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OUR LIGHTS AND LIGHTHOUSES.

"How far that little candle throws his beams!
So shines a good deed in a naughty world."

Merchant of Venice.

If the faint twinkling of a candle's light was calculated to awaken so beautiful an idea in the mind of our great dramatist and poet, to what shall we liken that noble light which not only so far transcends the little candle in magnitude and beauty, and in the distance to which its beams are thrown, but whose mission is to protect and save,—which pierces the midnight gloom, lighting the seaman's path along the trackless deep, to warn him of the hidden shoal, the sunken rock, the beetling cliff—to be, as it were, "a light to his feet and a lamp to his path—to guide him to the haven where he would be?" It may be likened to religion's holy light, which reveals to man the road to Heaven, and warns him of the many hidden dangers on which moral shipwreck may befall him on his way.

So calculated, indeed, is the beacon-light to awaken elevated and even holy thoughts, that it seems somewhat strange so humble, and indeed unsuitable, a name as "lighthouse" should have been adopted to signify the shrine of so splendid a jewel, and especially as such buildings have rarely the appearance of a house at all. A tower, or more often a spire, their tall and graceful forms resemble, and accordingly their names in some other European languages have such a signification—as the "Tour à feu," in the French, and the "Torre de luces," in the Spanish language. Their more frequent name is, however, taken from the Greek "Pharos;" the celebrated light-

tower of Alexandria, erected there, on a small island of that name, by Ptolemy Philadelphus, about 300 years before the birth of Christ; thus "phare" in French, and, in our own language, the term "pharology" has been adopted to signify the science of lighting up sea-coasts with beacon or warning lights.

The most ancient light-tower of which there is any authentic record is the one above named, which endured for 1,600 years. Others were erected at Ostia, Ravenna, Apamea, and at Capio, or Apio, as recorded by Pliny, Strabo, and other writers. The oldest existing light-tower is that at Corunna, in Spain, said to have been erected in the reign of Trajan, and now fitted with one of the finest modern light-apparatus. The celebrated Colossus of Rhodes has also been supposed by some to have had a light at its summit, but on no certain evidence. Various ruins of towers on the coasts of Great Britain, and on the shores of Europe, have likewise been supposed to be the remains of ancient lighthouses; and, if such be the case, they may be looked on as fitting emblems of the departed light of the earlier civilization of our race, which was followed by a long period of barbaric darkness.

The subject of pharology, although it may not be of universal interest, should at least be so to every Englishman who is sensible of the vast commercial intercourse between his island-home and the world around it, and of the immense effect of that intercourse in promoting the prosperity and advancement not only of his own country and its numerous dependencies, but directly and indirectly of the whole world.

The slight sketch, which is all that we can attempt, of this to us interesting subject, we will divide into the three heads under which it seems naturally to fall, namely—

1st.—The towers or buildings containing the lights.

2nd.—The lights themselves.

3rd.—The positions in which such lights are placed.

1. *The Buildings.*—The character of the buildings in which the beacon-lights are placed is dependent on their situation. They may be placed on lofty cliffs at a considerable height above the sea, as at Flamborough Head and the North and South Foreland, in which case the building itself need not be lofty, but only of such peculiar shape and colour as to make it conspicuous

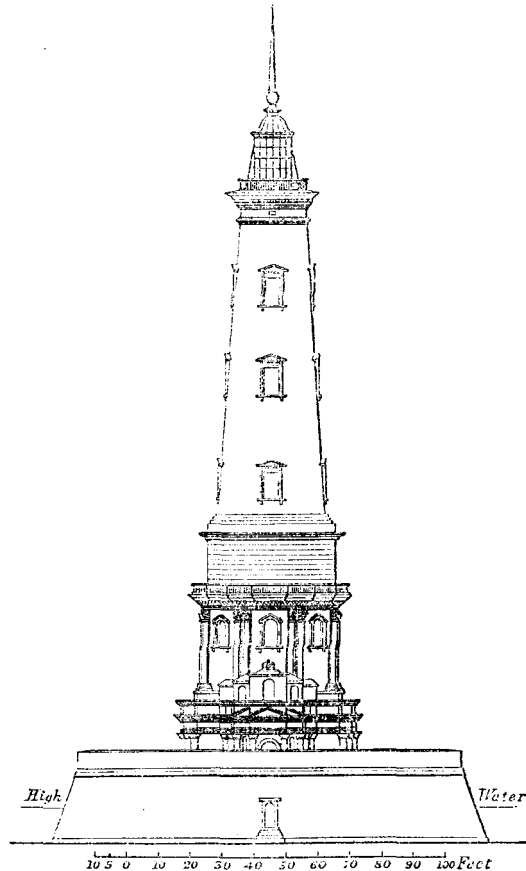


FIG. 1.—THE TOUR DE CORDUAN.

from the sea by daylight, and to make it easily distinguished from the dwelling-houses or other buildings in its neighbourhood. Or they may be situated on low promontories but little above the sea-level, as on the flat beds of shingle at Orfordness and Dungeness, where they must be raised to a considerable elevation, that the light by night and the building by day may be discernible at long distances from the land. Or they

may be fixed on the isolated and even sunken rock, as the celebrated Eddystone in the English Channel, in which case the whole skill and science of the engineer must be expended, not only on their foundations, but on their entire structure, to enable them to stand the mighty shocks of the ocean-waves. Or, lastly, they may be required to stand in the very midst of the "great deep" itself, where not even a sunken rock will afford a founda-

tion on which to build ; and then they must be either erected on open work of piles, or on a floating-vessel, strongly moored to the ground below, many of which invaluable though non-locomotive craft may be seen around our coasts, warning the mariner from the treacherous sandbanks that are so numerous in our tidal sea.

The principal class of buildings of this description to be noticed are those of the third class above alluded to, which are erected on outlying rocks, or on softer ground in shallow water ; for such edifices are invested with peculiar interest, from the skill and energy

that have been engaged in their construction ; as being amongst the most striking illustrations of the conquest of mind over matter ; and as being invested with a certain wild romantic interest from their isolated exceptional positions, eternally surrounded by the great watery waste, and cut off from the busy haunts of man.

The Tour de Corduan (Fig. 1).—Perhaps the first light-tower that has claim on our attention, as far as architectural grandeur is concerned, is the *Tour de Corduan*. It is erected on an extensive reef at the mouth of the river Garonne, in France, and

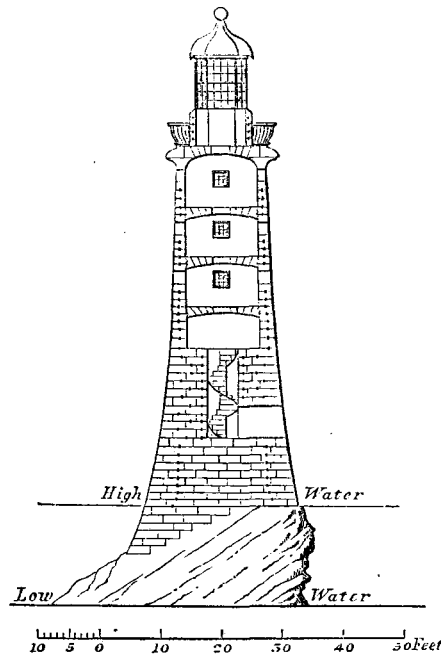


FIG. 2.—THE EDDYSTONE.

serves as a guide to the shipping of Bordeaux and the Languedoc Canal, and, indeed, of all that part of the Bay of Biscay. It was commenced in the year 1584, and not completed until 1610. It is 197 ft. high, and around the base is a wall of circumvallation 134 ft. in diameter, in which the light-keeper's apartments are formed, somewhat in the style of the casemates in a fortification. Its first light was obtained by burning billets of wood in a chauffer at the top of the tower, which was no doubt the mode by which all the earlier light-towers were illuminated.

It has since gone through all the gradations of improvement of the several modern discoveries, viz., from a fire of wood to one of coal, and the subsequent addition of a rude reflector ; next, in about the year 1780, the substitution of improved reflectors and lamps ; and lastly, in 1822, by the introduction of the dioptric apparatus, first proposed by our distinguished countryman SIR DAVID BREWSTER, in 1812, and subsequently in France by M. FRESNEL.

The Eddystone (Fig. 2).—Of the British light-towers of this class, that on the Eddy-

stone rock, 9 miles off the coast of Cornwall, is the most celebrated, although much larger ones have been since built on the same design. The first light-tower on these dangerous rocks was designed by Mr. WINSTANLEY, and was formed of wood; it was commenced in 1696 and completed in 1698. It was 60 ft. high; but as the sea broke fairly over its top, its height was subsequently increased to 120 ft. In November, 1703, some considerable repairs were being executed, when the storm of the 26th of that month swept the entire edifice away, and Mr. WINSTANLEY and the whole of his assistants, 30 in number, unhappily perished on the occasion; a proof of the danger and difficulty attending the construction of such works. Shortly after its destruction, the *Winchelsea* ship-of-war was wrecked on these rocks, and most of her crew were drowned. In 1706, another tower, likewise of wood, was commenced under the direction of Mr. JOHN RUDYERD, of London, and was completed in 1708. This one lasted until the year 1755, when the whole edifice was destroyed by fire. The height of this tower was 92 ft., and the diameter at its base 23 ft.

The great importance of a light on these dangerous rocks having been long recognized by seamen, no time was now lost in replacing it, and Mr. SMEATON was intrusted with its re-erection. On the 12th June, 1757, the first stone of the present edifice was laid, and the last on the 20th August, 1759. The whole structure is 93 ft. in height, and has 26 ft. diameter at the base. The first twelve feet above the rock is a solid mass of masonry, the stones being united to each other by means of stone joggles, dovetailed joints, and oak tree-nails. This beautiful tower, which, after the lapse of more than a century, stands as firm as the rock on which it rests, has been the model of successive structures in similar positions.

The Bell Rock.—Amongst the chief of these light-towers is the Bell Rock tower, on the East Coast of Scotland, on a dangerous reef, right in the fairway to the Friths of Forth and Tay, which had long been a terror to mariners; the task of erecting a durable edifice

on this reef was a still more difficult one than had been that in the case of the Eddystone, since there was a depth of 12 ft. of water over the rocks at every spring-tide. All difficulties, however, were overcome, and a splendid stone tower, after the model of the Eddystone, was successfully erected under the direction of Mr. ROBERT STEVENSON, the engineer to the Lighthouse Board of Scotland. This tower is 100 ft. high, 42 ft. in diameter at the base, and 15 ft. at the top. The foundation having been excavated, the first stone was laid on the 10th July, 1808, and the light was first exhibited on the night of the 1st February, 1810. Its base is of solid masonry to the height of 30 ft., at which height is the door for ingress and egress, and which is reached from the outside by a massive copper ladder. It cost 60,000*l.*

The Skerryvore.—Another noble specimen of sea-architecture, if we may use the term, is also to be found on the coast of Scotland.—The Skerryvore Rocks on the coast of Argyleshire, 12 miles W.S.W. of the Isle of Tyree, were long known as the dread of seamen, owing to the numerous shipwrecks that had occurred on them, fatal alike to the vessels and their crews.

The Commissioners of the Northern Lighthouses had for many years entertained the project of erecting a light-tower on the Skerryvore reef, and with that object had visited it in the year 1814, in company with SIR WALTER SCOTT, who has given a graphic description of it in his "Diary." It was not, however, until the year 1834 that a minute survey of the reef was undertaken by that Board, and the work was not actually commenced before 1838. In illustration of the danger attending the construction of such edifices we will describe some details regarding the commencement of this light-tower.

