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## LIGHTS AND LIGHTHOUSES.

HAVING in our last number described the buildings and floating vessels from which beacon lights are exhibited, we have now to give some account of the nature and history of the lights themselves.

At a very remote period, when the early mariners of the world first ventured to extend their sea-voyages beyond the few hours of daylight, or of moonlit nights, the want must have been felt of warning and guiding lights, and the more especially as those primitive voyagers, who were the first pioneers of commerce, must have perpetually "hugged" the shore, their chief fear being, that they should be carried away by an "off-shore" wind into the great unknown region of waters extending they knew not whither.

In the first part of this paper, we have referred to the ancient state of the buildings specially constructed for the exhibition of beacon lights, and of which there is historic record; but far, very far beyond that age must we carry our mental vision in imagining the period when the first signal-fires were piled on the hill-side, or rocky point, or overhanging cliff, to guide the absent mariner safely to his home again.

Interesting, however, as it may be, as a subject for reflection and conjecture, to trace the gradual development of human progress in all matters, from the rude and simple state of a remote and ignorant barbarism to the comparatively complex and refined civilization of the present time, we have now rather to do with the practically useful than with the sentimental; we shall therefore proceed at once to describe the successive improvements in the great sea-lights of a later age.

There can be no doubt that all the earlier lights were simply fires of wood. The Tour de Corduan, when completed in 1610,

was provided with an iron chauffer or cage in which faggots of wood were burned; and in our own country, where coal is more abundant than in most others, open coal fires were sometimes adopted, a light of which description was actually in use at the Isle of May, on the coast of Scotland, from the time of the erection of its light tower, in 1636, until so late as the year 1816, when a new tower was built, and was provided with oil lamps and reflectors. No less than 400 tons of coal were latterly burnt each year in maintaining this light.

The disadvantages of this primitive mode of illumination were manifold. The degree of intensity, size, and even colour of the light must have been very variable, the distance at which it could be seen being equally so; it did not admit of any distinctive marks by which one light could be distinguished from another; the quantity of fire consumed was enormous, and its supply must, in proportion, have involved great labour and expense; while the waste of light was likewise great, since it shone in all directions, towards the land as well as towards the sea, and upwards to the sky. It is, however, recorded of the wood and coal fires as an advantage, that, in wet and foggy weather, their reflection was distinguishable high up in the air when they were not themselves visible.

The next change appears to have been first adopted at the Eddystone, at which, from its isolated position, being several miles from the land, it would have been very difficult to maintain a sufficient supply of fuel in the winter months. Its illuminator was accordingly composed of twenty-four wax candles, surrounded by a glass lantern, but without reflectors, or any other artificial means of increasing or concentrating the light; and insignificant as it must have been, compared with the splendid lights of the present day,

the plan was yet a considerable step in advance of the open fires.

The next great improvement in sea-coast lights was the adoption of reflectors, which, like many other improvements in the various departments of art, science, and manufactures, appears to have been the immediate result of accident rather than of deliberate design and forethought.

Before, however, proceeding to describe the successive advances in the science of pharology, or the branch of "Optical Engineering," as it has been termed, which applies to sea-coast illumination, it will be desirable, for the information of unscientific readers, that, without going deeply into optical details, we should briefly explain the principles on which science is made available to produce such truly valuable practical results.

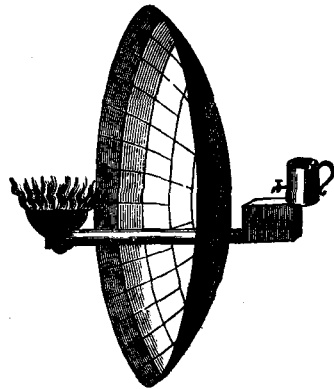
Rays of light travel through space in all directions, and in straight lines, unless diverted therefrom by reflection from the surface of an opaque body, such as silvered glass or polished metal, or by refraction in passing through transparent bodies, as glass or water. If then two diverging rays of light, or bundles of rays, can be thrown, either by reflection or refraction, on one point, thus occupying the space of one ray or bundle of rays, the intensity or brightness of the light on that point will be doubled: if twenty rays are thus made to converge into the space of one ray, the brilliancy at the point of convergence or focus will be increased twentyfold. A familiar instance of this principle, by refraction, exists in the common glass lens, vulgarly called a "burning glass," which, by throwing a large number of rays of light on one point, produces an intense light and heat, capable of exploding gunpowder and igniting inflammable bodies. In the same manner, the shape of a mirror or reflector may be so arranged as to collect the rays of light emitted on one side of a luminous body, and to throw them forward, so that they shall converge in a point, or series of points, on the opposite side, and thus being added to the direct rays, increase the intensity of the light on that side.

A concave mirror, the curve of which is a parabola, is found to be the necessary form to effect the object in view, and a series of such reflectors, attached to lamps suitably adjusted, thus collect the useless rays of light from above, below, and behind, and throw them forward in a horizontal direction. As stated above, this system, which

has been denominated the catoptric or reflector system, from the Greek word *κατοπτρον*, a 'mirror,' was the first that was employed in the improvement of beacon lights. It is essentially the English system, both from its having been originated and been longer retained here than in other countries. The credit of first introducing it has been claimed both by England and France. Undoubtedly, however, the earliest application of reflectors was made in England, whilst to France belongs the honour of very greatly improving them.

Somewhere between the year 1763 and 1767, Mr. WILLIAM HUTCHINSON, the dock-master at Liverpool, first applied a parabolic reflector to his flat-wicked lamps. The idea is stated to have thus originated. A convivial company of scientific men met at Liverpool, when one of the company present wagered that he would read a book by the light of a farthing candle, at a distance of 200 feet from it. The wager was won by means of a wooden bowl, lined with putty, in which facets of looking-glass were embedded, forming a reflector. Hutchinson was present, and seizing the idea, utilized it for his lighthouses. His reflectors were formed of tin plates, or of wood lined with looking-glass, the largest 13 feet in diameter with 6 feet focus, being placed behind a "spreading burner mouth-piece" 14 inches broad. The Ridstone, Hoylake, and Leasowe lighthouses were thus illuminated, and they were undoubtedly excellent lights for the period.

Fig. 1.



Mr. Hutchinson's Reflector, &c.

In the year 1786, the Northern Lights Board fitted reflectors and lamps of a similar description, at the Isle of May and Cambrae

Isle lighthouses in the Firths of Forth and Clyde. These were said to have been the invention of Mr. Thomas Smith, the engineer to the Board; but whether or not he was aware of similar reflectors having been adopted elsewhere, is not known.

On the other hand, in France, a M. Tealère, a member of the Royal Corps of Engineers of Bridges and Roads in that country, is said to have first proposed the use of parabolic reflectors; and the celebrated Corduan light-tower was illuminated in that manner about the year 1780, by M. Lenoir, under the direction of the Chevalier Borda. The reflectors were made of sheet copper, plated with silver, and the lamp then just invented by M. Argand, of Geneva, since known as the Argand lamp, was adopted.

These great improvements then became general in other countries, and at once advanced the system of lighthouse illumination into a science. The reflectors of the present day are made precisely in the same manner as M. Lenoir's, of copper thickly plated with silver, very highly polished, and, like his, lit by Argand burners, having a cylindrical flame of about one inch in diameter. The form of those now in use is that calculated by Captain Huddart, an Elder Brother of the Trinity House, in 1791. They are very durable, many of the reflectors still used remaining unimpaired after 30 and 40 years' continued service.

