

# THE LIFE - BOAT,

OR

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### SALVAGE PAYMENTS TO LIFE-BOATS' CREWS.

As it often happens that the life-boats of the NATIONAL LIFE-BOAT INSTITUTION are the means of saving vessels and their cargoes from destruction, or of materially contributing thereto, and as the owners of such property have not unfrequently objected to paying the life-boat men for their services (believing that they are only performing their duty by rendering them aid), we think it desirable that the owners of ships and merchandize, as well as the general public, should be made acquainted with the principles by which the Institution is actuated in the matter of saving *wrecked property*, and the terms on which it allows its boats to be used in saving it.

In the first place then, it cannot be too plainly stated or too generally known, that the NATIONAL LIFE-BOAT INSTITUTION is a Society established for the *saving of human lives*, and that only. It appeals to the British public to support it for that object, and that object alone. It has, therefore, no right to devote any part of the funds so raised to providing means for saving property, or for any other object than the philanthropic one which is its especial function.

Accordingly it is a misapprehension on the part of the owners of property at sea to suppose that it is the duty of the men who work the Institution's life-boats on the coast, to give their services gratuitously to effect its preservation. The Institution pays them for devoting their time and labour, and for risking their lives, to save the lives of others, and it has no claim on them to do more.

On the other hand, however, it is felt that, in the interest of humanity, valuable property which has been produced by the "sweat of man's brow" should not be allowed to perish beneath the waves, if it can be saved. The Institution, therefore, authorizes the crews of its life-boats to assist in saving vessels stranded, or leaky, or otherwise in distress, under special circumstances and on certain terms. In permitting those services, and in arranging those terms, a general principle had to be decided on, and such service being altogether distinct from the function of the Institution, it was considered expedient to separate it, as far as possible, from the more legitimate employment of its boats; to effect which it was arranged that, on all occasions of using the Institution's life-boats to save property, they were to be considered as *lent to their crews* for that purpose, and that the latter should look to the owners of the property to remunerate them in accordance with the provisions of the "Merchant Shipping Act of 1854," and not to the Institution.

The conditions on which the life-boats are lent to their crews for such service are as follows:—

1st.—That they are on no account to be used in the salvage of property so as to interfere with private enterprise, when any other boats are available, and can be safely employed.

2nd.—That they are never to be launched and taken afloat expressly to perform such service, when lives are not endangered, without the sanction of the local Honorary Secretary, or other representative of the Local Committee of Management.

3rd.—That the greatest care is to be taken of them, and that they are never, on such occasions, to be unnecessarily exposed to serious risk of damage or destruction.

4th.—That their crews are not to make exorbitant demands for payment from the owners of the property saved in proportion to the service rendered.

5th.—That to cover risk of damage to the boats, two shares of all salvage payments received, *i. e.*, an equivalent to the shares of two of the crew, shall be paid to the Institution.

The utility of the first three of the above conditions will be obvious, and need not be further commented on; the two last call for some observations:—

With regard to the fourth, it is hardly possible that any rule which could be devised would altogether prevent disputes arising between the crews of life-boats and the owners of property saved by them, since different elements have to be considered in determining the amount of the payment to which the salvors of property are fairly entitled; *viz.*, 1. The value of the property saved. 2. The certainty of its loss or the degree of risk of loss to which it would have been exposed, but for the salvor's aid. 3. The amount of time and labour expended, and the difficulty, exposure to wet and cold, or risk of life incurred by the salvors. It is evident, therefore, that the character and value of such services must be of the most varied character; and that the owners of property saved, and the salvors, whose interests lie in opposite directions, will be likely to form very different estimates of their value. The legislature, sensible of the difficulties surrounding such cases, has, by the "Merchant Shipping Act of 1854," only stated that the salvors of property from loss at sea shall be entitled to "reasonable compensation," but it has made ample provision for settling all points in dispute. 1. By empowering the "receivers of wreck" to arbitrate between the salvors and owners of property, with the mutual consent of each party. 2. By authorizing any two magistrates of the locality to fix the amount of payment in cases under 200*l.*, where the parties cannot come to a mutual agreement.

3. By admitting appeal to the "High Court of Admiralty," in cases above 200*l.* in amount of demand; and in all cases, when the contending parties or either of them are not satisfied with the decision of the local magistrates. And, 4. By ultimate appeal to the Privy Council.

All, therefore, that the Institution can do in the interest of the shipowner or owner of cargo, in such cases, in addition to allowing the use of its boats, is to urge its crews not to make "exorbitant demands" on owners for payment, it having no power to remove such cases from the legal jurisdiction of the country. It should also be remembered that the crews of the Institution's life-boats are not a body of enrolled men, retained by permanent wages, but that they are formed from volunteers of the local fishermen or other boatmen, and in some instances of Coast-guard men, who are only employed for the occasion, and paid "for saving or endeavouring to save human life," and for that only.

The 5th condition, *viz.*, the payment of two shares of all salvage receipts to the Institution, calls for some explanation, as it is liable to be misunderstood. It may then be distinctly stated that it is not imposed as a source of profit to the Institution; the first intention, as already implied, being to cover risk of damage, since without such equivalent it is not considered that the Institution would be justified in allowing its boats to be put to a use so distinct from that for which its supporters have provided them; whilst a second desirable effect of this condition is, that the boatmen are thereby induced to use their own boats in preference to the life-boats for the salvage of property, whenever it is practicable to do so, since they have then no deduction made from the salvage awards which they may earn.

A case in illustration will still more clearly show the principle and the effects of its working:—

Some time since, a large Spanish ship grounded on the Blackwater Bank, on the south-east coast of Ireland. The captain and his crew of 30 men, with the exception of one of the latter who was inadvertently left on board, escaped to the shore, some 8 or 9 miles distant. The wind was blowing

a gale at the time, but moderating shortly afterwards, and shifting its direction, the ship slipped off the bank into deep water, and drifted to the northward. Being seen from the shore, the Institution's Cahore life-boat was launched, and, after a long and arduous row against wind and sea, succeeded in boarding her; some of the sails were shaking, some aback, the ship with six or seven feet water in the hold, and the one unfortunate seaman on board half frightened to death.

Now the coxswain and crew of the life-boat would have done their duty to the Institution which employed them, and to the supporters of the Institution from whose contributions the boat was provided, had they at once returned to the shore with the poor Spanish sailor thus rescued from a watery grave, leaving the ship and cargo, worth 20,000*l.*, to their fate; and, were they unable to look for a "reasonable compensation" from the owners, they had no interest in acting otherwise. The fisherman-coxswain of the boat, and the chief boatman of Coast-guard, who was also with some of his men in her, however, at once decided to do their best to save the ship. They accordingly put her head to the north, trimmed her sails, and set to work at the pumps, with a view to get her safely to Kingstown if possible, and intending to send the life-boat back to her station with a portion of her crew as soon as they could feel assured that their efforts at the pumps were successful. They soon, however, found that the water in the hold was gaining on them, and that they could only save the ship and cargo by running for the shore; this they did on the beach near Arklow, 15 miles from Cahore. Here she was handed over to an agent for the owners, and the life-boat, which could not be got back to her station until the termination of the gale, was hauled up, her crew returning to their homes by land.

The local Committee of the Cahore Branch of the Institution then met to receive the report of the coxswain; and having satisfied themselves of the value and legitimacy of the service, they deputed the coxswain and the chief boatman of the Coast-guard to

proceed to Dublin, and put in their claim for compensation for saving the ship and cargo from total destruction, which they had undoubtedly done. The result was, that the Receiver of Wreck at Dublin proposed 500*l.* as an equitable settlement of the claims of the salvors, which proposition was acceded to by them and by the agent for the owners.

The Institution in this case paid the crew of the life-boat the usual sum of 10*s.* each for saving the life of the one seaman left on board the ship, and also the expense of the requisite help to launch the boat; but all the expenses contingent on the saving of the ship and cargo, such as the hire of conveyances to take the crews to their homes, and their subsequent return to fetch their boat, and also the expenses incurred by the coxswain and the chief boatman of Coast-guard, by going to Dublin, were paid out of the 500*l.* before its subdivision. When subdivided, it gave about 34*l.* to each of the crew of the life-boat, and 68*l.* was paid to the Institution to cover risk of damage.

Now we cannot but think that such an arrangement was beneficial to all parties:—the owners or insurers of a valuable ship and cargo were fortunate in having their property saved at a very small per centage, the crew of the life-boat, for the most part poor fishermen, received a handsome payment, which was calculated to increase their attachment to the life-boat service—whilst the Institution obtained a sufficient sum to cover all risk of damage to its boat.

The above case is sufficient to illustrate the practice of the Institution on all occasions when its boats are employed to save property. It has hitherto been found to work well, and we see every reason to believe that it will continue to do so.

#### ON THE VARIATIONS OF THE READING OF THE BAROMETER AND THE WEATHER IN THE MONTHS OF OCTOBER AND NO- VEMBER, 1864.

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

THE variations in the readings of the barometer at the Royal Observatory, Greenwich, are shown in the annexed diagram,

including 46 days, ending the 30th of November, during which period there have been several severe gales of wind on our coasts, producing, as usual, distressing shipwrecks, attended with fearful loss of life.

The objects of the NATIONAL LIFE-BOAT INSTITUTION are so truly philanthropic and co-extensive with the coasts of the British Isles, that I believe a few remarks in the *Life-boat Journal* on the readings of the barometer, during the period above named, cannot fail to be interesting to the gallant crews of its life-boats, and to our boatmen and fishermen generally.

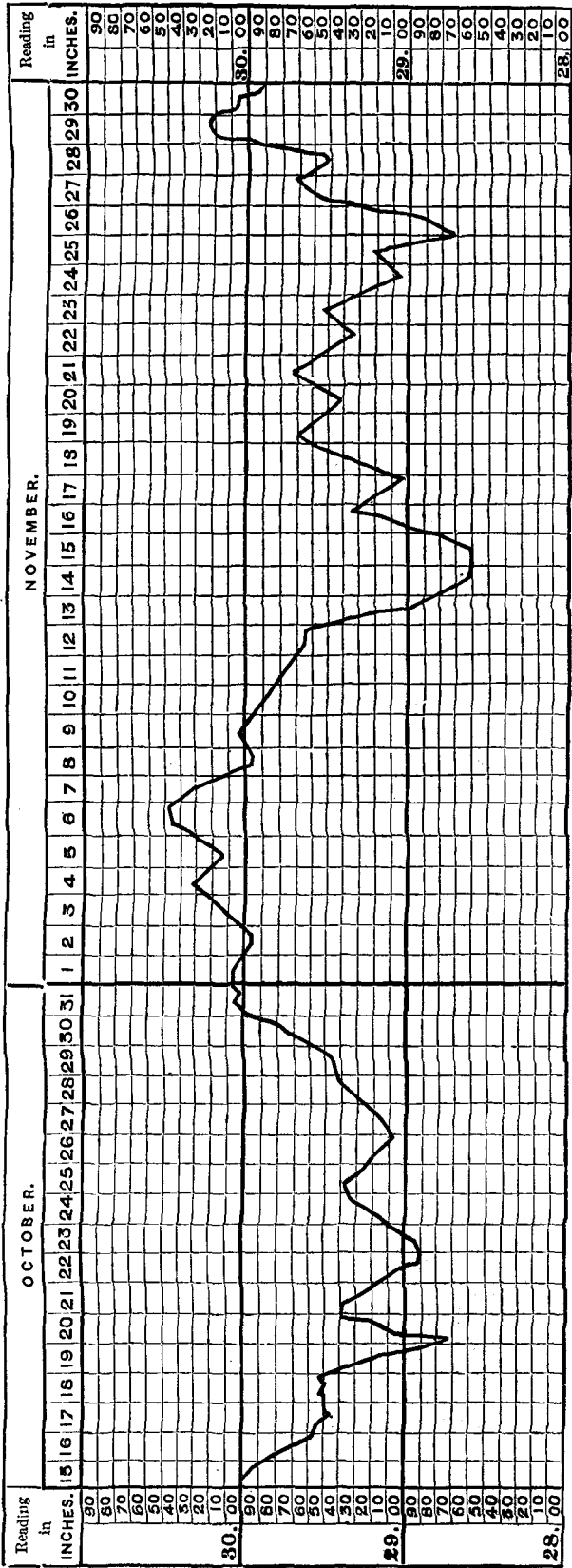
The reading of the barometer from the 1st of October to the 15th day was always high, and every day above its average, frequently to the amount of 0·3 in. and 0·4 in., and on the 3rd day to 0·5 in. nearly. The direction of the wind, till the 8th day, was generally E. or E.N.E., and the greatest force of the wind during this interval was about 8 lbs. on the square foot; but usually the air was in gentle motion. From the 9th day the prevailing direction of the wind was N. and N.W., but at all times weak in strength. On the 16th day it changed to the S.W., and the barometer reading descended below its average, and declined, as is shown in the accompanying diagram, to 28·71 at 3 A.M. on the 20th, on which day pressures, to 9 lbs. on the square foot, took place. The reading of the barometer suddenly changed to an increase, and at midnight on the same day was 29·40 in., being no less than 0·69 in. increase in 15 hours. It remained some little time at this point, and declined to 28·90 in. by 9 P.M. on the 22nd. From noon of the next day, the 23rd, its general tendency, as will be seen by the diagram, was increasing; it passed above its average on the 30th, having been 14 days continuously below, and at times for 24 hours together, as much as three-quarters of an inch nearly. From the 23rd the course of the wind was mostly from opposite quarters, viz., S.W. and N.E., but at all times light, and sometimes the air was almost free from motion. The barometer reading continued to increase, though with frequent slight falls, till November 6th, when the reading was as high as 30½ in. or 1¾ in. higher than on the 20th. On the 7th day, the reading began to decrease, and passed below its average on the 10th, it having been above this point from October 30, or 11 days, a part of which time it was for 24 hours together more than 6-tenths of an

inch in excess. During the 13th and 14th days, the decrease was rapid, and the reading from noon on the 14th to nearly noon on the 15th, varied only between 28·61 in. and 28·64 in.; thus the decrease amounted to 1·9 in. in 8 days. At this time, at Greenwich, the greatest pressure we experienced was 3 lbs. only; and it is very remarkable that with so low a reading of the barometer about London, there was scarcely any wind, whilst fearful storms were raging north of us. From the 15th, the barometer oscillated, but for the most part increased, and was 29·72 in. on the 19th, whilst the air was in gentle motion from the S.W. and S.S.E. Like changes followed, but decreasing readings were greater than increasing, till the reading of the barometer again was very low, viz., 28·72 at 1 A.M. on the 26th, accompanied with S.W. wind, blowing with a pressure of 5 lbs. on the square foot only. From this time the readings increased, and on the 30th passed above the average, having been below during 18 days.