The Skerryvore reef, which stretches over a surface of nearly 8 miles from W.S.W. to E.N.E., is composed of the very hard igneous rock called gneiss, the surface of which is worn as smooth as glass by the perpetual motion of the water. In numerous places it rises above the surface of the water, forming small rocky islets, the principle one

of which alone presents sufficient surface to form the base of a light-tower; and it is so small, that at high water little of it remains above the surface but a narrow band of a few feet in width, and some rugged lumps of rock, separated from it by gullies, through which the sea almost incessantly plays. The cutting of the foundation alone, in this irregular flinty mass, occupied nearly two summers; and the blasting of the rock in so narrow a space, without any shelter from the flying splinters, was attended with much hazard.

In such a situation, of course, everything had to be provided beforehand, and transported from a distance; and the omission even of a little clay for the tamping of the mine-holes might for a time have stopped the works. Barracks had to be built at the workyard in the neighbouring island of Tyree, and also on the Isle of Mull, where the granite for the tower was quarried. Piers had to be built at both places, to facilitate the shipment and landing of materials; and a small harbour or basin, with a reservoir and sluices for scouring the entrance, had to be specially formed, for the accommodation of the small vessel required to permanently attend on the light-keepers. A steam-tug had also to be provided, to expedite the transport of the building materials, and which also served, in the early stages of the work, as a floating-barrack for the workmen, in which service she and those on board her had to incur many risks, the tug being moored off the rock on foul and rocky ground, on which the anchor often tripped.

In the summer of 1838, Mr. ALAN STEVENSON, the engineer who designed the tower, commenced by erecting a wooden barrack on the rock, as far as possible removed from the foundation; but in the great gale of the 3rd November following, it was entirely destroyed and swept from the rock, leaving nothing but a few twisted iron stanchions to mark its site. For the greater part of two seasons, the men then lived on board the vessel moored off the rock; at the end of which time they erected another wooden barrack, more strongly secured than the former one, and which fortunately endured through the winter's storms, until the com-

pletion of the building, and indeed till many years afterwards, notwithstanding that, as Mr. STEVENSON describes it, they were often disturbed in their beds by the sea pouring over the roof, by the spurting of the water through the doors and windows, and by the rocking of the whole edifice on its supports.

The Skerryvore light-tower was completed in 1844. It is 138½ ft. high, exclusive of the lantern, 42 ft. in diameter at the base, and 16 ft. at the top. It was an adaptation of Smeaton's Eddystone-tower, with such modifications in the size and general arrangements of the building as were called for by the peculiar situation and other circumstances, while it embodied such improvements as later knowledge had suggested.

The tower contains a mass of stonework of about 58,580 cubic feet, being more than double that of the Bell Rock, and nearly five times that of the Eddystone. Its cost, including all the contingent and preliminary expenses, was 86,978*l.*

The other light-towers of this description most worthy of notice are the Bishop Rock, off Scilly, the New Smalls, that on the Hanois Rock on the Jersey coast, and perhaps that at Carlingford on the east coast of Ireland. The three first named have been all erected by the Trinity House, under the superintendence of the Messrs. DOUGLASS, who are now engaged on the difficult task of erecting a tower on the Wolf Rock off the Land's End. The Carlingford tower was designed by Mr. GEORGE HALPIN, the inspector of the Irish lights; it was first exhibited on the 20th December, 1830. Its figure is that of a frustrum of a cone, 111 ft. high, and 48 ft. in diameter at the base.

Some idea may be formed of the difficulties in the way of erecting light-towers of this class, from the circumstance that in working at the tower on the Wolf Rock, 82 working hours is said to have been the whole time that was available to work on the rock during the year 1862. Some idea may likewise be formed of the tremendous strain to which they are subjected from the fact that, at Skerryvore, where an instrument to test the force of the waves had been exposed, it was found to have equalled, in the maximum case, no less than

6,083 lbs. on the square foot; also from the fact that, at the Bishop Rock Light-tower, off Scilly, a massive bell, which was fixed with strong iron supports, built into the masonry, at 120 ft. above the level of the sea, was struck with such force by a wave which ran up the tower, that it was wrenched from its position, while its iron supports were broken. It will be readily felt, then, that the greatest possible strength that human ingenuity can devise must be requisite to resist the impact of such enormous forces. This strength is obtained in the stone-towers by a solid mass of masonry, to a height of 30 ft. in some towers, above the sea-level, the stones being all dovetailed together, both laterally and vertically, and united by hydraulic cement, so that the stones cannot be separated without being broken, and the whole base is literally as solid and indivisible as if it were a natural, solid rock.

A novel class of towers has been designed and erected by Mr. ALEXANDER GORDON, consisting of iron plates bolted together. There are several fine examples of his light-towers at Jamaica, Bermuda, the Bahamas, and other places. They are well adapted for positions and countries where skilled labour and suitable materials are wanting.

Another description of light-tower, or



FIG. 3.

lighthouse, deserving of notice, is that on the ingenious plan of Mr. ALEXANDER MITCHELL, supported on screw-piles. Buildings of this class are especially applicable to

shallow waters, at the estuaries of rivers, and such-like situations, over flat, soft ground of mud or sand. The Maplin, at the mouth of the Thames, was the first of these, begun in 1838. It stands on nine piles, secured to as many iron screws, which were screwed down to a depth of 22 ft. into the sand (Fig. 3). These screws consist of a single turn of a flange, 4 ft. in diameter, on the lower end of the iron pile (Fig. 4).

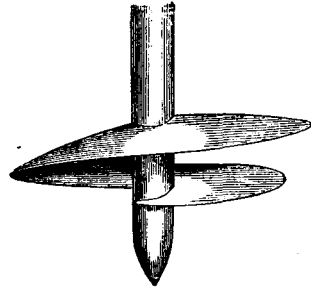


FIG. 4.

They were fixed in nine consecutive days, under the personal direction of the blind inventor. The piles are secured in place and bound together by suitable ties, and the dwelling-room and lantern are placed above the reach of the sea, which breaks harmlessly through the open work of iron piles, &c., beneath. Similar buildings have been constructed at Fleetwood, Belfast, and other places.

Lastly, there remains to be described the floating-lights. It is, we believe, an axiom in pharology never to place a floating light where a suitable position can be had for a fixed building; the reasons being, that their lights must be comparatively small; that they are liable to drag their anchors in violent storms, and thus, by their change of position, to mislead instead of guiding, although this does not often happen; that they are much more expensive, requiring 11 men to work them, whereas 3 men are all that are necessary to occupy a first-class light-tower; the cost of management of the former being about 1,300*l.* per annum, and of the latter 350*l.*; also that they are much more troublesome, requiring to be periodically taken into dock to refit, on which occasions they have to be replaced by similar vessels. There are 51 floating lights on the coasts of the United Kingdom, being a greater number than appear in any other country, the United States of America having only 39 lights. These craft are in general ordinary-shaped vessels, and are now

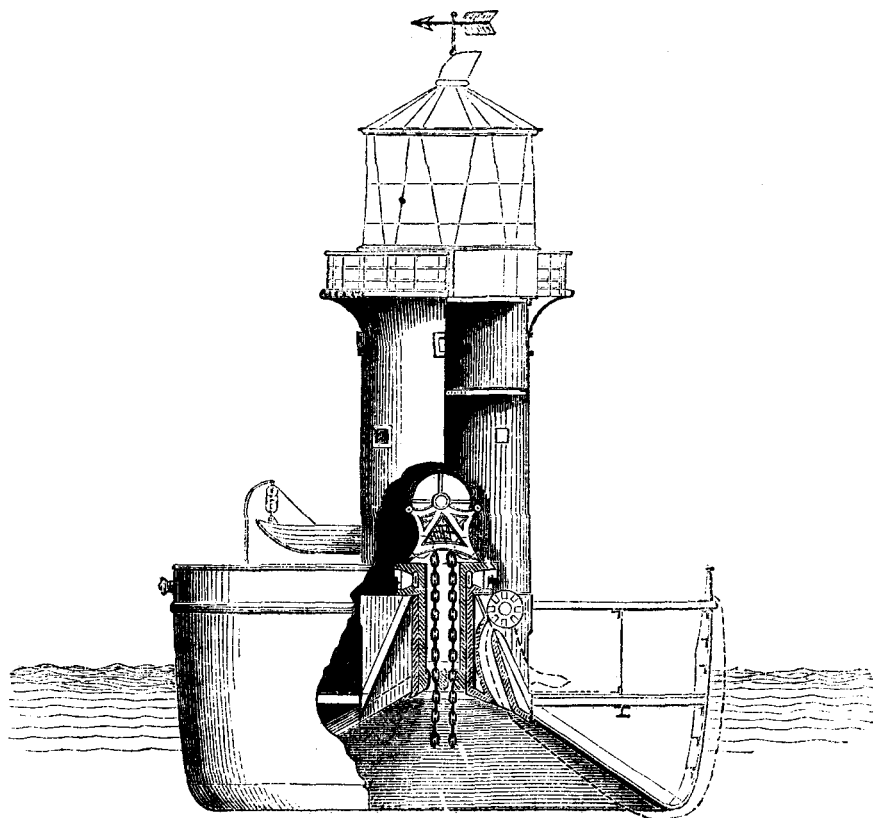


FIG. 5.

expressly built for the purpose. The floating light-vessels of Mr. GEORGE HERBERT's design are, however, circular, and are moored from their centre of gravity. They have immense stability, and are comparatively motionless; they have been found to answer admirably where adopted for floating beacons, &c. (Fig. 5.)

Light-vessels are ordinarily painted of a dark-red colour, to make them readily distinguishable from all other craft, and that colour, which is the opposite of green, being more conspicuous than any other on the surface of the water.

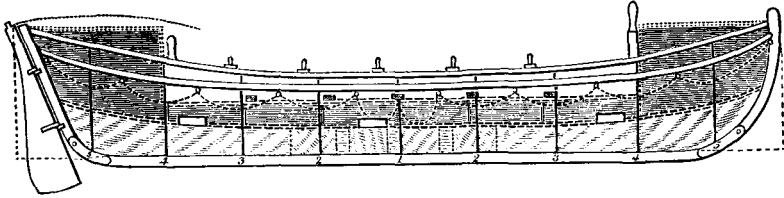
The greatest depth of water in which any of these vessels at present ride, is about forty fathoms, as is the case with the one at the station of the Seven Stones, between the Scilly Islands and Cornwall.

The lights on land, or lighthouses, which are at the highest elevation, with the distances they command in clear weather, are given in the following table, compiled from the general return published by the Admiralty:—

	Year erected.	Height of Lantern above High Water.	Distances at which the Lights are seen.
		Feet.	Miles.
Lizard	1751	224	20
Needles	1786	469	27
Beachy Head	1828	285	22
South Foreland	1793	372	25
Cromer	1719	274	22
Flamborough Head	1806	214	19
Inchkeith	1804	220	18
Isle of May	1816	240	21
Dunnet Head	1831	346	23
Sumburgh Head	1821	300	22
Cape Wrath	1828	400	25
Barra Head	1833	680	32
Kintyre	1787	297	22
Mull of Galloway	1830	325	23
Calf of Man	1818	375	22
St. Bee's Head	1718	333	23
Lundy Island	1820	540	30
Cape Clear	1817	455	27
Clare Island	1806	349	27
Skellig's Rock	1826	372	25

The figures which are appended, together with the above brief sketch, will, perhaps, give a sufficient general idea of the nature of the buildings which enclose and protect the beacon-lights that encircle our shores. In our next Number we hope to give a description of those lights themselves.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.