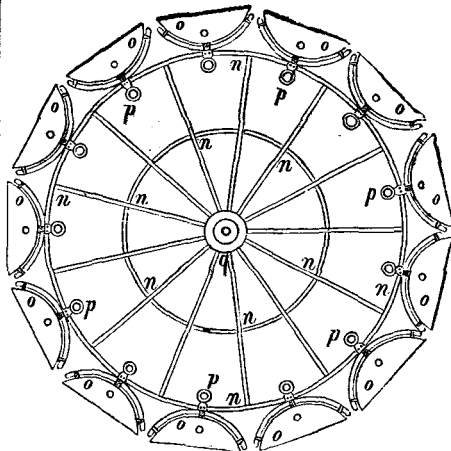
The size adopted by the Trinity House is 21 inches diameter for lighthouses, their sectional area being 346.3 square inches, and 12 inches diameter for light vessels, with an area of 113 square inches. Some reflectors are said to multiply the brilliancy of a light as much as 450 times. Catoptric lights are capable of nine distinct variations, viz., fixed revolving white, revolving red and white, revolving red with two whites, revolving white with two reds, flashing, intermittent, double fixed, and double revolving. The first exhibits a steady and uniform appearance. The reflectors used for it are of smaller dimensions than those employed in revolving lights, and which is necessary in order to allow of their being ranged round a circular iron frame, with their axes inclined at such angles as to enable them to illuminate every part of the horizon (Fig. 2). The revolving light is produced by the revolution of a frame with three or four sides, having reflectors of a large size grouped on each side, with their axes parallel; and as the revolution exhibits a light gradually increasing to full strength, and in the same gradual manner decreasing

to total darkness, its appearance is extremely well marked (Fig. 3). Eighteen, twenty, and even thirty reflectors are thus arranged on the faces of the revolving framework.

The succession of red and white lights is caused by the revolution of a frame whose different sides present red and white lights, and these, as already mentioned, afford three separate distinctions, viz., alternate red and white, the succession of two white after one red, and the succession of two red after one white. The flashing light is produced in the same manner as the revolving light; but by a different construction of the frame and greater quickness of the revolution, a totally different and very striking appearance is produced. The brightest and darkest periods being but momentary, the light is characterized by a rapid succession of bright flashes, whence it derives its name. The intermittent light is distinguished by bursting suddenly into view, and continuing steady for a short time, after which it is suddenly eclipsed for many seconds, ordinarily in English lights for about half a minute. Its peculiar and striking appearance is effected by the perpendicular motion of circular shades in front of the reflectors, by which the light is alternately concealed and displayed. The double lights, which are commonly only used where there is a necessity of a leading line, for taking some channel, or avoiding some danger, are exhibited from two towers, one of which is higher than the other, and the two lights when seen in one vertical line, form a direction for the course of shipping.

The following diagrams and explanations will, we hope, make the general character and arrangement of the lamps and reflectors

Fig. 2.



of the catoptric lights sufficiently intelligible to the general reader.

Fig. 2 shows a plan, in section, of one tier of reflectors arranged in the manner employed in a fixed catoptric light: *n n* shows the chandelier, *q* the fixed shaft in the centre, which supports the whole, *o o* the reflectors, and *p p* the fountains of their lamps.

Fig. 3.

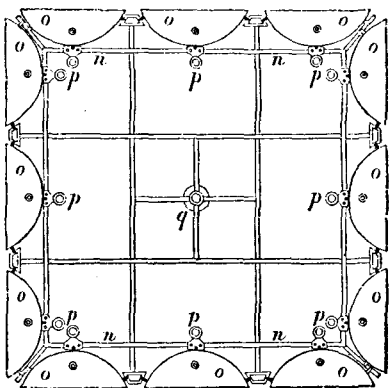


Fig. 4.

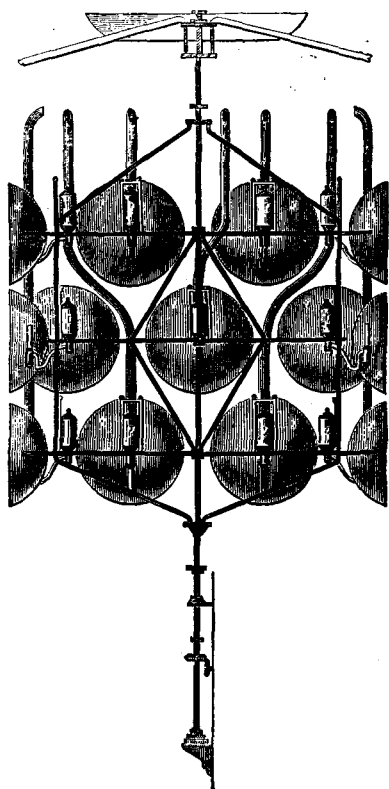


Fig. 3 represents a plan, in section, and Fig. 4 an elevation of a revolving apparatus on the catoptric principle. In these figures, *n n* shows the reflector frame or chandelier, *o o* the reflectors with their oil fountains, *p p*. The whole is attached to the revolving axis or shaft, *q*.

Fig. 5.

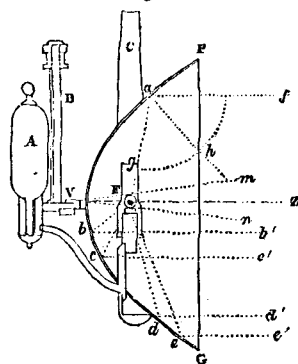


Fig. 5 is a sectional view of a single parabolic reflector and lamp, representing one of the series shown in Figs. 2, 3, and 4. Its action is due to the peculiar properties of the parabolic reflector, which throws forward or reflects all rays of light that impinge on it from its focus, *F*, in lines parallel with its axis; so that if the lamp and reflectors be placed in a vertical position, the whole of the rays will be thrown forward horizontally. Such reflected rays are represented by the lines *F a f*, *F b b'*, *F c c'*, *F d d'*, and *F e e'*. If the light were a mathematical point, it is obvious that the united rays of light collected and thrown forward by the reflector, would form merely a cylindrical beam of light, or bundle of rays, of the diameter of the reflector itself, and that the collected light would thus be only visible from within the limits of its own narrow circumference, the light appearing, when viewed from all other positions, of its natural size and brilliancy alone, as if no reflector were employed. As, however, the light itself, from the circular wick of an Argand lamp of one inch in diameter, is of considerable size, and parts of it are therefore removed from the true focus of the reflector, there is a considerable divergence of the reflected rays, which is of

the utmost value, and alone gives to the reflector its character of practical utility. Thus by ranging a series of such lamps and reflectors round a circular frame, the divergent rays so spread out, combine and cross each other, and form a complete band or belt of light, which may thus be made to cover the whole horizon, and embrace all objects moving on the face of the waters or the land within its scope. This angle of divergence, in one of the reflectors ordinarily in use, represented in this figure by the angle  $m V n$ , is equal to  $14^{\circ} 22'$ , and it would require twenty-four such reflectors to form a complete circle of light. In the figure, the point  $V$  represents what is called the vertex of the reflector—the line  $VZ$  its conjugate axis.  $A$  is the fountain of the lamp, and  $B$  the shaft or portion of the frame on which it is fixed.

We have, so far, endeavoured to make plain to the general reader the origin, growth, and character of one of the two systems by which the sea-coasts of the civilized world are now illuminated. It is the elder of two beautiful sisters, whose pure and beneficent charms will probably yet, for a long time, continue to be reflected on the ocean's waves, and to attract the seaman's wistful gaze. We will not risk the chance of any disparaging or otherwise invidious comparisons between two objects, each having such great claims on our admiration and gratitude: we therefore postpone our humble tribute to the latter until our next number, and now conclude with the reflection that few objects are more calculated to impress on our minds the beneficence of the Great Author of all things, who has thus caused man's general welfare, worldly prosperity, happiness, and progress so greatly to depend on the use of those mental faculties with which He has gifted him, and the industrious exercise of which, whilst it conveys a blessing on his race, should, at the same time, be ever looked upon by him as his greatest happiness and most glorious privilege.

## STORM WARNINGS.

BY THE LATE ADMIRAL FITZROY, F.R.S.

[THE following paper on "Storm Warnings" is one of the latest written by the late-lamented Admiral FITZROY; and it is to us a melancholy satisfaction to publish it in these columns, where he so often gave the results of his great experience, and where he was so much gratified to see them. He felt assured that his papers would thus come under the immediate notice of those persons who could test their accuracy, and appreciate their importance.—Ed. *L. J.*]

"MANY of the *Life-boat Journal* readers who are interested by the practical results of our recently-instituted mode of forewarning maritime interests when stormy weather is approaching ask such questions as the following:—'What are the principles on which storm-warnings are given?'

"To answer in few words, and not indistinctly, is scarcely now so difficult as it would have been a few years ago, the writer believes, and would wish to prove briefly.

