

In the beginning of the ensuing year, His Grace consented to become the President of the NATIONAL LIFE-BOAT INSTITUTION, in the welfare of which he has ever since taken the liveliest interest.

The Committee, however, were not satisfied with Mr. BEECHING'S Boat, and the Admiralty were asked by His Grace to allow a Life-boat, from Mr. PEAKE'S design, to be built in Woolwich Dockyard, which request was readily complied with.

After a long series of trials, and after un-

dergoing many alterations, this boat was completed and presented to His Grace, who had three others built similar to it at his own expense, and one on BEECHING'S design, with boat-houses and transporting-carriages complete, for the use of the fishing stations and shipwrecked crews on the coast of Northumberland.

After these boats had been tested on the coast in high surfs, the NATIONAL LIFE-BOAT INSTITUTION proceeded to build others on the same plan, although cautiously at first, which plan with but slight modification and some improvement in form, it has continued to adopt up to the present time. It now possesses more than one hundred of these self-righting boats, and a large number of them have also been built by the Messrs. FORREST for many of the European Governments, and for some of our Colonies. The renovated fleet of Life-boats of the NATIONAL LIFE-BOAT INSTITUTION, towards the formation of which ADMIRAL WASHINGTON had so materially contributed, save from sudden death every year between 300 and 400 shipwrecked persons on our coasts.

The result of the labours of the Northumberland Committee was embodied in an elaborate Report prepared by the late Admiral, which will long remain a monument of his ability and assiduity in the cause of humanity. This Report, which is accompanied by a plate of the Prize Life-boat and of several of the principal boats brought under the Committee's notice, was published at the sole expense of the DUKE OF NORTHUMBERLAND. Copies of it were presented by His Grace to all the competitors for his prize, to the principal authorities in the United Kingdom, and to the Maritime Governments throughout the world.

Together with this Report was published the first Wreck Chart of the British Isles. Its unique appearance excited great attention; and to ADMIRAL WASHINGTON is unquestionably due the credit of the compilation and publication, under the authority of Government, of a Wreck Register and Chart of the United Kingdom. Wreck Registers and Charts have ever since been published, and are now issued annually under the authority of the Board of Trade. It is hardly possible to calculate the benefit the cause of preservation of life from shipwreck has derived from the publication of these national documents. The result however is now clearly seen by the importance the public attach to the philanthropic labours of the NATIONAL LIFE-BOAT INSTITUTION,

which has become one of the most valuable benevolent institutions in England.

We have thus given a brief sketch of the important nature of the disinterested labours in which ADMIRAL WASHINGTON took an active part for so many years.

At the next meeting of the Institution, after his decease, its Committee passed the following resolution of condolence to his widow:—

“The Committee of the ROYAL NATIONAL LIFE-BOAT INSTITUTION desire to record their sincere regret at the loss sustained by the lamented demise of their distinguished colleague, REAR-ADMIRAL JOHN WASHINGTON, F.R.S., Hydrographer of the Admiralty, who, during a long series of years, rendered such important services to the Life-boat cause.

“The Committee also entertain a high sense of the late Admiral's unceasing devotion to the interests of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, which, in conjunction with ADMIRAL ALGERNON DUKE OF NORTHUMBERLAND, K.G., he so materially assisted to resuscitate in 1851.”

In 1853 ADMIRAL (then Captain) WASHINGTON visited some of the Russian fortresses in the Baltic. In the following year the war broke out, and the results of his acute observations during that tour proved of the greatest value. He was thus enabled to give most important information regarding *the character of those fortresses, which could not possibly be obtained from any other recent and reliable source.* His experience was afterwards turned to good account by the assistance he continued to render, during the whole period the war lasted, to the Admiralty.

In the year 1855, ADMIRAL WASHINGTON was appointed by SIR JAMES GRAHAM, Bart., M.P., then first Lord of the Admiralty, to the responsible office of Hydrographer of the Admiralty on the retirement and special recommendation of the late ADMIRAL SIR FRANCIS BEAUFORT, F.R.S., to whom he was much attached. With reference to this appointment, SIR JAMES stated, in the House of Commons, at the close of the Russian war in 1856, that during his long official life no appointment made by him had afforded him more satisfaction than that of ADMIRAL WASHINGTON. To the responsible duties of that office he devoted himself with such assiduity, that his valuable life was unquestionably brought to a premature end by over-mental exertion in connection with it.

“When first appointed to the surveying service,” writes a gentleman who had served under ADMIRAL WASHINGTON in that department, “no officer could have carried on the duties with more zeal, activity, and intelligence. His zeal and abilities were conspicuously shown forth by the mass of information he published to the world during the few years he was at the head of the Hydrographic Office, in Charts, Sailing-directions, Tide-tables, &c. Indeed, he had not held that appointment above three or four years before he had arranged for publication the results of numerous nautical surveys and other useful professional information which had accumulated in the office. His quickness and clearness of judgment in revising charts and other office works were conspicuous to every one, and the amount of work he undertook and accomplished showed his great application and abilities.”

Thus he continued to discharge, without intermission, the onerous duties of his office. Returning in the evening to his own home, these duties were occasionally pursued until the early hours of the morning. He was thoroughly devoted to his profession, and especially to all matters connected with hydrographic science; and no labour, no trial, was too great for him, so long as his public duties were satisfactorily discharged.

One of the last public labours of the late Admiral was to act as a Juror at the International Exhibition of 1862. He was unanimously elected Chairman of the section which embraced those objects he had so long studied. He, like every one else, was, however, much disappointed at the decision of the Exhibition Commissioners not to give the NATIONAL LIFE-BOAT INSTITUTION space, either in the building or in its annexes, to a fully equipped Life-boat on her transporting-carriage; so that a fac-simile of a British Life-boat on her station in readiness for service might be seen by foreigners of every nation.

In 1833 ADMIRAL WASHINGTON married ELEONORA, youngest daughter of the REV. H. ASKEW, Rector of Graystock, in Cumberland, by whom he had three sons and one daughter. He was an affectionate husband and a tender father. His long illness he bore with much Christian fortitude. Uncomplainingly he suffered during the five months of his severe illness, not a murmur ever escaping his lips.

His funeral took place at the Protestant cemetery of St. Marie, Havre, on the 19th September, with every demonstration of respect on the part of the foreign authorities of the town. ADMIRAL WASHINGTON'S character was much valued in France, and in consequence immediately his decease became known, the heads of departments at Havre—civil, naval, and military—expressed their desire to attend the funeral. Officers and men of the imperial yacht *Prince Jerome*, to the number of forty, formed part of the cortége. The English ships in the harbour hoisted their colours half-mast high, and the captains of two large steamers volunteering their attendance, and six of their seamen were gratefully accepted by the family as bearers. The French authorities all attended in full uniform, and the inhabitants of Havre, thronging the streets, silently and reverently testified their respect and regret. The naval Aide-de-Camp to the English Embassy in Paris and another English naval officer, were also present. The unexpected sympathy shown by the French in thus honouring the ADMIRAL'S memory was gratefully felt and acknowledged as a consolation by his afflicted family; and the Lords Commissioners of the Admiralty afterwards expressed officially, to the authorities of Havre, their deep sense of the honours so gracefully bestowed.

Thus closed the life of one of the most valuable officers in Her Majesty's Service. That his years should have been cut short in the midst of an active professional life must be to ADMIRAL WASHINGTON'S friends an occasion of regret; but they may, however, feel grateful that so much had been accomplished by him.

The deceased was a fluent and industrious writer, and was the author of various pamphlets and reports; but he took especial pains in the careful preparation of the Report of the Northumberland Life-boat Committee, and in the Lecture he delivered in 1852 before the Society of Arts on the progress of Naval Architecture, and on Life-boats as illustrated by the models of boats and shipping collected together in the Great Exhibition of the previous year.

He was a Fellow of the Royal, Astronomical, and Geographical Societies, an Associate of the Institution of Engineers, as also a corresponding Member of several foreign Geographical Societies.

ON THE CONNECTION BETWEEN THE RECENT GALES OF WIND AND THE READING OF THE BAROMETER.

By JAMES GLAISHER, Esq., F.R.S.

THE variations in the readings of the barometer at the Royal Observatory, Greenwich, which are delineated in the annexed diagram, include a period of forty days, or from 27th October to 5th December, 1863; and during this interval of time there occurred at least three severe and extraordinary gales of wind. The approach of these storms, and the generally disturbed state of the atmosphere, are well shown by the great and sudden depressions of the mercurial column, fully showing the great value of barometric indications, and the advantage of an unbounded reliance on its prognostications. I trust the following remarks will prove to fishermen, and others who may be placed in positions to consult the truly valuable indications of these instruments, one of which is placed at many of the stations of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and at other places, the folly of neglecting the cautions given by the barometer; and also the absolute necessity which exists for combining instrumental indications with their own local weather estimates, drawn from natural and familiar sources.

The first of these storms occurred on the 30th October, and was in part indicated by the steady decrease of the barometer from 29·84 in. on the 27th to 29·10 in. on the 29th; and although it increased slightly to 29·32 in. on the morning of the 30th, it was but to decrease with greater rapidity to 28·80 in. by 3·30 P.M. This rapid decline of the readings of the barometer to the amount of half an inch in nine hours only, fully indicated the approaching squall; indeed, with the first symptoms of this rapid decrease, the wind commenced to blow strongly from the S.W. As early as 9·30 A.M. a gust of 15 lbs. pressure on the square foot took place, which was accompanied by a heavy shower of rain; but from 10 A.M. to 3 P.M. the pressures never exceeded 5 lbs.; after 3 P.M. the wind became extremely violent, successively reaching pressures of 12, 13, and 17 lbs.; and finally the extreme pressure of 29½ lbs. was recorded at 3·30 P.M., being coincident with the time of the minimum reading of the barometer. This pressure was unprecedented as regards the Greenwich records, the extreme pressure

in all preceding years from 1841 having been 28 lbs.