NORTH DEAL.—A new life-boat station has been established by the NATIONAL LIFE-BOAT INSTITUTION, at the north end of the town of Deal on the Kentish coast, as it was thought that a life-boat placed there might be useful on occasions of wrecks on the northern part of the Goodwin Sands; for, by running through an opening in the sands called the Swashway, she might reach distressed vessels in some positions before either the Ramsgate or Walmer life-boats. As it was most essential that the boat should sail fast, a very fine life-boat, 40 feet long and 10 feet wide, has been built expressly for this station. The boat sailed from London to its destination manned by the coxswain and some of the crew; and in this and subsequent trials she proved to be very fast under sail, as well as manageable under oars, and to have great stability. A handsome boat-house has been provided for this life-boat. E. W. COOKE, Esq., R.A., F.R.S., has kindly contributed 200*l.* towards the expenses of the life-boat establishment, and has collected about 150*l.* in addition from his friends and others in aid of the same benevolent object. The life-boat is named the *Van Hook*.

TRAMORE, IRELAND.—A new 32-feet double-banked life-boat and transporting-carriage have been forwarded to Tramore, near Waterford, by the Institution, to replace a smaller 6-oared boat formerly there, which was thought not to have sufficient power to be pulled out to the bay on occasions of heavy storms. The expense (250*l.*) of this new life-boat was defrayed from a fund collected amongst the Members of the Cambridge University Boat Club. At their desire the boat is named the *Tom Egan*, after a former President of the Club, who has been for a long period a zealous and valuable coadjutor of the NATIONAL LIFE-BOAT INSTITUTION, and who partly originated in the Club the project of raising the cost of a life-boat. Messrs. MALCOLMSON readily gave, as usual, a free conveyance on board

their vessels to the new and old life-boats between London and Waterford.

ARDMORE, IRELAND.—The Institution has just placed a 32-feet 10-oared life-boat at Ardmore, on the coast of Waterford, instead of a small boat previously there. The cost (300*l.*) of the new life-boat was the gift of "A Friend," through R. B. MANNION, Esq.; and the boat is called the *Salomon*, at the request of the generous donor. The British and Irish Steam-packet Company readily carried the new and old life-boats and carriages between London and Waterford on board their vessels.

SUNDERLAND.—The seamen of this port having expressed a wish that the NATIONAL LIFE-BOAT INSTITUTION would furnish them with one of its self-righting life-boats in lieu of their present boats, and Miss BURDETT COURTS—who had generously given the seamen one of their boats—having readily given her consent to the exchange, the Institution has forwarded to this important station a first-class 33-feet 10-oared life-boat, with a transporting-carriage. These have been placed in a boat-house temporarily prepared for them, in readiness for active service. The expense of the new life-boat was defrayed from a fund raised for that purpose in the town and county of Derby by THOMAS ROE, Esq., Mayor of Derby, WILLIAM PEAT, Esq., and other gentlemen. The boat is called the *Florence Nightingale*, after the distinguished lady of that name, who is a native of Derbyshire. The life-boat was publicly exhibited in Derby on its way to its station, and subsequently on arriving at Sunderland, a grand demonstration took place, the boat being received with acclamation by the seamen and others. The Midland and North Eastern Railway Companies kindly forwarded the boat and carriage to their destination from London via Derby.

HOLY ISLAND, NORTHUMBERLAND.—The Institution has just renovated this life-boat station, which was formerly under the

management of Lord CREWE's trustees, and it has placed there a new 32-foot double-banked life-boat, provided with a transporting carriage, in the boat-house which has been prepared for their reception. Lady W——, through Sir W. G. ARMSTRONG, K.C.B., F.R.S., placed 600*l.* at the disposal of the Society to defray the expense of renovating this life-boat establishment. The new life-boat has been named the *Grace Darling*, after the heroine who many years ago distinguished herself in saving life from shipwreck near Holy Island. The Great Northern and North Eastern Railway Companies readily conveyed the boat and carriage over their lines as near as possible to their destination.

We append from the "Book of Days"—a most valuable work, published by Messrs. CHAMBERS, Edinburgh—a brief narration of the circumstances connected with the wreck of the *Forfarshire*, which first brought GRACE DARLING and her father prominently before the public—

"It was on the 6th of September, 1838, that the event took place which has given the family celebrity. The *Forfarshire*, a steamer of about 300 tons, JOHN HUMBLE, master, was on her way from Hull to Dundee. She had a valuable cargo, and sixty-three persons on board—the master and his wife, a crew of twenty men, and forty-one passengers. A slight leak, patched up before her departure from Hull, broke out afresh when off Flamborough Head, and rendered it difficult to maintain the fires of the engine. She passed between the Farne Islands and the mainland about six o'clock in the evening of the 5th of September, and then began to encounter the high sea and a strong north wind. The leak increasing, the engine fires gradually went out, and, although the sails were then used, they could not prevent the vessel from being driven southward: wind, rain, fog, and the heavy sea all beset the hapless vessel at once. About four o'clock on the morning of the 6th, she struck, bows foremost, on a precipitous part of the rocky island. Some of the crew and one of the passengers left the ship in one of the boats; two other passengers perished in the attempt to throw themselves into the boat. The females on board clustered round the master, shrieking and imploring aid which he could not afford them. A heavy wave striking the vessel on the quarter, raised her from the rock, and then caused her to fall violently on it again; she encountered a sharp ledge, which cut her in twain, about midships; the fore part remained on the rock, while the hinder part was carried off by a rapid current through a channel called the Piper Gut. In this fearful situation the remainder of the passengers and crew awaited the arrival of daylight, no one knowing how soon the waves might destroy them altogether. At daybreak WILLIAM DARLING described them from the Longstone Lighthouse, about a mile distant, and it soon became known at Bamburgh and Holy Island that a ship had been wrecked. So fearfully did the waves beat against the rock that the boatmen of North Sunderland refused to put off; and DARLING, accustomed to scenes of danger as he was, shrank from the peril of attempting to reach the wreck

in a boat. Not so his gentle and heroic daughter, GRACE. She could see, by the aid of a glass, the sufferers clinging to the wreck; and, agonized at the sight, she entreated her father to be allowed to go with him in a boat to endeavour to rescue them. At last he yielded: the mother assisted to launch the boat into the water, and father and daughter each took an oar. And so they rowed this fearful mile, at each instant in danger of being swamped by the waves. They reached the wreck, and found nine survivors; one of whom, a weaver's wife, was found in the fore cabin, exposed to the intrusion of the sea, and two children lay stiffened corpses in her arms. The whole nine went with DARLING and his daughter into the boat, and safely reached the lighthouse, where, owing to the severity of the weather, they were forced to remain two days, kindly attended to by DARLING, his wife, and daughter.

"When the news of this daring exploit reached the coast, all Northumberland was filled with admiration, and speedily the whole kingdom was similarly affected. The name of 'DARLING' became everywhere known; and their gallant exploit became the theme of every tongue. GRACE herself received attention from all quarters; and tourists innumerable came to see the Longstone Lighthouse, but still more to see GRACE herself. The Duke and Duchess CHARLOTTE of Northumberland invited DARLING and his brave daughter to Alnwick Castle, and gave her a gold watch; the silver medal of the National Shipwreck (now Life-boat) Institution was presented to her and her father; and testimonials came from various public bodies. A purse of 700*l.* was presented to her by public subscription: portraits of her were eagerly sought and purchased; and the speculating manager of a London theatre even offered to her a large sum, said to have been 20*l.* a night, if she would merely sit in a boat on the stage for a few minutes, during the performance of a piece written for the occasion, the subject of which was the heroic adventure of DARLING and his daughter. But her modest and retiring disposition revolted from this last-named notoriety; she rejected the offer, and throughout the whole of her novel, tempting career, she never once departed from her gentle womanly demeanour. About four years after the event which has given her name an everlasting fame, she died at Bamburgh, of consumption, on the 20th of October, 1842, at the early age of twenty-seven."

We may add that Mr. WM. DARLING died on the 21st May last, at Bamburgh. He was in his eightieth year, and was much and deservedly regretted. About a fortnight previous to his decease, the Holy Island life-boat, bearing the name of his brave daughter, arrived on its station; and it could not have failed to soothe his last hours to reflect that her memory was still remembered and cherished.

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

NEWBIGGIN, NORTHUMBERLAND.—On the morning of the 17th November, while a large number of fishing-boats were out, the wind rose, on the turn of the tide, to a

strong gale from S.E. The sea was also very rough. The cobbles that were nearest the shore managed to get in safely, when their crews immediately manned the life-boat, and went off to the help of their fellow-fishermen. One boat was out at a distance of two miles; but with the assistance of the life-boat, she and all the other boats with their crews were safely got into port. The Hon. Sec., the Rev. F. H. ASHHURST, thought that nearly 100 persons were released from imminent peril by the timely help and presence of the life-boat.

NEW QUAY, CORNWALL.—On the 18th November, the schooner *Heroine*, of Milford, was driven on the Bar near New Quay Harbour, from loss of sails and stress of weather. The *Moses* life-boat was at once launched, and brought safely ashore the vessel's crew of 5 men.

TENBY, SOUTH WALES.—On the morning of the 18th November the sloop *Active*, of Carmarthen, was observed with signals of distress flying, in Caldy Roads, off Tenby. There was a heavy gale of wind blowing from W.N.W., and the sea was breaking heavily over the vessel. The Tenby life-boat was quickly launched, and rescued the crew of 3 men from the sloop. Subsequently the gale moderated, and a fishing-smack succeeded in bringing the vessel safely into port.

PENARTH, SOUTH WALES.—About 7 o'clock on the evening of the 18th November, information was received at Penarth that a large ship was stranded on the S.W. Patch. The life-boat at once proceeded to the spot in tow of a steam-tug. On arriving alongside, some of the life-boat's crew boarded the ship and assisted in getting her from her perilous position. They received the hearty thanks of both owner and master for so promptly coming to their help. The vessel proved to be the ship *Far West*, of Newport, Monmouth, bound from Callao to Queenstown with a cargo of guano.

BLAKENEY, NORFOLK.—On the morning of the 23rd November the schooner *Fernand*, of St. Malo, stranded on the West Sand, at the entrance of Blakeney Harbour. In the evening it came on to blow heavily from E.S.E., causing a very bad sea, which placed the crew, who had hitherto refused to leave their vessel, in very great danger. The Blakeney life-boat went out and brought safely ashore the crew of 5 men.

On the 20th February, 1865, the Blakeney life-boat again went out, and rescued the crew of 13 men from the barque *Amana*, of

Sunderland, which was totally wrecked, during thick weather, about 3 miles east of Blakeney Harbour. The life-boat also brought ashore 5 men who had previously boarded the vessel in their own boat, and were unable to reach the land again in her.

WINTERTON, NORFOLK.—On the 24th November, at 5:30 A.M., signals of distress were observed to the northward. A strong gale from the E.S.E. was blowing at the time, accompanied with rain. The Winterton life-boat was launched, and with great difficulty succeeded in taking the crew of 6 men from the rigging of the brig *John*, of Hartlepool, and afterwards in landing them safely.

BERWICK-ON-TWEED.—On the 24th November three fishing-boats were seen making for the harbour. The weather at the time was very stormy and a heavy sea was running on the Bar, through which it was feared they could not pass safely. The *Albert Victor* life-boat was accordingly launched, and proceeding over the Bar, piloted the boats safely into harbour.