"Considering atmosphere as fluid, having currents of varying conditions, affected by temperature and pressure, always seeking horizontal level, however incessantly disturbed, and not very many miles in depth,—considering the earth's rotation and effects of solar heat, in addition to those of attraction by the moon and sun, and knowing how the barometer and thermometer indicate changes, we see that observations at several stations telegraphed to a centre may show what are the various states of air, and in what direction it is moving, besides other details.

"Now, as air moves in extensive masses, has excessive elasticity, and holds in suspension much watery vapour, the opposition or combination of its currents in temperate zones occasion all their varieties of climate and season under the sun's influence as principal motor.

"Practically, then, in forecasting weather, the meteorological characters of several places are ascertained and compared, whence con-

clusions are drawn thus:—Wind blows from higher toward lower pressure. It curves around a space of low pressure. Temperature indicates whence it comes (being higher or lower than usual). Dryness, also, or moisture, besides showing direction, in some degree indicates a change to a dry or a moist quarter. Wind changing to the left is rainy; to the right usually dry; and many other such facts are to be noticed.

“But the chief points are relative positions, extent, and width of air currents, as they pass over hundreds of miles.

“Between them, the southerly and northerly, with their combinations, there are usually very variable winds, sometimes stormy.

“As the limits or margins of these currents have pressures and temperatures less or greater than their central lines, and as their width is proportionate usually to their circuitous sweep around the area of low barometer, two or three stations’ observations usually suffice to show, approximately, what is the character and tendency of air streams, even immediately beyond the most distant station.

“By thus theorizing for remote places—using actual measures for nearer ones—comparing high and low quantities south and north, east and west, by knowing the course of wind currents and their eddies (at times storms), we are enabled to look beyond Ireland into the Atlantic, and obtain notice of changes only then approaching.

“Elsewhere it has been repeatedly observed that bad weather over Ireland precedes that of England by about a day, and that winds from eastward are usually northeasterly or south-easterly, not from east direct.”

We append some facts relative to the late Admiral FIRZROY, in addition to those given in the last Number of the *Life-boat Journal* for July, page 711.

Having gained the first medal at the Royal Naval College, Admiral (then Mr.) FIRZROY entered the navy 19th October, 1819. On the 7th September, 1824, as a reward for the creditable examination he had passed in seamanship, when

he was the first out of twenty-seven competitors and also in consideration of the medal he had previously obtained, he was promoted to the rank of lieutenant. In 1835, when in command of the *Beagle*, he succeeded in ascertaining the position of the *Challenger*, 28, wrecked on the coast of Chili, by riding several hundred miles in search of it through the unconquered and dangerous territory occupied by the Araucanian Indians, a tribe hostile to all white men. He ultimately piloted the *Blonde* frigate, Commodore MASON, to the spot he had discovered, where the crew were saved.

Even as a young lieutenant, he was as remarkable for his practical seamanship in handling a ship as he was for his scientific attainments and studious habits. He always attributed the ability he thus acquired to his being brought up under a good first lieutenant. The value to young officers, and to the service generally, to be derived from such training is shown by the following fact. When the *Beagle* sailed from England in 1831, Commander FIRZROY sent for the officers into his cabin, and told them that he had never known accidents, as they were called, happen in any ship, except when they could be traced to the fault of the officer carrying on the duty; that he was convinced this was almost invariably the case. And he added that if ever in the *Beagle* a sail was split, a spar carried away, a man knocked off a mast or yard, or a sea shipped on board, he should consider the officer in charge at the time to blame.

On leaving the cabin, the officers generally expressed their opinion that this would be very hard, as accidents must sometimes occur, more especially as they were going to spend so long a time in the stormy region near Cape Horn. But on every occasion of bad weather, care was taken at once to show the officers the precautions necessary in close reefing and furling sails. Great stress was also laid on never straining ropes or spars unnecessarily under ordinary circumstances, so that they might be depended on in emergencies, and what was the result? They were for nearly five years exposed to unusually severe weather near the southern part of South America, Cape Horn, and hardly ever left a port without soon getting into heavy gales, and then returned to England round the world. During the five years, no mast or yard was carried away, or even sprung; no sail was ever split; no man fell from aloft or overboard; and only once a sea came on board, and that occurred when Captain FIRZROY was himself in charge of the deck during the officers’ dinner; but it was in the worst storm they ever experienced off Cape Horn, and in such a sea that a short time before he had remarked that, if one of them broke near, nothing could save it coming on board. When it is recollected that the *Beagle* was one of the so-called ‘coffin’ 10-gun brigs, that she always went to the south for her work, so loaded with provisions that her copper was under water, and that both upper deck and poop were stowed thickly with salt meat casks, and that she had six large boats for her class—two over head on studs—it will give an idea of

the care and seamanship required to produce such results.

Before Select Committees of the House of Commons, the late Admiral expressed himself once or twice that a large number of shipwrecks were clearly traceable to carelessness.

All who served with him admired his zeal, energy, and self-sacrifice for the service in many ways, as well as his splendid abilities; but above all they were most struck with his extraordinary nerve and seamanship on some trying occasions, when the safety of the vessel and all on board depended on him. On one occasion, the first lieutenant, the late WILLIAM WICKHAM, himself a first-rate sailor and officer, said to one of his fellow-officers, when under a press of sail in a storm (they were on a dead lee-shore, near Cape Horn, with the tops of the seas going over the cliffs, 600 feet high, a mile only to leeward), "With any one else I should think we were going in too far (in trying to reach a harbour), but he always knows so exactly the limit of danger, that it makes one confident he is right. A few minutes after, while there was just room, he gave up the attempt and wore round; of course the loss of a mast or yard at such a time must have caused the destruction of every one on board; but it was for such trials that he so carefully preserved spars, sails, and ropes at other times, as he often told us."

Another thing almost equally remarkable was this—from not having been supplied with tender or decked boats, as was usual for such work, he did the greater part of the surveying work in open boats. These, either with himself or other officers, were exposed on these dangerous coasts for weeks at a time. At one time, for as long as nine weeks, 25-foot whale-boats, with provisions for six weeks for seven officers and men, loaded heavily, would perhaps be working at great distances from the ship, and in no one instance did an accident happen. This, under a gracious Providence, was owing to the careful rules Captain FitzRox had laid down for the guidance of all officers in boats, particularly in the use of sails. The saving to the country of a ship being sailed for five years without any damage to spar, sail, &c., when contrasted with the case of some ships that never used to leave port or make a passage, without costing the country large sums for damage, caused simply by foolhardiness, carelessness, and want of seamanship, cannot be too highly appreciated.

We may mention that an officer who served with Admiral FitzRox for the first time in the *Beagle* in 1831, and was a mate of four years' standing when he joined her, once remarked: "If any one had told me that I was not a seaman when I joined this ship, I should have been greatly offended, but now I know that I never knew what real seamanship was until I saw it in this vessel." Admiral (then Captain) FitzRox returned to England at the close of 1836, and in the course of the following year was presented with the large gold medal of the Royal Geographical Society, as a tribute to the importance of his scientific ser-

vices, and was also elected an elder Brother of the Trinity House. In 1830-31, he offered himself as a candidate for the representation of Ipswich, but was defeated; but in 1842, he accepted the post of acting Conservator of the River Mersey, soon after which he was returned for Durham, but resigned his seat the following year. Whilst in Parliament, he introduced a Bill from which much of the 'Mercantile Marine Act' was taken, for establishing Mercantile Marine Boards, and for enforcing the examination of masters and mates in the merchant service. At the request of the late Sir ROBERT PEEL, he accepted the post of Governor and Commander-in-Chief of New Zealand, which post he held from December 1843 to 1846.

On the 14th September, 1848, he was nominated Acting-Superintendent of Woolwich Dockyard, with his pendant on board the *Fisgard*, 42; and on the 12th March, 1849, he was appointed to the *Arrogant*, of 36 guns and 360 horse power, an experimental frigate, fitted with a screw and peculiar machinery, which he had been for some time superintending. In February, 1850, having proved the *Arrogant* in every way, he was placed on half-pay, at his own request, for the purpose of attending to his private affairs, and of recovering from the fatigue he had undergone. In 1841, he was selected by the Admiralty to attend upon the Archduke of Austria during his tour through Great Britain. In 1851 he was made a fellow of the Royal Society, and in May, 1854, during the period of the Russian war, he was charged with the duties of private Secretary to Lord HARDINGE, Commander-in-Chief of the army.