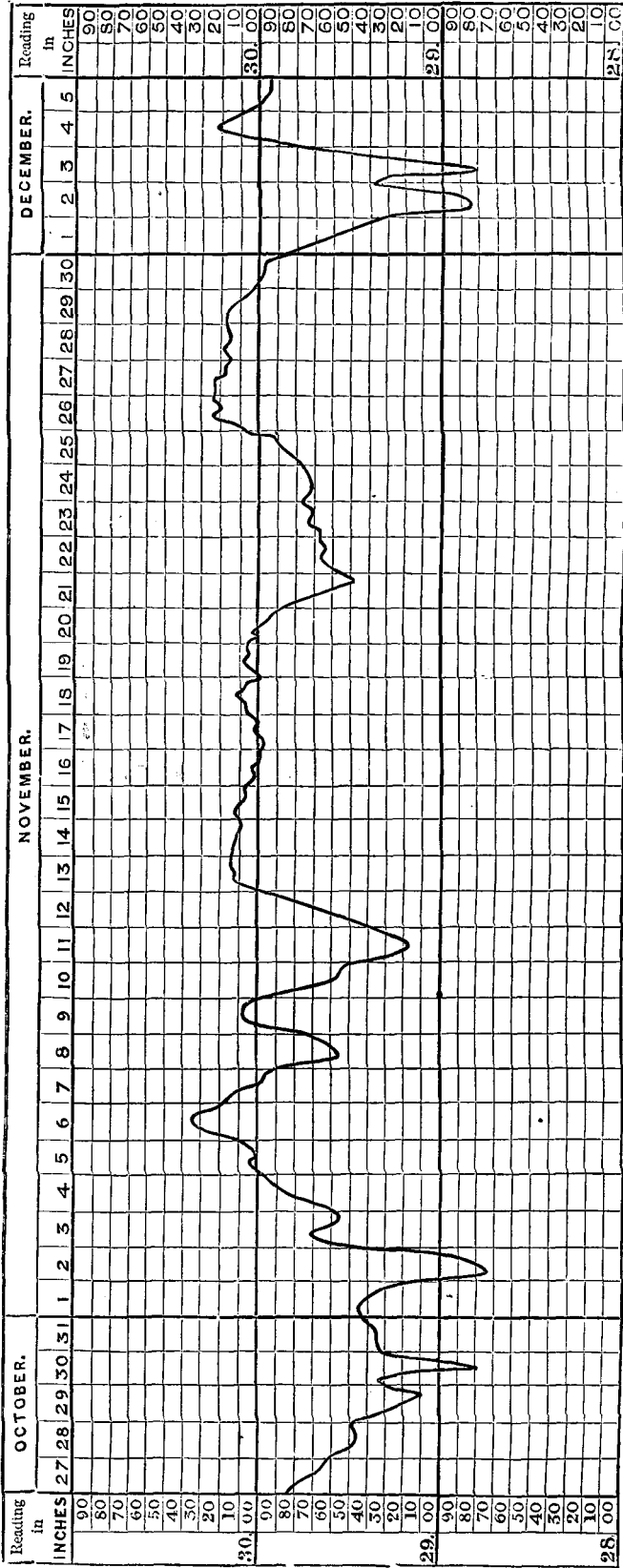
The indications of the several self-recording instruments at the Royal Observatory, for the greater part of the 30th October, have been placed on a diagram, which more fully shows the variations of the barometer and temperature, the direction of the wind and its pressure per square foot. A glance at this diagram will show the coincidence of the lowest reading of the barometer with the extreme pressure of the wind; the sudden change of 90° in its direction, or from S.S.W. to W.N.W., and rapid decline of temperature of nearly 10°. (See Plate in proceedings of the British Meteorological Society.) After the readings of the barometer turned to increase, the wind gradually subsided. The diagram will show that the chief violence of the gale occurred between the hours of 3 P.M. and 4·20 P.M. On the following day the pressures of the wind occasionally reached 8 lbs. and 9 lbs. on the square foot, but the pressures generally varied between 2 lbs. and 5 lbs.

On the morning of the 2nd November, another minimum value of the readings of the barometer was reached—viz., 28·74 in., which was accompanied by a heavy rainfall, to the depth of half an inch, and by a S. and S.W. wind, which blew briskly, although not heavily.

The second storm which we have to notice occurred on the 21st November, and was foretold by a rapid decline of the barometer from 29·91 in. on the night of the 20th to 29·70 in. by the morning of the 21st, and then to 29·44 in. by 5 P.M., accompanied, as before, by an extreme gust of 17½ lbs., the great pressures continued only between 4 and 5 P.M. The third, and by far the most remarkable, storm, occurred on the 2nd December, and was amply presaged by the rapid fall of the barometer from 29·46 in. on the night of the 1st, to 28·84 in. on the morning of the 2nd; the wind, however, did not begin to blow violently till 2·30 P.M., when a sudden gust of 9 lbs. was recorded; from 2·30 till 2·50 P.M. the pressures varied from 5 lbs. to 9 lbs.; it then increased greatly in force; at 2·50 P.M. there was a pressure of 16 lbs., and at 2·55 P.M. one of 22½ lbs.; from 3 P.M. to 3·20 P.M. the pressures varied between 10 lbs. and 15 lbs. with one gust to 20 lbs.; afterwards no pressures to greater amounts than 7 lbs. and 8 lbs. were registered. At the time of the extreme pressures in this gale, the

DIAGRAM EXHIBITING THE BAROMETRIC VARIATIONS, FROM OCTOBER 27 TO DECEMBER 5, 1863, AS REGISTERED AT THE ROYAL OBSERVATORY, GREENWICH.

BY JAMES GLAISHER, ESC., F.R.S.



readings of the barometer had turned to increase, and was reading 28·95 in. (the minimum having been 28·84 in. three hours previously); it then increased to 29·38 in. by 9·30 P.M.; and after 11 P.M. again decreased rapidly, reaching a minimum value of 28·80 in. at 7·20 A.M. on the 3rd, and at this reading the barometer continued stationary through a period of one hour. During this decided barometric decline, the wind had recommenced blowing strongly from 5 A.M. till 8 A.M., pressing with forces varying between 2 lbs. and 8 lbs.; at 8·10 A.M., whilst the barometer was at its lowest reading, the maximum pressure of this gale occurred—viz., 21 lbs. on the square foot. The wind at the same time veered from S.W. to W., and continued from this quarter throughout the greater part of the day, still blowing with much strength, the pressures varying between 6 lbs. and 12 lbs. till 6 P.M., and between 1 lb. and 6 lbs. till 1 A.M. on the morning of the 4th. In the meantime the barometer readings increased rapidly; as before stated, the minimum value continued till 8·15 A.M., and was 28·80 in.; by noon it had increased to 29·09 in.; by 6 P.M. to 29·40 in.; by midnight to 29·84 in.; at 4 A.M. on the 4th day, 30 in. was reached; and by noon, 30·22 in. Thus, within twenty-eight hours the extraordinary increase of 1·42 in. took place in the pressure of the atmosphere; and from 5 P.M. to 11 P.M. on the 3rd the increase took place at the almost uniform rate of 0·08 in. per hour.

The subordinate gales of this period have also been accompanied by corresponding barometric depressions, though in a less degree. In the preceding remarks, I think the connection existing between the decline of barometer readings and the then approaching gales are very plainly indicated.

We may surely learn from these examples—firstly, that the chief severity of a gale may be expected at or near the time of minimum barometer reading; and, secondly, that after the minimum has passed, the worst of the gale has passed, and that the storm will moderate as the barometer readings increase.

SERVICES OF THE RAMSGATE LIFE-BOAT.

THE following is the Coxswain's report of the important services rendered on the night of 3rd Dec. last, by the Ramsgate life-boat,

to the passengers of the emigrant ship *Fusilier*, of London; and to the crew of the ship *Demerara*, of Greenock. On the night in question Mr. ALDRICH, Chief Officer of the Coast-guard at Margate, proceeded with all despatch to Ramsgate to give tidings of the wrecks. The Coxswain states:—

“ We proceeded about 8·45 P.M., on the 3rd Dec., in tow of the *Aid* steam-tug, on our voyage in discovery of the distressed ship; the night was intensely dark. We went in the direction of the *Tongue* light-vessel. Shortly after passing the North Foreland we could see the signals going up from both light-ships, and after a great deal of difficulty we reached the *Tongue* light about midnight. Having hailed her, we were told by those on board that the supposed vessel was on the high part of the Shingles, bearing north-west from the light. We proceeded in that direction, but, being unable to find her, we made our way to the *Prince's* light-ship, the *Girdler* and her firing minute guns continuously. We hailed the *Prince's* light, and received information from them that there was a large ship on the high part of the *Girdler*. We again proceeded on our way, and eventually discovered her position by the tar-barrels she was burning. After getting into position to reach her, we slipped our cable from the tug. The wind was at this time blowing a complete hurricane from north-west by west, with a terrific sea on, the horrors of which being much increased by the darkness of the night, so that we had the greatest difficulty in getting alongside. On doing so, we found her to be the *Fusilier*, of London, bound from that port to Melbourne, with emigrants, and belonging to the Black Ball line. This was about 2 A.M. of the morning of the 4th. We shouted to those on board to first save the women and children, of whom there were a great number. The scene at this time was an appalling one; the howling of the wind, mingled with the shrieks of the women and the rush of the waves against the sides of the ill-fated ship, used as we are to similar sights, made us doubly anxious for the safety of those whom, by God's providence, we had come to rescue. We managed in the first trip to take off 25 women and children; these and the others whom we afterwards took off, were got into the life-boat by the aid of two of the ship's crew being lashed in bowlines and slung over the sides of the vessel, who lowered them into the boat by ropes—the task being one that taxed the nerves of all, as sometimes the water was up to her mizen-chains, while at other times it was quite the other way. The first batch having been taken to the tug, which was in the *Prince's* Channel, about three-quarters of a mile off, we, by her assistance, were again able to get into a position to run to the ship again, the second trip bearing off forty women and children, the latter being lowered into the boat in blankets; and in two more trips—making four in all—we got off the male passengers, and placed them on board of the tug, where they were all attended to. It was now 6 A.M., and the sea

running high. We laid by the steamer until daylight, when she started for Ramsgate, leaving us to keep by the ship to aid, if necessary, the captain and crew, who had determined upon remaining by her, the tide leaving the ship. After the tug had been gone an hour and a half, to our surprise we saw her returning towards us, and making signals for us. We slipped from the vessel, and went towards her, and were told by the captain that while returning home she had discovered another large vessel ashore, and on her beam-ends on the Shingles—the vessel no doubt seen on the previous night by the light-ships. We made all haste to her, and, with great danger, we crossed the Sands, and got alongside of her. We found her to be the *Demerara*, of Greenock, and found the crew—18 in number, together with the Trinity pilot, Mr. BURTON—clinging to the rigging. In this position, we were informed, they had been for ten hours. We took them off in a very exhausted state, the sea, during the night, having made a clean breach over them. We transferred them to the tug, and we both returned to this harbour, where we arrived at 12:15, after an absence of about sixteen hours, the chief part of the time being drenched by the sea. We landed in all about 120 souls."

[The Ramsgate life-boat and harbour are now under the management of the Board of Trade; and are specially under the control of Capt. WALKER, H.C.S., of that department, who is ably assisted by Capt. SHAW, the harbour-master at Ramsgate. We should add that this life-boat is a self-righting one, and is on plan of the boats of the NATIONAL LIFE-BOAT INSTITUTION.]

LIFE-BOATS FOR MEN-OF-WAR.

It has for a long period been the opinion of many naval officers, that every man-of-war should be provided with an efficient life-boat; and we have from time to time advocated the same in this Journal. We are glad to know that there is now a prospect of that acknowledged want being supplied; the Lords of the Admiralty having recently informed the NATIONAL LIFE-BOAT INSTITUTION of their intention to furnish men-of-war with life-boats, and having asked the opinion of the Committee of the Institution as to the most suitable description of life-boat for men-of-war.

The occasions when a life-boat might be useful in vessels of war are so obvious, that it will be sufficient to briefly recapitulate

them. To proceed to the rescue of men who have fallen overboard, during gales of wind, when an ordinary boat could not live; to cross the bar of a river, or land through a high surf, in order to communicate with the local authorities, to obtain information, or to land despatches in time of war, and to land or embark armed bodies of men when they could not otherwise do so with safety; to enable the captains or other officers of a squadron to proceed on board the ship of the admiral, or other senior officer, or to other ships, through a high sea, on important occasions; and, lastly, to proceed to the assistance of vessels ashore, on fire, or otherwise in distress, in cases when ordinary ships' boats could not with safety be employed. Such are the principal services which the life-boats in men-of-war will be called on to perform.

The chief difficulty which has hitherto mainly stood in the way of providing vessels-of-war with life-boats, has been that such ships can only hoist up or stow away a certain number of boats, which number is not in excess of what are required for the ordinary use of a ship-of-war, and that no ships' life-boats had been designed which would serve the double purpose of an ordinary boat and a life-boat.

The recent melancholy loss of H.M.S. *Orpheus*, with so many of her officers and crew, has, however, drawn the more particular attention of the Admiralty to the subject, which we trust will lead to the adoption of a superior description of ships' life-boats and to their general use, both in the Royal Navy and in merchant-ships. In reply to their communication, and as a first step in this important direction, the Lords of the Admiralty were invited by the NATIONAL LIFE-BOAT INSTITUTION to inspect two life-boats that had been specially prepared under its auspices, by its own builders, for the use of ships. This invitation was responded to by their Lordships, several of whom, with the DUKE OF SOMERSET at their head, together with other naval authorities, and the Committee of the NATIONAL LIFE-BOAT INSTITUTION, assembled at the Regent's Dock, Limehouse, on the 26th of November last, and witnessed

a series of experimental tests, to which these boats were submitted, in conjunction with some of the coast life-boats belonging to the Institution, and with which their Lordships were pleased to express their satisfaction.