GREAT YARMOUTH.—About 5 A.M., on the 24th November, the barque *Sea Serpent*, of South Shields, was observed ashore opposite the Wellington Pier, the wind blowing a gale from the E. at the time. The Yarmouth small surf life-boat was immediately launched, and with great difficulty, after lying alongside for half an hour, owing to the crew refusing to leave the ship, rescued 3 of their number from their perilous position, and landed them safely on Yarmouth Beach. The remainder of the vessel's crew, numbering 16 men, were saved by the rocket-apparatus.

About 9:30 P.M., on the 7th December, the St. Nicholas lightship was observed throwing up rockets, and a light was seen as if from a vessel in distress on the Scroby Sands. The Yarmouth large life-boat was immediately launched, and proceeded in the direction of the signals of distress, which were found to proceed from the Austrian brig *Zorniza*, of Lucine, which had stranded on the Scroby Sands. Every exertion was made by the life-boat's crew to save the vessel, and they ultimately succeeded in getting her off the sand; but having previously lost her rudder, she was quite unmanageable, and again got on the sand. The crew, consisting of 12 men and a pilot, were then taken on board the life-boat with great difficulty, and afterwards brought safely ashore. The sea was very heavy, and one of the beachmen's yawls, the *Bravo*, was

damaged to such an extent in endeavouring to assist the vessel, that her crew of 7 men left her and gladly got into the life-boat, fearing their own boat would sink.

NEW ROMNEY, KENT.—On the night of the 24th November the barque *Louis Fourteenth*, of Dunkirk, parted her cables in Dungeness Roads, and afterwards became a total wreck, on Romney Hoy, during a strong gale of wind from the S.S.E., with heavy rain. The New Romney life-boat was quickly launched through a heavy sea, and brought safely ashore the whole of the ship's crew, consisting of 15 persons.

BROUGHTY FERRY, DUNDEE.—About 3 A.M. on the 25th November the *Mary Hartley* life-boat was launched, and proceeded, in tow of a steam-tug, down the river to Buddonness, to the rescue of the crew of a vessel reported to be in distress. At daylight the schooner *David and John*, of Montrose, was seen amongst the broken water, near No. 2, Gaa Buoy, in a dangerous position. The life-boat immediately pulled to her, and with considerable difficulty got alongside, and took off the crew of 4 men, and afterwards landed them in safety. The weather was very stormy. The schooner was left at anchor, but sunk soon after the crew had been taken off. The life-boat behaved remarkably well in the heavy sea that was running at the time.

Soon after the life-boat returned to her station, the S.S. *Queen*, of Dundee, reported a wreck on the Abertay Sands. A fresh crew was mustered, and the life-boat at once proceeded again, in tow of the *Queen*, some distance down the river, when the masts of a wreck were observed a long distance off to the south of the bank. As some doubts existed as to whether some of the vessel's crew might not be clinging to the rigging, the life-boat's crew resolved to pull over the Banks. After going through a tremendous sea, which repeatedly filled the life-boat, she arrived alongside the wreck, which proved to be that of the S.S. *Dalhousie*, of Dundee, trading between that port and Newcastle. No one was found in the rigging, and it was afterwards discovered that the whole of the crew and passengers, numbering between 30 and 35 persons, had unhappily perished.

On the 8th February, 1865, the *Mary Hartley* life-boat again went off, and rendered important services to the Norwegian schooner *Anga*, which was in a perilous position during a strong easterly wind, with signals of distress flying, between Nos. 1

and 2 buoys in the River Tay. The life-boat men boarded the vessel, slipped her anchor, had her taken in tow by a steam-tug, and brought her to a safe anchorage.

LLANDDWYN, ANGLESEY.—On the 27th November signals of distress were observed between 3 and 4 miles distant from this place. The crew of the Llanddwyn life-boat were at once assembled, and the boat went off and found the vessel riding with two anchors down. She proved to be the barque *Devonshire*, of Liverpool. The captain said his crew were nearly all disabled by sickness, and requested the services of some of the life-boat's crew to assist in getting his vessel to Liverpool. Five of them accordingly boarded the ship, and having got her under weigh, proceeded with her to Liverpool, where she safely arrived the following day.

PAKEFIELD, SUFFOLK.—On the 28th November the brig *Davenport*, of South Shields, was seen in a sinking state in Pakefield Gatway. The Pakefield life-boat was at once launched; but before she could close with the vessel, the crew had taken to their long-boat, and were picked up by a steam-tug. About the same time the barque *Jenny Lemelin*, of Quebec, was seen in distress on the Newcome Sands. The life-boat went to her assistance, and with the aid of the steam-tug *Powerful*, of Lowestoft, succeeded in getting her off the sands, and afterwards in bringing her and her crew of 9 men safely into harbour.

ORME'S HEAD, NORTH WALES.—On the 7th December signals of distress were observed on a vessel near the Little Orme's Head. The *Sisters' Memorial* life-boat was launched, and found the vessel at anchor, with her mast carried away. She proved to be the flat *Morning Star*, of Carnarvon. With the assistance of the life-boat, the vessel and her crew of 3 men were brought safely into Llandudno. It blew very hard from S.S.W. at the time.

PENMON, ANGLESEY.—On the 11th December, during a heavy gale from the S.W., the smack *Pearl*, of Carnarvon, at anchor near the Dutchman's Bank, hoisted signals of distress. On these being observed from the shore, the life-boat was launched, and reaching the vessel, took off her crew of 3 men. While returning to the shore, another smack, the *Speedwell*, also belonging to Carnarvon, was seen showing signals of distress. The life-boat immediately bore down to her, and also brought ashore her crew of 2 men.

NO LIFE-BOAT THERE!

BY NICHOLAS MICHELL, Esq.*

(With Illustration.)

I.

It was a wild and lonely shore,
 Girded by rocks; the sea-bird's cry,
 The billow's everlasting roar,
 The tempest, howling through the sky,
 The only sounds—as though Despair
 Sat throned, a gloomy monarch there.

II.

The sun went down, black, threatening clouds
 Quenching his wonted golden light,
 And still they spread, like hanging shrouds,
 Storm riding on the wings of night;
 And the high rocks the billows lashed,
 While, rolling answer, thunders crashed.

III.

Above the thunder and the gale,
 The minute-gun is booming now;
 See, as the lightnings shimmer pale,
 Yon vessel with half-buried bow!
 Her cable snaps—all hope is o'er,
 Her course is tow'rd that fatal shore.

IV.

She strikes!—the breakers o'er her sweep;
 The hapless crew, so stoutly brave,
 Are powerless now; the foaming deep
 Must be their cold unhonoured grave;
 Hark to their anguish-cry—their last
 Wild prayer to God that swells the blast!

V.

No arm to save—no Life-boat near;
 Oh, had that boat—a thing of power,
 That fronts all dangers, mocks at fear,—
 Come, angel-like, at that dread hour,
 Haply no soul had darkly died—
 Each safely wafted o'er that tide!

VI.

They struggle with the raging billow,
 They shriek, they sink—then all are still,
 Laid coldly on their ocean-pillow,
 The bleak winds o'er them whistling shrill!
 They perished, asking aid in vain—
 No Life-boat on that stormy main.

VII.

A dog, strong swimmer, reached the strand;
 He only baffled ruthless death;
 He found his master, licked his hand,
 And on him breathed his loving breath;
 Looked on that form, stretched cold and low,
 And e'en death's meaning seemed to know.

VIII.

Fond, faithful brute, he stood and whined,
 And would not quit that lifeless clay;
 The drowned one had been gentle—kind;
 He watched and howled till dawn of day:
 Man's friend, true mourner of the dead,
 Oft true when human friends have fled.

IX.

They came at last, and on that shore
 Found the poor victim of the deep;
 The dog, exhausted, howled no more,
 But by his master seemed to sleep;
 The wave-beat sands their mournful bed,
 Winds wailed their dirge—for both were dead.

X.

Oh, had man's wealth and mercy given
 A Life-boat to that shore of gloom—
 Where storms so oft sweep angry heaven—
 Each soul might have been snatched from
 doom!
 Stout hearts still battled through the years,
 No widows, orphans, shedding tears.

Author of 'The Wreck of the Homeward Bound,' 'Ruins of Many Lands,' 'Pleasure,' &c.



NO LIFE-BOAT THERE!

LIFE-BELTS ON BOARD OUR MERCHANT-SHIPS.

It is now thirteen years ago that the NATIONAL LIFE-BOAT INSTITUTION, called previously to that time the "NATIONAL INSTITUTION FOR THE PRESERVATION OF LIFE FROM SHIPWRECK," seriously undertook and commenced the national work of renovating and multiplying the life-boat establishments on the coasts of our sea-girt islands. The splendid success which the sympathy and open-handed support of the British public, the cordial and hearty co-operation of the dwellers on our shores, and the assiduity of its own Committee of Management, and officers have enabled it to achieve, is now known to nearly every one.

It would, however, be a mistake to suppose, as we believe is sometimes done, that, in devoting its more especial attention to this chief vehicle for rescuing our drowning fellow-creatures, the Institution has in the slightest degree restricted the sphere of its operations. From its first foundation in the year 1824, its mission—we may truly say, its glorious mission—has been to save human lives from death by shipwreck, by any and every available means from the shore.

This it has effected by the establishment of life-boat stations, and by rewarding, with honorary and pecuniary awards, those who have been instrumental in saving lives from shipwreck by any means whatever. But now that the shores of our country are nearly everywhere provided with Life-boats, or with the Rocket and Mortar Life-saving Apparatus, the Institution has turned its attention to another subject, viz., aiding to provide some simple and inexpensive means of safety on board our Merchant-ships, so that, in the event of their meeting with accident, whether by stranding or collision, or foundering in positions where no help can be received in time from the shore, or in the hours of darkness when they may not be seen from it, their crews may in many cases be saved, when without such aid they must be drowned.

As every merchant-vessel is private property, the Institution could of course take no action in the matter without the consent, and indeed co-operation, of the owners of ships. Its Committee of Management have therefore thought that their best mode of proceeding would be to introduce an efficient description of life-belt of a cheaper character than those hitherto in use, and to supply them to the ship-owners without profi-

on them, at the same time making an appeal to them to embrace the opportunity of relieving themselves of the great responsibility of lives being lost in their employ, without any, even the most simple, means being provided to save them.

The Committee have accordingly issued the following Public Notice to the ship-owning community of the United Kingdom, and they now earnestly appeal to it to second their efforts in this humane cause. The general community on the land is nobly doing its share—and more than its share—of this great work. Inland towns, and benevolent individuals living far from the view of the sea and the sounds of its waves, are providing life-boats at their sole expense, whilst the fishermen and pilots and boatmen on our coasts are every winter nobly [risking their own lives to save our shipwrecked seamen. We trust that this laudable example may now be emulated by the shipping community also:—

"LIFE-BELTS FOR SHIPWRECKED SAILORS.

"The Committee of the ROYAL NATIONAL LIFE-BOAT INSTITUTION have for several years been painfully impressed by the fact that, notwithstanding all the efforts made to rescue shipwrecked seamen by means of the numerous life-boats and rocket and mortar establishments which now happily surround our coasts, there are yet large numbers of sailors, amounting to several hundreds annually, who miserably perish on our shores.

"After a full consideration of the subject, and taking for their data the results of accidents to life-boats, the crews of which have been provided with efficient life-belts, and of others which have not been so, the Committee have come to the conclusion that many of the unfortunate men who are thus every year lost to their friends and their country might have been saved if they had been invariably supplied with really efficient life-belts.