Admiral FitzRox was elected a Member of the Committee of Management of the ROYAL NATIONAL LIFE-BOAT INSTITUTION in 1859. He always took a warm interest in its welfare, and was ever ready to aid in any way in his power to carry out its philanthropic objects. He used to say to the secretary of the Institution, "Your work is of an affirmative character; there can be no misgiving about the work of the life-boat in saving a shipwrecked crew—it is palpable to everybody; but in respect to my work on the coast, it is somewhat of a negative character; I try, by my warnings of probable bad weather, to avoid the need of the life-boat."

We may add that the Board of Trade, whose able servant he was, the Liverpool Chamber of Commerce, the Scotch Meteorological Society, and other public and learned bodies, have spontaneously testified how great has been the loss of the good Admiral to the public service.

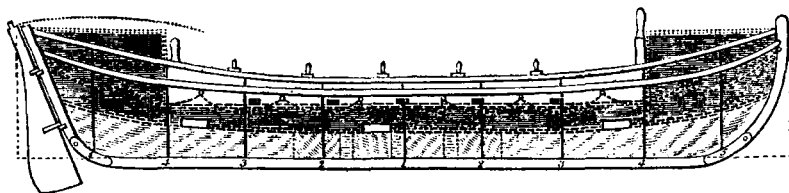
We are glad to find that attention is being called to the claims which the family of the late Admiral FitzRox have to assistance from the Government. Their case is a very strong one, as we have shown above; but a few additional facts will illustrate more strongly how deserving his family is to the very favourable consideration of the Admiralty. Since 1825, three expeditions, each lasting five years, have been sent to survey the coast of South America. The second of these, under the command of Admiral FitzRox, was

most successful and important. It opened up the route now usually taken through the Strait of Magellan, by which the dangerous navigation of Cape Horn is avoided, and it led to observations and discoveries which have made it an epoch in the recent history of science. Those well qualified to pronounce an opinion, say it may be compared to its advantage with any five years' survey in the records of the Admiralty, yet the expense to which the country was put by it was small. The first expedition to which we have referred cost 100,000*l.*, the last expedition 75,000*l.*, and that of Admiral FitzRox only 40,000*l.* This saving to Government was, however, effected in a great measure at his own cost, as many necessary expenses incurred on his own responsibility were disallowed at the Admiralty. In obtaining proper surveying instruments, all absolutely necessary for the proper discharge of the work he had to perform, he spent 3,000*l.* Having no tender, or small boat, allowed him, similar to those furnished to the other two expeditions, he was obliged to hire two small decked boats of from seven to eleven tons, to execute the survey in small bays which his vessel, the *Beagle*, could not enter:

their hire cost him 1,100*l.* Before receiving from the Admiralty a disapproval of the hire of these vessels, he purchased a schooner as tender to the *Beagle*. He had her fitted up, and the cost of doing so, and the hire of the crew who manned her for a year, amounted to about 2,000*l.* His whole expenditure then, beyond the sum allowed at the Admiralty, amounted to 6,100*l.*, for which he was never compensated in any way; in fact he had to borrow money to discharge the liabilities he incurred in the public service.

Admiral FitzRox's latest and most important services we have described above. A better claim than his family have to assistance from Government it would be difficult to imagine. We therefore trust that their case will meet with the consideration due to the memory of an officer who upheld the high reputation of our navy by his scientific discoveries, by the zeal and efficiency with which he discharged the difficult duties entrusted to him, and by the ability and energy he displayed in establishing a system of Meteorological observations which has already been the means of saving many lives and a large amount of property.

#### ADDITIONAL STATIONS AND NEW LIFE-BOATS.



POOLE.—The NATIONAL LIFE-BOAT INSTITUTION has formed a life-boat station at the port of Poole on the coast of Dorsetshire. As there was no life-boat establishment between Lyme Regis on that coast and the Isle of Wight, and as wrecks attended with danger to the crews must be liable to occur to vessels in making for Poole Harbour, or from their parting their cables if anchored in the Bay, it was considered that a life-boat might advantageously be placed at Poole, especially as the pilots and fishermen had represented that they had frequently undergone great risk in rescuing the crews of stranded vessels. A very commodious and substantial life-boat house has been erected at the northern

entrance of the harbour, and a fine new 32-feet 10-oared life-boat and transporting-carriage have been forwarded there. A benevolent lady gave 500*l.* towards the cost of this life-boat establishment, and at her request the boat has been named the *Manley Wood*. A grand demonstration took place at Poole on the arrival and launch of the life-boat on the 19th January last. The London and South Western Railway Company readily gave a free conveyance to the life-boat and carriage over their line.

DUNBAR, N. B.—The Institution has formed a life-boat station at Dunbar on the coast of Haddingtonshire, and has placed



there, in a substantial boat-house, a new 33-foot 10-oared life-boat and transporting-carriage. It is anticipated that the boat will be of great service to the fishing-boats of the place on occasions of storms, as well as to other vessels that may be wrecked in the locality. The life-boat will be available for a considerable length of coast, as there are sandy beaches, both north and south of Dunbar, with good roads leading to them, which will enable the boat to be readily transported thither on its carriage. The cost (300*l.*) of the life-boat was presented to the Institution by Lady CUNINGHAM-FAIRLIE, and by her ladyship's desire the boat is named the *Wallace*, after the well-known patriot and hero of Scotland. A free conveyance was kindly given to the life-boat and carriage to Dunbar over the lines of the Great Northern, North Eastern, and North British Railway Companies. A grand demonstration took place on the occasion of the arrival and first launch of the life-boat in April last.

ALNMOUTH.—A new 32-foot 10-oared life-boat and transporting-carriage have been sent to Alnmouth, on the coast of Northumberland, in lieu of a 4-oared boat on that station, which was found too small for the locality. Miss WARDELL, of Tunbridge Wells, generously placed 320*l.* at the disposal of the Institution, to defray the cost of the new life-boat and carriage, and at her request the boat is named the *John Atkinson*. A free conveyance was readily granted to the life-boat over the lines of the Great Northern and North Eastern Railway Companies.

PENZANCE.—The Institution has just replaced the life-boat at Penzance by a larger boat, 32 feet long and rowing 10 oars, double banked, it having been decided that the smaller boat was not large enough for the requirements of the station. The cost of the new life-boat was generously defrayed by a benevolent gentleman, who readily approved of the suggestion of the Committee of the Institution that the life-boat might be called the *Richard Lewis*, after the Secretary of the Institution, whose long services to the life-boat cause are well known. The new and old life-boats and their transporting-carriages were readily conveyed as usual, free of charge, over the lines of the Great Western, Bristol and Exeter, South Devon and Cornwall, and the West Cornwall Railway Companies.

NEWQUAY, CORNWALL.—The life-boat on this station having become from dry-rot un-serviceable, she has been replaced by a new boat 32 feet long, and fitted to row 10 oars, double banked. The new and old boats and their carriages were liberally granted free conveyances over the lines of the same Companies who took the Penzance life-boats, as above stated. The cost of this and three other life-boats was generously presented some years ago to the Institution by a benevolent lady who gave no name or address. Her life-boats have since then saved many lives from shipwrecks. The life-boats are respectively named, at her request, the *Moses*, the *Miriam*, the *Joshua*, and the *Tyrella*, the last having been named in compliment to A. H. MONTGOMERY, Esq., of Tyrella House, Dundrum Bay, who not only readily gave the site of ground for the boat-house, but also kindly undertook the superintendence of the station.

NORTH SUNDERLAND.—The life-boat on this station has been replaced by a 33-foot double-banked life-boat better suited to the locality. The cost of the new life-boat and its transporting-carriage (400*l.*) has been presented to the Institution by Mrs. ANSTICE, of Tynemouth, through A. S. STEVENSON, Esq., and the boat itself is named, at her request, the *Joseph Anstice*. This life-boat was readily conveyed to its station, free of charge, by the Great Northern and North Eastern Railway Companies.