It cannot fail to be remarked that, at all times, when the reading of the barometer was above its average, the wind has everywhere been moderate in strength, but that the period of our recent heavy gales has begun shortly after the reading has descended below the average; these gales have also been the worst when the departures below have been the greatest, and the bad weather has ceased only on the average again being approached.

One fact may be learnt from these readings, and it is one I endeavoured forcibly to impress upon the fishermen of the Northumberland coast, when I first fixed the barometers there, *that at no time, and particularly during the winter months, should the warnings of the barometer pass unheeded*; for although the barometer reading may be low, and indeed unusually low in some localities, without the storm passing over these places, yet they may feel certain that bad weather or gales of wind are, at that very time, most likely raging not far from them, and which might suddenly visit their localities without farther warning. It is remarkable, indeed, that about London the barometer was (see the diagram) no less than three times, a good deal below 29 inches, yet no storm of any moment visited us; but we have had sad evidence of the fearful storms then raging on our northern and eastern coasts; and one almost sees the agonies, and hears the cries of the drowning men, women, and chil-

DIAGRAM EXHIBITING THE BAROMETRIC VARIATION FROM OCTOBER 15 TO NOVEMBER 30, 1864, AS REGISTERED AT THE ROYAL OBSERVATORY, GREENWICH.  
 BY JAMES GLAISHER, ESC., F.R.S.



dren at Tynemouth and Shields, imploring help from the plunging life-boat, two of whose noble crew perished in their humane efforts to succour their perishing fellow-creatures. All honour to these brave but nameless heroes, of whom England may well be proud; and well may we mourn over those who unhappily perish in their sacred work.

These sad wrecks were taking place all along our eastern and northern coasts, while we were in comparative calm.

I wish to impress upon all sailors and fishermen the necessity of care, when *continuous declining* readings of the barometer are proceeding, and, of viewing such a state of things as plainly indicating approaching gales, which may not visit their own localities, but yet may do so; and if fortunately an indicated gale does not visit them on any special occasion, not to place less confidence in the barometer warnings, but rather to be careful till that reading of the barometer be attained which is the average of the place.

It is an ascertained fact, that when great atmospheric disturbances take place, and great depressions of the barometer readings occur, particularly when sudden, that they are the certain and sure prognostications of the approach of storms; such signs no fisherman or seaman can, I think, now be so unwise as to neglect; for the caution thus given to him, conjoined with his own knowledge of the storms of the locality with which he must be familiar, will probably save him and others from loss of life and property. The ROYAL NATIONAL LIFE-BOAT INSTITUTION, by placing reliable barometers (tested by me at the Royal Observatory, Greenwich) around the coast, and thus directly preventing loss of life, may not gain so much praise as when one of its life-boats saves a crew from the sinking ship, but I consider that it deserves equal credit for taking timely steps to warn our fishermen from going into that sea in times of danger. And surely the public will not fail to appreciate fully the feelings which prompt the Committee of the Institution to prevent, as far as possible, the necessity of having recourse to the life-boat, by timely warnings to those who otherwise might need its valuable and ever-ready services.

Royal Observatory, Greenwich, 1 December, 1864.

## RESTORATION OF THE APPARENTLY DROWNED.

Dr. TROLLOPE, of Hastings, has forwarded the following interesting communication, in reply to a request from the Committee of the NATIONAL LIFE-BOAT INSTITUTION, on a case of drowning which he successfully treated on the MARSHALL HALL method:—

34 Marina, St. Leonard-on-Sea, Oct. 6th, 1864.

GENTLEMEN,

In answer to your letter, requesting information respecting the case of apparent death from drowning which I attended here some months back, I am most happy to forward you such particulars as I can recollect, and am only sorry that, as I did not make accurate notes at the time, I am obliged to trust to memory.

The case was one of attempted suicide from distress of mind. The man appears to have walked deliberately into the sea, and then rolled himself over in the water. He was pulled out by a Coast-guard man, and when first rescued, according to the latter's account, was able to speak a few words, and he then vomited a quantity of water. There was no means of ascertaining how long he had been in the water, and it is of course a question whether he could have been completely submerged for more than some seconds. He was removed to the guard-room, distant some forty yards from the beach, and here became rapidly worse—*i. e.*, insensibility came on, breathing slow and faint, and pulse flickering. On my arrival, I found him undressed, and wrapped in a blanket. The captain of the Coast-guard was trying Dr. SILVESTER'S method, which I also persevered in for some few minutes. Meanwhile his respiration had ceased, except a slight mucous rattle in the windpipe; his heart's action could not be felt; jaws clenched, and lips livid. I then, finding these alarming symptoms supervening in spite of the persistence in Dr. SILVESTER'S method, immediately had recourse to Dr. MARSHALL HALL'S prone and postural, or Ready Method, and was gratified to find fluid escape from the mouth each time the body was laid on the chest, and respiration gradually set up, commencing with long-drawn inspiration, or rather gasping, at intervals. Of course all this time the usual adjuncts of hot bottles, warm frictions, &c., were assiduously employed. I am sorry I cannot give you the length of time that elapsed before respiration was set up, from the time that he became totally insensible; but I know I persevered in the prone and postural movements for nearly three-quarters of an hour, till respiration was thoroughly and satisfactorily established. The man then again vomited between a pint and a quart of water, and was afterwards able to swallow a few teaspoonfuls of tea, and went on satisfactorily.

You inquire the reason why I resorted to the MARSHALL HALL Method: it was because I considered there was an accumulation of fluid in the air-passages, which the prone position would and did get rid of, but which Dr. SILVESTER'S method, with the patient lying on his back, did not.

Again, I found great difficulty in drawing the tongue forwards, and securing it (the jaw being clenched) while the patient was on his back; but when in the prone position, the tongue fell forward and allowed fluids to escape.

Again, one naturally inclines to try a method which has previously proved successful in one's

hands, before resorting to another in which one has had no experience. While house-surgeon some years back at the General Lying-in Hospital, York-road, Lambeth, I had several cases of asphyxia in still-born children, successfully treated according to Dr. MARSHALL HALL'S plan. One in particular I remember, in which twenty minutes elapsed before any attempt at inspiration was made.

In conclusion, though the case was not a perfect specimen of apparent death, I have a strong impression that, had I not resorted to Dr. MARSHALL HALL'S method on the aggravation of the alarming symptoms above described, the man would have speedily died asphyxiated.

With reference to the New Regulations issued by your Society, I think it would be well to extend the trial of the "Ready Method" to a longer period than from two to five minutes. I do not think that fluids are always got rid of from the air-passages in that short period. Indeed my case proves as much.

Again, I could not see that Dr. SILVESTER'S method produced a vacuum in the chest, and so caused air to enter the lungs each time the arms were elevated above the head. On the contrary, Dr. MARSHALL HALL'S method did seem to have that effect.

You may probably remember there was a case at Torquay some few weeks after mine, of resuscitation from drowning, in which Dr. MARSHALL HALL'S method met with similar success. I think the particulars appeared in *The Life-Boat Journal* in the shape of a letter.

I must apologize for not being able to send you a more accurate history of my case, and also for presuming to offer you any remarks on the subject. I have, however, endeavoured to give you my reasons for following the treatment detailed.

I shall be happy to write again if you have any more queries to put, and in the meantime,

I am, &c.,

(Signed) THOMAS TROLLOPE.

The date of my case was July 1st, 1864.

### WRECK OF THE S. S. "ONTARIO," ON THE HASBOROUGH SANDS.

This fine steamer was totally wrecked on the Hasborough Sands, off the Norfolk coast, on the 20th October last, having grounded there on the Sunday previously. She belonged to Liverpool, and was 2,880 tons burden, and was commanded by a Mr. JOHN BROOKLING. She was bound from Newcastle to Alexandria with coals. Six steam-tugs from Yarmouth were employed to get the ship off, and took fifty-five labourers to assist in lightening the ship. The tugs were employed for three days, but were not successful in their endeavours. On the 19th inst., the weather, which had been moderate, changed, the wind blowing a gale and the sea heaving heavily on the sand. The Caister life-boat of the Society put off twice to the steamer, and took the fifty-five labourers from her, placing them on board the steam-tugs; but the captain of the *Ontario* refused to leave his vessel or to allow his crew to do so, and the life-boat therefore returned to the shore. On the night of the 19th inst., when the weather appeared threatening, fears were entertained at Yarmouth for the safety of the crew of the *Ontario*, all the steam-tugs but one having returned to port. Mr. BUTCHER, the Hon. Secretary of the Yarmouth Life-boat Committee, and Capt.

W. T. RIVERS, R.N., Superintending Agent for Lloyd's, thereupon saw the beachmen, and entreated them to go off in the life-boat to the rescue of the crew; but they refused to do so, saying, "that the steam-tugs had had all the cream of the employment, while they were only asked to do the rough work." Endeavours were then made to get a volunteer crew, but without success, and the life-boat was not therefore launched. On the morning of the 20th Oct. the crew of the Caister life-boat again went out to the steamer, but the captain still refused to abandon his vessel, or to allow his crew to do so, and the life-boat had therefore to return to the shore. Some hours afterwards the wreck's crew left in one of the ship's life-boats, and were taken on board a steam-tug. An inquiry was held by the Local Committee into the conduct of the Yarmouth beachmen, and the men were requested to attend that investigation, but refused to do so. Capt. D. ROBERTSON, R.N., Assistant-Inspector of Life-boats, assisted at the inquiry. The Local Committee had applied by letter to the different Companies of Beachmen to know if any two of the Companies would undertake to work the two life-boats at Yarmouth permanently, without changing them annually from one Company to the other, as heretofore. At present the men had declined to work the large life-boat. Two of the Companies (the Holkham and Standard) were, however, willing to work the surf life-boat, which could only be used in cases of wrecks occurring near the shore, and not on the outlying sandbanks. It was hoped that the number of men in these two Companies would be so increased as to enable them also to work the large life-boat.

We append to these remarks an extract from the Report of the Police Magistrate and of the Nautical Assessors of the Board of Trade, who had held at Liverpool an inquiry on the loss of the ship, and on the conduct of the Yarmouth beachmen in refusing to man the life-boat on the occasion in question.—"It appears," they say, "from the evidence of Mr. MATTHEW BUTCHER, the Hon. Sec. at Yarmouth of the NATIONAL LIFE-BOAT INSTITUTION, and of Captain RIVERS, R.N., the Agent for Lloyd's at the same place, that upon the night of Wednesday, the 19th October, three days after the wreck of the *Ontario*, in consequence of the threatening state of the weather, they proceeded, after consultation, to procure the services of the large Yarmouth life-boat. On communicating with the beachmen, whose yearly turn it was to work the boat, they found them reluctant to go out, and after an hour's delay they, as a body, declined to undertake the duty, alleging as a reason that steam-tugs had been previously employed, and, to use their own words, that "as they had taken the cream, they might do the other work." Mr. BUTCHER and Captain RIVERS urged upon them the necessity of the case, and held out the promise that they should be amply remunerated; but the men were in that temper that they could not be induced to go off, with the exception of the master and four men of the Holkham Company, who were willing to do their duty. Both Mr. BUTCHER and Captain RIVERS distinctly state that no demand for any sum of money whatever was made to them by any of the beachmen. I have not been able to discover any foundation for the report to this effect. This gossip, which has obtained general currency, was alluded to by the two men whom the beachmen had sent to Liverpool to represent them on this inquiry; they stating it was the common talk on the beach that as 500*l.* had been, according to their information, paid to the steam-tugs, 200*l.* should not be considered too large a sum for the services of the life-boat. The officials connected with the

ROYAL NATIONAL LIFE-BOAT INSTITUTION were in attendance, and gave the court some valuable information as to the working of this great Institution. They are of opinion that, if the practice of manning the life-boats by alternate companies were abandoned, and the ordinary practice of their Institution adopted, a similar failure in the service of the boats would not in future occur; and as this system has hitherto been found to answer, I see no reason to doubt that such an arrangement would hereafter render the service of the Yarmouth life-boats as efficient as that of the other boats in connection with the Institution. The two men who formed the deputation from the Yarmouth beachmen were of opinion that an arrangement might be made by the Inspectors of the Institution, on the spot, and I trust, for the credit of a gallant class of men, that they are correct in that expression of opinion. At any rate, I feel satisfied that the matter may safely be left for adjustment in the hands of the NATIONAL LIFE-BOAT INSTITUTION, and I have pleasure in recording my opinion, as the result of this investigation, in which my Assessors entirely agree, that there is no reason to conclude that the voluntary system, upon which the service of the boats in connection with the Institution has hitherto been conducted, has in any way failed to meet the demands made upon it, and that the failure, in this particular instance at Yarmouth, is of a purely exceptional character."

We have much pleasure, however, in recording a noble service of the Yarmouth beachmen, on the night of the 7th Dec., which, in the face of previous adverse criticism, well deserves prominent notice:—

The wind at the time was blowing fresh from the S.S.W.; the *St. Nicholas* Light-ship, off Great Yarmouth, was observed throwing up rockets, and guns were also heard, while a light was seen, as if shown from a ship on the Scroby Sands. The beachmen of all the Companies immediately launched the large life-boat—indeed, there was a noble ambition on the part of the men as to who should be first in the life-boat. She was speedily afloat, and, dashing through the heavy surf on the Sands, she bore down to the ship, which they reached about 11-30 p.m. The crew of the life-boat then endeavoured to save the vessel, if possible. They succeeded in getting her off, but, owing to the loss of her rudder, she again got on the Sand, when the crew, consisting of thirteen men, with the pilot, were taken off, and with great difficulty brought safely on shore. The vessel proved to be the brig *Zorniza*, of Lucine, 350 tons register, bound from London to Sunderland, in ballast. She afterwards sunk. The sea was terrific, and one of the beachmen's yawls was damaged to such an extent that the men all left her and got into the life-boat, fearing she would sink, till she was clear of the Scroby Sands.