"With a view to bring about so desirable an end, the Committee of the NATIONAL LIFE-BOAT INSTITUTION have, in the first place, caused to be prepared by their Inspector of Life-boats, Capt. J. R. WARD, R.N., an efficient cork life-belt of so simple and inexpensive a character that its costliness, at all events, should be no barrier to its universal supply to our merchant-seamen. Secondly,—They have decided to make an appeal to the owners of all merchant-vessels, but especially of those in the home and coasting-trade, on behalf of the seamen who work their craft, and whose lives are risked in their service, and to implore them to provide their servants with this important means of safety. Thirdly,—The Committee have determined to undertake, at least for a time, the supply of life-belts of the description above referred to, at cost price, with a view to bring about their general use on board our merchant-ships.

"It is proposed to supply these belts in chests, containing the requisite number for every size of vessel, through the Custom Houses, Shipping Offices, and Sailors' Homes, at the principal ports, and to which sample chests have been forwarded.

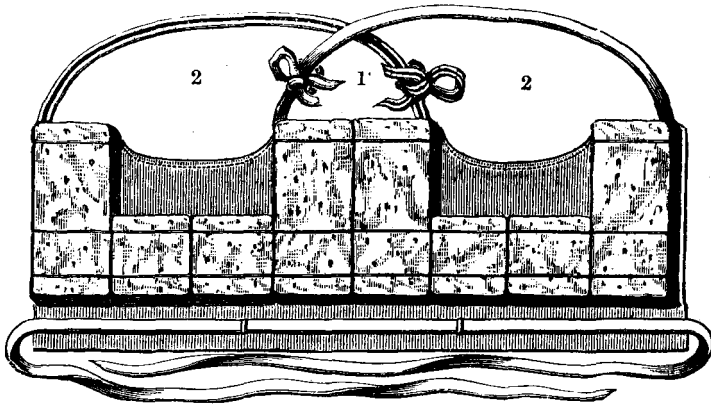
"Lest any shipowner should, without reference to amount of cost, think that it is not his duty to

provide his men with such a means of safety, it is suggested that, whilst he should provide, in the first instance, the chest of belts, as a part of the ship's furniture, he should require his master and crew to pay 6d. each man annually, or 1d. each on short voyages, in consideration of being thus provided for, which amount would be a good interest on the sum thus invested; and it is thought that it would rarely happen that men would decline to insure their lives at so trifling a cost.

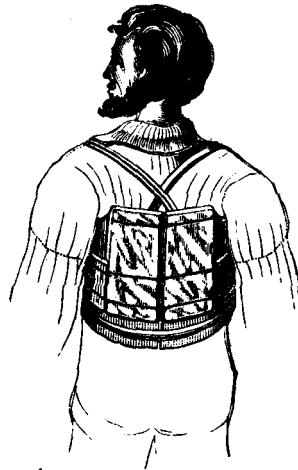
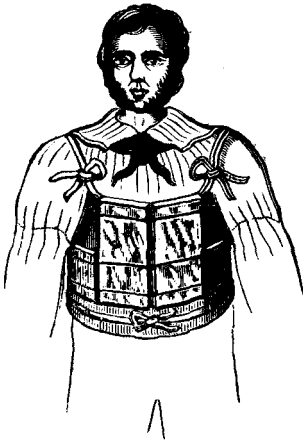
"It had at first occurred to the Committee that the Life-boat Institution might undertake the

gratuitous supply of life-belts to the crews of merchant-vessels; but, on further consideration, the magnitude of the undertaking appeared so great as to be likely to interfere with the present ample sphere of its operations on the coasts of the United Kingdom.

"It is hoped, however, that those immediately interested in the movement, namely, the owners of ships and fishing-vessels, and the crews themselves, will so readily undertake its direction that there will be no need for the more direct action of the Society.



View of the Life-belt, with the Shoulder-strings tied as worn.



Life-belt as worn—Front and Back View.

INSTRUCTIONS AS TO THE MANNER OF PUTTING ON AND TYING THE BELT.

"The life-belts should be kept in the chest, which should be stowed and lashed on the upper deck, each belt with the upper or shoulder-strings ready tied in a half-bow, so that it can be put quickly on over the head without untying, the head being put through the central opening (1) and the arms through the side openings (2). The lower or waist-strings are then brought round from behind, and tied in front. The shoulder-strings, it will be observed, cross behind like trouser-braces. They should be drawn tightly over the shoulders, so as

to keep the belt close up under the arms, and being tied close to the breast-corks in front, they can be readily pulled up tighter and re-tied at pleasure. They will not interfere with the free use of the arms either in rowing or swimming. The belts are to be occasionally examined and exposed to the air in dry weather, and the crew to be shown the manner of putting them on.

"Should these life-belts, or any of them, be the means of saving lives, it is requested that the Secretary of the NATIONAL LIFE-BOAT INSTITUTION be at once informed of the same, with the attendant circumstances.

"Applications to be supplied with chests of

life-belts are to be made to the Institution, through the Collectors of Customs, Shipping Masters, and Superintendents of Sailors' Homes at the several ports to which the vessels belong, or from which they sail; the Honorary Secretaries of the Branches of the Institution; or direct to the wholesale manufacturer, Mr. JOSEPH BIRT, 4 Dock Street, London Docks, London, E.

Sample chests of two sizes may be seen at some of the principal Custom Houses, Shipping Offices, and Sailors' Homes of the United Kingdom.

The smaller chests contain six belts; the largest ones twelve. The cost of these belts is 4s. each when bought in chests, or in numbers above six; and that of single belts, 5s. each.

The belts are of two sizes, and are distinguished by the colour of the shoulder-strings.

THE PRICES OF THE CHESTS AND BELTS ARE AS FOLLOWS:—

Containing 6 belts . . .	£1 19 0
" 8 " . . .	2 9 0
" 10 " . . .	2 19 0
" 12 " . . .	3 9 0

NOTE.—It has been proposed by Mr. CHARLES KILBURN, of Richmond Hill—who has taken much interest in this subject, and has himself planned a very ingenious description of life-belt, composed of used bottle-corks—to establish a special Society for providing life-belts, and placing them on board merchant-vessels. The field of operation, however, is large, and there is room for all coadjutors in this good work.

THE LATE ADM^L. FITZROY, F.R.S.

ADMIRAL FITZROY, the skilful sailor, the travelled naturalist, the earnest Christian, and the best friend of the population which fringes our sea-girt isle, and the zealous coadjutor of the NATIONAL LIFE-BOAT INSTITUTION, has gone to his rest. Death has prevented the continuation of those labours a cessation from which would have prevented death. Rarely has anything been heard more touching than the account given of this heroic man's struggle to do the work he had set himself to do. "Impaired in health from excessive mental study, reduced in body from mental fatigue," he still asked "to what extent will it be safe to go on?" and when his medical adviser bade him rest from his labours, he still begged permission "to finish some matters he had on hand;" among them, to reply to M. LE VERRIER, who, second only to himself, has helped humanity at large by bringing meteorology to bear practically on the safety of our sailors and fishermen.

Would that the advice had been taken! While we mourn his untimely loss, let us hope that it will be eloquent to many of our overwrought thinkers and workers, who, in their limitless enthusiasm, forget their limited powers of endurance, and discount the future.

A hasty glance at the busy life of the late Admiral will show that his more recent work is by no means his only claim to be reckoned among the friends of science. Born on the 5th of July, 1805, he entered the Navy in October, 1819, and in 1824 obtained his commission as lieutenant. After serving on the Mediterranean and South American stations, he became, in 1828, flag-lieutenant to Rear-Admiral OTWAY, at Rio Janeiro. On the arrival at this station of the two vessels *Adventure* and *Beagle*, appointed by the Admiralty to survey the Southern coasts of America, he was commissioned in December of the same year as Commander of the *Beagle*, acting under Captain KING, the senior officer of the expedition. And now began the great work of the early portion of Admiral FITZROY's life. After taking surveys and making important hydrographical observations in South America, he returned to England in 1830, completing his official duties in connection with the survey in 1831.

In this year occurred a striking instance of the kind and honourable character of the Admiral. He had brought to England three Fuegians; and being unable to send them back by other means, for he would not permit them to return alone in a merchant-vessel, from which they might have been landed away from their tribe, he chartered a small vessel to convey the natives, under his own charge, to Terra del Fuego. Happily, he thought of extending the object of the voyage, and for this purpose succeeded in obtaining the help of the Government, who again commissioned him to proceed to South America in command of the *Beagle*. Prompted by his love for science, Admiral FITZROY spared no pains to render this expedition as complete as possible. It was he who proposed to the Admiralty that a naturalist should accompany the expedition. MR. DARWIN was appointed; and thus, indirectly as well as directly, he has rendered the second voyage of the *Beagle* one of the most famous on record. The important scientific results of this expedition, which returned in 1836, after an absence of five years, are known to all. With Mr. DARWIN's celebrated journal, they form the subject of an excellent work written by the Admiral.

In 1841 Admiral FITZROY was elected M.P. for the city of Durham, and in 1843 was appointed Governor of New Zealand, holding this appointment three years. But

it is the meteorological researches of the Admiral which have caused his name to be so widely known. His "forecasts" have become household words, and have been commended to scientific men by the philosophic caution with which they were given. Admiral FITZROY did not speculate on the weather; he never pretended to prophesy. Day by day he slowly felt his way along the dark and little-trodden paths of meteorological science, hoping to discover, as the end of patient research, some general law underlying the many scattered facts he collected. Many of these researches he gave in the pages of the *Life-boat Journal*. His system of "storm warnings," although but a few years old, will soon be universally employed throughout Europe, thanks to the co-operation of such men as LE VERRIER, BUYS BALLOT, and GLAISHER. The results of the first year's use of them commanded the appreciation of both scientific and practical men, in spite of the very natural prejudices of both; but now they are looked upon as essential as a life-boat or a lighthouse at our ports; and the man who would neglect them is regarded as foolhardy by his brother seamen.

Admiral FITZROY was made a Fellow of the Royal Society in the year 1851; and elected a member of the Committee of Management of the ROYAL NATIONAL LIFE-BOAT INSTITUTION in 1859. He was also a F.R.G.S., and a correspondent of the French Academy of Sciences. He was twice married—in 1836 to the daughter of Major-General O'BRIEN; and after the death of this lady, he married the daughter of Mr. SMYTH, of Yorkshire, who survives him. A son and two daughters remain by his first marriage, and an only daughter by the second marriage.

Besides a Government blue-book on meteorology, the Admiral recently published a large volume, entitled the *Weather Book*, in which he embodied his principal results, and detailed his method of "fore-casting."

The Admiral was the youngest son of the late General Lord Charles FITZROY, by his second marriage with Lady FRANCES ANNE STEWART.

At a Meeting of the Committee of the NATIONAL LIFE-BOAT INSTITUTION on the 4th of May last, Earl PERCY, M.P., its President, in the Chair, Mr. CHAPMAN, Deputy-Chairman of the Institution, called attention to the sudden death, on the 30th April, of Admiral FITZROY, and said—

"that as a member of the Committee he took considerable interest in the affairs of the NATIONAL LIFE-BOAT INSTITUTION, and science and the Life-boat cause had lost a sincere friend in the gallant Admiral."

The Committee unanimously passed the following resolution, and ordered it to be communicated to Mrs. FITZROY:—

"That this Committee desire to express their sincere regret at the death of their distinguished colleague Admiral FITZROY, F.R.S., who had so cordially and zealously co-operated with them in carrying out the important objects of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, for the preservation of life from shipwreck on the coasts of the United Kingdom."

"That the Committee also desire to tender their heartfelt sympathy and condolence to Mrs. FITZROY, and other members of the late much-lamented Admiral's family, on the occasion of their irremediable bereavement."