MARYPORT.—The Institution has just formed a life-boat establishment at the port of Maryport on the Cumberland coast. The inhabitants were very desirous of having a life-boat, and as there was a considerable shipping trade at the port, and vessels were occasionally wrecked, when their crews were only saved at much risk of life by ordinary shore-boats, a new 32-foot 10-oared life-boat has been placed there. The boat is provided with a transporting-carriage, and a commodious house has been built for their reception. The Society is indebted to the generosity of HENRY NIXSON, Esq., of Manchester, for a handsome donation of 550*l.* to defray the expense of this new life-boat station. The boat was conveyed to its destination by the London and North Western, the Lancashire and Yorkshire, and the Whitehaven and Furness Railway Companies. A public inauguration of the life-boat took place on arriving at its station. The boat is named after its benevolent donor.

UPGANG, NEAR WHITBY.—The NATIONAL LIFE-BOAT INSTITUTION has just placed a 30-foot single-banked life-boat and transporting-carriage at Upgang, near Whitby, in a new and commodious boat-house which has been erected for them. It was found exceedingly hazardous to launch the Whitby life-boat in a northerly gale; and this life-boat has therefore been stationed at Upgang—about a mile to the northward of Whitby harbour—to be used instead of the Whitby life-boat in certain cases. The cost (180*l.*) of the life-boat has been presented to the Institution by Dr. H. W. WATSON, of Derby, and the boat is named the *William Watson*. The life-boat and carriage were readily granted a free conveyance to their destination by the Great Northern and North Eastern Railway Companies.

PETERHEAD, N. B.—The Institution has formed a life-boat establishment at Peterhead, on the coast of Aberdeenshire. There is a large shipping trade at this port, in addition to 400 fishing-boats, which proceed from it to sea every night in the season; and several cases of shipwreck have happened there during the past eighteen months. For ten miles north of Peterhead there is a flat sandy beach, where the life-boat could be used on occasions of wrecks, but where the rocket apparatus could not be made available. A new 33-foot life-boat and transporting-carriage have been sent to Peterhead by the Institution, and a commodious boat-house prepared for them. The cost of this and another life-boat has been defrayed from a fund raised amongst the contributors to the Dundee *People's Journal*, under the management of W. D. LATTO, Esq., the editor. The other boat is to be stationed at Arbroath, N. B. The Peterhead boat is named the *People's Journal Life-boat, No. 1*. The Great Northern and the continuous railway companies kindly conveyed the life-boat to her station free of charge. The boat was publicly exhibited at Aberdeen, on the way to her station, and a public demonstration also took place with her on her arrival at Peterhead. At both places the life-boat met with an enthusiastic reception.

The NATIONAL LIFE-BOAT INSTITUTION has presented to Mr. LATTO the following testimonials, in acknowledgment of his zealous and valuable co-operation:—First, a beautiful model of the *People's Journal Life-boat, No. 1*, stationed at Peterhead,

which model is enclosed in a plate-glass case. Along with it there is a silver tablet bearing a suitable inscription. Second, the thanks of the Committee of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, illuminated on vellum, and enclosed in a handsome gilt frame. Third, a fine large photograph, also in a gilt frame, and suitably inscribed, representing a life-boat with its crew proceeding through a stormy sea to rescue the crew of a wrecked vessel seen in the distance.

At a public meeting convened by the Dundee Branch of the Institution, FRANCIS MOLISON, Esq., Chairman, presiding, these articles were formally presented to Mr. LATTO.

After expressing his sincere thanks for this very handsome present, Mr. LATTO said—

“I can scarcely take much credit to myself for the perfect success which attended that wonderful—I might almost say unprecedented—outflow of popular philanthropy and liberality. It was not I who suggested the subscription. That was done by a gentleman residing, I believe, in Stonehaven, whose name deserves to be honourably mentioned, but which, I regret to say, has utterly escaped my memory. He will at least have the satisfaction of reflecting that he has been instrumental in originating a movement which has added two splendid boats to that noble fleet of life-preservers which has been built and equipped, and planted down at all the more dangerous points of our extensive sea-coast, under the auspices of that most useful Society, the ROYAL NATIONAL LIFE-BOAT INSTITUTION. The only merit I can claim in connection with the movement consists in my having, as it were, seconded the motion—in my having given my correspondents full liberty to express their sentiments on the subject in the columns of the *People's Journal*—in my having advocated the project after I thought there was a reasonable prospect of its success—and in my having undertaken, at the request of numerous correspondents, the somewhat arduous duty of acting as general treasurer to the fund. The work was rather heavy—at times I might almost say overwhelming; for the money came crowding in mostly in very small sums, all of which had to be counted over, of course, and entered in a book. In two or three weeks, however, the heat of the subscription work moderated a little, and on the whole I can truthfully affirm that no enterprise I ever entered into gave me more unqualified delight than did the gathering in of those small sums for the *People's Journal* life-boat fund. The money was in all cases given with such delightful spontaneity—such genuine, hearty good-will—that it was a duty affording me the highest pleasure and satisfaction to sit at my desk and gather it into the treasury. The appeal in behalf of the shipwrecked sailors which I put forth, after I thought the matter was ripe for taking such a decisive step, seemed to have flashed to the popular heart with electric force, and the result was, as all of you are aware, that in the short space of four or five weeks the readers of the *People's Journal* contributed the munificent sum of 800*l.* and upwards as their offering to the cause of humanity. This sum, as has already been remarked, was mostly made up of very small items—pennies, sixpences, shillings

—for there were very few subscriptions of five, ten, or twenty shillings, so that the gift is, in the truest sense of the word, a *people's gift*—a gift which includes the school-boy's penny and half-penny, the poor widow's mite, and the sixpence and shilling of the town's artisan and the rural labourer. The working-men and women who united in subscribing this handsome sum of money for an object so truly deserving, have thereby done honour to themselves as well as to the class to which they belong—and have shown that there resides in the hearts of the industrial population of this country a real sympathy with whatever is calculated to further the interests of humanity and of practical Christianity.

### THE WRECK REGISTER AND CHART FOR 1864.

In the face of the gratifying fact that our commerce is year by year expanding itself by many thousands of tons of shipping, it is a lamentable and mortifying truth, that the advance of our science and skill does not keep pace with this expansion, in diminishing the number of wrecks that every year play out their tragedy on our shores.

With unfailing progression, the wrecks and casualties, during the past year, have moved on from month to month, until the aggregate number amounts to 1,741.

So great is the number of our losses in shipping, that the admirable document of the Board of Trade, the Wreck Register, has become at last a publication of great importance and interest, chronicling, as it does every year, with unfailing accuracy, not only the loss or disaster to every vessel in our seas and on our shores, but also the number, so far as can be ascertained, of the precious lives lost therefrom.

It may be argued that this loss of life and destruction of property are the natural consequences of our immense and increasing commerce, representing, probably, seventy millions of tons of shipping, and of the value of five hundred millions of pounds sterling.

In commenting on the facts detailed in the Register, it is not our province to dwell minutely on the destruction of property, as that is a matter which concerns shipowners, underwriters, and others, but our observations will bear more particularly on the lamentable loss of life; although it is an encouragement to know that we are making great and rapid progress by our life-boats and other means to lessen such loss.

Our life-boats and rocket-apparatus have multiplied amazingly on the coast; and in lieu of having to lament, as in past years,

the loss of 800 or 1000 lives during the last twelve months, the number who perished on our shores during that period amounted to 516 only, amongst 4,000 or 5,000 persons placed in imminent peril by shipwrecks; the number lost in 1863 being 620. Still, this is a large number; and it is to be hoped that the public will continue to support the NATIONAL LIFE-BOAT INSTITUTION, that it may unceasingly use every effort to reduce even that number.

It appears from the Returns that 30,261 lives have been saved by life-boats, the rocket-apparatus, shore-boats, ships'-boats, and other means, from 1855 to 1864, inclusive—a fact which is without a parallel in the history of philanthropic efforts—and that 3,619 lives were thus saved last year alone.

During the past few years this country has been visited by terrific gales of wind; and there is no question that the increase of our shipping casualties has occurred in particular gales of remarkable violence. For instance, in 1859 our shores were visited (among other gales) with the storm which proved fatal to the *Royal Charter* and 446 lives; in 1860, there was a succession of gales throughout the year; in January, February, and November, 1861, there were fatal gales from the N. to E. and S.E., which alone added upwards of 460 to the number of casualties in that year; in 1862, the westerly gales of January, October, and December added upwards of 540 to the number of casualties; in 1863, the westerly gales of January, March, September, October, November, and December added upwards of 930 to the number of casualties; and in 1864, the easterly and westerly gales of January, February, March, October and November added upwards of 400 to the number of casualties.