These two boats were constructed on the same principles as the two classes of boats adopted by the Institution for coast service, but with such necessary modifications as were essential to make them capable of performing the ordinary duties of a ship's boat.

Although such boats cannot be made to possess, in the same degree, all the valuable properties of the coast life-boats, chiefly in consequence of the much greater weight which would be thereby entailed; yet this experimental trial sufficed to show that they could be made to approximate to them, and that without excessive weight they might possess considerable stability, either entire or partial self-relief of any water that might be shipped, a large amount of extra buoyancy, and lastly, partial self-righting power, so that they could, if upset, be readily righted again by their crews in the water.

The Admiralty intend, we believe, to immediately proceed with the construction of experimental ships' life-boats, in accordance with the principles contained in the above-mentioned boats; and we trust ere long to see every vessel of war, and all exposed Coast-guard stations, provided with such boats, together with good cork life-belts for their crews, and that their adoption generally, in Her Majesty's Service, may lead to their being also generally provided in at least all the larger classes of merchant-ships.

THE LATE STORM.

M. MARIÉ-DAVY, who is intrusted with the Meteorological Department at the Observatory, Paris, has communicated a Paper to the Académie of Sciences on the great storm of the 2nd and 3rd of December. He confirms the statement that it was owing to a cyclone coming from the north-western coast of Ireland, and now continuing its course across Russia. From the 27th of November, the appearance of the curves of equal pres-

sure (curves resulting from a graphical representation upon paper of the state of the atmosphere), justified some doubts as to the continuance of fine weather along the French coast. This state of things, however, continued until the night of the 30th.

On the 1st inst. the meteorological map, constructed by means of observations taken at 8 P.M., and telegraphed to Paris from every part of the French coasts, clearly announced the arrival of the cyclone in Ireland; its centre was at about 60 leagues from the north-west coast of that island.

On the 2nd, at 8 A.M., its centre was found in the neighbourhood of Shrewsbury, south of Liverpool, while the storm itself was raging at Paris at 1 P.M., barometer falling to 731 millimeters, or 28·8 in. English. Shortly after, however, it rose again with as much rapidity as it had fallen. The tempest, therefore, which had been moving southwards, had been driven back towards the north.

On the 3rd the centre of the cyclone had gone back to England, and was in the neighbourhood of York. From that moment it resumed its natural course, moving eastwards; on the 4th it was somewhere north of Copenhagen; and on the 5th it left the Baltic between Libau and Königsberg. The centre of the storm travelled at the rate of 10 leagues per hour. Now, as this is the usual rate of much weaker storms, there is reason to believe that their velocity is independent of their violence.

M. MARIÉ-DAVY, after a general review of the state of the barometer in Spain, the Bay of Biscay, England, and Ireland, says that, although this storm originated in the lower latitudes, other storms may be formed much nearer to our own; and that the knowledge of their point of departure must necessarily precede all attempts to explain the manner of their formation. The study of the theory of tempests is still in its infancy; but every step in advance which telegraphy may take on the Atlantic will tend to improve the theory, and render casualties at sea more and more easy to avoid.



THE HEAVY GALES OF THE 2ND
AND 3RD DECEMBER, 1863.

LIFE-BOAT SERVICES.

AT no recent period have the disastrous effects of storms been more severely experienced than during the hurricane of the 2nd and 3rd December last.

Its results were felt, more or less, in all parts of the country. About 11 A.M. on the 3rd, the anemometer at the Royal Exchange, London, registered a pressure of 30 lbs. to the square foot. During the gales of October last, a similar instrument at Greenwich registered $29\frac{1}{2}$ lbs., whilst the one at the Royal Exchange only showed a pressure of 18 lbs. The barometric influences of the gale are given in another part of this Journal, p. 355.

At Wolverhampton, and throughout the black country, it blew on the 3rd December a perfect hurricane, causing immense damage to property.

But in order to realize, comparatively, the destructive character of the storm, we must turn our attention to the coasts of the British Isles, where it blew with unexampled fury for forty-eight hours; and where it consigned to the deep many a goodly ship

and her crew, causing destruction of property and loss of life to a truly appalling extent.

It is not our purpose in these pages to harrow up the feelings of the reader; nor is it our intention to dwell on the sad scenes of desolation of bereaved women and children rendered widows and orphans by this truly calamitous visitation of the storm of the 2nd and 3rd of December.

We shall therefore only lay before the reader a few simple statements of the services of the life-boats during the recent gales, as they reached the Institution from its zealous honorary secretaries on the coast, feeling assured that these facts will appeal with irresistible force to the sense of duty on the part of many of our countrymen who have hitherto withheld from the life-boat cause their support.

It is supposed that upwards of two hundred vessels were wrecked during those two disastrous days, and that the loss of life was proportionately great.

It is, however, very gratifying to find that, owing to the gallant and persevering exertions of the crews of the boats of the LIFE-BOAT INSTITUTION, and that of the Ramsgate life-boat, *two hundred and forty-*

six persons were happily snatched, under God, from the numerous shipwrecks on various parts of our coast, as the following accounts and that on a previous page will show.

Our little illustration conveys faintly the character of the life-boat's work on a stormy night. She is but a little vessel to contend with a cauldron of sea, like that which was recently experienced at Holyhead and Bude Haven, but her rowers are stalwart, weather-beaten men, whose sacred object is to preserve human life, and who peril their own in that noble enterprise. The thing is altogether characteristic of our country—the build of the life-boat, her hardy crew, and her system of maintenance by voluntary contributions.

Well may foreigners shipwrecked on our coast recapitulate, on their return home, the great efforts made on the shores of the United Kingdom to succour them in the hour of their deep distress; and well may Englishmen in all parts of the world testify their high appreciation and thankfulness for the existence amongst us of an Institution simply and grandly designed for the “preservation of life from shipwreck,” as its founders forty years ago described it. The Institution, we feel assured, does possess, and cannot fail to possess, the sympathies of the public, as long as it can publish records of deeds so valiant as those that marked the services of its life-boats on the 3rd and 4th of December last, and which are thus detailed:—

“*Bacton Abbey, Norfolk, Dec. 4.*”

“Yesterday,” reports Mr. W. CURTIS, “we were visited with a terrific gale of wind from the N.W., accompanied by a very heavy surf on shore. A vessel was observed passing the coast with loss of canvas, and unmanageable; and about 1 P.M. she went on shore about a mile to the southward of Hasborough Lower Lighthouse. The Bacton life-boat was launched to the assistance of the shipwrecked crew, and we bore away under sail for the wreck, which was five miles distant. On nearing the vessel we found that the Palling and Hasborough Coast-guard men were firing rockets over her to effect a communication; but owing to the fury of the storm they could not succeed in their endeavours. In the meantime the life-boat rapidly approached the vessel, and anchored within fifty fathoms of her. She then dropped down under the vessel's stern, and, after much difficulty, got alongside to leeward, and succeeded in rescu-

ing the master, the pilot, and 12 of the crew. The mate, who was under the influence of liquor, seemed bent upon his own destruction, and could not be induced to leave the ship, although we kept the boat alongside until the mainmast threatened to fall on us. The wretched man was repeatedly urged to come into the boat, but without avail. We were then forced to slip the cable of the life-boat, and afterwards reached the shore, all safe, but thoroughly drenched. The vessel proved to be the bark *Iaa*, of North Shields, bound to Carthage, with coals and coke. This is the first heavy gale that the life-boat has been out, under canvas, and she behaved so well that the crew are delighted with her. At 9 P.M. there was still a fearful sea on, and not a vestige of the vessel is now to be seen, as she has gone to pieces. Had the life-boat been one hour later in reaching the wreck, the probability is that every soul on board must have perished.”

“*Tenby, Dec. 3.*”

“At daylight this morning,” writes Captain DRUMMOND, H.C.S., “the weather being moderate, several fishing-boats went out to their lines. Suddenly, about 9 A.M., it came on to blow a very severe gale of wind from N.N.W. The larger fishing-boats managed to reach the harbour before the height of the gale, but two of the smaller boats were obliged to let go their grapnels, and gradually drove to leeward. It soon became evident that unless prompt measures were taken, the boats and their crews would be lost; and the new life-boat was therefore immediately launched to their assistance. She made sail, and succeeded in getting the crew of 3 men of one of the boats on board. In the meantime the smack *Emma*, with 10 hands on board, seeing that the life-boat had gone to the rescue of the crew of the boat furthest to leeward, gallantly started off, and succeeded in rescuing the crew of the other boat.”

“*Southport, Dec. 4.*”

“At daylight this morning,” writes Captain BARTON, R.N., “during a strong westerly gale, a large vessel was seen aground on the Mad Wharf Sandbank, near Formby. The coxswain and crew of the life-boat at this place at once proceeded to Ainsdale, where the boat had been left on the previous evening. The life-boat was then transported three miles further along the coast, and launched to the assistance of the distressed sailors. On arriving alongside the vessel, it was found that the captain had cut away the foremast, and was in the act of cutting the mainmast away. Eight of the vessel's crew immediately jumped into the life-boat, but the remainder were prevented from doing so by their captain. As there was great danger of the mainmast being cut away and falling on the life-boat, she was compelled to cast off and make for the shore, where she safely landed the 8 men. The Formby life-boat was afterwards seen making for the wreck, which had then hoisted signals of distress. She succeeded in taking off the remainder of the shipwrecked crew. The vessel proved to be the American ship *David White Clinton*, of New York, bound to Liverpool.

The Southport life-boat was also launched yesterday to the assistance of the schooner *Virago*, of Glasgow, which had grounded on the Trunk Hill Sandbank, about four miles from this place. It was blowing a perfect hurricane at the time. The life-boat was conveyed along the shore abreast of the vessel, and launched through a tremendous surf. When the life-boat was within a hundred yards of the distressed schooner, several of her oars were broken like so many matches; she was therefore compelled to return to the shore without accomplishing her humane mission. The vessel afterwards drove over the sandbank and grounded on the main land, and the crew were thus fortunately saved.

The Formby life-boat also attempted to put off to the assistance of a barque, but failed to reach her. The vessel's crew, however, landed at low water in safety.

Swansea, Dec. 4.

Mr. A. STERRY states, "The gale has continued in Swansea with unabated force, and the life-boat has been of good service in rescuing the crew of 18 men of the barque *Duke of Northumberland*, laden with copper-ore, which was on shore at the entrance of our harbour, and alongside which during the stormy night the life-boat had remained for some time with the view of saving the crew, if required. The crew of a Coast-guard boat also gallantly exerted themselves in rescuing the crew of an oyster-boat, which had been overtaken by the sudden squall."

Sherries, Co. Dublin, Dec. 3.

Mr. H. A. HAMILTON reports:—"The life-boat on this station has this day rendered a most important service in saving several poor fellows and their craft from destruction. In the fury of the gale, a lugger was observed to be hoisting signals of distress. The life-boat was instantly launched through a high surf, and notwithstanding the utmost efforts of Mr. E. D. ALTON, the chief officer of the Coast-guard and the crew, it took them an hour and a half, in the face of the heavy gale and high sea, to fetch the vessel. She was the lugger *Vigilant*, of the Isle of Man, and was rapidly becoming unmanageable. The life-boat put 4 hands on board to assist the crew, who were quite exhausted. The lugger was afterwards got under weigh, and subsequently brought safely into port, with her crew of 7 men. In the absence of the life-boat, the poor men must have perished."

Carnarvon, Dec. 4.