On the receipt of the foregoing resolution, Mrs. FITZROY forwarded to the Secretary of the Institution the following feeling reply:—

"DEAR SIR,—May I request the favour of your laying before the Committee of the ROYAL NATIONAL LIFE-BOAT INSTITUTION my grateful thanks, and those of the other members of my dearly-loved, and deeply-lamented husband's family, for the kind and true expressions of regret and condolence expressed in the address forwarded to me this morning? and to yourself let me express my sincere thanks for the letter accompanying it.

"My noble husband sacrificed his life far more than the man who loses it on the field of battle, or the deck of a man-of-war, hotly contending with a foreign foe—more even than those brave men of whom England is so justly proud, who man the life-boat to rescue their fellow-creatures—for he continually perilled his life; he gave himself, and all he held dearer than life, for his country; he still held fast to his post—clung to the helm as long as life lasted; and when that enthusiastic spirit was all but worn out, his poor mind succumbed.

"All that is left for me to say is, 'God's will be done,' however mysterious in its working. May my dearest husband's memory be honoured to the utmost, is the crying wish of his most disconsolate widow.

11 May, 1865.

"M. I. FITZROY."

We may add that a benevolent lady, resident in Cheltenham, has placed at the disposal of the NATIONAL LIFE-BOAT INSTITUTION 600*l.* for the purpose of establishing a life-boat station at Anstruther, N.B., accompanied by a request that the life-boat may be named the "*Admiral FitzRoy*," in commemoration of his scientific efforts to discover the Law of Storms, with the benevolent view to diminish the Loss of Life on our Coasts."

Thus, while the noble man has ceased from his arduous work, this humane undertaking will contribute materially to perpetuate his memory amongst our sea-coast population for whom he laboured so zealously.

SUMMARY OF THE
MEETINGS OF THE COMMITTEE.

Thursday, 5th Jan., 1865. 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 Secretary of the Shoreham Master Mariners' Mutual Benevolent Society, of the 4th Jan., forwarding a donation of 5*l.* to the Institution, with the following resolution:—"Resolved unanimously, that a cheque for 5*l.* be sent to the NATIONAL LIFE-BOAT INSTITUTION, as a Donation from this Society, and with the earnest wish of the Members that its noble efforts may always be crowned with success."—*To be thanked.*

Read and approved the Report of Capt. WARD, R.N., on his recent visits to Birmingham, Derby, and Boston, on the occasion of life-boat demonstrations at those places; and also to the life-boat stations at Donna Nook, Theddlethorpe, Sutton, Skegness, Barmouth, Portmadoc, Porthdinllaen, Llandudwyn, Rhoscolyn, Holyhead, Cemlyn, Moelfre, Penmon, Orme's Head, Rhyl, Piel, Tynemouth, and Sunderland. He had also visited Liverpool, Leek, Maryport, and Newton (Northumberland).

Also the Report of Capt. D. ROBERTSON, R.N., the Assistant-Inspector of Life-boats, on his visit to the life-boat establishments at Exmouth, Teignmouth, Plymouth, Fowey, Lizard, Porthleven, Penzance, Sennen Cove, St. Ives, Newquay, Padstow, Bude Haven, Appledore, and Braunton. Also to Manchester, Leeds, Boscastle, and Clovelly.

Produced extracts from wills, in which the following legacies were bequeathed to the Institution:—The late Hon. HANNAH FITZROY, 400*l.*, for a life-boat, to be called the *Arthur Frederick*, after her late son; the late JAMES McNAB, Esq., of Guildford, 100*l.*; and the late EDWARD KING, Esq., of the National Debt Office, 19*l.* 19*s.*

Reported the receipt of 100*l.* from ELLIS BOSTOCK, Esq., of Hunter Street; 100*l.* from JOSEPH PEASE, Esq., of Darlington; and 50*l.* from Miss JACOB HOOD, of Lee, in aid of the funds of the Institution.—*To be severally thanked.*

Also the receipt of 50*l.* from "Hibernia." The benevolent donor had previously given three donations, amounting to 150*l.*, to the Institution, and had now suggested that a life-boat might be named the *Cross of Salvation*.—*To be thanked.*

Also that Dr. H. W. WATSON, of Derby, had paid the Institution 180*l.* promised it by his late sister, Miss Watson, for a second life-boat for Whitby, to be named the *William Watson*. Miss WATSON had died intestate, but Dr. WATSON had benevolently carried out her wish in this respect.—*To be thanked.*

Decided, on the application of the seamen of Sunderland, to take their life-boats into connection with the Society, and that one of the boats be replaced by the *Florence Nightingale* life-boat, the cost of which had been collected in the town and county of Derby.—(*Vide p.* 704)

Read letter from the Secretary of the Colonial Office, New Zealand, stating that steps had been taken to circulate extensively in that colony the Institution's New Instructions for the Restoration of the Apparently Drowned.

The Committee expressed their deep sympathy with the bereaved family of the late A. W. JAFFRAY, Esq., V.P., of St. Mildred's Court. He had been a warm friend of the NATIONAL LIFE-BOAT INSTITUTION, having given it the cost of three life-boats, stationed respectively at Whitby, Thurso, and St. Andrew's, in addition to a liberal annual

subscription to its funds. The Whitby life-boat saved, on the night of the 15th April, 15 persons from the wrecked steamer *Ocean Queen*, of Newcastle, and on the morning of the 10th May last, 19 persons from the barque *Maria Somes*, of London.

Ordered Barometers, on the application of the Local Committees, to be supplied to the North Berwick and Porthdinllaen life-boat stations of the Institution.

It was moved, seconded, and carried unanimously that the best thanks of the Committee be tendered to THOMAS CHAPMAN, Esq., F.R.S., V.P., for his able conduct in the Chair during the past year; also to Capt. Sir EDWARD PERROTT, Bart., V.P., as Chairman of its preparatory Committees, accompanied with Models of the life-boats, respectively named the *Thomas Chapman*, stationed at Newhaven, Sussex; and the *Sir Edward Perrott*, stationed at Fishguard, Pembrokeshire, as a further testimony of the Committee's high appreciation of the long and valuable services rendered by those gentlemen to the life-boat cause.

Paid 2,788*l.* 15*s.* 7*d.* for sundry charges on various life-boat establishments.

Voted 73*l.* 9*s.* 6*d.* to pay the expenses of the under-mentioned life-boats of the Institution in going off during heavy gales of wind, and saving the crews, consisting of 43 persons, of the following wrecked vessels:—

Barque *Jenny Lemetin*, of Quebec, and her crew of 9 men, saved by the Fakediff life-boat.

Flat *Morning Star* of Carnarvon, and her crew of 3 men, saved by the Llandudno life-boat.

Brig *Zorniza*, of Lucine, and yawl *Bravo*, of Great Yarmouth: 20 men, saved by the Yarmouth large life-boat.

Smacks *Pearl* and *Speedwell*, of Carnarvon: 5 men saved by the Penmon life-boat.

Schooner *Idas*, of Nantes: 6 men saved by the Palling life-boat.

The particulars of these services will be found detailed in the Annual Report of the Institution, published in April last.

Voted also 56*l.* 4*s.* to pay the expenses of various life-boats of the Institution, in going off in reply to signals of distress from vessels which did not, however, ultimately require the assistance of the boats.

Also the Silver Medal of the Institution to Mr. ANDREW LUSK, farmer, and 1*l.* each to five other men, in testimony of their gallant and persevering exertions in attempting to save, at much risk of life, the crew of the schooner *Havelock*, of Preston, which was wrecked, with the loss of all hands, off Raeberry, near Kirkcudbright, during a heavy gale of wind on the 30th Nov. last. One of the men on shore, named PETER MCGUIN, unhappily lost his own life in his gallant endeavours to save those of his fellow-creatures. Voted 10*l.* in aid of a local subscription for his widow.

Also 6*l.* to the crew of the smack *Breeze*, of Tenby, for going off and saving the crew of 7 men from the brig *Union*, of Milford, which was totally wrecked, during a heavy gale of wind, in Caldy Roads, Tenby, on the 18th November last.

Also 3*l.* 10*s.* to the crew of 7 men of a dredge-boat for rescuing the crew of 5 men from the schooner *Lydney Trader*, of Cork, which was also totally wrecked in the Caldy Roads on the 18th November last.

Also 3*l.* 10*s.* to the crew of the steam-tug *Rainbow*, of Lowestoft, for saving the crews, consisting of 16 men, from the brigs *Mary Ann* and *Curlew*, of North and South Shields, which foundered during a gale of wind in Pakefield Gat, on the 28th November last.

Also 6*l.* to the crew of 6 men of a fishing-coble,

for putting off and saving, at much risk of life, the crew of 4 men from the schooner *Euphemia*, of Aberdeen, which was wrecked during a heavy gale of wind near Fifeness, on the 17th November last.

Thursday, 2nd February. 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 letters from THOMAS CHAPMAN, Esq., and Sir EDWARD PERROTT, Bart., stating that they had received, with much pride and gratification, the Model Life-boats presented them by the Committee; and adding, that they hoped they might accept them as a testimony of that personal regard and esteem which they had endeavoured to win from colleagues who had so long acted with them with equal zeal, and an earnest desire to promote the welfare of so noble a Society as the Life-boat Institution.

Decided, to give the Assistant coxswains of the life-boats of the Institution a payment of 10s. each quarter.

Approved of an amended copy of the Life-boat Regulations accordingly, and of the same being printed and circulated.

Read letter from General W. T. KNOLLYS, of the 30th January, expressing the great satisfaction of their Royal Highnesses The PRINCE and the PRINCESS of WALES, to learn that the Berwick life-boat (the *Albert Victor*) had been the means of saving the lives of 6 persons on a recent occasion.

Reported, that Colonel FITZROY CLAYTON, of the Grenadier Guards—a Member of the Committee of Management of this Institution—had recently delivered a lecture on Life-boats, at the Wellington Barracks, to the third battalion of his regiment.—*To be thanked.*

Also the safe transmission to their stations of the new life-boats for Girvan, Poole, Penzance, and Tramore. Also the return to her station of the Tynemouth damaged life-boat, which had been repaired. In each case the boats were conveyed free of charge by the several railway and steam-packet companies.—*To be thanked.*

Also that the life-boats built under the superintendence of the Institution by Messrs. FORRESTER and SON, for the Marseilles and South Holland Shipwreck Societies, had been forwarded to their destinations, the General Steam Navigation Company taking them free as far as their steamers went.

Approved of a system of signalling, which had received the sanction of the Trinity House and the Coastguard, from the Caldy Lighthouse to the Coastguard Station at Tenby, a distance of two miles and a quarter, on occasions of vessels in distress in the vicinity, and the direction of the same, with the view to the life-boat being promptly launched.

Read letters from H. LINDSAY, Esq., Collector of Customs at Maryport, of the 6th and 14th December, making application for a life-boat to be stationed at that place, there being a considerable shipping-trade at the port, and from fifteen to twenty vessels having been wrecked in the neighbourhood within the last seven years. Considerable local support would be afforded to the establishment.

Also read the Report of the Inspector of Life-boats, recommending the formation of a life-boat station at Maryport.

Also letter from ROBERT WHITWORTH, Esq., of Manchester, of the 30th January, stating that

HENRY NIXSON, Esq., of that city, had decided on giving the Institution 550*l.* to defray the expense of the Maryport life-boat station.

Decided to form a life-boat establishment forthwith at Maryport, and that Mr. NIXSON be thanked.