Of the 1,741 vessels which met with disasters in 1864, 1,434 are known to have been British ships, and 246 foreign ships; while the country and employment of 61 are unknown. Of the British ships, 454 only were foreign-going; and of the foreign ships, 179 were making voyages to or from the United Kingdom, and 13 were employed in the British coasting-trade. The remaining 1,095 ships were employed in the coasting-trade, with the exception of a few foreign ships which were passing the coasts of the United Kingdom, on foreign voyages, and those whose country and employment are unknown.

Of the total number of casualties reported





**SUMMARY.**

In 1864 the Number of Vessels wrecked on the coasts and in the seas of the United Kingdom was 1744.

Of these 386 were total wrecks, 32 sunk by collision making the number totally lost 463.

Vessels stranded and damaged so as to require to discharge Cargo 653, by Collision 620, total 1273 making the whole number of wrecks 1744 and the Loss of Life as far as can be ascertained 316.

Life Boats	Survivors and Rescued Passengers	
There are 142	167	in England
20	32	Scotland
23	44	Ireland
<u>185</u>	<u>243</u>	



# WRECK CHART OF THE BRITISH ISLES

FOR  
1864.

Compiled from the Board of Trade Register.

SHOWING ALSO THE PRESENT  
LIFE BOAT STATIONS

● Signifies a Casualty  
— Represents a Life Boat.

Scale of Nautic Miles.  
10 0 50 100



in 1864, 351 were casualties arising by collision, and 1,039 were casualties from causes other than collisions. Of these 1,390 casualties, 467 resulted in total losses, and 923 in damage more or less serious.

Of the 386 total losses from causes other than collision, 163 only were caused by stress of weather; 89 were caused by carelessness, incompetency, and neglect; 39 from unseaworthiness, or defects in the ship or her equipments; and 95 from various accidental causes.

As usual, the number of ships of the collier class meeting with accidents is nearly half of the whole number of ships to which casualties happened during the year, amounting to no less than 844; and this notwithstanding the loss of 74 fishing-vessels during the various gales of 1864. It is to the unseaworthy and ill-found vessels of the collier class that the great number of casualties on our coasts is due. It is worthy of notice that, of the 1,741 ships to which accidents happened in 1864, only 136 were steam-ships; only 91 exceeded 600 tons burthen, and only 328 exceeded 300 tons burthen.

The tonnage of the ships is given as follows:—

Vessels under 50 Tons	Vessels.
51 and under 100 "	323
101 " 300 "	432
301 " 600 "	658
601 " 900 "	237
901 " 1200 "	41
1201 and upwards "	31
Total . . . . .	1,741

The age of the vessels is also given, as before, in the Register. During the six years ending 1864, 757 casualties happened to nearly new ships,—*i. e.*, ships under 3 years of age;—3,152 to ships from 3 years to 14 years of age; 3,894 to ships from 14 to 50 years of age; 300 to ships from 50 to 80 years of age; 9 to ships between 80 and 90 years of age; 5 to ships between 90 and 100 years of age; and 3 to ships of above 100 years of age.

The greatest number of casualties, as usual, happened on the East Coast; but the disasters attended with the greatest loss of life on the coasts, during the six years ending 1864, occurred on the Irish Sea, between England and Ireland.

These shipwrecks are clearly defined on the accompanying Wreck Chart. On it is faintly represented the fearful scenes which play out their tragedy on our shores

every winter. It will be observed that at the entrance of our great trading ports all over the kingdom the black dots on the Wreck Chart are very numerous; and while they indicate doleful shipwrecks, they also tell of noble deeds performed by our life-boat crews, in the face of death, in snatching many a life from a watery grave.

The cargoes of the vessels to which casualties happened in 1864 are given as follows:—

Colliers laden . . . . .	523
Colliers light. . . . .	99
Iron and Copper Ore, &c. . . . .	126
Stone, &c. . . . .	96
Timber . . . . .	83
Fishing Smacks . . . . .	74
Other laden vessels. . . . .	557
Vessels in ballast (not colliers) . . . . .	134
Passengers and general cargo . . . . .	49
Total ships . . . . .	1,741

The winds that have been most disastrous to shipping during the six years ending 1864 are here given; the westerly winds, it will be observed, being by far the most fatal:—

N., 272; N.N.E., 250; N.E., 386; E.N.E., 322; E., 303; E.S.E., 331; S.E., 434; S.S.E., 306; S., 346; S.S.W., 586; S.W., 943; W.S.W., 639; W., 556; W.N.W., 648; N.W., 653; N.N.W., 315.

As regards the force of the wind, out of the whole number of actual casualties in 1864, 794 happened when the wind was at force 8 or under—*i. e.*, when a ship, if properly found, manned, and navigated, would keep the sea and make the voyage in safety; and 514 happened whilst the wind was blowing from a strong gale to a hurricane; 9 occurred with a variable wind; and 73 with a wind the force and direction of which is not known.

Happily, casualties from collisions are not on the increase, either absolutely or proportionally with other casualties. The annual average per cent. of all collisions reported, as compared with the total number of disasters reported during the four years ending 1860, is 23·98; and during the four years ending 1864, is 22·24.

But if only collisions properly so called—*i. e.*, collisions between two ships both of which are under way—be taken, then the result will be as stated below: for the four years ending 1860, 17·18 per cent.; and for the four years ending 1864, 15·12 per cent. The numbers for the last three years are as follows: 1862, 247; 1863, 197; and 1864, 243.

The main causes of the collisions during 1864 are reported as being bad look-out, neglect and misapplication of the rule of road at sea, negligence, parting cables, and dragging anchors. Only 7 total losses by collision, and 31 partial losses by collision can, from the facts as reported, be attributed to inevitable accident.

The number of collisions reported in 1864, as happening in weather described as dark, very dark, hazy, or thick and foggy, is 101; whilst the number happening in weather described as cloudy, dark and clear, or clear and fine, was 190. Cases of collision have been reported in which no look-out whatever has been kept, or in which the deck of the ship has been left without any person in charge, and the helm has been lashed down, although the ship may have been sailing at full speed, and in a much frequented part of our narrow seas. In cases of this description the master of the vessel ought undoubtedly to be prosecuted.

The enactments in the Merchant Shipping Amendment Act of 1862, on the subject of collisions, and the rules adopted by Her Majesty's Government, and by the Government of the Emperor of the French, and accepted by all maritime nations, have now become better known, and will, it is hoped, lead to a diminution in the number of collisions.

We have thus attempted to analyse briefly this important Wreck Register, and we have seen that Death levies a heavy toll on our journeys on the sea. We pay dearly and suffer much.

Every one is now familiar with what is done by our noble fleet of Life-boats, the Life-preserving Apparatus of the Board of Trade, and various other means, to break the tyranny of the stormy waves, and to give safety to the 4,000 or 5,000 poor creatures who suffer shipwreck every year on our coasts.

It is true that no man can contend with the elements. It is inevitable that shipwrecks will occur from various causes in our seas and on our coasts; but we nevertheless maintain firmly that skill and precaution can successfully battle with the most fearful storms to a large extent. Sailors are a careless race, and, indeed, they must always be so, for a calculating youth would hardly select a sailor's life for his profession in the absence of the noble instinct which impels our young men to make that choice.

As we have often said before, those saved by Life-boats would probably perish

in their absence in ninety-nine cases out of every hundred. The following cases which amongst scores of others occurred last winter will show clearly the character of these Life-boat services:—

On the 20th February last, the Blakeney Life-boat went out and rescued a 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.

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.

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, near Dundee, 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.

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.

There are at present 150 life-boats on the coasts of the United Kingdom belonging to the ROYAL NATIONAL LIFE-BOAT INSTITUTION and 35 to local boards. The mortar and rocket apparatus stations now number 243, and are under the management of the Coastguard and the Board of Trade.

During the year 1864, and the first eight months of 1865, 627 lives (besides 28 vessels) were saved by the life-boats of the National Institution alone, and 395 by shore-boats and other means, for which it granted rewards. A sum of £2,297 was expended by the Institution in the same period in rewards; and £34,128 on its various establishments round the coasts of the British Isles.