"The life-boat at Llandwyn, near this place, rescued yesterday," writes Mr. J. JACKSON, "during a hurricane, 4 men from the schooner *Maria*, of Amlwch, from London to that port. The wreck had got on a sandbank in Carnarvon Bay. As soon as this was observed the life-boat was manned and launched. On nearing the vessel the anchor was dropped to windward, and the boat veered down to her. The life-boat was then made fast to the wreck, and the crew taken off and safely landed through the surf.

"This morning the gale continued, and the

schooner *Harry Russell*, from Glasgow to Mar-seilles, was seen in Carnarvon Bay with a signal of distress flying. The same life-boat was at once launched to her assistance. Some of the life-boat's crew and a pilot boarded the vessel, her own crew being nearly exhausted. They afterwards succeeded in bringing the vessel and her crew into Carnarvon."

Barmouth, Dec. 4.

"Last night," states Mr. J. JENKIN, "about eleven o'clock, a signal of distress was seen off this place. It was blowing at the time a strong gale from the N. W., with a heavy sea on shore. The life-boat was immediately manned by 12 brave fellows, who rowed without faltering in the direction of the signal-light of distress, which had by this time been extinguished by the violence of the surf. On nearing the sandbank, a vessel was observed thereon. She proved to be the schooner *Margaret and Jane*, of Dublin, in ballast. The crew of 5 men were immediately taken on board the life-boat, and afterwards safely landed. The boat behaved admirably on the occasion."

Portmadoc, Dec. 3.

Captain MATHEW writes:—"A schooner was observed reaching towards the beach near Ferry-chain Head, Criccieth, this morning, about 11 o'clock. Half an hour afterwards, the wind at the time blowing a complete gale from W.N.W., the crew let go their anchor. The vessel was riding heavily, and was distant about a mile and a half from the shore. At twelve o'clock a signal of distress was seen flying from the main rigging, and she shortly afterwards parted from her anchor, and ran for the shore. The Portmadoc life-boat was immediately got out, manned, and launched. She succeeded in getting alongside the ship, and put 4 men on board. The life-boat's crew assisted in anchoring her in safety, and took off her crew of 5 men, and landed them at Portmadoc. The vessel was the schooner *Economy*, of Portmadoc, from Middlesborough to Barmouth, with railway chairs."

Penarth, Dec. 4.

"During a heavy gale of wind yesterday," reports Mr. J. B. BRYAN, "the ship *Jupiter* and the barque *Ellings* came in collision in Penarth Roads. The life-boat seeing signals of distress flying, put off immediately, and remained alongside until the vessels cleared. The crew of 8 men of the *Jupiter* at once jumped into the life-boat, on her going alongside, but they were afterwards persuaded to rejoin their vessel. The presence of the life-boat gave them confidence. The boat remained by the vessel about two hours."

Eastbourne, Dec. 3.

"Yesterday morning," writes Mr. C. VERRAL, "during very stormy weather, two small boats went off to fish. Whilst thus engaged, a heavy gale sprang up from the W.N.W., during the prevalence of which one of the boats hoisted a signal of distress. The life-boat stationed here was thereupon at once launched, with a view of rendering assistance to the boats; but before reaching the scene of danger, both boats had been

driven many miles to leeward, and ultimately succeeded in reaching the shore in safety. In coming ashore, the surf was so heavy that the mast of the life-boat was broken in two."

Walmer, Dec. 4.

Captain CANNON, R.N., reports:—"Yesterday afternoon, during a heavy gale of wind, signals of distress were heard from the Gull Stream light-vessel, indicating a vessel in distress. At the same time a vessel was observed dragging her anchors, and driving towards the Goodwin Sands. The coxswain of the life-boat at this place immediately mustered his crew, and launched the boat. When near the vessel, the crew were observed in their long-boat, making for a Kingsdown lugger, which was near the vessel, but unable to go alongside. The coxswain of the life-boat thought he heard cries proceeding from the vessel, and managed to hook on to her, but found no one on board but a poor dog, from which the cries had proceeded. The life-boat then made sail, and after having been afloat eleven hours, during the fearful night, arrived here. The crew were quite exhausted, and almost perished with cold. The vessel proved to be the galliot *Cornelia*, of Hanover. Her crew of 4 men were safely landed at Kingsdown by the lugger *Dauntless*, of that place."

Lytham, Lancashire, Dec. 4.

"A messenger arrived here soon after daylight this morning," writes Mr. J. EDMONDSON, "from Southshore, a distance of six miles along the coast, with intelligence that a vessel was sunk off that place, and that the gale was so violent, and the sea so heavy, that none of their boats, being only ordinary open boats, could with safety approach her, and requested that the Lytham life-boat might be sent. The request was promptly attended to, and the life-boat proceeded at once to the scene of the wreck. On arriving, however, at the sunken vessel, none of her crew could be found, as they had doubtless all been washed overboard and perished during the frightful storm of the previous night. The vessel is supposed to be the smack *John*, of Liverpool, as a small board with that inscription upon it came on shore in the vicinity of the wreck."

Holyhead, Dec. 4.

Captain PRIEST, R.N., reports:—"After a stormy and rainy night the wind shifted to N.W., and on the morning of the 3rd Dec. 1863, blew a hurricane. Many vessels got on shore from various causes. The life-boat was launched, and proceeded to their assistance; got ahead of one, a schooner, anchored; but the intense violence of the wind blew her to leeward, anchor and all, and she was unable to communicate, and had great difficulty in returning ashore. In the evening, still blowing a heavy gale, she again put off to the schooner *Elizabeth*, which had a signal of distress flying—having parted one chain,—and brought her crew on shore. At two in the morning of Dec. 4, it had moderated, and she again put off and rescued 44 men from three vessels. The boat was damaged. This service was per-

formed by a crew of harbourmen, pilots, &c. The regular crew declined to go."

Dec. 5.

"The hurricane reported in the return of services of life-boat, of yesterday's date, continued unabated well into the night. The weather having moderated, the life-boat was despatched at 2 A.M.; brought on shore 23 men from the *Confiance*; then again put off, and brought ashore 19 men from the barque *Elizabeth Morrow*, next proceeded to the French schooner *L'Esperance*, and saved 2 men. She afterwards visited other wrecks, of which there were 16, involving a loss of about 18 lives. The boat is damaged."

Bude Haven, Dec. 3.

"It has been a fearful day here," says a newspaper report:—"A large ship, dismasted, was observed at the north of Shark's Nose, supposed to be about ten miles distant. Captain WARD, R.N., of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, happened to be at Bude at the time on his tour of inspection. A heavy ground-sea, consequent on the late gales, was breaking along the coast, and it was anxiously considered whether the life-boat of the Institution stationed at Bude should make an attempt to reach the dismasted vessel. Some, practically acquainted with the terrible force of the sea on this coast, expressed their doubts of any boat living through the successive lines of breakers. However, it was ultimately determined to make the attempt, and a crew cheerfully volunteered, accompanied by Captain WARD, who took command of the boat for the occasion. Hopefully the crew pulled along the harbour to the reef of rocks in a line with the point of the breakwater, and then a bold and gallant struggle commenced. Wave after wave was surmounted; each of more force than the previous one, every wave driving the boat somewhat shorewards; but the crew, with firm determination, strove boldly to advance. The breakers seemed at this time to roll in with increased force, and the many faces on the shore showed anxiety for the issue. Gallantly, but slowly, the good boat went on, until she was caught by a huge wave just as it was toppling over. The boat and her crew were buried by the breaking wave. For a moment command was lost on her. Another wave advanced, broke into the boat over her quarters, smashed four oars on the larboard side, and knocked two of the crew overboard; one was immediately rescued, but the other got entangled among some ropes, and was saved with difficulty. As the heaviest seas had not been encountered, and two of the crew had received severe blows, it seemed hopeless to make a further attempt; and it was with a great sense of relief that those on shore saw the boat returning. Every one felt that the crew had done all that could be expected of them, and that a further attempt to pass the frightful line of breakers with rocks everywhere to leeward except across the narrow entrance to the harbour, could not be justified. The vessel referred to remained up to Saturday afternoon at anchor off Knap, in Hartland. A boat was seen to leave her on Friday

morning, taking off part of the crew, who are supposed to have landed at Clovelly. She proved to be the ship *Margaret Quayle*, of Liverpool, laden with 1,600 tons of salt. She safely rode out the gales and was taken in tow by two tug-steamers, and conveyed to Cardiff on Sunday the 6th inst.

Fishguard, Dec. 5.

Mr. Wm. VAUGHAN writes:—"A fearful gale has been raging on this coast since Thursday. On the afternoon of that day, the brig *Dublin*, of Dublin, was seen coming into the bay, and while endeavouring to reach the roadstead, where several vessels were lying at anchor, her foretop-sail was carried away. Having no other topsail, the vessel became quite unmanageable, and rapidly drifted on to the rocks. Immediately the vessel was seen to strike, the life-boat was despatched to the rescue of the crew; but fortunately, they had succeeded in scrambling up the rocks, and afterwards in reaching the shore in safety.

Only thirty-five minutes elapsed from the time the life-boat left the boat-house until the crew landed on the beach, a distance of three miles.

Caistor, Norfolk, Dec. 4.

The Rev. G. W. STEWARD thus reports:—"The life-boat at this station was launched by the Caistor beachmen this day, about 8 A.M., when they proceeded through a good deal of heavy sea to a vessel seen from their look-out, with a signal of distress, and with her mainmast gone. She was lying outside the Cross Sand on which the sea was breaking heavily, as well as on the inner Barber and Scroby Sands. After getting off, they for a time lost sight of the vessel, the wind blowing from W.N.W., and the weather being hazy. They got within a quarter of a mile of the vessel when the signal flag was hauled down, and it was perceived that a fishing-smack had come to her assistance. The beachmen were informed that the services of the life-boat were not required, and returned to the shore, which they reached about 2 P.M."

The vessel proved to be the schooner *Selina* of Sandwich, in ballast.

Aberystwyth, Dec. 5.

Mr. J. WILLIAMS reports:—"News reached here this afternoon, by special messenger from Aberayron, a town about fifteen miles south of this place, that a large brig was out riding at anchor, with the masts cut away, and signals of distress flying. No boat from that neighbourhood could venture out to her, owing to the heavy sea running. Immediately we received this intelligence, the life-boat was despatched to the assistance of the vessel. She is out now and will probably remain out all night, the wind being dead against her.

"10 O P.M.—The night is pitch dark, and, it is feared, the life-boat will not be able to fetch the vessel in time to be of any service, but up to this time nothing has been seen of her.

Dec. 7.

"In addition to the brief report which I forwarded on Saturday, I am happy to add that the life-boat has returned from her mission of mercy, having fairly won her laurels for the first time. The night having soon set in, and being pitch dark, the crew could see nothing whatever of the vessel supposed to be in distress, but they bravely held on until eleven o'clock, when they went in to Newquay, 20 miles from Aberystwyth. They there heard of the position of the vessel; and were told that a boat from Newquay had boarded her, and had brought ashore the captain's wife and children. Early on Sunday morning the life-boat went off to the ship, and put 5 of her crew on board. After immense difficulty and great danger, they succeeded in bringing the ship and her crew safely into Aberystwyth. The life-boat behaved admirably on this occasion, and the crew have unbounded confidence in her. A great deal of anxiety prevailed throughout Saturday night and Sunday morning as to the fate of the life-boat as well as the ship, no tidings having been received of either; but when both returned to port, they were welcomed by hundreds of cheerful hearts. The vessel proved to be the brig *Mary Anne*, belonging to Scilly, bound from Dublin to Cardiff.