Produced an application from the Rev. CHARLES HARDY, for a life-boat to be stationed on Hayling Island, near Portsmouth, as wrecks occurred occasionally in the vicinity.

Reported that Messrs. LEAF, SONS, and Co., of Old Change, had undertaken to give 550*l.* to defray the cost of the proposed life-boat establishment.

Decided to station a life-boat on Hayling Island, and that Messrs. LEAF be thanked.

Read letter from Captain R. TRYON, R.N., of Bristol, of the 20th January, stating that the total amount of contributions he had collected to defray the cost of the *City of Bristol* life-boat was 62*l.* 3*s.* 10*d.*—*To be thanked.*

Reported the receipt of 399*l.* 10*s.* 11*d.* from W. BISHOP, Esq., Treasurer of the Commercial Travellers' Life-boat Fund, to defray the cost of two life-boats.—*To be thanked.*

Also a second donation of 100*l.* from "A Friend, in gratitude to God for having preserved his Wife for another year."—*To be thanked.* [This benevolent and affectionate husband had since died himself.]

Also that Lady MAXWELL had remitted 11*l.* 13*s.* 3*d.*, being the amount found in a contribution-box of the Institution in the hall of her mansion, Monreith House, N.B.—*To be thanked.*

Reported that the late Mrs. MORGAN, of Berkeley Place, Cheltenham, had left the Society a legacy of 200*l.*

Read and approved the Report of Capt. WARD, R.N., Inspector of Life-boats, on his recent visit to Holyhead and Liverpool.

Also the Report of Capt. D. ROBERTSON, R.N., Assistant-Inspector of Life-boats, on his visit to the Bridlington, Poole, Lyme Regis, Girvan, and Ayr life-boat stations.

Decided that the Penzance Life-boat be named the *Richard Lewis*, and that a model of the boat be presented to Mr. LEWIS as a permanent memorial of the Committee's high appreciation of his ability, and of his long and valuable services as Secretary of the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

Paid 2,337*l.* 13*s.* 3*d.* for sundry charges on various life-boat establishments.

Voted 17*l.* 17*s.* to pay the expenses of the Holyhead life-boat, in going off and saving, during a furious storm, the schooner *Henry Holman*, of Plymouth, and her crew of 8 men from destruction. After 4 of the life-boatmen had boarded the vessel and had taken her to a place of safety, the life-boat was returning to the shore thus short-handed, when the gale increased to a hurricane and broke the clamp of her mainmast, which caused the mast to hang over to leeward, and the boat to fall off the wind, when she suddenly upset, from the joint action of the wind and sea, and the weight of the men on her lee side getting in the mast and sail. The life-boat immediately self-righted, her coxswain going round inside her, and 6 of her crew immediately again getting into her. The remaining 4 were carried away by the sea, and 3 of them were picked up, at great risk, by the steam-tug *Constitution*, of Liverpool; but the fourth man, named WILLIAM HUGHES, unhappily perished from exhaustion.—Voted a gratuity of 40*l.* to the poor man's widow and 3 young children. Also the Thanks of the Institution, inscribed on Vellum, to Mr. EDWARD EVANS, master of the steam-tug, and 4*l.* to his crew, for their humane and skilful conduct on the occasion. The owners of the schooner had awarded the crew of

the life-boat 190L for their valuable services in saving their vessel from destruction.

Voted the Silver Medal of the Institution to Capt. T. H. FELLOWES, R.N., Inspecting-Commander of the Coastguard at Penzance, and 18*l.* 5*s.*, to pay the expenses of the life-boat at that place, in going off and rescuing the crew of 8 men from the brig *Willie Ridley*, of Plymouth, which was in distress during stormy weather and a very heavy sea on the 29th Jan. Capt. FELLOWES and the crew of the life-boat behaved most gallantly on the occasion.

Also 6*l.* to pay the expenses of the Fowey life-boat, in putting off and saving from destruction the French lugger *La Maria François Le Père Samson*, and her crew of 4 men, on the 29th Jan. The vessel was observed, with signals of distress flying on a lee shore, in St. Austell's Bay, during a gale of wind and in a heavy sea.

Also 12*l.* 14*s.* to pay the expenses of the Tramore life-boat in going off during thick weather, in reply to signals of distress, and rescuing from a very dangerous position the brig *Stefania*, of Palermo, and her crew of 12 men, on the 3rd Jan.

Also 8*l.* 7*s.* 6*d.* to pay the expenses of the Ross-lare life-boat in going off and saving the crew of 5 men and a pilot from the schooner *Thomas*, of Liverpool, which was totally wrecked on the Dogger Bank, Wexford, during a heavy gale of wind on the 14th Jan.

Also 105*l.* 12*s.* 6*d.* to pay the expenses of the life-boats at Bude Haven, New Brighton, Middlesborough, Walmer, New Quay, St. Ives, Wexford, Arklow, Cahore, and St. Andrew's, in putting off with the view of saving the crews of various vessels which were observed in perilous positions, with signals of distress flying during the gales of January.

Reported the services of the *Albert Victor* life-boat, stationed at Berwick-on-Tweed, in going off and rescuing from destruction a fishing-yawl and her crew of 6 men on the 24th Jan. The crew of the life-boat made no charge for helping their fellow-fishermen.

Also the services of the Southwold life-boat in going off and bringing to a port of safety the brig *Elizabeth*, of Shields, and her crew of 7 men. When the life-boat arrived alongside there was 7 feet of water in the vessel's hold, and it was with great difficulty she was saved from destruction.

Voted the Silver Medal of the Institution to Major F. W. FESTING, of the Royal Marine Artillery, in admiration of his intrepid conduct in putting off in an open boat with 12 fishermen, and rescuing 3 of the crew of the schooner *Ocean*, of Plymouth, which was wrecked during a heavy gale of wind on the Woolsiner Shoal, near Hayling Island, on the 14th Jan. The vessel was driven in shore, and embayed by the force of the wind and heavy seas, and in attempting to tack when close in upon the shoals, her heel caught the outer edge of the shoal and caused her to miss stays. The crew let go both anchors immediately; but the vessel bumped heavily on the shoal and filled, and the crew were driven to the rigging for safety. The fishermen on shore launched their boat as quickly as possible, Major FESTING taking the helm, and after waiting some little time to allow the ebb-tide to run out at its greatest strength, the boat's head was laid for the schooner, and the men bent lustily to their oars. It was a matter of life and death to all those in the boat, as it was to the expectant men in the unfortunate schooner's rigging; and when the boat got at length fairly in among the breakers and close to the vessel, a minute, or may be longer, passed, during which the watchers on shore thought all had gone together—the boat, vessel, and their crews—all being

hid in the blinding gray whirl that sprung up from the broken water. Immediately afterwards, however, the cutter, with her gallant crew, was seen leaving the wreck, and in a few minutes more she was high and dry on Hayling Island Beach, with the master, mate, and one man—part of the schooner's crew—safe on board. The remainder of the crew, one man and a boy, were washed overboard and drowned before help could reach them. The fishermen who so nobly assisted Major FESTING on this occasion had received a large sum from a local subscription for their gallant services.

Voted also 3*l.* 10*s.* to the crew of a Coastguard life-boat for rescuing 2 of the crew of another boat of the same class, which had been completely submerged during a very heavy gale of wind off Valentia, Co. Kerry, on the 26th Nov. last.

Thursday, 2nd March. THOMAS BARING, Esq., M.P., F.R.S., 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.

Reported the much-lamented death, on the 12th February, of Admiral His Grace the DUKE of NORTHUMBERLAND, K.G., F.R.S., who had been the active President of the Institution for the past fourteen years.

A deputation from the Society had attended His Grace's funeral, and on that day the flags of the life-boats had been hoisted half-mast high at the different stations of the Institution.

Decided that the following Vote of Condolence be presented to the DUCHESS OF NORTHUMBERLAND:—

"That this Committee, in recording the lamented decease of their President, Admiral His Grace ALGERNON DUKE OF NORTHUMBERLAND, K.G., who for so long a period had cordially and unceasingly co-operated with them in carrying out the great and philanthropic objects of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, are bound by every principle of duty and respect to place on their minutes the large debt of gratitude which the Life-boat cause owes to their late President. It will ever be remembered that his liberality in 1852 brought into practical use the Self-righting Life-boat, which is now placed in large numbers around the coasts of the United Kingdom, and which has contributed, during the past twelve years, to the saving of thousands of Lives from Shipwrecks, not only on our own shores, but also on those of many Foreign Countries—and that the kindly interest which His Grace uniformly evinced in the welfare of the Institution has tended greatly to bring about the large amount of public support and sympathy now so generously extended to the Life-boat Society.

"That this Committee respectfully tender their sincere sympathy and condolence to his sorrowful widow, ELEANOR DUCHESS OF NORTHUMBERLAND, with their earnest prayer that it may please the Almighty to sustain her in her sad bereavement.

"By order of the Committee,

"THOMAS BARING, *Chairman*.

"THOMAS CHAPMAN, *Deputy Chairman*.

"Sealed with the Seal of the ROYAL NATIONAL LIFE-BOAT INSTITUTION this 2nd day of March, 1865.

RICHARD LEWIS, *Secretary*."

To this Vote the DUCHESS OF NORTHUMBERLAND caused the following acknowledgment to be made:—

“*Alnwick Castle,*
“*March 6th, 1865.*”

“I am instructed by the DUCHESS OF NORTHUMBERLAND to thank the Committee of the ROYAL NATIONAL LIFE-BOAT INSTITUTION and yourself, for an Address to her Grace of condolence and sympathy with her in her bereavement.

“Identified as was the late DUKE OF NORTHUMBERLAND with the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and deeply interested as he ever was in its welfare, the warm and earnest language of your address could not but be most acceptable and consolatory to his sorrowing Widow.

“Sir, the Committee have her Grace’s heartfelt thanks for this mark of respect to the Dead, and of kindness to the Living, and her assurance that your Address will be placed with her most prized relics of the past, and be looked upon as one of her best treasures.

“I have, &c.,
“COURT GRANVILLE.

“RICHARD LEWIS, Esq.”

Approved of the Draft of the Annual Report and the proposed list of Officers of the Society for the coming year, and ordered the same to be laid before the Annual Meeting to be held at the London Tavern on the 14th March. (*Vide* April Number of the *Life-boat Journal*).

Reported that his Grace the DUKE OF ARGYLL, K.T., P.C., had, on the application of the Committee, kindly consented to take the Chair at the forthcoming Annual Meeting.

Also that the Accounts of the Institution for the past year had been audited by Mr. G. C. BEBBIE, Public Accountant, and had been found correct.

Read letter from General W. T. KNOLLYS of the 21st Feb., stating that their Royal Highnesses the PRINCE and the PRINCESS OF WALES would have “great satisfaction” in according their patronage to the Devon and Cornwall Bazaar, to be held at Teignmouth on the 9th and 10th August next, in aid of the funds of the NATIONAL LIFE-BOAT INSTITUTION.—*To be thanked.*

Reported that Lord CREWE’S trustees had consented to the Institution renovating the Holy Island life-boat station, and that Lady W— had, through Sir W. G. ARMSTRONG, K.C.B., F.R.S., presented to the Society 600*l.* for the purpose of completely renovating that life-boat establishment, and aiding in its future support.—*To be thanked.*

Read letter from Admiral HARGOOD, of Worthing, of the 6th Feb., suggesting that the Institution might take under its charge the Worthing life-boat station.

Produced the Report of the Inspector of Life-boats, on his recent visit to that place, concurring in that suggestion.

Decided that the life-boat establishment at Worthing be taken into connection with the Institution, and that it be completely renovated.