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

SELSEY, SUSSEX.—On the 5th September the brig *Governor Maclean*, of London, was totally wrecked, during a gale of wind, on the Shold Point of the Ower's Sandbank, off Selsey. The life-boat on that station

was immediately manned and launched, and took off 7 of the vessel's crew, together with the ship's papers, &c. The remainder of the crew, 5 in number, were taken off by a Deal lugger.

BLACKPOOL, LANCASHIRE.—On the 18th September, the brig *St. Michael*, of Havre, was observed to anchor on the Crusader Sandbank, the tide being high at the time. The wind was blowing very strong from W.S.W., with a high sea on. The Blackpool new life-boat at once went off, through a very high surf, and assisted in rescuing the vessel from her perilous position. The life-boat, which had only been on her station a short time, was reported to have behaved admirably on the occasion. The cost of this boat was presented to the Institution "in memory of the late R. W. HOPKINS, Esq., being the gift of his widow and daughter."

ARKLOW, IRELAND.—About six o'clock on the evening of the 20th September a large vessel was observed on Arklow Bank, throwing up rockets and firing guns as signals of distress. The Arklow life-boat was quickly launched and proceeded to her aid. She proved to be the ship *Edinburgh Castle*, bound from Glasgow to Singapore, with a general cargo. She subsequently floated off the bank, but making so much water that the captain requested the life-boat to remain by him, and employed her crew to assist in working the pumps. The life-boat accompanied the vessel about 10 miles outside the Arklow Light, and then returned to her station, leaving her pumped dry. The captain gave the life-boat crew 40*l.* in gratitude for the valuable services they rendered him and his ship.

On the 19th October signals of distress were observed from the schooner *Kate*, of Liverpool, driving ashore in Arklow Bay during a heavy gale of wind. The Arklow life-boat was again promptly launched, and brought on shore the crew of 5 men, leaving the vessel riding with her only remaining anchor out. Fortunately the wind soon afterwards shifted, which enabled the vessel to hold on, and her crew being again



put on board by the life-boat, she proceeded on her voyage. The captain gave the life-boat crew 10*l.* 10*s.* for their valuable services.

**TEIGNMOUTH, DEVON.**—On the evening of the 3rd October, a heavy gale blowing from the east, and a very high sea on the bar, a vessel was seen running for this harbour. The Teignmouth life-boat was immediately despatched to her assistance; but before it reached her, the vessel struck on the "Sprat" Sandbank, and held on for two hours, with the sea sweeping over her. She subsequently beat off and got into the harbour, accompanied by the life-boat. She proved to be the schooner *Victoria*, bound from Newcastle to Teignmouth.

On the 11th October this life-boat again went out and rescued a fisherman from his boat, called the *Hero*, of Teignmouth, which had struck and afterwards sunk on the bar in a heavy sea. A Coast-guard boat had previously attempted to save the man, but could not approach the spot, owing to the heavy surf on the bar. The life-boat's crew received 13*l.* from the Institution for saving the poor fellow, and the Coast-guard men also received from it a reward.

**HOWTH, IRELAND.**—On the 15th October, during a strong westerly breeze, the lugger *Castletown*, of Belfast, in working out of Howth Harbour, struck on a rock near Ireland's Eye. The tide being at the time just on the turn, her position became very perilous, which induced her crew to hoist signals of distress. The Howth life-boat was at once launched to her assistance, and succeeded in rescuing the lugger and her crew of 7 men from their dangerous position, and afterwards in bringing them safely into the harbour. The master of the lugger expressed himself as being truly thankful for the services rendered by the life-boat in saving his property from destruction.

**FLEETWOOD, LANCASHIRE.**—On the 20th October, during a heavy gale of wind from the westward, the brigantine *Highland Mary*, of that port, was driven on the Barnard

Wharf Sandbank. The Fleetwood life-boat went off in tow of a steam-tug, and brought safely ashore the vessel's crew of 5 men.

**SOUTHPORT, LANCASHIRE.**—On the 20th October the sloop *Liver*, of Carnarvon, was totally wrecked, during a very heavy gale of wind, on the Wharf Sandbank, about three and a half miles from Southport. As soon as the vessel was seen in distress from the shore, the Southport life-boat was sent off. On arriving alongside, the crew, 3 in number, were found clinging to the port-bow, with every sea that came sweeping over them. The men were got into the life-boat by means of ropes, and afterwards safely landed at Southport.

**LOSSIEMOUTH, N. B.**—At daybreak on the morning of the 28th October, a vessel was seen stranded amongst the breakers about a mile to the eastward of this port. The Lossiemouth life-boat was at once launched and pulled through a very heavy sea to the rescue of the crew. While making for the wreck, some of the life-boat's crew were washed overboard more than once, owing to the heavy sea on at the time, and the men became so exhausted that they could not pull the boat alongside the vessel. They thereupon returned to the shore, when a fresh crew were shipped, who, after great exertions, succeeded in getting the life-boat alongside, and taking off the vessel's crew of 3 men. She proved to be the schooner *Agnes*, bound from Thurso to Lossiemouth, with a cargo of stone.

On the 5th November the services of the same life-boat were again called into requisition to go off to the rescue of 6 labourers on board the barque *Arethusa*, which was wrecked about two miles west of Lossiemouth on the 1st inst. The men had gone off to the vessel in an ordinary shore-boat, and when the weather became bad, with a very heavy sea on, they made several futile attempts to regain the shore by the same means. An express was thereupon sent for the Lossiemouth life-boat, which was soon launched, and the 6 men safely brought on shore through a heavy surf.

**BLAKENEY, NORFOLK.**—On the night of the 4th November a French *chasse-marée*, the *Eleanore*, of Nantes, was driven on shore on the West Sand off Blakeney, the wind blowing hard from N.N.W., and the night hazy. At daylight the vessel was seen from the shore, and the Blakeney life-boat was at once launched to the rescue of the crew. After an hour's pull the life-boat arrived near the wreck, and found her rolling very heavily, with the sea breaking over her. The crew, who were overjoyed at the sight of the life-boat, were only prevented from being washed overboard by an oar lashed across the vessel's rigging. They were soon got into the life-boat, and afterwards safely landed at Blakeney. The Rev. R. H. TILLARD, the Hon. Sec., reported that the coxswain had told him that the boat had behaved admirably in sailing before the wind, with a heavy sea following her, and in returning to the shore under canvas.

**TRAMORE, IRELAND.**—On the morning of the 17th November the schooner *Sarah*, of Waterford, was driven ashore from stress of weather in this bay. The Tramore life-boat was immediately launched through a very heavy sea, and took off the crew of 5 men and 1 passenger, landing them in safety.

**CAISTER, NORFOLK.**—On Sunday, the 16th October, the steam-ship *Ontario*, of Liverpool, struck on the Hasborough Sand, on the Norfolk coast, during a strong breeze from the W.N.W. The Caister life-boat went off to her assistance; but her services were declined by the steamer's captain, who had previously engaged the services of a steam-tug and two fishing-yawls, and the life-boat returned to her station. On the following morning the life-boat again went off, and her crew were then engaged by the captain of the ship to assist at the pumps, and remained on board until the afternoon of Wednesday, when the wind veered more to the south, and the weather became worse, with a heavy sea on the sand. At this time there were 55 labourers on board the ship, engaged in endeavouring to get her off the sand, and the Caister life-boat, at their

request, took them off and placed them on board a steam-tug which was lying near. The captain was then asked if he would leave the ship; but he declined, and the life-boat bore away for the shore. On Thursday morning the life-boat proceeded again, for the third time, to the vessel, with the view of taking off the remainder of those on board; but the captain again refused to leave the ship, or allow his crew to enter the life-boat, and the life-boat therefore returned to the shore. The captain and crew, in the course of the day, were compelled, however, to abandon the ship, and were brought on shore by a steam-tug. The vessel afterwards became a total wreck. She was valued at 100,000*l.*

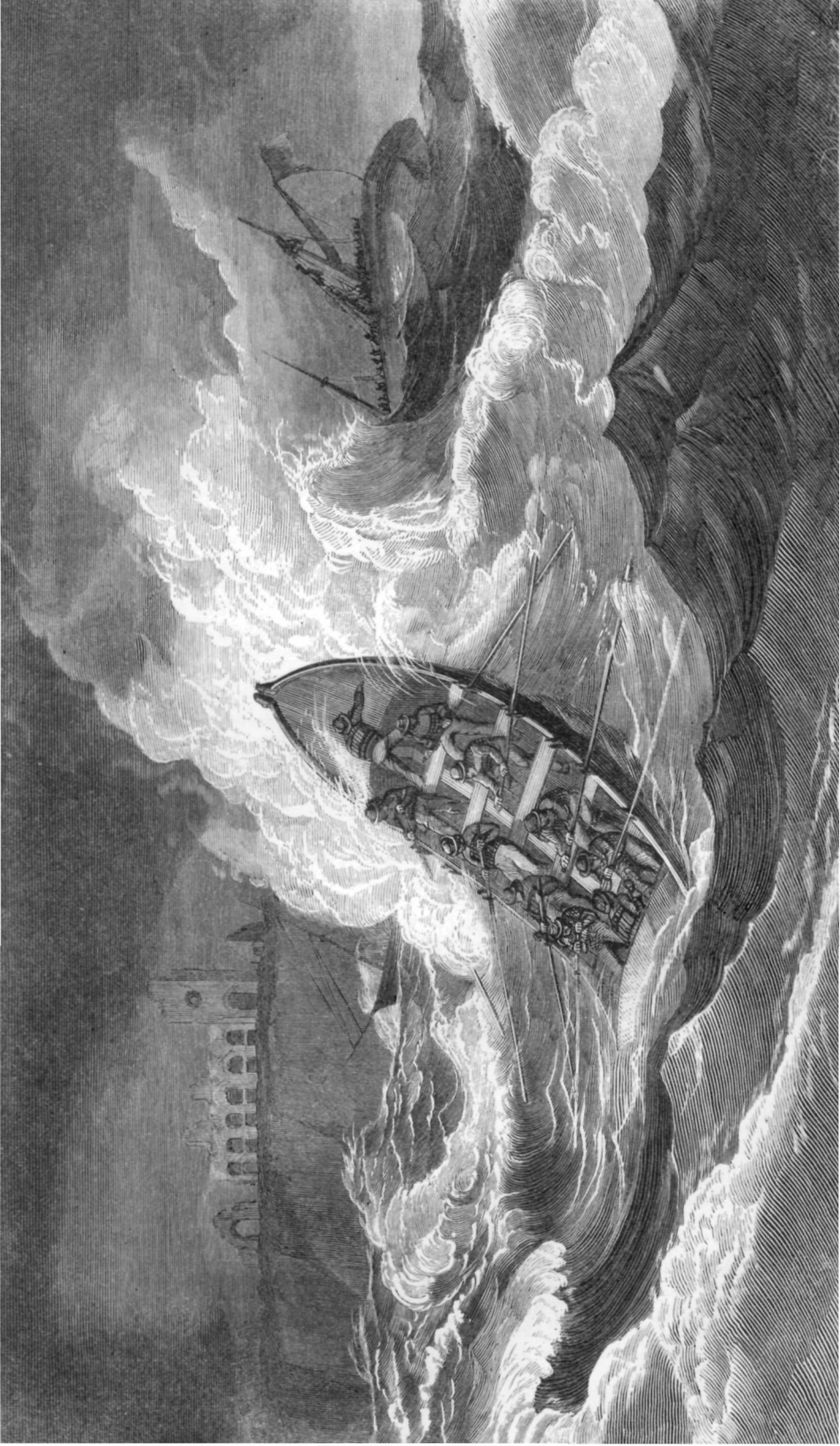
Again, on the night of the 26th October, a vessel was seen apparently in a dangerous position near the Barber Sands, off Caister. Some of the beachmen went off in one of their yawls, and found the vessel to be the brig *Richmond Packet*, of Middlesborough, with a crew of 7 hands. She was fast on the sand, with the sea breaking over her. The beachmen in the first instance found it impossible to render any assistance with the yawl. They therefore hailed the poor fellows on the wreck, and told them they would return to the shore for the life-boat. This they accordingly did, and taking them from the wreck, brought them safely ashore.

Although the *Caister* life-boat had been condemned, the beachmen hesitated not to go off in her to the rescue of shipwrecked crews. A new life-boat is now being built for the Caister station.

We are compelled for want of space to postpone giving full details of the additional gallant services of the life-boats of the Institution during the fearful storm of November last.