The following is a general list of the services of the Life-boats of the Institution from the 1st January to the 12th December of the past year (1863):—

Ship <i>Louisa</i> , of Bristol	20	Schooner <i>Sir Colin Campbell</i> , of	6	Fishing Boat, of Filey	2
Barque <i>Rubin</i> , of Liverpool	12	Whitby—Saved vessel and crew	6	Schooner <i>Economy</i> , of Fortnaodoc	
Schooner <i>Emily</i> , of London—Saved		Brig <i>Marietta</i> , of Lisbon	1	—Saved vessel and crew	5
vessel and crew	3	Ketch <i>Snip</i> , of Amsterdam—Assisted	5	Lugger <i>Vigilant</i> , of Peel—Saved	
Smack <i>St. Patrick</i> , of Bangor	3	to save vessel and crew	4	vessel and crew	7
Brig <i>Bonnie Dundee</i> , of Dundee	13	Brigantine <i>Arion</i> , of Workington	5	Ship <i>Jupiter</i> , of London—Assisted	
Smack <i>Elizabeth</i> , of North Berwick	4	Schooner <i>Gullia</i> , of Palermo—	10	vessel and crew of eight men,	
Schooner <i>Kezia</i> , of Sunderland	5	Saved vessel and crew	10	after a collision	4
Schooner <i>Mary Anne</i> , of New Quay	5	Schooner <i>Northern Lights</i> , of	4	Schooner <i>Maria</i> , of Amlwch	4
Schooner <i>Pandema</i> , of Plymouth	8	Preston	4	Schooner <i>Harry Russell</i> , of Glas-	
Schooner <i>Betsy</i> , of Brixham	5	Smack <i>Gipsy</i> , of Drogheda	4	gow—Saved vessel and crew	6
Brig <i>Regalia</i> , of Whitby	7	Italian Brig <i>Camogliano</i> —Assisted	8	Schooner <i>L'Esperance</i> , of Nantes	2
Brig <i>Levant</i> , of Bristol	10	to save vessel and crew	8	Schooner <i>Elizabeth</i> , of Whitehaven	4
Smack <i>Britannia</i> , of Ramsgate	4	Barque <i>Tamworth</i> , of Skien, Nor-	17	Barque <i>Elizabeth Morrow</i> , of Glas-	
Ketch <i>Neuka</i> , of Berwick	3	way	17	gow	19
Brig <i>Florence Nightingale</i> , of London	6	Barque <i>Providence</i> , of Dantzic	7	Barque <i>Confiance</i> , of Liverpool	23
Schooner <i>Azores Packet</i> , of Falmouth	4	Smack <i>Saucy Jack</i> , of Inverness	1	Brig <i>Mary Ann</i> , of Scilly—Saved	
Schooner <i>Vulcan</i> , of Lyme Regis		Pilot Boat, of St. Ives	7	vessel and crew	8
—Saved vessel		Brig <i>Theophilus</i> , of Aberdeen	5	Smack <i>Lewis</i> , of Campbelltown	3
Schooner <i>Vigilant</i> , of Kirkcaldy	6	Barque <i>Ma</i> , of North Shields	14	Schooner <i>Caledonia</i> , of Preston	
Barque <i>Diadem</i> , of St. John's	4	Ship <i>David White Clinton</i> , of New	8	Saved vessel	
Ship <i>Conflict</i> , of Plymouth	1	York	8	Schooner <i>Fame</i> , of Maryport—	
Barque <i>Wm. Bromham</i> , of Gloucester	6	Fishing-boats of Tenby	3	Saved vessel and crew	5
Schooner <i>Cestrian</i> , of Chester	5	Schooner <i>Margaret and Jane</i> , of	5	Barque <i>Graces</i> , of Shields	15
Barque <i>St. Lawrence</i> , of Liverpool	14	Dublin	5	Total	378
—Saved vessel and		Barque <i>Duke of Northumberland</i> , of	18		

We also append a statement of the services rendered by shore-boats, and other means, for which the Society has granted rewards for saving 301 lives during the same period, as follows:—

Brigantine <i>John and Edwin</i> , of Whitstable.....	4	Sloop <i>Francis</i> , of Cardigan.....	3	Shore-boat of Carlingford Lough, Killoven.....	3
Barque <i>Pudypora</i> , of Glasston Dock, Ireland.....	17	Fishing-boat of Faha, Co. Cork.....	6	Ship's-boat capsized off Deal.....	2
Fishing-boat of Castletown, Ireland.....	1	Brig <i>Phoenix</i> , of Teignmouth.....	5	Fishing-boat of Thurso, N.B.....	1
Schooner <i>Immanuel</i> , of Hanover.....	7	Sloop <i>Swiss</i> , of Tralee.....	2	Shore-boat of Hurst Castle, Hants.....	6
Barque <i>Sea Swallow</i> , of Sunderland.....	7	Fishing-boat of Great Yarmouth.....	1	Brig <i>Antigua Packet</i> , of Liverpool.....	10
Schooner <i>Shelah</i> , of Wexford.....	5	Brig <i>Faith</i> , of Colchester.....	10	Customs' boat of Shields harbour.....	5
Shore-boat of Arranmore, Co. Donegal.....	3	Ship <i>Genoa</i> , of Liverpool.....	11	Brigantine <i>Arthur Leary</i> , of London.....	11
Brig <i>Maid of Kent</i> , of Rochester.....	5	Brig <i>Alli</i> , of Helsingfors.....	4	Schooner <i>Heinrich</i> , of Strasland.....	7
Barque <i>Henri Sorensen</i> , of Bordeaux.....	12	Fishing-boat of Skibbereen, Co. Cork.....	2	Fishing-boat of Killard, Co. Clare.....	3
Ship <i>Bois Rouge</i> , of Nantes.....	6	Brig <i>Alabama</i> , of Gloucester.....	6	Brig <i>Lennox</i>	11
Ship <i>John H. Elliot</i> , of New York.....	55	Brig <i>Pelican</i> , of Drogheda.....	5	Brig <i>Marietta</i> , of Lisbon.....	9
Ship <i>J. S. Parsons</i> , of New York.....	21	Fishing-boat of Kenmare, Co. Kerry.....	2		
Fishing-boat of Greencastle, Co. Donegal.....	3	Fishing-boat of Yarmouth, Isle of Wight.....	4	Total.....	301
Brigantine <i>Ganymede</i> , of Ipswich.....	6	Schooner <i>Wanderer</i> , of Londonderry.....	5	Lives saved by Life-boats.....	378
		Fishing-boat, Queenstown, Ireland.....	1		
				Grand Total.....	679

GENERAL SUMMARY FROM 1ST JANUARY TO 12TH DECEMBER, 1863.

Number of Lives rescued by Life-boats, in addition to 13 vessels saved by them.....	..	378	£.	s.	d.
Amount of Rewards to Life-boat Crews.....	..	..	1,009	18	2
Number of Lives saved by Shore-boats, &c.....	..	301	..	..	..
Amount of Rewards to the Crews of Shore-boats.....	..	..	241	9	0
Honorary Rewards:—Silver Medals.....	..	15	..	..	..
Votes of Thanks on Vellum and Parchment.....	..	24	..	..	..
Total.....	..	39	679	£1,251	7 2

Since the beginning of the past year (1863), the Institution has also expended about 13,000*l.* on its various life-boat establishments on the coasts of England, Scotland, and Ireland.

The number of lives saved either by the life-boats of the Society, or by special exertions, for which it has granted rewards, since its formation, is 13,530; for which services 82 Gold Medals, 733 Silver Medals, and 17,730*l.* in cash, have been paid in

rewards. The Institution has also expended 80,000*l.* on life-boats, life-boat transporting-carriages, and boat-houses.

CHORUS OF JACK TARS.

Ye Gentlemen of England,
 Who live at home at ease,
 To save poor shipwreck'd sailors
 From the dangers of the seas,
 Subscribe unto the Life-boat
 Institution, if you please.—*Punch.*

ADDITIONAL STATIONS AND NEW LIFE-BOATS.

SWANSEA.—The Harbour Commissioners at Swansea having transferred their life-boat establishment to the NATIONAL LIFE-BOAT INSTITUTION, it has been completely renovated; a new 10-oared boat and transporting-carriage has been placed there, and a new boat-house is being built at the Mumbles Point, at the entrance of Swansea Bay. The Harbour Trust, which is required by its Act of Incorporation to provide a life-boat, will contribute 100*l.* towards the large expense incurred in the renovations of the station, and will make an annual grant towards its permanent maintenance. On account of the

great and increasing trade at Swansea, this is an important life-boat establishment, although wrecks have not very frequently occurred in its immediate neighbourhood. This life-boat has been named the *Martha and Anne*, after the two daughters of MICHAEL STEELE, Esq., of Begbrooke-house, near Oxford, who presented the Institution with 100*l.* towards its cost. The boat was liberally conveyed to its station, free of charge, by the Great Western Railway Company, in October last.

FILEY.—The NATIONAL LIFE-BOAT INSTITUTION has placed a new 10-oared life-boat at Filey, in Yorkshire, where there was previously one of the old class of boats,

which was built as far back as the year 1825. The new boat was sent to her station in November last, and was publicly launched there on the 26th of that month, under the superintendence of Captain DAVID ROBERTSON, R.N., the assistant inspector of life-boats of the Institution. Her cost was generously presented to the Institution by R. W. HOLLON, Esq., and Mrs. HOLLON, the Lord Mayor of York and his Lady, and it is named the *Hollon*, after them. Situated near the dangerous locality of Flamborough Head, wrecks have always been numerous in Filey Bay, and a large number of lives have been saved at different periods by the life-boat formerly stationed there. The new boat was liberally taken to Filey from London, free of charge, by the Great Northern and North Eastern Railway Companies.

We append to this brief account a Report from the local newspapers of the inauguration of the life-boat on the 26th of November last.

"At twelve o'clock a procession was formed at the railway station, consisting of the members of the 2nd East York Artillery Volunteers, the Orders of Ancient Shepherds and Odd Fellows, the local Life-boat Committee, the clergy, and a large number of the gentry from Scarborough and the neighbourhood. The artillery were drawn up in lines at each side of the road, preserving a clear space for the Lord Mayor and Lady Mayoress. Previous to the starting of the procession, Mr. J. Unett, addressed his Lordship, thanking him on behalf of the town for his munificent gift. The Lord Mayor then made the following reply:—'Ladies and gentlemen, for this extraordinary demonstration of your feelings towards me, I can scarcely find words of acknowledgment; but I assure you it is from my heart that I thank you on behalf of myself and Mrs. Hollon. We feel that if ever there is a worthy institution amongst us—one deserving of the generous support of all classes—it is the ROYAL NATIONAL LIFE-BOAT INSTITUTION. We are all in some measure indebted to the services of our brave sailors for many of the comforts we enjoy—from the tobacco of the poor labouring man to the more costly luxuries of the rich. Nationally, we ought to feel bound to protect the lives of our loyal tars, who have ever been ready to defend our shores from the attacks of the invader, both in times of yore and even now. But for them our homes might be subject to the torch of the invader, and we might have to sit down like Marius and deplore the fallen glory of our once great empire. It must indeed be a proud consideration for the men of Filey if they have to think hereafter that they have saved but one single life. It might be thought singular that I, who reside in an inland part, should be the donor of a life-boat

to the coast. But we once—my wife and myself—had the misfortune to be placed in a situation of the most imminent peril at sea during a storm. We were providentially saved from a watery grave, and since then Mrs. Hollon suggested to me the appropriateness of commemorating our merciful preservation by presenting a life-boat, through the Institution, to some place where it might be needed. This boat is the result of my acquiescence in her wishes, and I assure you nothing could give me greater pleasure than I now feel in presenting this boat to the people of Filey.'—Three cheers were then given for the LORD MAYOR, three for the LADY MAYORESS, with cheers for Mr. UNETT, the crew of the life-boat, and the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and the life-boat was then launched from her carriage into the sea."