Also read letter from STEPHEN CAVE, Esq., M.P., of the 23rd Feb., forwarding a contribution of 300*l.* from Miss ROBERTSON, of Lowndes Square, to pay for a new life-boat, which she wished to be named the *Ramonet*.—*To be thanked.*

Decided that the *Ramonet* life-boat be stationed at Shoreham.

Reported that the Secretary of the Institution, Mr. LEWIS, had attended a Public Meeting con-

vened by the Mayor of Reading, for the purpose of promoting the collection, in the county of Berks, of the cost of a life-boat, to be called *The Royal Berkshire*.

Also that the late JOHN APPELYARD, Esq., of Halifax, had left the Institution a legacy of 2,000*l.*

Also that 31*l.* 10*s.* had been received by the Society by favour of J. H. STEINMETZ, Esq., and J. R. ELLIS, Esq., as a donation from an undistributed surplus of a fund subscribed by underwriters for services rendered to passengers, per the *Indian Queen*, from Melbourne, 1859.—*To be thanked.*

Also that the North Deal life-boat (the *Van Kook*) had been sent to its station. This life-boat is the largest self-righting boat of the Institution, and has been constructed principally with the view of being of service to the crews of vessels wrecked on the Goodwin Sands.

Read and approved the Report of the Inspector of Life-boats, on his visit to North Deal and to Kingsdown, near that place.

Read letters from Mons. DELVIGNE, of Paris, of the 10th and 16th Feb., reporting that the French Shipwreck Society was making good progress, and stating that on the same day the lamented death of his Grace the President of the NATIONAL LIFE-BOAT INSTITUTION of England took place, Admiral RIGAUULT DE GENOUILLERZ had accepted the office of First President of their Society.—*To be acknowledged.*

Ordered a new edition of the large Working Drawing of the life-boat of the Institution to be printed forthwith.

Reported that Mr. W. WILKIE had recently delivered Lectures on the Life-boat, at Reeth, in Yorkshire.—*To be thanked.*

Decided that the Thanks of the Institution, inscribed on Vellum, be presented to WILLIAM A. FORRESTER, Esq., on his retirement from business, for his long and valuable co-operation in the construction of the large fleet of life-boats of the Society.

Also to the Rev. R. E. EATON, in acknowledgment of his long and valuable co-operation as Honorary Secretary of the Arklow Branch of the Society.

Ordered new life-boat houses to be erected at Uppang, near Whitby, and Piel, Lancashire.

Paid 1,523*l.* 10*s.* 6*d.* for sundry charges on various life-boat establishments.

Voted 15*l.* 19*s.* to pay the expenses of the New-castle (Dundrum) life-boat, in going off, during a strong gale of wind, and saving the crew of 4 men from the schooner *Susan*, of Dublin which was totally wrecked in Dundrum Bay, on the 31st January.

Also 14*l.* 5*s.* to pay the expenses of the *Ipswich* life-boat, stationed at Thorpeness, Suffolk, in putting off and rescuing 1 man from the smack *Leader*, of Harwich, which was stranded in a heavy sea off Thorpeness on the 4th February.

Also 7*l.* 10*s.* to pay the expenses of the *Mary Hartley* life-boat, at Broughty Ferry, Dundee, in going off in reply to signals of distress and saving, in conjunction with a steam-tug, from a very perilous position, the Dutch galliot *Anga*, and her crew of 4 men, during a strong easterly wind, on the 8th February.

Also 8*l.* 7*s.* 6*d.* to pay the expenses of the Blakey life-boat, in putting off and saving the crew of 13 men, and also 5 boatmen from the barque *Amana*, of Sunderland, which was totally wrecked three miles east of Blakeney harbour on the 17th February. It was blowing very strong from the N.N.W. at the time, and snowing hard. Immediately the shipwrecked men were taken off by the life-boat, the vessel completely broke up.

Also 4l. 6s. to pay the expenses of the *Sir Edward Perrott* life-boat, at Fishguard, in going out through a heavy sea and rescuing the crews, consisting of 11 men, from the schooners *Albion*, of Teignmouth, and *Emma*, of Barrow, which were in distress in Fishguard Bay, on the 19th February.

Also 6l. 2s. to pay the expenses of the North Berwick life-boat, in putting off and saving 3 men from the yawl *Matchless*, of Newhaven, which was in distress off North Berwick on the 20th February. The poor fellows were almost perished with cold and hunger, having been exposed in their small boat for 28 hours.

Also 17l. 8s. 6d. to pay the expenses of the Blackpool life-boat in going off, in reply to signals of distress, and assisting to save from destruction the barque *Lexington*, of Nassau, which had struck on the Salthouse Sandbank, on the Lancashire coast, during thick weather, on the night of the 6th Feb. On the life-boat arriving alongside, the captain of the vessel gave his crew leave to abandon the ship, but said that he himself would stick to her while a plank remained if the life-boat would stay by her. The crew of the boat therefore undertook to remain by the barque, whose crew, thereupon, also kept by their vessel, and ultimately, on the weather moderating, by using very great exertions, the ship was got off the bank, and finally taken into Liverpool in tow of a steam-tug. The captain of the *Lexington* heartily thanked the life-boatmen for their services, and his crew cheered them when their vessel was got off the sandbank. The boat was away 28 hours, and the crew looked much worn when they came ashore. The vessel's cargo of cotton was valued at 80,000l. For these important services the life-boat's crew received from the owners of the barque the large sum of 30l.! The Southport and Lytham life-boats, belonging to the National Institution, also went off to the stranded vessel, but finding the Blackpool life-boat already there, they returned to the shore. Voted 15l. to pay the expenses of the Southport and Lytham life-boats.

Also 72l. 11s. 6d. to pay the expenses of the life-boats at Newcastle, Dundrum; Broughty Ferry, Dundee; Ardmore, Rye, St. Andrew's, Skegness, Caistor, and Walmer, in going off with the view of saving the crews of various vessels in distress.

Reported the services of the Ballycotton life-boat in going off and assisting to save from destruction the brig *Hants*, which was in distress during a gale of wind off Ballycotton on the 29th January.

Voted the Thanks of the Institution, inscribed on Vellum, to Dr. CRAWFORD POOLE, Honorary Secretary to the Ardmore Branch of the Institution; and to Mr. THOMAS COVENEY, chief officer of Coastguard; and 3l. 10s. to 7 other men, in acknowledgment of their prompt and laudable conduct in wading into the surf and otherwise assisting to rescue 10 of the crew of the barque *Sertus*, of Malta, which was totally wrecked at the Curragh Point, Ardmore, County Waterford, during a strong gale of wind, on the 29th January.

Also the Thanks of the Institution, inscribed on Vellum, to Mr. WILLIAM MAYNARD, master-mariner, and to THOMAS BATE, coxswain of the Bude Haven life-boat of the Institution, with 1l. to the latter, and also 2l. to two other men, in acknowledgment of their gallant conduct in wading into the sea to a reef of rocks, and assisting to rescue 3 of the crew of the Spanish brig *Juanito*, of Bilboa, which was totally wrecked, during a heavy gale of wind, 5 miles north of Bude, on the 15th January. The remainder of the vessel's crew were saved by means of the rocket-apparatus, under the management of Mr. WILLIAM SIMPSON, chief officer of the Coastguard. —Mr. Simpson to be thanked for his valuable services.

[We may add that the QUEEN OF SPAIN has ordered the Gold Medal of Honour to be also presented to BATE for his intrepid services on this occasion.]

Also voted 8l. to the crew of a fishing-yawl, for putting off and saving the crew of 4 men from the schooner *Wave*, of London, which was wrecked during a gale of wind off Winterton, on the 26th January.

Also 10s. to JOHN QUINE, officer of H. M. Customs, at Douglas, Isle of Man, for wading into the sea and assisting to rescue the crew of 4 men from the schooner *Jane and Agnes*, of Douglas, which was wrecked off that place during a heavy gale of wind on the 29th January.

Also 7l. 10s. to the crew of a fishing-boat for going off and saving the crew of 6 men from the schooner *Artemas*, which was wrecked during a gale of wind on the Newcome Sands, off Lowestoft, on the 4th January.

Also 5l. 10s. to 8 men for putting off in a shore-boat and rescuing the crew of 9 men from the Russian ship *Libra*, of Aland, which was totally wrecked during a storm from the S.S.E., on the Skerries Rocks, on the east coast of Shetland, on the 24th November.

Also 1l. to 2 men for going off and saving, during squally weather, 2 of the crew of the sloop *Elizabeth Cecilia*, of Carmarthen, which was wrecked off Milford on the 28th January.

Also 1l. 5s. to the crew of the steam-tug *Imperial*, of Lowestoft, for putting off on the 21st February, during a heavy snowstorm, with the view of towing out the life-boat from that place to the rescue of a shipwrecked crew.

Tuesday, 14th March. The Annual General Meeting of the friends and supporters of the ROYAL NATIONAL LIFE-BOAT INSTITUTION was held this day at the London Tavern, Bishopgate Street. His Grace the DUKE OF ARGYLL, K.T., P.C., V.P., took the Chair.

The Chairman opened the Meeting with some very appropriate and interesting remarks on the important operations of the Institution.

The Right Hon. EARL PERCY, M.P., P.C., was unanimously elected President of the Institution.

The other officers of the Society having also been chosen, the Secretary read the Annual Report of the Committee.

Various Resolutions were afterwards moved, seconded, and carried unanimously, pledging the Meeting to renewed exertions on behalf of the benevolent and national objects of the Institution.

The Resolutions will be found in the preceding Number of the *Life-boat Journal*, p. 563.

OUR COAST HEROES.*

THE following account of the rescue of the crew and passengers of a shipwreck like that of the steam-ship *Stanley*, off Tynemouth, on the fearful night of the 24th November last, is taken from an admirable and most interesting little volume, recently published, on the intrepidity and skill of our life-boat men.

A fine manly tone pervades the whole

* "The Life-boat: A Tale of our Coast Heroes." By R. M. BALLANTYNE. Illustrated. London: James Nisbet and Co. Price 5s.

book; and as stories of storm and shipwreck—of perils bravely encountered, and dangers narrowly escaped—have always peculiar attractions for the young, we strongly recommend a perusal by them of this little volume:—

“It would,” says the author, “be a matter of some interest to ascertain how many of the inhabitants of this busy, thickly-peopled isle are aware of the fact that during every storm that blows while they are slumbering, perchance in security and comfort in their substantial dwellings, there are hundreds—ay, thousands—of hardy seamen all round our coasts, standing patiently in such sheltered spots as they can find, encased in oil-skin, and gazing

anxiously out into the dark sea, regardless of the pelting storm, indifferent to the bitter cold, intent only on rendering aid to their fellow-men, and ready at a moment's notice to place life and limb in the most imminent jeopardy. . . . No individual in the land, however far removed from the coast, can claim exemption from the dangers of the sea. His own head may, indeed, be safe from the raging billow, but at any moment the sea may grasp some loved one, and thus wreck his peace of mind, or engulf his property and wreck his fortune. . . . If we could, by the exercise of supernatural powers, gaze down on our shores as from a bird's-eye point of view, and take them in with all their stirring incidents at one glance; if we could see the wrecks, large and small—colliers with their four or five hands—emigrant-ships



with their hundreds of passengers, beating and grinding furiously on rocks that seem to rise out of and sink into the sea of foam; if we could witness our life-boats, with their noble-hearted

crews, creeping out of every nook and bay in the very teeth of what seems to be inevitable destruction; if we could witness the hundred deeds of individual daring done by men with bronzed faces