In the presence of facts like these the Life-boat Institution need have no misgiving in respect to pecuniary support whilst it pursues vigorously and successfully the great and national objects for the promotion of which it was established more than forty years ago.

It is gratifying and encouraging to find that in proportion as the sphere of the operations of the Institution increases, its Committee of Management and Officers become deeply sensible of their great and responsible duties, and of the high trust which the British public has reposed in them. Its local Branches, and the sailors who are ever ready to man the life-boats, fully participate in this feeling of responsibility; and so long as this mutual feeling is maintained and strengthened, the cause of suffering humanity must be the gainer.

In conclusion, we may ask, who can read the account of the life-boat services without indorsing the eloquent words of Miss FLORENCE NIGHTINGALE when she recently said, in sending her 20*l.* to the Life-boat Institution, "I can never see the accounts of the heroic deeds constantly performed in this cause, without feeling that the age of heroes has not passed away; and may God bless, as he has so manifestly blessed, the valiant NATIONAL LIFE-BOAT INSTITUTION?"

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

ROSSLARE, Co. WEXFORD.—On the 14th January, during a gale of wind from the N.W., a vessel was seen making for Wexford Harbour with ensign flying half-mast high. At the entrance of the harbour the vessel missed stays, and her only remaining anchor was let go; but the chain immediately parted, and she drifted on the Dogger Bank. The sea soon made a breach over her, and the crew were placed in great danger. The Rosslare life-boat was launched without delay, and remained by the wreck an hour, watching for an opportunity to board her. She ultimately succeeded in taking off the crew of 4 men and a pilot, and after a severe pull reached the shore in safety.

On the morning of the 20th March the Rosslare life-boat again went out to the rescue of the crew of the schooner *Teazer*, of Goole, which had struck on the North Bar. It was blowing a gale from the E.N.E., and there was a heavy sea on at the time. The life-boat proceeded to the vessel, and the men, when within hail, instructed the crew to get on the jibboom; but this request was not attended to, and the tide going with great force in the contrary direction to the sea, the life-boat was swept round broadside on, filling, and apparently being about to capsize several times. The crew pulled the boat a second time close to the vessel's jibboom, made a rope fast, and every exertion was used to rescue the shipwrecked crew; but they could not be induced to get on the jibboom, whence they might easily have been taken into the life-boat. The rope suddenly parted, and the boat was again swept away, and 5 of her crew refusing to peril their lives in any further attempts to save persons who apparently did not appreciate their efforts, she returned to the shore. A third attempt was however resolved upon, and the life-boat, with 5 fresh hands again went out in tow of the steam-tug *Ruby*; and the tide having ceased running, the mate of the vessel was safely taken off—unhappily, however, in the interval, the master, his wife, a



female servant, and 3 men had got into their own boat, which was almost immediately capsized, and they all unfortunately perished.

On the morning of the 21st April the services of this life-boat were again called into requisition. The lugger *Peep o' Day*, of Wexford, was totally wrecked on the north end of the Dogger Bank, during a strong breeze from the E.N.E. The life-boat went out, and after making every possible exertion to save the vessel without effect, the crew of 6 men were taken off and safely brought ashore in the life-boat.

**HOLYHEAD.**—On the 14th January the schooner *Henry Holman*, of Plymouth, was observed in a dangerous position between the Cliper Rocks and Penrhyn Point, Anglesey, while the wind was blowing a very heavy gale from W.N.W. The Holyhead life-boat was at once despatched to her assistance, and 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 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 unhappily perished from exhaustion. It was afterwards found that this poor man had been suffering from rupture; and that he ought not to have gone off in the life-boat. With, however, a devotion which is characteristic of our sea-coast population generally, he could not see his fellow-creatures in peril of their lives, without making an effort in the life-boat to save them. All honour to the memories of such men as WILLIAM HUGHES, who gallantly perish in so noble a cause.

**PENZANCE.**—On the 29th January the brig *Willie Ridley*, of Plymouth, was seen to drag her anchor and drive a considerable distance towards the shore, until she was within a cable's length of the reef of rocks off the Western Beach, the wind blowing a strong gale from the south, with a heavy-breaking sea. The Penzance life-boat, under the command of Captain T. H.

FELLOWES, R.N., Inspecting Commander of the Coastguard, in the unavoidable absence of the coxswain, was first launched from the beach, and the crew endeavoured to pull her through the passage near Lariggar Rocks; but the force of the sea was such that, after breaking four or five oars, she was driven back broadside on; spare oars were got out, and a second attempt made; but again she was beaten back and driven bodily on the rocks. The life-boat was then got on her carriage and transported to Newlyn, when she was again launched, and after some hard rowing, succeeded in getting alongside the brig, and throwing the hand-grapnel on board. The captain and crew fearing to remain on board the vessel in her perilous position, with rising wind and sea, and night coming on, requested to be taken ashore, which was accordingly done by their being lowered over the main-boom of the vessel into the life-boat, and afterwards they were landed safely on the beach. The wind having moderated during the night, the vessel held to her anchor, and her crew having been put on board, she proceeded on her voyage.

**FOWEY, CORNWALL.**—At daybreak on the 29th January, the French lugger *La Maria François, Le Perè Samson*, was observed in a perilous position in St. Austell's Bay, with a flag of distress flying, the wind blowing a gale from S. by W. The Fowey life-boat was quickly launched, and the crew having boarded the lugger, assisted some fishermen in slipping the cable, and afterwards got her safely into Par Harbour.

**NEWCASTLE, IRELAND.**—On the 31st January the schooner *Susan*, of Dublin, drove ashore in Dundrum Bay during a strong gale from S.S.E. The Newcastle life-boat went out, and succeeded in saving the vessel's crew of 4 men, afterwards landing them in safety.

**THORPE, SUFFOLK.**—On the 4th February the smack *Leader*, of Harwich, was wrecked off Thorpeness in a very heavy sea. The *Ipswich* life-boat was soon launched and taken alongside the vessel. All the crew had abandoned her except the master, and had been picked up by a large yawl. Owing to the heavy sea, the life-boat was unable to get alongside the smack. The master was, however, hauled on board by means of a rope made fast round his body, and was safely landed.

BLACKPOOL, LANCASHIRE.—Early on the morning of the 7th February a large vessel was seen on the Salthouse Bank with flag of distress flying, and in a very perilous position. The wind was very strong from S.W., and the weather thick. The Blackpool life-boat was soon launched and taken alongside the vessel, which proved to be the barque *Lexington*, of Nassau, bound from that port to Liverpool with a cargo of cotton valued at 80,000*l*. 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 life-boat was away 28 hours, and the crew looked much worn when they came ashore. For these important services the life-boat's crew received from the owners of the barque the large sum of 30*l*. The Southport and Lytham life-boats also went off to the stranded vessel, but finding the Blackpool life-boat already there, they returned to the shore.

FISHGUARD, SOUTH WALES.—On the 20th February, the schooners *Albion*, of Teignmouth, and *Emma*, of Barrow, anchored in Fishguard Bay. Being strangers, the vessels came to anchor rather too far out in the bay, and the wind having suddenly shifted to the N.N.E., and considerably increased in violence, with a tremendous sea running, both vessels were in imminent danger. The gale being on the increase, with every prospect of a terrible night, the *Sir Edward Perrott* life-boat was sent out, and her appearance alongside the distressed vessels, which were labouring very heavily, was hailed with the greatest joy. After having carefully secured their vessels, both crews, consisting of 11 men, were but too glad to be brought ashore in the life-boat, which behaved admirably on the occasion, notwithstanding the heavy sea and broken water that she had to go through. The next morning the *Albion* parted both chains, rapidly drifted on the rocks, and in a few minutes became a total wreck. Had

the crew been on board, every soul must have perished.

NORTH BERWICK.—At daylight, on the 20th February, a pilot-boat was observed at anchor under Craig Leith Island, with the sea breaking very heavily all round her, and the wind blowing a gale from N.N.W. with severe frost. The North Berwick life-boat was launched through a very heavy surf, and brought on shore from the boat 3 pilots, who had been exposed in their small open boat for 28 hours, and were almost perishing with cold and hunger. They had been unable to reach the shore on account of the heavy surf.