We are happy to add, that the life-boat has already done good service. Mr. R. WHITE, the zealous honorary Secretary of the Branch, reports, "that very early on Tuesday morning, the 1st of December, some fishing-cobles belonging to Filey were caught in a strong gale from S.S.E. and a rough sea. One coble was upset while coming in, but as it was near the beach, the men were fortunately enabled to get ashore. Seeing the dangerous position of the other cobles, the new life-boat was at once launched, and put off to give help. She was, fortunately, instrumental in saving the lives of two out of three men, whose boat had capsized in the heavy surf."

LLANELLY, SOUTH WALES.—A new life-boat station has been formed at Pembrey, near Llanelly, and a new 6-oared life-boat has been forwarded there, in lieu of a smaller boat that had been previously kept at the floating light-ship off the entrance to that port. The cost of the new boat was raised by subscription in Bath and its neighbourhood, chiefly through the exertions of F. BEDWELL, Esq., of Bath. The life-boat has been named the *City of Bath*. It is provided with a transporting-carriage and all other useful appliances, and a substantial boat-house has been erected at the joint expense of the Institution and of the locality. The Great Western Railway Company, with their usual liberality, conveyed the boat and carriage from London to Llanelly free of charge, on the 27th of November last.

ARKLOW, IRELAND.—A new 12-oared life-boat has been placed at Arklow by the

NATIONAL LIFE-BOAT INSTITUTION, in lieu of a smaller boat previously there which had become decayed. She was kindly conveyed to Milford from London, free of charge, by the Great Western Railway Company in November last, and thence sailed across the Channel to Arklow, in company with a Revenue cruiser, which had been kindly permitted to take charge of her by the Controlier-General of Coast-guard. She has been named the *Arundel Venables*, after a gentleman of that name, who left a legacy of 500*l.* to the Institution.

EASTBOURNE.—A new 10-oared life-boat has been placed by the NATIONAL LIFE-BOAT INSTITUTION, at Eastbourne, in lieu of an old boat which had been there since the year 1822. The cost of this boat was presented to the Institution by a gentleman under the signature of A. B., and has, at his wish, been named the *Mary Stirling*. She combines all the latest improvements in the life-boats of the Society. She was liberally conveyed to Eastbourne, from London, in November last, free of charge, by the London, Brighton, and South Coast Railway Company.

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#### SUMMARY OF THE MEETINGS OF THE COMMITTEE.

Thursday, 3rd September, 1863. Captain Sir EDWARD PERROTT, Bart., *V.P.*, in the Chair.

Read and approved the Report of Captain DAVID ROBERTSON, R.N., the Assistant-Inspector of Life-boats of the Institution, of the 3rd September, on his visit to its life-boats on the coasts of Lancashire, the Isle of Man, and Scotland. He reported that the boats generally were in a very efficient state.

Ordered the Instructions of the Institution "for the Treatment of the Apparently Dead from Drowning," based on the principles of the late Dr. MARSHALL HALL, to be printed by the side of those proposed by Dr. H. R. SILVESTER, and recently adopted by the Royal Humane Society, and to be circulated extensively amongst the principal medical bodies, hospital officers, and coroners, throughout the United Kingdom, in order that their opinions might be obtained on the relative merits of the two plans.

Reported the safe transmission to their station of a new life-boat and transporting-carriage for Hastings, to replace a smaller boat and carriage there. The London, Brighton, and South-coast Railway Company had readily, as usual, given the

boats a free conveyance over their line.—*To be thanked.*

Also, that a new life-boat had been forwarded to Blakeney, on the Norfolk coast, to replace a smaller boat on that station; and that the Great-Eastern Railway Company had kindly conveyed her free over their line of railway.—*To be thanked.*

Read letters from the Tynemouth, Penarth, Aberystwyth, and other branches, reporting very favourable trials that had been made with the life-boats in very rough weather.

Also from MICHAEL MORRALL, Esq., of Matlock, of the 19th August, stating that he was exerting himself to raise the cost of a life-boat amongst persons having the same surname as himself.—*To be thanked.*

Reported that 50*l.* had been received, in aid of the funds of the NATIONAL LIFE-BOAT INSTITUTION, on behalf of the late Mrs. THORNTON, from her surviving relatives.

Paid 197*l.* 5*s.* 3*d.* for sundry charges on various life-boat establishments.

Voted 4*l.* 10*s.* to pay the expenses of the Aberdovey life-boat in going off and rescuing, during stormy weather, 6 of the crew of the barque *William Bromham*, of Gloucester, which had stranded on Aberdovey Bar on the 15th August. After landing the 6 shipwrecked men, the life-boat again put off and assisted in bringing to a port of safety the barque *Huron* of Cardiff, which was also in distress off Aberdovey on the same day.

Voted also 7*l.* 12*s.* 6*d.* to pay the expenses of the Newhaven life-boat (the *Thomas Chapman*) for going off and saving the crew of 5 men from the schooner *Cestrian* of Chester, which had grounded during a gale of wind on Blatchington Beach, near Newhaven, on the 31st August.

Also 7*l.* 19*s.* to pay the expenses of the Bude Haven life-boat in going off, in reply to signals of distress, and rendering assistance to the ship *Conflict*, which, whilst being towed from Plymouth to Bristol, was caught in a sudden gale of wind off Trevoze Head, Cornwall, on the 30th August. The vessel was in great danger, and, but for the timely services of the life-boat, would, in all probability, have been wrecked on a lee shore, and the 13 men on board have met with a watery grave. The life-boat brought ashore the owner of the ship.

Also 13*l.* 15*s.* 6*d.* to pay the expenses of the Lizard and Walmer life-boats in putting off, in reply to signals of distress from vessels, which did not, however, ultimately require the services of the boats.

Also 6*l.* 5*s.* to the crews of two boats, for rescuing, at some risk of life, 6 soldiers from the Hurst Castle garrison boat, which was swamped off the Isle of Wight, on the 18th August, in a heavy sea.

Also 1*l.* to a lad, 14 years of age, named DENNIS CLIFFORD, of Cahirciveen, county Kerry, in admiration of his gallant conduct, on the 30th July, in plunging into the sea and saving, at the risk of his life, a man, who while bathing near that place had got his hands entangled in some sea-weed, and after struggling to get free, had sunk quite exhausted. The lad, who had been attracted to the spot by the screams of two women who had observed the drowning man, at once dived in and

succeeded in bringing the body, apparently lifeless, to the shore. After some time, however, the man happily recovered. There were no other means of rescue at hand, and a moment's longer immersion must have proved fatal to him. His hands, when he was brought on shore, were still entangled in the sea-weed.

Also 2l. to 2 boatmen of Yarmouth, Isle of Wight, for saving 4 artillerymen who had been capsized from their boat, whilst making for the shore, during a fresh breeze on the 7th July.

Also a reward to 4 fishermen for going off in a boat and saving 3 out of 6 persons whose boat had been capsized off Killoven, in Carlingford Lough, on the 22nd July.

Also a reward to 10 men for putting off in a yawl and rescuing 2 men from a ship's boat, which was caught in a sudden squall of wind and capsized off Deal on the 18th August.

Also a reward to 4 men for putting off and saving a man, whose boat had been swamped in a heavy sea off Thurso, N.B., on the 24th August.

Thursday, 1st Oct. Captain Sir EDWARD PERRON, Bart., 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.

Reported the lamented demise of Rear-Admiral WASHINGTON, F.R.S., Hydrographer of the Admiralty, at Havre, on the 16th September.

Read letter from his Grace The DUKE OF NORTHUMBERLAND, K.G., President of the Institution, of the 30th September; and THOMAS BARING, Esq., M.P., F.R.S., Chairman of the Society, expressing their deep regret at the decease of so valued a coadjutor of the Institution as Admiral WASHINGTON.

It was moved, seconded, and carried unanimously that a vote of condolence be presented to the late Admiral's widow and family. (*Vide* p. 353.)

Read letter from THOMAS BARING, Esq., M.P., F.R.S., of the 14th September, forwarding a letter from Messrs. CAMA and Co., Parsee merchants, Gresham House, London, stating that they were about retiring from business, and that, to show their gratitude to the people of London, from whom they had for so many years received every courtesy, and their admiration of the important work carried forward on the coasts of the British Isles by the NATIONAL LIFE-BOAT INSTITUTION, they wished to defray the cost of a life-boat station, and permanently to keep it up. To meet this expense they had paid 2,000*l.* to the Institution.

Decided that the best thanks of the Committee be presented to Messrs. CAMA and Co., and that a new life-boat be sent to Palling, Norfolk; and that the life-boat to be stationed there be named *The Parsee*.

Read letter from the Controller of H.M.'s Navy, of the 30th September, stating that the Admiralty proposed to supply all vessels of war with a life-boat, in lieu of one of the boats usually carried, and requesting any information which the Institution might be able to give on the subject.—*To be acknowledged.* (*Vide* p. 358.)

Also from the Rev. R. S. SURTON, of Rype, Sussex, of the 7th September, forwarding a sum of 3*l.* 8*s.* 6*d.*, being the amount of contributions he had received from his parishioners for the Institution, as a "Thank-offering for the abundant Harvest of 1863."—*To be thanked.*

Reported that a legacy of 50*l.* had been left to the Penarth branch of the Institution by MILBORNE WILLIAMS, Esq., of Whitchurch, Somerset.

Decided that the best thanks of the Institution be presented to Sir DAVID BREWSTER for his able and eloquent article in 'Good Words' for October, on the 'Life-boat and its Work.'

Paid 406*l.* 11*s.* 2*d.* for sundry charges on various life-boat establishments.

Voted 7*l.* 10*s.* 6*d.* to pay the expenses of the Southport life-boat in going off and rescuing, during a very strong westerly wind, the captain's wife and child, and twelve of the crew of the barque *St. Lawrence*, of Liverpool, which had stranded on Salthouse Sandbank, off Lytham, on the 20th September. The captain and 3 other men refused to leave the vessel, and the life-boat, therefore, returned to the shore.

The Lytham life-boat afterwards proceeded off to the rescue of the remainder of the crew of the barque *St. Lawrence*. On arriving alongside, however, the 4 men still refused to abandon their ship, and the life-boat returned to the shore. Early the next morning the vessel was seen with signals of distress still flying, and the boat was again launched during a heavy gale from the W.N.W., but on arriving alongside no one was found on board the vessel. The crew of the boat, however, succeeded, after some hours of toil, in bringing the vessel safely into harbour, much to the satisfaction of the owner, who witnessed the persevering and gallant exertions of the boat's crew, to whom he made a very handsome present. It was afterwards discovered that the 4 men had abandoned the vessel in the course of the night, in their own boat, and had fortunately succeeded in reaching the shore in safety. The Institution voted 8*l.* to the crew of the life-boat.

Also 22*l.* 10*s.* to pay the expenses of the Walmer and Holyhead life-boats in putting off, in reply to signals of distress, with the view of rescuing the crews of two vessels, which, however, ultimately succeeded in getting out of danger.

Thursday, 5th 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 and Correspondence, and Wreck and Reward Sub-Committees.

Read and approved the Report of Captain WARD, R.N., the Inspector of Life-boats of the Institution, on his visit to the Society's life-boats on the north-east coast of England, on the condition of which he reported very favourably.

Also approved of the Report of Captain D. ROBERTSON, R.N., the Assistant-inspector of Life-boats, on his visit to the life-boats at Teignmouth, Swansea, and Pembrey.

Reported the safe transmission to its station of the new iron life-boat for Teignmouth, Devon, the Great Western, Bristol, and Exeter, and South

Devon Railway Companies having taken the boat over their lines of railway free of any charge.—*To be thanked.*

The boat is named *The China*, and her cost was raised at Hong Kong and Shanghai, through the benevolent exertions of W. H. HARTON, Esq., a member of the Committee of Management of the Institution, assisted by Messrs. GILMAN AND CO., of the former place.