The following is a general list of the services of the Life-boats of the NATIONAL LIFE-BOAT INSTITUTION, during the past year (1864):—

Barque <i>King Oscar</i> , of Norway . . . . .	15
Sloop <i>Annette Cathelina</i> , of Groningen . . . . .	3
Barque <i>Hamilton Gray</i> , of Liverpool . . . . .	2
Steam Tug <i>Rob Roy</i> , of Sunderland . . . . .	7
Schooner <i>Thetis</i> , of London . . . . .	4
Brigantine <i>Boa Nova</i> , of Oporto—Saved vessel and crew . . . . .	5
Schooner <i>Britannia</i> —Saved vessel and crew . . . . .	4
Brig <i>Brothers</i> , of South Shields . . . . .	7
Barque <i>Iris</i> , of Stavanger, Norway—Saved vessel and crew . . . . .	13
Ship <i>Golden Age</i> , of Liverpool . . . . .	13
Schooner <i>Water Lily</i> , of Pwllheli . . . . .	4



*Drawn by E. W. Cooke, Esq., R.A. F.R.S*

**WRECK of the S. S. "STANLEY."**

**POSITION of the "CONSTANCE" (TYNEMOUTH LIFE-BOAT) on the NIGHT of the 24th NOVEMBER, 1864.**

*Engraved by Dalziel Brothers.*



Sloop <i>Barbara Hopeman</i> , of Wemyss . . . . .	3
Barque <i>Corea</i> , of Guernsey—Assisted to save vessel and crew . . . . .	12
Cutter <i>Howard</i> , of Grimsby . . . . .	1
Ship <i>Contest</i> , of Liverpool—Assisted to save vessel and crew . . . . .	18
Fishing Boat, of Withernsea—Saved boat and crew . . . . .	3
Schooner <i>Maria</i> , of Milford . . . . .	3
Fishing Boats, of Southwold—Two boats and their crews saved . . . . .	4
Brig <i>Governor Maclean</i> , of London . . . . .	7
Brig <i>St. Michael</i> , of Havre—Assisted to save vessel and crew . . . . .	14
Ship <i>Edinburgh Castle</i> , of Glasgow—Assisted to save vessel and crew . . . . .	18
Schooner <i>Victoria</i> , of Teignmouth—Assisted to save vessel and crew . . . . .	6
Sloop <i>Liver</i> , of Carnarvon . . . . .	3
Yawl <i>Hero</i> , of Teignmouth . . . . .	1
Schooner <i>Kate</i> , of Liverpool . . . . .	5
Lugger <i>Castletown</i> , of Belfast—Saved vessel and crew . . . . .	7
Brigantine <i>Highland Mary</i> , of Fleetwood . . . . .	5
Brig <i>Richmond Packet</i> , of Middlesbro' . . . . .	6
Schooner <i>Agnes</i> , of Lossiemouth . . . . .	3
Steam Ship <i>Ontario</i> , of Liverpool—Took off labourers to the number of . . . . .	55
Chasse-marée <i>Eleanore</i> , of Nantes . . . . .	6
Barque <i>Aythusa</i> , of Liverpool . . . . .	6
Schooner <i>Sarah</i> , of Waterford . . . . .	6
Schooner <i>Heroine</i> , of Milford . . . . .	5
Ship <i>Far West</i> , of Newport—Assisted to save vessel and crew . . . . .	22
Sloop <i>Active</i> , of Carmarthen . . . . .	3
Schooner <i>Fernand</i> , of St. Malo . . . . .	5
Barque <i>Louis the Fourteenth</i> , of Dunkirk . . . . .	15
Barque <i>Sea Serpent</i> , of South Shields . . . . .	3
Brig <i>John</i> , of Hartlepool . . . . .	6
Schooner <i>David and John</i> , of Montrose . . . . .	4
Barque <i>Devonshire</i> , of Liverpool—Assisted to save vessel and crew . . . . .	17
Fishing Boats, of Newbiggin, and their crews . . . . .	40
Flat <i>Morning Star</i> , of Carnarvon—Saved vessel and crew . . . . .	3
Brig <i>Zorniza</i> , of Lucine, Austria . . . . .	13
Barque <i>Jenny Lemetin</i> , of Quebec—Assisted to save vessel and crew . . . . .	9
Yawl <i>Bravo</i> , of Great Yarmouth . . . . .	7
Smack <i>Pearl</i> , of Carnarvon . . . . .	3
Smack <i>Speedwell</i> , of Carnarvon . . . . .	2
Schooner <i>Idas</i> , of Nantes . . . . .	6

Total lives saved in 1864 by Life-boats . 432

We also append a statement of the services rendered by fishing and other boats, for which the Institution has granted rewards for saving 266 lives, during the same period.

Brig <i>Arthur Leary</i> , of London . . . . .	4
Fishing Boat, of Tenby . . . . .	3
Schr. <i>Ellen</i> , Carnarvon, crew and others . . . . .	28
Sloop <i>Swan</i> , of Swansea . . . . .	3
Ketch <i>Four Brothers and Sisters</i> , of London . . . . .	4
Pilot Coble, of Hartlepool . . . . .	3
Sloop <i>Tredegar</i> , of Newport . . . . .	1
Fishing Boat, of Aghada, Co. Cork . . . . .	1
Schooner <i>Gleaner</i> , of Cardigan . . . . .	5
Galliot <i>Cornelia</i> , of Hanover . . . . .	4
Barque <i>Fifth of May</i> , of Stettin . . . . .	14
Shore Boat <i>Nesting</i> , Shetland . . . . .	1
Barque <i>Barbara Campbell</i> , of Glasgow . . . . .	14
Schooner <i>Harmony</i> , of Drogheda . . . . .	1
Ship <i>Royal Victoria</i> , of Liverpool . . . . .	15
Galliot <i>Anna Maria</i> , of Cronstadt . . . . .	8
Fishing Boat, of Portstewart, Co. Antrim . . . . .	4
Fishing Cobles, of Staithes, Yorkshire . . . . .	6
Barque <i>Undaunted</i> , of London . . . . .	7
Lugger <i>Chasseur</i> , of Gravelines . . . . .	5
Smack <i>Thetis</i> , of Jersey . . . . .	1
Brig <i>Alice</i> , of Newcastle . . . . .	9
Schooner <i>Britannia</i> , of Newquay . . . . .	2
Brig <i>Palladium</i> , of North Shields . . . . .	7
Sloop <i>Shamrock</i> , of Wicklow . . . . .	2
Shore Boat, of Coningsberg, Shetland . . . . .	2
Pilot Boat, of Lerwick . . . . .	7
Brig <i>Jane</i> , of Wisbeach . . . . .	6
Fishing Boat, of Portaleene . . . . .	7
Sloop <i>Sykken</i> , of Stavanger, Norway . . . . .	5
Fishing Boat, of Hilton, N. B. . . . .	3
Yawl <i>Rose</i> , of Ballycromhane, Ireland . . . . .	6
Fishing Coble, of Cullercoats . . . . .	4
Shore Boat of Cahirciveen, Co. Kerry . . . . .	1
Shore Boat, of Great Yarmouth . . . . .	2
Lugger <i>John and Ellen</i> , of Hastings . . . . .	2
Shore Boat, of Weston-super-Mare . . . . .	4
Cutter <i>Phantom</i> , of Preston . . . . .	2
Fishing Boat, of Inniskeragh, Co. Donegal . . . . .	1
Boat <i>Garibaldi</i> , of Great Yarmouth . . . . .	4
Fishing Boat, of Clogherhead, Ireland . . . . .	3
Coastguard Boat, of Dingle, Ireland . . . . .	6
Shore Boat, of Shetland . . . . .	8
Shore Boat, of Lyme Regis . . . . .	2
Galliot <i>Triton</i> , of Denmark . . . . .	1
Boat <i>Blossom</i> , of Lossiemouth . . . . .	2
Fishing Boat, of Portstewart, Ireland . . . . .	4
Steamer <i>Magnetic</i> , of Liverpool . . . . .	1
Schooner <i>Forest</i> , of Montrose . . . . .	6
Brig <i>Albatross</i> , of Sunderland . . . . .	6
Brig <i>Eliza Hall</i> , of Whithy . . . . .	8
Steamer <i>Vesta</i> , of Liverpool . . . . .	1
Brig <i>Chimera</i> , of Liverpool . . . . .	1
Brig <i>Oscar</i> , of Norway . . . . .	9

Total . . . . .	266
Lives saved by Life-boats . . . . .	432
Grand Total . . . . .	698

GENERAL SUMMARY.

Number of Lives rescued by Life-boats, in addition to 17 vessels saved by them . . . . .	..	432	£.	s.	d.
Amount of Rewards to Life-boat Crews . . . . .	..	..	1,288	11	4
Number of Lives saved by Shore-boats, &c. . . . .	..	266	..	..	..
Amount of Rewards to the Crews of Shore-boats . . . . .	..	..	256	18	0
Honorary Rewards:—Silver Medals . . . . .	..	9	..	..	..
Votes of Thanks on Vellum and Parchment . . . . .	..	13	..	..	..
Total . . . . .	22	698	£1,545	9	4

\*\* The Life-boats of the Institution, during the past twelve months, have also put off, in reply to signals of distress, fifty-one times, but their services were subsequently not required, the ships having succeeded either in getting off from their dangerous positions, or had had their crews saved by their own boats or other means. It often happened on these occasions that the life-boat crews had incurred much risk and great exposure throughout stormy days and nights.

It may be added, that during the past twelve months the Institution has also expended 19,531*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 14,266; for which services 82 Gold Medals, 742 Silver Medals, and 19,397*l.* in cash, have been paid in rewards. The Institution has also expended about 120,000*l.* on its One hundred and forty Life-boat establishments.

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#### WRECK OF THE S. S. "STANLEY," OFF TYNEMOUTH, AND SER- VICES OF THE "CONSTANCE" LIFE-BOAT.

ON Thursday night, the 24th Nov. last, the coast of Northumberland was visited by one of the most fearful storms that have been felt there for many years past, accompanied by one of the heaviest seas remembered—indeed, the heaviest sea that has ever been known on the rocks at the mouth of the Tyne; the removal of the bar there allowing the sea to come in much further, before breaking, than it formerly did. All this was rendered worse by the pitchy darkness of the night. The weather was equally rough and stormy out at sea, and ship after ship, as darkness came on, sought the shelter of the harbour of the Tyne. Many of the vessels accomplished the passage safely, but at length, at twenty-five minutes past four o'clock in the afternoon, it being then nearly dark, the schooner *Friendship*, of Colchester, deeply laden with coals, struck on the rocks called the Black Middens, on the northern shore of the estuary near the Spanish Battery, or Coast-guard station, at Tynemouth. Shortly afterwards the screw-steamer *Stanley*, of Aberdeen, bound from that place to London, with passengers and merchandize, and with a deck-load of cattle, attempted to take the river. The steamer had been overtaken by the gale, and had shipped large quantities of water, and the captain, being anxious to save the live stock on deck, made for the Tyne. When off the entrance to the river he fired rockets for a pilot, but no one dared

to venture out to him. The harbour lights were not lighted, but finding it unsafe to put out to sea again, he attempted the passage, but three heavy seas having struck the ship, and prevented her answering the helm, she grounded at about six o'clock, on the rocks, near the stranded schooner. Indeed so close that the cries of the crew of the latter vessel were mingled with the wailing and shouting of those on board the steam-ship. The steamer had a crew of 30 hands, and had also 30 passengers, principally women, on board. As soon as she struck, wave after wave broke over her with terrific force, sweeping the decks, and threatening her immediate destruction. The rolling of the vessel on the rocks, the heartrending shrieks of the female passengers, and the hoarse and hurried shouts of the seamen, as they were tossed to and fro, made up a scene which it is impossible to find words adequately to depict. The irresistible force of the waves lifted the steamer further on to the rocks, and stove in the bottom, when the water rushed in and put out the engine-fires. Immediately that the vessel was seen on the rocks, Mr. LAWRENCE BYRNE, chief officer of the Coast-guard, caused the rocket-apparatus to be taken down to the shore opposite to them. The line of the first rocket fired broke, but, with the second, a communication was effected with the steamer. Unfortunately, however, the hawser sent off to her, by which the crew and passengers were to be hauled ashore, was made fast by the crew to the fore-castle instead of being attached to the mast-head. It was found impossible to get the women to venture into the cradle on the hawser, although the men were most anxious to save them first. One of the seamen then entered the cradle, and was drawn safely to shore, and presently he was followed by the second mate. A lady then started with a sailor, but they could not proceed far, and had to be hauled back, and while this was doing they both fell into the sea, and were drowned. A fireman then followed, but the line had become entangled in the rocks, owing to a difficulty found in keeping the hawser taut, and the man was, consequently, detained a considerable time in the water. Ultimately he left the cradle, and hauled himself for some distance along the rope, hand-over-hand; and when he neared the land, Mr. BYRNE and other bystanders rushed into the surf and dragged him ashore. In doing so, Mr. BYRNE nearly

lost his life, for he was overtaken by a huge wave, and would have been washed away, had he not fortunately caught hold of the cloak of an elderly gentleman who had gone into the surf after him. It was then found that the rope had got hopelessly entangled amongst the rocks, and that nothing more could be done in the darkness with the rocket-apparatus from the shore. The three rescued seamen were much exhausted, but they were well taken care of. The sailors on board the steamer had endeavoured to lower their life-boat, with a view to saving the women and children. They had previously cleared the cattle from the deck by throwing them overboard, and some of them swam ashore.

While however the boat, with four ladies and four sailors in it, was being lowered, one of the davits gave way, and the boat, immediately swinging round by the other davit, swamped. Three of the seamen were pulled back into the steamer, but the other poor creatures found a watery grave. The men then would not launch the other boats, which were afterwards washed away and destroyed. When it was found impracticable to use successfully the rocket-apparatus from the shore, it was taken in a cart to Shields, with the hope of getting a steam-tug to take it out, but no steamer would put off, several of them being already disabled by the storm. The apparatus was consequently brought back. Previous to this the Tynemouth (*The Constance*) life-boat of the NATIONAL LIFE-BOAT INSTITUTION had been launched at 6 o'clock, and was proceeding out, when the crew most unfortunately, as the result proved, were hailed by some persons from the pier, and told that the whole of the lives were saved. They therefore returned, and hauled the boat again on to her carriage, and thus much valuable time was lost. However, in about an hour's time, on receiving further information, the life-boat again went out. We will here allow the coxswain of the life-boat (Mr. JAMES GILBERT) to give his own account of the fearful scene:—

“The night was pitchy dark, and from the moment that we started nothing more was to be seen than the white flash of sea which passed over the boat and crew, without intermission, twelve or thirteen times. I could not see a man but the second coxswain; yet as quickly as the boat was freed of water she was buried again and again, never displacing a man from his seat. Sometimes the boat was driven as far as from forty to forty-five degrees of an angle through the sea, in clearing the rocks. When I found my boat

in a position for the ship, I gave orders to back all oars, and keep her end-on to the sea. No man spoke, but attended to that order: every one of them seemed to be inspired with fresh vigour as we neared the ship. When abreast of the port-bow, two men told us that they had a rope ready on the starboard bow. We informed them we would be there in a moment. I then ordered the bowman to be ready to receive the rope. As soon as I found we were prepared, they made two dashing strokes, and we were under the bowsprit, expecting every second the rope, when we heard a dreadful noise, and the next instant the sea fell over the bows of the *Stanley*, and buried the life-boat. Every oar was broken at the gunwale of the boat, and the outer ends swept away: the men made a grasp for the spare oars; three were gone; two only remained. We were then left with the rudder and two oars. The next sea struck the boat almost over end on board the *Friendship*, the boat at the time being nearly perpendicular. We then had the misfortune to lose four of our crew, and as the boat made a most fearful crash, and fell alongside the vessel, I believe JAMES GRANT to have been killed on the spot, betwixt the ship and boat. EDMUND ROBSON and JAMES BLACKBURN state they were thrown out. JOSEPH BELL jumped as the boat fell. My own impression is that the men all jumped from the boat on to the vessel. We saw them no more. There were four men in a group standing before the mainmast of the schooner, when we implored them to come in the boat, but no one answered. The next sea that struck the life-boat landed her within six feet of the foundation stone of Tynemouth Dock, with a quickness seldom witnessed. The crew plied the only remaining two oars to leeward against the rudder and boat-hook. We never saw anything till coming near the three Shields life-boats. We asked them and the salvage-boat, *William Wake*, for oars to proceed back to the *Friendship*, but they had none to spare. The *William Wake* took the life-boat in tow to the land.