Reported also that the Swansea new life-boat and transporting-carriage had been forwarded to their station, on the 19th October.

Also that the Tenby new life-boat had had her first trial on the 7th October, in a strong wind and heavy sea, and had behaved admirably on the occasion. The crew were much pleased with her.—The cost of this life-boat was recently presented to the NATIONAL LIFE-BOAT INSTITUTION by F. R. MAGENS, Esq., and she is named *The Florence*, at his request.

Also that 2*l.* 12*s.* had been received from Captain PHILLIMORE, R.N., and the officers of H.M.S. *Defence*; and 3*l.* from Captain WATSON, R.N., and the officers of H.M.'s sloop *Peterel*, towards the objects of the Institution.—*To be thanked.*

Read letter from Lady MAXWELL, of Monreith, N.B., of the 21st October, stating that her Ladyship and Sir WILLIAM MAXWELL had placed a contribution-box in the entrance-hall of their mansion a short time since, marked "ROYAL NATIONAL LIFE-BOAT FUND," and forwarding the sum of 2*l.* which had been already realized.—*To be thanked.*

Also from Mr. F. W. DOUBLEDAY and Mr. G. DAKIN, of Diss, Norfolk, of the 26th October, stating that a sermon had been preached by the Rev. C. R. MANNING, before the Waveney Court of the Ancient Order of Foresters, in the parish church at Diss, on the 25th October, and that 9*l.* 6*s.* 6*d.* had been collected on the occasion in aid of the funds of the Society.—*To be thanked.*

Reported that 6*l.* 4*s.* 9*d.* had been received from Capt. SHAW, Harbour Master at Ramsgate, being the amount deposited during the last two months in the Contribution Pillar Box of the Institution. It had, with the kind permission of Captain W. H. WALKER, H.C.S., of the Board of Trade, been placed at the entrance of Ramsgate Pier.—*To be thanked.*

Also that the Rev. N. H. M'GACHEN, of Portsmouth, and Mr. JOHN NEWBY, of Ackworth, had again delivered lectures on life-boats and the operations of the Institution.—*To be thanked.*

Also that a Branch of the Institution had been established in South Manchester, under the superintendence of the Rev. E. HEWLETT, of St. Peter's, R. Whitworth, Esq., and other friends.—*To be thanked.*

Paid 1467*l.* 0*s.* 9*d.* for sundry charges on various life-boat establishments.

Voted 15*l.* 5*s.* to pay the expenses of the Southport life-boat in going off, on the night of the 31st October, and saving the crew of 17 men from the Norwegian barque *Tamworth*, of Skien, which was totally wrecked during a hurricane on Trunk Hill Sandbank, about five miles from Southport. The captain of the vessel expressed his admiration of

this gallant service, and stated that he and his crew must have perished but for the services of the life-boat.

Also 37*l.* 14*s.* to pay the expenses of the Fleetwood life-boat on two occasions. First, in rescuing, on the night of the 29th October, during a terrific gale of wind, the crew of 4 men from the schooner *Northern Lights*, of Preston, which had struck on one of the outlying sandbanks in the vicinity of Fleetwood. The life-boat had been towed out by the steam-tug *Wyre*; and when near the wreck, the boat was cast adrift. She was at once lost sight of in the intensely dark night, and she in her turn lost sight of the wreck. But the cries of the poor men were fortunately heard, even above the howling of the storm, and the big waves which were ready to engulf them. However, after much skilful manœuvring, the wreck was at last fetched—and her crew snatched from a watery grave amidst the hearty cheers of the life-boat's crew, who afterwards safely brought them ashore. 2ndly, on the following night (the 30th October) the life-boat again went out in tow of the same steam-tug, in reply to signals of distress from the ship *Lillias*, of St. John's, New Brunswick, which had also struck on a sandbank, off Fleetwood. The team-tug got close to the wreck for a few moments, and 26 of the vessel's crew immediately jumped on board the steamer. The captain and 2 mates were left on the ship, and they requested the life-boat to remain by them, which she did for three hours, when a very heavy sea struck the ship and brought her down upon the life-boat, which, with her gallant crew, narrowly escaped destruction. The life-boat was then cut adrift, and notwithstanding the noble and repeated efforts of her crew, she was unable, in her crew's exhausted condition, and in the face of the heavy gale, tide, and sea, to regain the ship. She was therefore compelled to run for Glasson Dock, where the crew arrived about midnight nearly perished with cold and exhaustion. At daylight they again returned to the ship with the view of rescuing the poor men on board, but fortunately they had been previously taken off by a Morecambe steamer, the weather having moderated.

Also 5*l.* to pay the expenses of the Dundalk life-boat in putting off and saving the crew of 4 men from the brigantine *Arion*, of Workington, which had stranded and afterwards became totally wrecked on the South Bull Sands, off Dundalk, during a strong gale of wind, on the 7th October.

Also 5*l.* 7*s.* to pay the expenses of the Rye life-boat in going off, in reply to signals of distress, and assisting to save the brig *Sir Colin Campbell*, of Whitby, and her crew of 6 men, from destruction. The vessel had stranded off Rye during heavy weather, on the 4th October.

Also 5*l.* 16*s.* to pay the expenses of the Drogheda life-boat in putting off during a heavy gale of wind and rescuing the crew of 4 men from the schooner *Gipsy*, of Drogheda, which had stranded off that place on the 29th October.

Also 9*l.* 6*s.* to pay the expenses of the Tramore life-boat in going off and saving 1 man of the crew of the brig *Marietta*, of Lisbon, which was totally wrecked during thick and heavy weather

at Turf Cove, in Tramore Bay, on the 29th October. The remainder of the vessel's crew had been rescued by means of ropes, &c., from the shore; but the poor fellow left on the rock, having injured his arm, was unable to climb the rope, and must have perished but for the fortunate arrival of the life-boat.

Also 7l. 6s. to pay the expenses of the Fraserburgh life-boat in proceeding off and rescuing one man from the smack *Saucy Jack*, of Inverness, which was totally wrecked during stormy weather, on Cairnbulg Briggs, near Fraserburgh, on the 30th October.

Also 8l. 4s. 6d. to pay the expenses of the Campbelltown life-boat in going off and rescuing during a most terrific gale of wind, 7 of the crew of the barque *Providence*, of Dantzic, which was totally wrecked at West Port, on the coast of Cantyre, N.B., on the 29th October. Of the shipwrecked men, 8 were rescued by means of ropes, &c., from the shore, before the arrival of the life-boat; but the remaining 7 men could not reach the shore by means of the ropes, as the wind and sea had greatly increased in violence. The crew of the life-boat were reported to have behaved in a very gallant manner. The cost of this life-boat was presented to the Institution by the late Lady MURRAY of Edinburgh.

Also 8l. 2s. 6d. to pay the expenses of the Walmers life-boat in assisting to save the ketch *Snip*, of Amsterdam, and her crew of 5 men. The vessel had stranded during stormy weather on the Goodwin Sands on the 11th October.

Also 6l. 10s. to pay the expenses of the Holyhead life-boat in assisting to bring to a port of safety the Italian brig *Camogliano* and her crew. The vessel was observed with signals of distress flying during a heavy gale of wind, off Holyhead, on the 29th October.

Also 38l. to pay the expenses of the Cemlyn, Seaton Carew, Rhyl, Holyhead, Silloth, and Kingstown life-boats, in going off in reply to signals of distress from vessels which, however, had succeeded in getting out of their perilous positions, and did not require the services of the life-boats.

Reported the services of the Buddon Ness (Dundee) life-boat in going off and assisting to bring to a port of safety the schooner *Gulvia*, of Palermo, and her crew of 10 men. The vessel was in distress, during stormy weather, off Buddon Ness on the 10th October. The life-boat's crew received salvage for their services on this occasion.

## NEWS OF A GREAT VICTORY.

(From the DAILY TELEGRAPH.)

NEWS of a great battle has reached the metropolis. The action was not fought on American soil; and, as far as we know, war has not broken out between Denmark and Germany; so that it cannot be of those incensed nations that we speak. The engagement to which we allude was waged on a very different field from Sharpsburg or Chattanooga; and readers, sickened with the tale of constant contests, need not shrink from our recital. Yet there are splendid manœuvres in it, and magnificent generalship, flank movements, called by another name; and masterly advances and retreats, consummated by such a victory as makes a hero of

of every man who took a part in the contest. The most glorious and singular feature of this event is, that the results are not counted in deaths, but lives—not in agony and defeat, but in delight, restoration, and rescue—not in the number of prisoners, but in the roll of friends and brothers relieved. The battle to which we refer was that which was won by the Ramsgate life-boat on Friday night, the 4th December (*Vide* p. 357). It was fought, night and day—tooth and nail—against those old enemies of mankind, the fierce storm and the wild sea; and the field was that desolate and dangerous labyrinth of sands which makes a trap of the mouth of our chief river. It is customary to describe the scene of a great engagement; but some, at least, of our readers know the watery maze of which we are speaking. Not so many, however, know it as it is by night in such a savage storm as raged on Thursday, when the action between true manhood and the terrible tempest began. To realise that, it is almost necessary to have borne a part in such a fight; for dark and dreadful is the scenery of the midnight estuary. The huge waves, lapping and curving in from the German Ocean, with the tide behind them and the wind against their crests, break from black water into white over a hundred concealed sands and shoals; sweep in fury along a hundred narrow channels, where a ship's length that side or this is destruction; and the only sign of man in the dark, dancing panorama of the hurricane is the tossing light-ship and the rolling buoy. On the same evening last week, two large vessels lay in this miserable predicament—the *Fusilier* on the Girdler Sand, the *Demerara* on that known as the Shingles. The former was an emigrant-ship full of men, women, and children; the latter had a crew of 18 men and a pilot; and the best seamen on board of each must have felt, as darkness gathered over the stranded vessels, that the chances were a hundred to one against any from either reaching the shore, except as water-washed corpses, with the marsh-birds screaming above them, and the fragments of their ship drifting in with cargo, dead men, and sea-weed.

Thanks to the Ramsgate life-boat, however, and to the gallant fellows who manned her, and the steam-tug *Aid*, every soul from both those vessels is safe and sound; and the battle with the waves and winds was a glorious victory. As night fell, the light-ship off Margate sent up rockets of distress, signal-

ling that a vessel was on shore. At 8·45 P.M. the *Aid* tug started from Ramsgate with the life-boat in tow, rounded "Longnose" in a night as dark as pitch, and a sea as wild as madness, and made for the *Tongue* light-ship. At midnight they reached and hailed the keepers, and learned that the distressed vessel was on the Shingles N.W. from the light, or pretty well into the teeth of the wind. Tug and life-boat groped and fought their way north-eastward, but could see nothing, and thereupon bore off to the *Prince's* light-ship, also firing minute-guns. The keepers on board were hailed, and gave information that the vessel was on the shallow part of "the Girdler," whither tug and life-boat gallantly fought their way. Presently, through the driving spray and rain, they make out the doomed ship, burning tar-barrels; and the indefatigable little steamer struggles to a point from which the life-boat can drop down in the furious water to her lee. They come alongside, and find the vessel full of shrieking women and children, whose cries, with the whistle of the wind in the rigging, and the swash and crash of the breakers upon her hull and deck, make such a chorus as would soon have been a "dead march" for the *Fusilier*. All that the coxswain observes, however, about the tremendous moment is, that, "used as we are to such sights, this made us doubly anxious about the safety of those we had come to rescue." A sort of "double hitch," knotted on to their resolution to save all hands, was the effect of the scene upon the Ramsgate life-boat men. The men were hailed to lower the women first in "bowlines," then the children in blankets; and after four trips, everybody but the captain and crew were taken off to the tug, for the tide was falling, and there was a chance for the ship. But the tug, which started for Ramsgate at daylight with those who had been saved, had not left the life-boat by the wreck more than an hour and a half, when she steamed back to say that another large ship was ashore upon "the Shingles." This was, of course, the one they had sought in vain overnight; and away went the life-boat again across the sands in the daylight, and reached the *Demerara*. Her crew of 18, with the Trinity pilot, had been clinging to the rigging all the ten hours of that terrible night; and, with another boat-load of lives saved, the *Aid* steam-tug went back, with her plucky little tender at her stern, to Ramsgate Harbour. There they arrived at

12·15 on Friday; and the coxswain, as though he were landing boxes of oranges, and had come off an ordinary voyage, says: "We put ashore *about* 120 souls." It was such a glorious midnight haul of lives saved—wives' love rescued for husbands, fathers' love preserved for children, citizens restored to service and work in this world—that the coxswain did not take the pains to be particular as to the exact statistics of the splendid business. "*About* 120 souls," he says, more or less; that was the sum of the grand and noble "business" done that night on the Girdler and the Shingles by the Ramsgate life-boat crew.