“Although this misfortune has befallen us, it has given fresh vigour to the crew of the life-boat, and every man here is ready, should they be called on, to act again a similar part.”

Of the four life-boat men who jumped from the boat to the schooner, JAMES GRANT was crushed between the ship and the boat, and much injured, but was hauled on board the schooner still alive, and secured, as were the rest, to the rigging. When the vessel broke up GRANT and ROBSON were drowned; but JOSEPH BELL and JAMES BLACKBURN, buoyed up by their cork life-belts, were washed ashore and saved. The bodies of the two deceased life-boat men were ultimately recovered. The schooner afterwards sank, and her crew of four men and one boy, as well as the two life-boat men, were lost. After coming into collision with the schooner, the life-boat was swept away by the succeeding waves. She

was perfectly helpless, as the nine men of her crew left had only two oars remaining, for even 3 of the spare oars had been lost, and in addition, her broadside was badly stove in. In this disabled state she drove into the harbour. It was the opinion of all, that through the whole of this trying scene the life-boat acted nobly, and that her crew behaved in the most exemplary and heroic manner. The Shields boatmen did not think it possible that a life-boat could have come out of the haven through such a sea, over the terrible rocks. The Shields life-boats went out, but were unable to approach the wrecks. The crew of the steamer were themselves astonished to see *The Constance* life-boat approaching them from the sea in such a storm. It was, indeed, a noble and almost an unparalleled effort on the part of her crew. While these endeavours were being made to save the crews, the screams of those on board the vessels were distressing in the extreme, and pierced the hearts of the stoutest spectators, large crowds having gathered on the cliffs in the darkness. The second cabin of the steamer was on deck, and formed the bridge or look-out, and on this several of the passengers and crew had taken refuge; but a heavy sea washed the bridge and all on board away. The sea afterwards increased in fury, and about 11 o'clock the steamer parted amidships, the after-part remaining in its place, and the fore-part being turned round by the force of the sea. Those on board the after-part of the ship were all drowned; but the sea being broken by the bow of the vessel as it had swung into its new position, those on the fore part were less at the mercy of the waves. Messengers had been sent to Cullercoats for a further supply of rockets, those at Tynemouth being exhausted; and at five o'clock in the morning they arrived, accompanied by the active coxswain of the *Percy* life-boat stationed at that village, and several of the fishermen of the place. The tide having then receded considerably, allowing a nearer approach to the steamer, operations were again commenced, with the view of rescuing the survivors. After firing four rockets, a communication was effected, which was announced by a faint cheer from the vessel, answered by a lustier one from the shore, and the line being fastened to the foretopmast, all on board were speedily hauled on shore. Ten only out of the thirty passengers were saved, including two ladies, and five out of thirty of the crew were lost.

Those rescued were much exhausted, especially the two ladies, by the exposure and fatigue they had experienced during the fearful night; but they all ultimately recovered. The two poor men who were lost by jumping or being thrown out of the life-boat left two widows and seven children.

Immediately intelligence, by telegram, of this melancholy affair was received at the ROYAL NATIONAL LIFE-BOAT INSTITUTION, a new life-boat was temporarily forwarded to Tynemouth to replace the disabled one; but the local boatmen particularly requested that, after their life-boat had been repaired, she might be returned to them in lieu of their being provided with a new life-boat. Instructions were given for the relief of the widows and orphans of the two gallant life-boat men who perished, and 26*l.* were sent to the crew of the life-boat. The Committee of the Institution, at their next Meeting, also expressed their deep regret to hear of this melancholy loss of life, and voted 100*l.* in aid of a fund raised locally for the widows and seven orphans of the two men: also that the Silver Medal of the Institution, and a copy of their Vote on Vellum, be presented to Mr. LAWRENCE BYRNE, in testimony of his gallant services on the occasion. Contributions were likewise raised by a Local Committee for the relief of the sufferers by these distressing shipwrecks; and a Volunteer Corps has been formed to assist in working the rocket-apparatus on future occasions of shipwreck.

It may be added here that the life-boats of the NATIONAL LIFE-BOAT INSTITUTION have, during the past two years, been manned, on occasions of service and quarterly exercise, by about 12,000 persons, and that, with the exception of the two poor men who perished by jumping out of *The Constance* life-boat on the night in question, not a single person has been lost from them.

The life-boat cause is again deeply indebted to one of its best friends, E. W. COOKE, Esq., R.A., F.R.S., for the accompanying fine and striking sketch of *The Constance* life-boat approaching the wrecks on the 24th November, which, as usual, he has readily and gratuitously placed at the disposal of the NATIONAL LIFE-BOAT INSTITUTION.



## SHIPWRECK OFF ST. ANDREW'S.

ABOUT noon on Sunday the 23rd Oct., during one of the most severe and protracted gales that have occurred on the east coast of Scotland for years, a brig was observed about five miles out standing across St. Andrew's Bay for the northward.

As she was steering a dangerous course, although she was not showing any signal of distress, the life-boat was at once got ready for any emergency; but about half-past 12, when the vessel was still more than four miles from the shore, the brig stood on another tack, and attempted to work to windward so as to clear the coast altogether. This, however, was hopeless, and although she nearly passed the east point of the bay, yet a tremendous sea fell on board her, when she became unmanageable, and stranded at low water, about 20 minutes past 1 o'clock p.m., on a ridge of rocks at Boarhills, about four miles from St. Andrew's, and distant between two and three hundred yards from high-water mark. The ship's boats having been all lost, the crew were forced at once to take to the rigging. The spot was one of the most dangerous points of the coast east of St. Andrew's, being of a fearfully rugged and rock-bound nature, and literally a mass of bristling rocks, over which a terrible sea was breaking. When it appeared likely that the vessel would come ashore, a mounted messenger was at once sent from St. Andrew's to the nearest rocket station, Crail, distant ten miles, with instructions for the rocket apparatus to be brought along with the greatest possible speed, as it was well known that no life-boat could possibly be used on that part of the coast where the vessel was driving. In the meantime, a large number of persons had assembled at the scene of the wreck, from St. Andrew's and elsewhere, and it was urged that the life-boat should be sent for to the assistance of the wrecked crew. The Local Committee, however, knew that it was utterly impracticable to make use of any life-boat in such a position, and in this opinion they were strongly supported by the coxswain and crew, who declined to go out, as they were convinced the life-boat must be dashed to pieces against the rocks, and their own lives inevitably lost. The life-boat was not therefore sent for.

At 3:45 p.m. the rocket apparatus arrived, but unfortunately the whole stock of projectiles only numbered five, and the attempts to throw a line on board the brig with these failed.

Thus the last hope of assistance was gone, and shortly after 5 o'clock the total destruction of the ship took place, and the poor fellows, who still clung to the wreck, perished before the eyes of the spectators. One of the crew had previously attempted to reach the shore, but he was at once swept away by the terrific surf running across the bay, and which had previously carried away from the land all the buoys and lines thrown from the ship by the crew.

Although no use could be made of the life-boat, yet she was sent for late in the afternoon, that nothing might be left undone; but she was met on her way by the people returning from the scene of the wreck, which had then disappeared.

From portions of the wreck which came ashore, she was found to be the brig *Napoleon*, of Uddevalla, Sweden, laden with coals, and had left Sunderland with a crew of nine men.

The Committee of the NATIONAL LIFE-BOAT INSTITUTION decided, at their meeting on 3rd Nov., after carefully perusing the various documents in this lamentable case, that the Local Com-

mittee used a sound discretion in not ordering the life-boat to be launched, involving, as it would have done, the inevitable loss of her crew and the destruction of the boat herself. Also that Sir THOMAS ERSKINE; BAILIE BONTHON, Chairman of the Local Committee; and JOHN PURVIS, Esq., Hon. Secretary, be thanked for acting, to the best of their judgment, with zeal and energy on the occasion in question. The Committee at the same time expressed their deep regret at the unfortunate loss of life that took place on this distressing occasion.

We may add, that the Board of Trade instituted a searching inquiry at St. Andrew's into the whole circumstances of this sad case, and their opinion was that the Local Life-boat Committee acted with much sound judgment in not ordering the life-boat out, as it could not have failed to be attended with additional loss of life and the destruction of the life-boat herself.

*The Fifeshire Journal* thus speaks of this wreck:—"We think—and our opinion is formed upon those of every practical man we have met with, on inspecting the spot itself—that it would have been culpable homicide to have despatched a crew in the life-boat at such a place."

## ADDITIONAL STATIONS AND NEW LIFE-BOATS.

LINCOLNSHIRE.—The Lincolnshire Shipwreck Society—the last remaining of the County Shipwreck Associations—having been brought into union with the NATIONAL LIFE-BOAT INSTITUTION, the latter has completely renovated the four life-boat establishments on the coast of that county, and the several stations have been made thoroughly efficient in every respect. All the four boats and carriages of the Local Association were old and worn out.

New life-boats, each 30 feet long, 7 feet 3 inches wide, and fitted to row 8 oars, double banked, to suit the local boatmen, who are all accustomed to row with double banked short oars, and furnished with transporting-carriages, have therefore been supplied to each station, and commodious and substantial life-boat houses have been erected for their reception.

All the boats and carriages were kindly conveyed to their destinations free of charge by the Great Northern Railway Company.

In accordance with a suggestion made by the Institution at the time of the lamented decease of the late HERBERT INGRAM, Esq., M.P. for Boston, the Skegness life-boat is named *The Herbert Ingram*, and its cost, with equipment (268*l.*) has been raised amongst the friends of that lamented gentleman, Mrs. INGRAM and her eight children contributing liberally to the fund. While this life-boat was on its way to Skegness, it was taken to Boston, and a demonstration took place with it, the boat being publicly

named in the presence of the mayor and other authorities and a large assemblage of persons in front of the monument to the late Mr. INGRAM.

The cost of the life-boat, carriage, and equipment, at Donna Nook, amounting to 350*l.*, was presented to the Institution by ROBERT HOW, Esq., and Miss How, his sister, of London, and at their request the boat is named *The North Briton*, after a ship in which the benevolent donors had made a long and prosperous voyage.

The expense (350*l.*) of the Theddlethorpe life-boat, carriage, and equipment, was the gift to the Society of Mrs. BARBARA CASLAKE and her friend, and she has wished the boat to be called "*The Dorinda and Barbara*—the gift of two attached friends."

The cost of the Sutton life-boat was zealously collected in Birmingham mainly through the exertions of Alderman HOLLIDAY, Mr. HENRY FULFORD, and other friends, and is named *The Birmingham*. This life-boat was taken to Birmingham before being sent to its station, and was publicly exhibited there on the 29th November last, the Great Western Railway Company kindly giving the boat a free conveyance to that town.

On the occasion of the Life-boat demonstration at Birmingham, Alderman HOLLIDAY gave the following interesting account of the origin of their Life-boat Fund. He said—

"About this time last year our shores were visited with severe storms, and every right-minded person at that time lamented very deeply the great loss of human life which took place daily during the continuance of those storms. Whilst many of the higher classes in Birmingham were doing nothing to remedy this fearful state of things, a small band of artisans\* resolved that they would do something to mitigate the fearful results arising from such storms as annually visit our coasts, by forming themselves into a Committee and endeavouring to raise funds for the purchase of one or more life-boats. But as prudent men, before committing themselves to any definite line of action, they conferred with the Rev. Dr. MILLER, who, after examining their project, advised them to go on. They then called upon him (Mr. HOLLIDAY), as Mayor, and asked his assistance, which, as far as his humble powers were concerned, he gladly placed at their disposal. He confessed that he had not taken much active part in the affair, because the Committee, though artisans, were men of business, and had the assistance of an excellent Secretary in Mr. FULFORD. Finding, some little time back, that they had funds to purchase one boat, they put themselves in communication with the NATIONAL LIFE-BOAT INSTITUTION, and it was arranged that the boat about to be launched should be presented to the Institution, to be placed at Sutton, on the Lincolnshire coast. As

\* We append the names of these worthy and zealous men.—Messrs. H. FULFORD, J. GROVES, J. PEARCE, D. MORAN, G. WILLIAMS, R. FORBESHEW, and G. LEMPRIERE.

they had more than sufficient funds for the purchase of one boat, they further determined to present a second boat. The funds necessary for this had not yet been provided, but he felt certain that before many weeks ample means would be forthcoming, and the second boat, which was to be stationed at Caister, Norfolk, would be ready to be presented to the NATIONAL LIFE-BOAT INSTITUTION."

Advantage was also taken of *The Birmingham* life-boat passing through Derby to have a public procession and exhibition of her there on the 5th December. The Midland and Great Northern Railway Companies kindly conveyed the boat, free of charge, between Birmingham and Alford, in Lincolnshire, the nearest point of railway to her destination.

BRIDLINGTON.—A new 33-foot 10-oared life-boat has been sent to Bridlington by the Institution to replace a 28-foot boat previously there, which was about forty years old. A new transporting-carriage was supplied with the life-boat, and a new house built for their reception on a more eligible site than the former one, which would also have been much too small for the new boat and carriage. The cost of this new life-boat, and of three others, was raised in Manchester, through the exertions chiefly of ROBERT WHITWORTH, Esq.; and this boat has been named after that gentleman.

A grand display was made with the life-boat in Manchester on the 22nd November, when she was taken on her carriage through the principal streets of that city in procession, drawn by six horses belonging to JOHN CARVER, Esq. The boat was also similarly exhibited in Leeds and Bradford, where she excited much admiration. She was also for a short period lent to Tyne-mouth, whilst the life-boat of that place, damaged on the occasion of the wreck of the *S. S. Stanley*, on the 24th Nov. last, was under repair in London. The Lancashire and Yorkshire, and the North Eastern and Midland Railway Companies kindly gave a free conveyance to the life-boat and carriage over their several lines.

VALENTIA.—A new life-boat station has been established by the NATIONAL LIFE-BOAT INSTITUTION at Reenard Point, on the coast of Kerry, facing the Island of Valentia, and a new 32-foot ten-oared life-boat, with transporting-carriage, has been placed there. The boat will not only be available for any vessels getting ashore off the entrance to Valentia Harbour, but she can also be trans-

ported overland by good roads to Dingle, and Ballinskilling Bay, north and south of the island. A commodious boat-house has been erected for the boat and carriage on an eligible site. A benevolent lady, resident in Berkshire, who had previously given the Institution the cost of a life-boat for the N.W. coast of England, presented the Society with 50*l.* to defray the whole cost of this life-boat establishment, the boat being named, at her request, *The Mary*. A free passage was readily given to the life-boat and carriage as far as Tralee, by the London and Limerick Steam Ship Company, on board one of their steamers.

GIRVAN, N. B.—The Institution has founded a new life-boat station at Girvan, on the coast of Ayrshire, where there are a large number of fishermen to man the boat. A new 32-foot life-boat, to pull ten oars, double banked, and provided with a transporting-carriage, has been forwarded there, the cost of which, amounting to 400*l.*, has been defrayed by ALEXANDER KAY, Esq., Insurance-broker, Glasgow. At his request the boat is named *The Earl of Carrick*. The life-boat and carriage were kindly conveyed to their station by the London and North Western and the Glasgow and South Western Railway Companies. This life-boat will be able to command the coast for many miles north and south of Girvan, as there is a good road close to the shore, along which she can be transported on her carriage.

NEWQUAY, CARDIGANSHIRE.—The NATIONAL LIFE-BOAT INSTITUTION has established a new life-boat station at the small harbour of Newquay, on the coast of Cardiganshire, in compliance with the wish of the people in the locality to be provided with a life-boat. As the boat would have to be used under sail chiefly, a large 36-foot life-boat has been forwarded to this station. A substantial house has been erected for the boat, and a powerful winch to haul the boat up to the house, which is built at the top of a long incline at a considerable height above the water, that being the only practicable spot available. The ANCIENT ORDER OF FORESTERS have contributed 260*l.* to pay the expense of this life-boat, which is called *The Forester*. The London and North Western and the Cambrian Railway Companies readily took the boat to Aberystwyth, the nearest point of railway to

Newquay, and the boat was sailed and rowed from thence to its station.

PIEL, LANCASHIRE.—A new life-boat establishment has been formed on the island of Piel, in Morecambe Bay, where the boat will command the entrance to the Port of Barrow, which is rising in importance, and where it is likely wrecks may occur more frequently than they have done. As the life-boat would principally require to be used under sail, a 36-foot boat, suited for that purpose, has been forwarded here. The cost of this life-boat has been defrayed from a fund raised amongst commercial travellers, principally through the exertions of Mr. W. BISHOP, of Boston, and Mr. R. AFFLECK, of Manchester. The boat is named *The Commercial Traveller*, and was kindly conveyed to her station by the London and North Western, Lancashire and Yorkshire, and the Whitehaven and Furness Railway Companies.

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

Thursday, 1st Sept., 1864. Capt. Sir EDWARD FERROTT, Bart., *V.P.*, in the Chair.

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

Read and approved the Report of Capt. WARD, R.N., Inspector of Life-boats to the Institution, of the 29th Aug., on his recent visits to the life-boat stations of the Institution, on the coast of Lancashire, and other places.

Capt. WARD had also attended at Dover, on the 25th Aug., when the first launch of the *Royal Wiltshire* life-boat took place. It will probably be remembered that the cost (437*l.* 12*s.*) of this boat was collected in Wiltshire by Capt. N. J. REED, R.N., Mrs. REED, and their daughter, Mrs. KEAN.

Read letter from Capt. J. W. TARLETON, R.N., C.B., Deputy Controller-general of the Coast-guard, of the 23rd Aug., forwarding a copy of a communication from the captain of H.M.S. *Pembroke*, remarking on the inutility of the present Landguard life-boat, and stating that he considered Orford Haven the only station in his district where a life-boat appeared to be needed.—To be informed that the Landguard life-boat belonged to the Lords of the Admiralty, and that the residents in the locality were of opinion that a life-boat establishment was not needed at Langard Fort.

Also from General FORSTER, K.H., of the Horse Guards, of the 5th Aug., stating that he had been commanded by H.R.H. the Field Marshal, Commanding-in-Chief, to ask for some additional copies of the Institution's New Instructions for the Restoration of the Apparently Drowned, a further number being required to admit of a copy being placed in every hospital and barrack of the army at home and abroad.—Ordered the same to be supplied.

Reported that the late W. JACKSON, Esq., of

Henshaw, Northumberland, had left the Institution a legacy of 50*l*.

Also that new life-boats had been sent to Sennen Cove (Land's End), Cardigan, and Porthdinllaen, Carnarvonshire.

The Sennen life-boat was the gift to the Institution of Mrs. MARY ANN DAVIS, of Bideford. The cost of the Cardigan life-boat, as well as of three others, was collected in the city of Manchester by ROBERT WHITWORTH, Esq., Rev. E. HEWLETT, and J. G. BELL, Esq., and the expense of the Porthdinllaen life-boat was defrayed by Lady COTTON SHEPPARD and her friends.

The London and North Western, the Great Western, Bristol and Exeter, South Devon and Cornwall Railway Companies, as usual, gave a free conveyance over their lines to the respective boats.—*To be thanked.*

Reported that, at the request of the Ancient Order of Foresters, a life-boat, similar to *The Forester* life-boat, the cost of which the Order had collected, was exhibited in the grounds of the Crystal Palace on the occasion of three *fêtes* given by the Order. The boat was on view from the 22nd Aug. to the 5th Sept. and attracted much attention. She was mounted on her transporting and launching-carriage, and was fully equipped as for service.—*Approved.*

Reported also that two French naval officers, Commodore de la ROCHE KERANDRAON, and Lieutenant (de Vaisseau) PAUL GUERY, had been sent to England by their Government to obtain information respecting life-boats, and to decide on the size of the boats to be built by Messrs. FORRESTER and Son, under the superintendence of the Institution, for the French Government. They were afforded every co-operation by the Institution; and Capt. WARD, R.N., its Inspector of life-boats, accompanied them to the Walmer life-boat station, to Dover, and to the boat-builders at Limehouse.—*Approved.*

Decided that the thanks of the Institution, inscribed on vellum, be presented to Capt. E. W. PILKINGTON, R.N., late Hon. Secretary of the Chichester and Selsey Branch; and to Capt. H. J. GRANT, R.N., the former Hon. Secretary of the Newcastle (Dundrum) Branch; in testimony of the *zealous and valuable services they had rendered the Institution in the above-named capacities.*

Paid 1,025*l*. 9*s*. 3*d*. for sundry charges on various life-boat establishments.

Voted the Silver Medal of the Institution, and a copy of its Vote on parchment, to Miss ALICE B. LE GEYR, in admiration of her prompt and courageous conduct in rowing a small boat into the surf at the risk of her life, and rescuing two little boys who had fallen into the sea from the outer pier at Lyme Regis, Dorset, on the 4th August.

Also 67*l*. 10*s*. to pay the expenses of the Margate, Caister, Pembrey, New Brighton, and Arklow life-boats, in going off in reply to signals of distress from various vessels, which however did not ultimately require the services of the life-boats.

Also a reward to 5 men for saving, by means of a small boat belonging to the cutter *New Union*, of Dover, 4 out of 7 men from the fishing-boat, *Garibaldi*, of Cromer, which was capsized in stormy weather while entering Yarmouth Harbour, on the 15th August.

Also a reward to a boat's crew for rescuing, at some risk of life, 3 out of 5 of the crew of a fishing-boat, which had struck on a sunken rock, during a gale of wind near Clogher Head, County Louth, on the 11th June.

Also a reward to the crews of several fishing-boats for saving 6 Coast-guard men, whose boat

had capsized on a sunken rock at Ferriter's Cove, Dingle, County Kerry, on the 5th July.

Also a reward to four fishermen for going off and saving, at some risk of life, 8 persons from a boat which had struck on a sunken rock, during a strong S.W. wind, off North Roe, Shetland, on the 24th May.

Thursday, 6th Oct. THOMAS CHAPMAN, Esq., F.R.S., V.P., in the Chair.

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

The Committee expressed their deep regret to learn of the lamented death of their esteemed colleague, MONTAGUE GORE, Esq., whose valuable and cordial co-operation, during the past eleven years, they had so often experienced and appreciated.

Read and approved the Reports of Capt. WARD, R.N., Inspector of Life-boats, of the 3rd and 4th Oct., on his inspection of the Kent and Sussex life-boat stations.

Also the Report of Capt. D. ROBERTSON, R.N., Assistant-Inspector of Life-boats, of the 17th Sept., on his visit to the life-boats on the north-east coast of England.

Read letter from the Rev. G. W. STEWARD, of Caister, near Great Yarmouth, of the 10th Aug., stating, on behalf of the beachmen, that their life-boat, built in 1846, had become unsafe on account of her age and of much service, and that the men, therefore, hesitated in going again afloat in her on service. They thought that no extent of repairs would render her efficient, and they hoped the Institution would provide them with a new life-boat.

The Local Committee joined in this recommendation, and forwarded four estimates from different builders for a new life-boat.

Decided that the tender of Messrs. MILLS and BLAKE, amounting to 237*l*. 10*s*., be accepted, and ordered the boat to be named *The Birmingham*, in compliance with the request of the residents of Birmingham, who had raised the cost of two boats, the other boat being stationed at Sutton, on the Lincolnshire coast.

Also read letter from M. J. B. PASTRÉ, President of the Marseilles Shipwreck Society, of the 1st Oct., transmitting copies of their Annual Report and Regulations, and requesting that the NATIONAL LIFE-BOAT INSTITUTION would order for them a 30-feet, single-banked life-boat, to pull 6 oars, and to be fully equipped in every respect.—*Ordered a life-boat accordingly to be built.*

Also from the Secretary of the Admiralty, of the 1st Sept., and from Capt. H. CHADS, R.N., of Deptford Dockyard, of the 5th Sept., requesting that officers of the Institution might be present on the occasion of the trial of the two experimental ships' life-boats built for the Admiralty.

Reported that the Inspector of Life-boats of the Institution had attended the trials, which had proved satisfactory.—*Approved.*

Reported the safe transmission of the Redcar life-boat and carriage to their station, free of charge, by the Great Northern Railway Company.—*To be thanked.*

The new life-boat is named *The Crossley*, and her cost, amounting to 300*l*., is the gift to the Institution of Messrs. JOHN CROSSLEY and Sons, of Halifax. She was publicly launched at Redcar, under the superintendence of Capt. D. ROBERTSON, R.N., Assistant-Inspector of Life-boats to the Institution.—*Messrs. Crossley to be thanked.*

This boat replaces at Redcar the oldest life-boat in the kingdom. She was built in the year 1802.

and had saved a very large number of lives, but had become nearly unfit for further service.

Reported the receipt of additional contributions of 50*l.* from the South Manchester Branch, per ROBERT WHITWORTH, Esq.; 100*l.* from the Scarborough Branch, per Capt. J. WOODALL; 53*l.* from the Bradford Branch, per Mr. J. M. JOWETT; 40*l.* from the Dublin Branch, per Mr. S. B. TAYLOR; and 30*l.* from the Wolverhampton Branch, per Capt. SEGRAVE, including 25*l.*, being the proceeds of an entertainment given in the Wolverhampton Concert-hall, with the kind permission of the proprietor, Mr. BREWSTER.—*To be severally thanked.*

Produced a large engraving from a painting by THOMAS BROOKS, Esq., entitled "The Life-boat going to the Rescue." The subject of the work is the wreck of a merchantman on the coast; and the life-boat is observed leaving the harbour from the jetty with its gallant crew:—

"Through the wild surf they cleave their way,  
Lost in the foam, nor know dismay,  
For they go the crew to save."

The wives, daughters, and relatives of the sailors and fishermen are watching with intense anxiety as the boat plunges into the raging surf, the grief and fear depicted on each countenance being wonderfully treated, each being a separate study. The aged fishermen on shore are occupied with life-buoys, amidst their various occupations, in the hope of saving life. The subject is admirably treated by Mr. Brooks. The size of the engraving is 36 inches by 26, and it is published by Messrs. B. Brooks and Sons, of Fetter Lane.

Decided that a model of the life-boat of the Institution be placed in the Royal School of Naval Architecture and Engineering at South Kensington.

Also that the thanks of the Institution, inscribed on vellum, be presented to Mr. ROBERT HOSKIN, on his retirement from the office of Honorary Secretary of the Hornsea Branch, in testimony of the zealous way in which he had performed the duties of that office, and also for his previous valuable services in acting as coxswain of the Filey life-boat, and assisting in that capacity to save life from shipwrecks.

Also that new life-boat houses be built at Aldborough, Suffolk; and Newquay, Cardiganshire.

Paid 1,955*l.* 12*s.* 4*d.* for sundry charges on various life-boat establishments.

Voted 8*l.* to pay the expenses of the Selsey life-boat in going off and rescuing 7 out of 12 of the crew of the brig *Governor Maclean*, of London, which was wrecked, during a gale of wind, on the Owers Sandbank, off Selsey, on the 5th September. The remainder of the vessel's crew were taken off by a Deal lugger.

Also 16*l.* 14*s.*, to pay the expenses of the Arklow life-boat, in putting off during stormy weather, and rendering important services to the ship *Edinburgh Castle*, from Glasgow to Singapore, which had stranded on Arklow Bank, on the 20th September. The captain of the vessel gave the life-boat crew his note for 40*l.*, in gratitude for the important services rendered to his vessel.