Can our readers—we allude to those who peruse us in easy chairs over the comfortable breakfast-table—comprehend that night's performance? We do not mean in its results or its gallantry, but in its details. Can they quite grasp what it is to be sixteen hours hard at work, fighting the winds and the waves in a December hurricane, with a sea "on" that sweeps tons of gray water over the boat at every third stroke, and a wind that seems to turn the soaked clothes on the body into ice? These Ramsgate men did it; and if the *Aid* had puffed up to them with news of another wreck on Longnose, we believe they would have shaken off their deadly fatigue and drowsiness, and fought another bout for human life against the big billows and the savage storm. Yet we call these fellows the "common people," and we sometimes raise a subscription for them; while, if a diplomat had been sixteen minutes, instead of hours, in half such a difficulty, his breast would not have breadth enough to wear his orders. But thank God they are "common," and if the funds of the NATIONAL LIFE-BOAT INSTITUTION shall be so maintained as to enable it to keep up its large life-saving fleet, hardy seamen, and brave hearts, will never be wanting to man its boats. Thank God, we repeat, that they are "common," and that the good old breed of such men is not dead with JOHN PRINGLE, Lord NELSON'S coxswain in the *Victory*, who "went aloft" last week 104 years of age at his death. Not dead, nor likely to be dead, while such a crew as manned the Ramsgate life-boat and tug can be got together; and while the breed lasts, though our enemies may plate their war-ships a yard thick—the "march of Britannia" will still be "on the mountain waves," sublime, supreme, secure.

# Royal National Life-Boat Institution,

For the Preservation of Life from Shipwreck.

Patroness—HER MOST GRACIOUS MAJESTY THE QUEEN.

President—ADMIRAL HIS GRACE THE DUKE OF NORTHUMBERLAND, 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.

## LIST OF THE LIFE-BOAT STATIONS OF THE INSTITUTION.

| ENGLAND.            |  | ISLE OF WIGHT .         |  | CUMBERLAND . . . . .    |  |
|---------------------|--|-------------------------|--|-------------------------|--|
| NORTHUMBERLAND—     |  | Brightstone Grange.     |  | 90 Silloth.             |  |
|                     |  | Brooke.                 |  | ISLE OF MAN . . . . .   |  |
| 1 Berwick-on-Tweed. |  | GUERNSEY . . . . . 50   |  | St. Samson's.           |  |
| North Sunderland.   |  | DOUSET . . . . .        |  | Lyme Regis.             |  |
| Boulmer.            |  | SOUTH DEVON . . . . .   |  | Exmouth.                |  |
| Alnmouth.           |  |                         |  | Teignmouth.             |  |
| 5 Hauxley.          |  | CORNWALL . . . . . 55   |  | Plymouth.               |  |
| Newbiggin.          |  |                         |  | Lizard.                 |  |
| Cullercoats.        |  |                         |  | Porthleven.             |  |
| Tynemouth.          |  |                         |  | Penzance.               |  |
| DURHAM . . . . .    |  |                         |  | Sennen Cove.            |  |
| 10 Whitburn.        |  |                         |  | 60 St. Ives.            |  |
| 10 Seaton Carew.    |  |                         |  | New Quay.               |  |
| YORKSHIRE . . . . . |  |                         |  | Padstow.                |  |
| Middlesborough.     |  |                         |  | Bude Haven.             |  |
| Redcar.             |  | NORTH DEVON . . . . .   |  | Appledore.              |  |
| Saltburn.           |  |                         |  | 65 Braunton.            |  |
| Whitby, No. 1.      |  |                         |  |                         |  |
| 15 " No. 2.         |  |                         |  |                         |  |
| Scarborough.        |  |                         |  |                         |  |
| Filey.              |  |                         |  |                         |  |
| Bridlington.        |  |                         |  |                         |  |
| Hornsea.            |  |                         |  |                         |  |
| 20 Withernsea.      |  |                         |  |                         |  |
| NORFOLK . . . . .   |  | GLAMORGANSHIRE—         |  |                         |  |
| Blakeney.           |  | Penarth.                |  |                         |  |
| Cromer.             |  | Porthcawl.              |  |                         |  |
| Mundesley.          |  | Swansea.                |  |                         |  |
| Bacton.             |  | CARMARTHENSHIRE         |  |                         |  |
| 25 Palling.         |  | 70 Carmarthen Bay.      |  |                         |  |
| Winterton.          |  | PEMBROKESHIRE           |  |                         |  |
| Caistor.            |  | Tonby.                  |  |                         |  |
| Yarmouth, No. 1.    |  | Fishguard.              |  |                         |  |
| " No. 2.            |  | CARDIGANSHIRE . . . . . |  |                         |  |
| SUFFOLK . . . . .   |  | Cardigan.               |  |                         |  |
| 30 Lowestoft.       |  | MERIONETHSHIRE 75       |  |                         |  |
| Pakefield.          |  | Aberystwyth.            |  |                         |  |
| Southwold.          |  | Barmouth.               |  |                         |  |
| Thorpeness, No. 1.  |  | CARNARVONSHIRE—         |  |                         |  |
| " No. 2.            |  | Portmadoc.              |  |                         |  |
| 35 Aldborough.      |  | Llanddwyn.              |  |                         |  |
| Margate.            |  | Rhoscolyn.              |  |                         |  |
| KINGSGATE.          |  | 80 Holyhead.            |  |                         |  |
| WALMER.             |  | Cemlyn.                 |  |                         |  |
| Dover.              |  | Moelfre.                |  |                         |  |
| 40 Dungeness.       |  | Penmon.                 |  |                         |  |
| Rye.                |  | CARNARVONSHIRE—         |  |                         |  |
| Winchelsea.         |  | Orme's Head.            |  |                         |  |
| HASTINGS.           |  | FLINTSHIRE . . . . . 85 |  |                         |  |
| Eastbourne.         |  | Rhyl (Tubular).         |  |                         |  |
| 45 Newhaven.        |  | CHESHIRE . . . . .      |  | New Brighton (Tubular.) |  |
| Brighton.           |  | LANCASHIRE . . . . .    |  | Southport.              |  |
| Selsey.             |  |                         |  | Lytham.                 |  |
|                     |  |                         |  | Fleetwood.              |  |

### SCOTLAND.

|                           |                 |
|---------------------------|-----------------|
| KIRKCUDBRIGHT . . . . .   | Kirkcudbright.  |
| AYRSHIRE . . . . .        | Ayr.            |
|                           | Irvine.         |
| ARGYLLSHIRE . . . . . 95  | Campbeltown.    |
| CAITHNESS-SHIRE . . . . . | Thurso.         |
| ELGINSHIRE . . . . .      | Lossiemouth.    |
| BANFFSHIRE . . . . .      | Buckie.         |
|                           | Banff.          |
| ABERDEENSHIRE 100         | Fraserburgh.    |
| FORFAR . . . . .          | Buddon Ness.    |
|                           | Broughty Ferry. |
| FIFEHIRE . . . . .        | St. Andrew's.   |
| HADDINGTONSHIRE . . . . . | North Berwick.  |

### WALES.

|                         |                         |
|-------------------------|-------------------------|
| GLAMORGANSHIRE—         | Penarth.                |
|                         | Porthcawl.              |
|                         | Swansea.                |
| CARMARTHENSHIRE         | Llanelly.               |
| 70 Carmarthen Bay.      |                         |
| PEMBROKESHIRE           | Tonby.                  |
|                         | Fishguard.              |
| CARDIGANSHIRE . . . . . | Cardigan.               |
| MERIONETHSHIRE 75       | Aberystwyth.            |
|                         | Barmouth.               |
| CARNARVONSHIRE—         | Portmadoc.              |
| ANGLESEY . . . . .      | Llanddwyn.              |
|                         | Rhoscolyn.              |
|                         | 80 Holyhead.            |
|                         | Cemlyn.                 |
|                         | Moelfre.                |
|                         | Penmon.                 |
| CARNARVONSHIRE—         | Orme's Head.            |
| FLINTSHIRE . . . . . 85 | Rhyl (Tubular).         |
| CHESHIRE . . . . .      | New Brighton (Tubular.) |
| LANCASHIRE . . . . .    | Southport.              |
|                         | Lytham.                 |
|                         | Fleetwood.              |

### IRELAND.

|                          |                  |
|--------------------------|------------------|
| CO. ANTRIM . . . . . 105 | Portrush.        |
| DOWN . . . . .           | Groomsport.      |
|                          | Tyrella.         |
|                          | Newcastle.       |
| LOUTH . . . . .          | Dundalk.         |
| 110 Drogheda.            |                  |
| DUBLIN . . . . .         | Skerries.        |
|                          | Howth.           |
|                          | Poolbeg.         |
|                          | Kingstown.       |
| WICKLOW . . . . . 115    | Wicklow.         |
|                          | Arklow.          |
| WEXFORD . . . . .        | Cahore.          |
|                          | Wexford.         |
|                          | Rosslare Fort.   |
|                          | 120 Carnore.     |
| WATERFORD—               |                  |
|                          | Tramore.         |
|                          | Dungarvan.       |
|                          | Armore.          |
| CORK . . . . .           | Youghal.         |
|                          | 125 Ballycotton. |

The following are Extracts from the General Rules of Management:—

"Each Life-boat to have a Coxswain Superintendent, with a fixed Annual Salary of £3.

"The Life-boat to be regularly taken afloat for exercise once every quarter, fully manned and equipped, so that the Crew may be familiar with her qualities and proper management. On every occasion of exercise, the men to be paid 5s. each in stormy weather, and 3s. each in fine weather; and on every occasion of going off to a Wreck to save Life, each of the Crew to receive 10s. by day, and £1 by night, and equal shares of any local subscriptions which may be raised to reward any special act of gallantry or exertion.

"The Life-boat to be kept on her Carriage, in the Boat-house, with all her gear in her ready for use. Signals are agreed upon for calling the Life-boat's crew together; and immediately on intimation of a Wreck, or Vessel in distress, the Coxswain is to muster his Crew, launch his Boat, and proceed to her assistance.

"The Local Committee to make quarterly inspection, and Report to the Institution as to the behaviour of the Boat during exercise, pointing out any defect that may be remedied, and offering any suggestion that may conduce to the efficiency of the service."

The expense of a Life-boat Station is between £500 and £600. Its cost is made up as follows:—

|                                                   |      |
|---------------------------------------------------|------|
| Life-boat and her equipment . . . . .             | £300 |
| Transporting-carriage for the Life-boat . . . . . | 100  |
| Boat-house (average cost). . . . .                | 150  |
| Total . . . . .                                   | £550 |

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 125 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. COVTS and Co., 59 Strand; Messrs. HERRIES, PARQUHAR, 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 Institution, 14 JOHN STREET, ADELPHI, London.—W.C.

1st January, 1864.