Also 7*l.* 10*s.* 6*d.* to pay the expenses of the Blackpool life-boat in going off and assisting to rescue from a very perilous position the brig *St. Michael*, of Havre, which had anchored at high water on the Crusader Sandbank, during a strong wind, and in a very high sea, on the 18th September.

Also 32*l.* 6*s.* 4*d.* to pay the expenses of the Lytham, Margate, New Brighton, and Portrush life-boats, in going off with the view of rescuing the crews of various distressed ships, which were found, however, on the arrival of the life-boats,

either abandoned or not needing the services of the life-boats.

Also 2*l.* to the crew of a small boat, for putting off and saving 2 men, whose boat had got stove in upon some rocks near Lossiemouth, N.B., in a heavy sea, on the 26th August.

Also a reward to six men for rescuing 4 fishermen, whose boat was wrecked off Broad Island, near Portstewart, Ireland, on the 8th August.

Also a reward to a fisherman and his son for saving a passenger who had fallen overboard from the steamer *Magnetic*, when off Donaghadee, on the 7th September, while on its passage from Liverpool to Belfast.

Thursday, 3rd 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 letter from the Consul-General of Switzerland, of the 1st November, forwarding a communication from the President of the Shipwreck and Life-boat Society at Ancona, requesting to be informed of the price of a life-boat complete, and of the mortar and rocket apparatus.—*To be acknowledged, and to be offered every assistance.*

Also from the Russian Consul-General, of the 21st October, forwarding a copy of a work by Major-General KONSTANTINOFF, of the Imperial Army, on a mortar apparatus for saving life from shipwreck.—*To be acknowledged, and referred to the Board of Trade.*

Also from the President of the Marine Board at Port Adelaide, South Australia, of the 25th August, stating that they had four life-boats and twelve sets of rockets on that coast, and requesting that the Institution would forward them drawings of the latest life-boat of the Society, as they were most desirous of being fully informed of the improvements made in that boat.—*To be acknowledged, and working drawings to be supplied as soon as the new ones are lithographed.*

Also from the Governors of Malta and the Cape of Good Hope, and the Secretary of the Government at Bombay, expressing their best thanks for the copies forwarded to them of the Institution's new "Instructions for the Restoration of the Apparently Drowned."

Also from the Secretary of the Boulogne Humane Society, of the 28th October, forwarding copies of a French translation which they had had made of the Society's new Instructions for Restoring the Apparently Dead from Drowning.—*To be thanked.*

Also from Capt. J. W. TARLETON, R.N., C.B., Deputy-controller-general of the Coast-guard, forwarding a list of certain stations and detachments at which, in the opinions of the captains of Coast-guard district ships in Great Britain and Ireland, it was desirable to place ship's life-boats, in the absence, or pending the supply of boats by the NATIONAL LIFE-BOAT INSTITUTION.

Decided to give this application every consideration, and to submit it to a Sub-Committee of the Institution, of which the Commodore Controller-General be invited to become a member, and in the meantime to request that the usual Life-boat Queries of the Institution, relative to each station, be filled up by the captains of district ships.

Reported that Mrs. BARBARA CASLAKE, of Brixton, had presented to the Institution, 600*l.* stock, New Three per Cent. Annuities. This sum was partly to defray the cost of a life-boat, fully equipped, and its transporting-carriage. The life-boat to be named "*The Dorinda and Barbara*, the gift of two attached friends." The remainder of the amount was to be appropriated to the general

objects of the Institution.—Decided that the munificent gift of Mrs. CASLAKE be acknowledged, and that the life-boat so named be stationed at Theddlethorpe, on the coast of Lincolnshire.

Reported also that R. B. MAXNION, Esq., had, on behalf of a friend, presented 300*l.* to the Society to defray the cost of a life-boat to be named the *Salomon*, and to be stationed on the Irish coast.—To be thanked, and ordered the life-boat to be stationed at *Ardmore*, on the coast of *Waterford*, in lieu of the present boat at that place.

Also that a benevolent lady, resident in Berkshire, had forwarded the Institution 50*l.* to pay for the life-boat established at *Valentia*, on the coast of *Kerry*: the boat to be named *The Mary*—To be thanked.

Also that Messrs. COURTS, the Bankers, had received 500*l.* on behalf of the Institution, being "An anonymous donation by the hands of L. H. H."

Produced an extract from the will of the late JOHN KITCHING, Esq., of Stamford Hill, in which he bequeathed 100*l.*, free of duty, to the Institution.

Reported that the new life-boats for Skegness, Donna Nook, and Theddlethorpe, on the Lincolnshire coast, had been forwarded to their destinations, the Great Northern Railway Company kindly giving them a free conveyance over their line.—To be thanked.

The Skegness life-boat was named *The Herbert Ingram* at the suggestion of the Institution, made immediately after the lamented death of the late HERBERT INGRAM, Esq., M.P. for Boston, Mr. PEASE, M.P. South Durham, commencing the subscription list with a donation of 10*l.* 10*s.* to defray its cost. Many friends of the late MR. INGRAM followed that example, and Mrs. INGRAM and each of her eight children sent a handsome donation towards its complete equipment. Altogether, the sum of 26*l.* was thus contributed. The Life-boat was taken to Boston on the way to its station, and the ceremony of reception and naming appropriately took place in front of Mr. INGRAM's monument, in the presence of the mayor and several of the town council, and others of the principal inhabitants. The Inspector of Life-boats was present at this demonstration on the part of the NATIONAL LIFE-BOAT INSTITUTION.

Produced a copy of the *Revue D'Economie Chrétienne*, in which there was an admirable article on the Institution and its Life-boats by M. JUSTIN AMÉRO.

Decided that the following advertisement be published in some of the London and country newspapers:—"To Clergymen, Officers of the Navy and Mercantile Marine, Gentry, and others resident on the Sea Coast.—THE ROYAL NATIONAL LIFE-BOAT INSTITUTION is prepared to establish and maintain a life-boat station on any part of the coasts of the United Kingdom where it can be shown, from previous disasters, that a life-boat is required. It is requisite that there should be a sufficient number of men (fishermen, or others accustomed to the management of boats at sea), to man the life-boat, and a committee formed from the residents in the neighbourhood to superintend the station and obtain such small annual subscriptions as may contribute towards a portion of the expense. Communications may be addressed to the Secretary of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, 14 John Street, Adelphi, London."

Read letters from the French Minister of Marine, and Commodore DE LA ROCHE KERANDRAON, expressing their best thanks for the cordial co-operation afforded them by the Institution, and for the life-boat house drawings, furnished at the request of the French Government, by the Hon. Architect of the Institution, C. H. COOKE, Esq., 11 John Street, Bedford Row, London.

Also from Capt. A. GORGOVENKO, of the Russian Imperial Navy, expressing the best thanks of his Government for the information the Institution had afforded him when in England, relative to its system of working its life-boats, &c.

Decided that a model of the life-boat transporting and launching carriage be attached to the model of the Institution's life-boat exhibited in the Museum of the United Service Institution.

Produced various communications from the Yarmouth Local Life-boat Committee, on the conduct of the beachmen at that place in refusing to man the Institution's life-boat on the night of the 19th Oct., when Mr. BURCHER, the Hon. Secretary, requested them to go off to the rescue of the crew of the steamer *Ontario*, wrecked on the Hasborough Sands. (Vide page 533 for detailed particulars of this case.)

Ordered—that 11*l.* be given to the crew of the Caister life-boat for their laudable services and good conduct throughout the week in this case.

Produced various documents detailing the lamentable wreck of the brig *Napoleon*, of Uddevalla, Sweden, with the loss of her crew of 7 men, in St. Andrew's Bay, on the 23rd October, and calling attention to the non-use of the St. Andrew's life-boat on the occasion.—(Vide page 547 for full details of this case.)

Paid 2,355*l.* 17*s.* 6*d.* for sundry charges on various life-boat establishments.

Voted 7*l.* 14*s.* to pay the expenses of the Fleetwood life-boat in putting off in tow of a steam-tug, and rescuing the crew of 5 men from the brigantine *Highland Mary*, of that port, which had stranded on Barnard Wharf Sandbank, during a heavy gale of wind on the 20th October. The Institution also voted 3*l.* 12*s.* 6*d.* for the services of the steam-tug.

Also 8*l.* 18*s.* to pay the expenses of the Southport life-boat in going off and saving 3 men from the sloop *Liver*, of Carnarvon, which was totally wrecked during a very heavy gale of wind off Southport, on the 21st of October.

Also 5*l.* 10*s.* to pay the expenses of the Howth life-boat in putting off, and assisting to save from destruction, the lugger *Castletown*, and her crew of 7 men, during stormy weather, on the 15th October. The vessel had struck on some rocks outside Howth Harbour, and was in a very perilous position when the life-boat arrived on the spot.

Also 6*l.* 10*s.* to pay the expenses of the Teignmouth life-boat in going and rendering assistance to the schooner *Victoria*, of that port, which had struck on the Sprat Sands while making for Teignmouth Harbour, during a heavy gale of wind, on the 3rd October.

Also 13*l.* 6*s.* to pay the expenses of the same life-boat in going off and saving one man from the fishing-boat *Hero*, of that port, which had sunk on Teignmouth Bar, in a heavy sea, on the 11th October. A Coast-guard boat, manned by 3 men, had previously attempted to rescue the man, but the sea being too heavy, they were compelled to return to the shore. They therefore gave the alarm for the life-boat. Voted 1*l.* 10*s.* to the three Coast-guard men.

Also 9*l.* 0*s.* 6*d.* to pay the expenses of the Arklow life-boat, in putting off and bringing ashore the crew of 5 men from the schooner *Kate*, of Liverpool, which was observed driving ashore with signals of distress flying, during a strong S.S.E. wind in Arklow Bay, on the 19th October. The vessel was left riding with only one anchor, but the wind afterwards shifted, and the life-boat again went off, and put the men on board the schooner, which afterwards proceeded on her voyage. The captain gave the life-boat crew his note for 10*l.* 10*s.* for the services thus rendered.

Also 25*l.* to the crew of the Caister life-boat for

going off on the night of the 26th October, and rescuing the crew of 6 men from the brig *Richmond Packet*, of Middlesborough, which was totally wrecked during a strong wind on the Barber Sands, off Caister. The beachmen had previously gone off in one of their large yawls, but could not get near the vessel, owing to the heavy sea, and were thus compelled to return for the life-boat, which they launched with the utmost promptitude, and took off the shipwrecked crew from the rigging.

Also 10*l.* 3*s.* 6*d.* to pay the expenses of the Lossiemouth life-boat in putting off twice and saving the crew of 3 men from the schooner *Agnes*, of that port, which had stranded amongst the breakers, near Lossiemouth, in a heavy sea, on the 23th October.

Also 56*l.* 9*s.* to pay the expenses of the Hauxley, Tynemouth, Newbiggin, Withernsea, Llandudno, and North Berwick life-boats for services during the gales of October.

The Silver Medal of the Institution, a copy of its Vote on Parchment, and 2*l.* were voted to Mr. ANGUS CAMPBELL, carpenter on board the cutter *Princess Royal*, belonging to the Edinburgh Board of Fisheries, in admiration of his gallant conduct in rushing into the sea, and after two attempts, effecting a communication with the brig *Eliza Hall*, of Whitby, which was totally wrecked, during a very heavy gale of wind, on the rocks outside the breakwater of Granton Harbour, on the night of the 22nd October, and from which the crew of 8 men were afterwards saved. Mr. S. McDONALD, master of the cutter, stated, that a few minutes before midnight, lights were seen by the crew of the cutter, which was lying near the breakwater, as if shown from a vessel driving towards the rocks. A boat was at once manned and pulled to the breakwater, but the vessel appearing to hold well on about 500 yards off the rocks, and finding it difficult to keep a footing on the breakwater, the boat returned to the cutter, where a watch was still kept on the vessel. About 3 A.M., the light appeared to be nearer, and the boat was again pulled to the breakwater, when the vessel was found striking heavily on the rocks, but at too great a distance for any assistance to be rendered to the unfortunate crew. The sea made a clean breach over the vessel, and the cries of the poor fellows for help were of the most piercing and heartrending character. For a time all hope of saving them seemed vain; but at length a heavy sea swung the vessel's port-quarters closer in, and the crew were hailed to try and heave a line on shore. A line was then made fast round the body of CAMPBELL, and he dashed down the outer slope of the breakwater, but the line falling short, he was drawn up again. A second attempt was made, and CAMPBELL again, in the most gallant and determined manner, rushed into the surf. This time a communication was fortunately effected, and the shipwrecked men were soon afterwards all safely brought on shore.

Mr. J. DYER, mate of the cutter, and the remainder of those persons who assisted CAMPBELL, were also thanked by the Institution for their laudable services on this trying occasion.

Also voted 10*l.* to the crew of the steam-tug *Powerful*, of Lowestoft, for putting off and rescuing the crew of 6 men from the brig *Albatross*, of Sunderland, which was wrecked during a gale of wind, on the Newcome Sands, off Lowestoft, on the 3rd October. Two yawls also went off on the occasion, with the view of saving the shipwrecked crew, and they were to participate in the reward.

Also a reward to the crew of a boat for their prompt services, while out fishing, in saving a man who had fallen overboard from the steamer

*Vesta*, while on her voyage, off Passage, near Waterford, on the 11th October.

Thursday, 1st December. 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 Wrecks and Reward Sub-Committees.

Produced various papers relative to the wrecks off Tynemouth, Northumberland, on the night of the 24th November, and the unsuccessful attempt of *The Constance* life-boat belonging to the Institution, to rescue any of the shipwrecked crews: in attempting which, the boat was disabled and 2 of the crew, who jumped from her to one of the wrecks, were unfortunately drowned. (*Vide* p. 544 for a detailed account of the wreck.)

Voted 100*l.* in aid of the local fund for the widows and orphans of the two life-boat men who were drowned.

Also 26*l.* to the crew of the life-boat.

And the Silver Medal of the Institution and a Copy of its Vote on Parchment, to Mr. LAWRENCE BYRNE, Chief Officer of the Coast-guard at Tynemouth, for his valuable services in assisting, on the above occasion, to save life by the rocket-apparatus.

Read letter from the Inspector of life-boats of the 1st inst., stating that it was desirable that the Tynemouth damaged life-boat should be sent to London to be repaired. The local committee had decided that, as the confidence of the crew in the boat remained unabated, and they did not wish her to be exchanged, she should be returned, after having been repaired, to Tynemouth. The Institution had at once sent there a temporary new life-boat to replace the damaged boat.

Reported the transmission of new life-boats and carriages to Bridlington and Hornsea, Yorkshire; Sutton, Lincolnshire; Piel, Lancashire; and Valencia, Kerry; and also a new life-boat for Newquay, Cardiganshire. The cost of each of these life-boats had been benevolently presented to the Institution, and the boats were kindly forwarded to their destinations free of charge by the several railway companies over whose lines they passed.—*To be thanked.*

The Bridlington and Sutton life-boats were presented to the Institution by the inhabitants of Manchester and Birmingham, and on their way to their stations they were exhibited at these places; the Bridlington boat was also taken to Leeds and Bradford; and the Sutton life-boat to Derby.

Reported also, that the Middlesborough life-boat had been brought to London to be repaired, and had afterwards been returned to her station; the boat having a free conveyance on board one of the vessels of the Middlesborough Steam Packet Company.—*To be thanked.*

Also that Miss WARDELL, of Tunbridge Wells, had presented to the Institution 320*l.* to defray the cost of a new life-boat and transporting-carriage for Alnmouth, on the Northumberland coast.—*To be thanked.*

Also that 41*l.* 12*s.* 6*d.* had been forwarded to the Institution by J. BRYANT, Esq., of Walton-on-Thames, being "Contributions from abroad."

The Committee expressed their sincere regret to learn of the decease of the late ROBERT RANSOME, Esq., of Ipswich, who had been a warm friend of the life-boat cause, and who had materially assisted in establishing the *Society of Friends* life-boat at Selsey.

Read letter from Messrs. FORRESTER and SON, the life-boat builders to the Institution, of the 5th inst., stating that they had forwarded to Cronstadt

a fine six-oared life-boat, on the plan of the Society, making the sixth life-boat supplied to the Russian Government, in addition to two furnished to the Russian Steam Navigation and Trading Company. — *To be acknowledged.*

Reported that R. M. BALLANTYNE, Esq., had presented to the Institution several copies of his work intitled, *The Life-boat, a Tale of our Coast Heroes*. The Committee expressed their high appreciation of this valuable little work, which is so admirably calculated to awaken kindly feelings in youthful minds towards the life-boat cause.

Paid 2.50*3*l. 12*s*. 9*d*., for sundry charges on various life-boat establishments.

Voted the Silver Medal of the Institution and a copy of its Vote on Vellum, to Mr. JOHN B. BULKELEY, in testimony of his long and gallant services in assisting, as coxswain of the Teignmouth (Devon) life-boat, and by other means, to save shipwrecked crews.

Also 16*l*. 15*s*. to pay the expenses of the Blakeney life-boat in going off and rescuing the crews, consisting of 11 men, from the French chasse-marée *Eleanore*, of Nantes, and the brig *Fernand*, of St. Malo, which were wrecked during stormy weather on Blakeney Sands, on the 5th and 24th November.

Also 8*l*. 1*s*. to pay the expense of the Tramore life-boat, in putting off and saving the crew of 6 men, from the schooner *Sarah*, of Waterford, which was stranded during a full gale of wind off Tramore on the 17th November.

Also 6*l*. 4*s*. to pay the expenses of the Newquay (Cornwall), life-boat, in going off and bringing safely ashore the crew of 5 men from the schooner *Heroine*, of Milford, which was wrecked during a terrific gale of wind off Newquay, on the 18th November. The thanks of the Institution were also presented to Mr. W. H. TREGIDGO, for his services in going off in the life-boat on the above occasion.

Also 7*l*. 15*s*. 6*d*. to pay the expenses of the Tenby life-boat in putting off and saving the crew of 3 men from the sloop *Active*, of Carmarthen, which was in danger of foundering during a heavy gale of wind in Caldy Roads, off Tenby, on the 18th November.

Also 11*l*. 10*s*. to pay the expenses of the Penarth life-boat, in going out and assisting to save the ship *Far West*, of Newport, Monmouth, and her crew of 22 men, from a very perilous position near the entrance of Newport River, on the night of the 18th November.

Also 15*l*. 12*s*. to pay the expenses of the Dungeness life-boat, in putting off and rescuing the crew of 15 men from the barque *Louis the Fourteenth*, of Dunkirk, which was wrecked during a strong gale of wind and heavy rain, in Romney Hoy, Dungeness, on the 24th November.

Also 23*l*. to pay the expenses of the Yarmouth surf life-boat in going off and rescuing 3 of the crew from the barque *Sea Serpent*, which had stranded off Wellington Pier, Great Yarmouth, in a very heavy sea on the 24th November—the remainder of the crew having been saved by the rocket-apparatus.

Also 14*l*. to pay the expenses of the Dundee (*Mary Hartley*) life-boat, in putting off, in tow of a steam-tug, and rescuing the crew of 4 men from the schooner *David and John*, of Montrose, which was totally wrecked during very stormy weather, near No. 2 Gaan Buoy, River Tay, on the 25th November. The Institution also paid 5*l*. 5*s*. for the services of the steam-tug on the occasion.

Also 20*l*. 10*s*. to pay the expenses of the Winterton life-boat in putting off and bringing safely ashore the crew of 6 men from the brig *John*, of Hartlepool, which was wrecked off Winterton,

during a heavy gale of wind, on the night of the 24th November.

Also 8*l*. 9*s*. to pay the expenses of the Llandwyn life-boat, for going off in reply to signals of distress from the barque *Devonshire*, of Liverpool, which was riding at anchor off Llandwyn during a strong W.S.W. wind and rough sea. On arriving alongside, the captain engaged 5 of the life-boat crew to assist him in getting his vessel to Liverpool, nearly all his own crew of 16 men being disabled by illness.

Also 3*l*. 13*s*. to pay the expenses of the Berwick life-boat in going off and assisting safely into harbour four fishing-boats and their crews of 18 men.

Also 6*l*. 14*s*. 6*d*. to pay the expenses of the Padstow life-boat, in going off and assisting safely into harbour the schooner *Elizabeth*, of Llanely, which was in distress off Padstow, during a very severe gale of wind, on the 26th November.

Reported the services of the Newbiggin life-boat in going off and rendering important services to twenty-one fishing-boats and their crews, who, while out fishing, were overtaken by a sudden and heavy gale of wind. In one case the life-boat had to proceed a distance of two miles to the succour of one of the boats and her crew, who had become perfectly exhausted.

Also the services of the Lossiemouth life-boat in going off and safely bringing ashore 6 labourers from the derelict barque *Arcthusa*, of Liverpool, off Lossiemouth, on the 6th November. Several shore-boats had previously attempted to launch through the heavy surf to the rescue of the men.

Also 135*l*. 11*s*. 6*d*. to pay the expenses of the life-boats of the Institution stationed at Walmer, Scarborough, Lytham, Southport, Rye, Winchelsea, Penarth, Porthdinllaen, Braunton, and Campbeltown; in either assembling the crews or in putting off during the fearful gales of November, in reply to signals of distress from various vessels. On some of these occasions the crews of the life-boats had persevered for many hours, occasionally during dark and stormy nights, with the view of falling in with the distressed vessel; and in other cases so fierce was the gale, that all signs of both vessels and crews had entirely disappeared before even the life-boats could possibly arrive at the scenes of the distressing calamities.

Also voted 10*l*. to the crews of the huggers *Secret* and *Mary*, of Margate, for their services in saving the crew of 9 men from the Norwegian brig *Oscar*, which was in distress and afterwards foundered during a heavy gale of wind, on the N.E. part of Margate Sands, on the 31st October.

Also 8*l*. to the crews of two fishing-boats, for putting off and bringing ashore one man from the brig *Chimera*, of Liverpool, which was totally wrecked with the loss of all her crew excepting the man referred to, on the Horse bank on the Lancashire coast, during a heavy gale of wind, on the night of the 19th November. The Southport and Lytham life-boats had been out during part of the night, and again on the following morning, with the view of saving the crew of the *Chimera*, but after a diligent search, no trace of them could be found.

## THE HURRICANE AT CALCUTTA.

DETAILS of the late disastrous hurricane at Calcutta show that the destruction of property was even greater than at first supposed, although, happily, the loss of life appears to have been not so great as at first reported. Letters from Calcutta give the following particulars:—

It appears that on the evening of Tuesday, the 4th October, 1864, the sun set amidst clouds of a



deep red, with purple veins, as if bursting with passion. A gale with rain commenced, and lasted all night. On the following morning upwards of two hundred vessels were in the river at their moorings: in the evening they were all adrift; many of them were high and dry in the streets of Calcutta, and some had sunk altogether. A cyclone of unparalleled fury broke over the district and raged for five hours without intermission, and when it had concluded, half Calcutta was in ruins, the huts of the natives were carried away like wisps of straw: there is scarcely a tree standing for miles, and now all around there is a scene of desolation so appalling that no words could give you an adequate idea of it. The river raged and tossed like a sea, and its power may be judged of when I state that, of three of the large steamers of the Peninsular and Oriental Company, one, the *Bengal*, was laid high on shore, and two others were dismantled. Large ships shot up the stream in blocks of five and ten, lodging here and there in the mud. The natives were paralysed by this fearful scene, and could do nothing. Even now, five days after, they cry like children, for there is not a home for miles, and the loss of life among them is terrible. We are cut off from the rest of the world, for our telegraphs are broken; no steamer has been able to move till to-day, and the very roads are choked with falling trees. Already the exhalations from the mass of decaying vegetation are insupportable, and it will be a mercy if a dire fever does not follow close upon the storm. Far as the eye can reach there is unbroken waste and gloom. To increase the horrors of this storm, a "bore" of unusual size and force came rushing in while it was at its height, and drove the helpless vessels together in a heap. The *Hindustan*, a large Peninsular and Oriental steamer, sunk; as also did the hospital-ship, the *Bentinck*. The destruction of native huts everywhere is enormous. The whole place is a desert, and, judging from what we hear from Barrackpore, they have not fared much better on that side. The park is stripped of its finest trees, the barracks are unroofed, and all the bungalows are injured.

The shipping has suffered considerably. Of the 200 ships in the harbour only eight or nine have escaped without suffering any material damage, and of the remaining vessels, as far as can be ascertained at present, twelve have foundered. The *Lady Franklin* is supposed to have foundered with all her crew on board; and the *Govindpore*, off the Bankshall, also went down. There were nine men on board the latter vessel, including the captain, and, were it not for the singular gallantry and courage displayed by a seaman named EDWARD CLEARY, they might probably have all met with a watery grave. Mr. J. B. ROBERTS was at the ghat with some of the police, endeavouring to pass on a rope to the ship, which was near the middle of the stream, but could not get a single man among the large number that was there to venture out into the river, though he offered a reward of 100 rupees to any one who would do so. To swim out to the ship in such a gale seemed next to madness. Despite the danger, CLEARY, who had just then come up, and without even knowing anything about a reward having been offered, volunteered to swim over to the ship with the cable. He tied the rope round his waist, dashed into the water, and succeeded in reaching the ship and fastening one of the ends to her bow, and returned amid tremendous cheering ashore. The nine men safely came ashore by means of the rope, the captain being the last man who left her. CLEARY has had his hundred rupees, and will, no doubt, get many more for his exemplary conduct. The loss of lives has been variously estimated at 500, 300, and 200; the latter number may be taken as near the

mark. The number of European seamen missing is about one hundred. The *Lady Franklin*, off Coolie Bazaar, presented a most pitiable and heartrending sight. The cyclone was at its height at the time, and she was fast going down. The men on board had no chance of escape, even such of them as were able to swim, as the state of the river was something frightful. They took off their shirts and held them up as signals of danger; but there was not a soul on shore who had the slightest means of affording them any assistance, and the vessel soon after went down, not even her mast being visible above water. Equally distressing scenes were to be witnessed on board other ships; and what rendered the case doubly worse, was the helplessness of those on shore to do anything towards relieving them from the danger which threatened destruction every moment. The whole of the souls on board the *Govindpore* were saved, with the exception of a European lad, who is supposed to have fallen overboard.

It was, indeed, a melancholy sight to see the wrecks that lined both sides of the river, commencing from Armenian. Ghaut up the extreme end of Garden-reach. The disaster would not have been half so great but for the bore, which came in just about the time the hurricane was at its height, and to assist it, as it were, in its work of destruction. The heavy bore caused the ships to break from their moorings, and, as they drifted along with the tide—to stem against which was purely a matter of impossibility—they fouled each other in such a manner that they could not extricate themselves, and went ashore in groups.

#### THE LIGHTHOUSE.

THREE months at sea, and one on shore;  
 Three months at sea—yet not afloat;  
 Around our home the breakers roar,  
 Yet own we neither ship nor boat.  
 Rock-based, amid the swirl of foam,  
 The lighthouse stands—it is our home.

Three months at sea—a dreary time—  
 The ship goes gaily on its way;  
 Now and again a mellow chime  
 Comes to us through the dash of spray.  
 The ship will reach the nether zone  
 While we still pace the lighthouse lone.

While we still pace, and hear the sound  
 That comes from yon far village spire,  
 Where wife and children gather round  
 The cheery board, the crackling fire;  
 Or seaward gaze at dead of night,  
 To watch our slow, revolving light.

The skipper, through the midnight haze,  
 Marks well its gleam, and feels its worth.  
 "God's blessing on the light!" he says,  
 But gives it still a wider berth.  
 And so it shines from sun to sun,  
 A thing to bless and yet to shun.

And when the tempests howl and rave,  
 And driving clouds shut out the day,  
 And o'er the lantern top the wave  
 Flies skyward into feathered spray,  
 We laugh, my comrades twain and I,  
 To feel ourselves so warm and dry.

The lighthouse quivers to its base,  
 Yet, snug within, we know no fears;  
 We know its stones could fearless face  
 Still stouter gales in bygone years.  
 Thank God, our lot is not amiss,  
 There's many a life far worse than this.