DUNDALK, IRELAND.—On the 19th March, the schooner *Delila*, of Nantes, went ashore on the Blackrock Strand, in Dundalk Bay, the wind blowing a heavy gale from E.S.E. at the time. The crew of seven men took to their own boat, and were picked up by the Dundalk life-boat and safely landed.

TYNEMOUTH, NORTHUMBERLAND.—On the 19th March, as the brig *Border Chieftain*, of Hartlepool, was coming into the Tyne under charge of a pilot, a sea struck her steering wheel, injuring the man at the helm, and she was driven on the Stones south of the North Pier, Tynemouth. The *Constance* life-boat was instantly launched in a very heavy sea, in charge of the coxswain, JAMES GILBERT; she approached the brig and took off the captain, crew, and pilot, including the injured man, in all eight men, and brought them safely ashore.

About half-past 4 o'clock in the afternoon of the same day, the brigantine *Burton*, of Colchester, was entering the Tyne, rather too far north, close by another vessel to windward, which apparently took the wind from the sails of the *Burton*; at the same time the latter was struck by a heavy sea, and driven on to the Stones at the end of the North Pier near the staging. The vessel turned round after striking, with her head to the north, and the crew took to the rigging. A rocket was fired successfully from the pier, but the men on board were unable to get hold of it: indeed if they had done so it would have been useless, for the vessel heeled over and broke up within seven minutes of the time she struck. The *Constance* life-boat was launched within five minutes after the *Burton* had struck; but, with every possible effort, could not reach the vessel before she broke up; after which

the life-boat was much impeded by the wreck entangling the oars of the crew. They, however, succeeded in rescuing the mate of the vessel, who was clinging to a spar from the wreck. The rest of the unfortunate crew, 5 in number, unhappily perished before the life-boat could reach them, although the boat was on the spot within 10 or 12 minutes after the vessel had struck.

LOWESTOFT, SUFFOLK.—About 8 A.M., on the 20th March, during a strong gale from the eastward, a schooner was seen to run on the Newcome Sands. The sea at once broke over her, and the crew hoisted her ensign in the rigging as a signal of distress. The Lowestoft life-boat was immediately launched, and, with the assistance of the steam-tug *Rainbow*, was enabled quickly to close with her, and took out the crew of 7 men, and brought them safely into Lowestoft harbour. The vessel proved to be the Danish schooner *Pfeil*, of Blankanesse.

On the 15th August the Lowestoft life-boat again went off, in reply to signals of distress from the brigantine *Light of the Harem*, of Whitstable, which had struck on Corton Spit during a strong gale of wind and heavy sea. The life-boat took off 4 men from the vessel, and brought them safely ashore. Two of the crew had gone adrift in the ship's boat, and were picked up by a Corton yawl. The vessel ultimately floated off, and was brought into Lowestoft harbour by the life-boat and the steam-tug *Sailor*, of Yarmouth, the crew of the life-boat working at the pumps.

FILEY, YORKSHIRE.—On the 26th March the schooner *Kate*, of Lynn, was observed about 2 miles off this place drifting towards the land during a strong easterly gale. The Filey life-boat was at once launched, and took off the crew of 4 men, landing them in safety. The vessel afterwards became a total wreck on Filey Beach.

WHITBY, YORKSHIRE.—About 1:30 A.M., on the 19th April, the weather being thick and foggy, signals of distress were observed from a vessel on the rocks off this place. The Whitby life-boat *Lucy* was soon launched through a heavy surf, and succeeded in reaching the vessel, which proved to be the screw-steamer *Ocean Queen*, of Newcastle. The life-boat took off 15 persons, including the captain's wife, and brought them safely ashore. The sea was so heavy at the time that, although the

steamer had a life-boat on board, the captain did not consider it safe for himself and crew to leave the steamer in her.

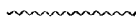
Soon after midnight on the 9th May, the *Lucy* life-boat again went out, in reply to signals of distress from a large vessel which had struck on Whitby rocks. Several cobbles had previously attempted to get the vessel off the rocks, but the sea increasing, they were compelled to abandon her. The life-boat afterwards took off the crew of 19 men, and landed them in safety. The vessel proved to be the barque *Maria Somes*, of London, coal laden.

CAHORE, IRELAND.—On the 9th May, the schooner *Speed*, of Wexford, was observed anchored close to the rocks off this place, during a strong gale of wind and heavy sea. The captain, fearing that his vessel would drive on the rocks, hoisted signals of distress, and the Cahore life-boat immediately went off, and brought the crew of 6 men ashore. Fortunately, the vessel rode out the gale, and the crew subsequently took charge of her again, and proceeded on their voyage.

MOELFRE, ANGLESEY.—On the 16th May a sailor-boy, while endeavouring to reach his vessel, in Redwharf Bay, in a boat from the shore, was driven out to sea by the strong ebb and high wind. The Moelfre life-boat was launched as soon as possible, and, after a long pull against wind and tide, succeeded in rescuing the lad from the boat, which was then at least 5 miles out at sea.

GROOMSPORT, IRELAND.—Early on the morning of the 30th May, the smack *Agnes and Mary*, of Glasgow, struck on the rocks off this place, during a strong northerly wind and heavy surf. The Groomspport life-boat put off, and brought the master of the smack safely ashore. The crew of 2 men had previously succeeded in reaching the shore in the vessel's boat.

RHYL, NORTH WALES.—On the 11th June, during a fresh gale of wind from the north, the sloop *Catherine*, of Liverpool, was observed in a dismasted state, with signals of distress flying, about 4 miles off this place. The Rhyl tubular life-boat went off, and succeeded, in conjunction with a steam-tug, in bringing the vessel and her crew of 4 men safely into harbour.



## SWIMMING.

PERHAPS the widely-spread belief amongst our sailors in the existence of a sweet little cherub, whose peculiar mission it is to sit up aloft, and keep watch for the life of poor Jack, is one of the reasons why poor Jack takes such very little pains to keep watch for himself. He may consider it an unseamanlike action to interfere with the cherub; and, whatever be the reason, certain it is that if Jack were left to his own devices, the honest fellow would soon be sent to Davy Jones's locker. We are not thinking just at present of his perils ashore, although their name is Legion: a host of harpies spreading their traps for him. Circe, in the blowsiest shape she can assume, offers him her villainously-drugged cup, which changes him into a brute; and he is so beset by dangers, temptations, and evil allurements, that, on the whole, it is rather a good thing for him when, robbed of his last farthing, and retaining no other property than a pair of old trousers and a torn shirt, he is huddled, still scarcely sober, on board ship. As the vessel drops down the river, Jack is saved from his worst enemies. He may yet be ill-treated by his skipper, or may suffer from hunger or thirst, or may be shipwrecked; but these perils seem merely natural. As the huntsman said when the hounds ate him up, "it's all in the day's work." From fair stress of wind and weather we have no desire that Jack should ever be completely guaranteed. The risk and the toil are exactly the things that make him the fine manly fellow he is. The particular carelessness we are now contemplating, not for the first time, is the recklessness with which he incurs an unnecessary danger by not learning how to swim. It is simply disgraceful that if you were to upset half our "jolly tars" out of wherries on our rivers, they would not be able to reach the shore. It is bad enough to be drowned at all, but the mere pride of Jack ought to make him object to be drowned like a "lubber." One would imagine that a sailor who cannot swim would be like a dragoon who cannot ride, or a private with a wooden leg in a marching regiment; and we can easily imagine with what scorn even Jack himself would regard such ludicrously inefficient warriors.

The melancholy destruction of H.M.S. *Bombay* by fire, within a few hours after

she had left Montevideo, was certainly one of the saddest occurrences of 1864. Ninety-one lives were lost; and most of these might have been saved had the men known how to swim. The case was not like that of a sudden explosion; there was ample time for the majority of the crew to make their escape. It was at half-past three that the alarm of fire was given, and it was not until nearly half-past eight that the magazine blew up. Lieutenant CARR, who was present, says, "I am sure no man who could swim need have lost his life that day." The poor, confused, helpless creatures had not even the skill or the presence of mind to catch hold of the gear that was thrown overboard, which would have floated them in safety. Coupled with this case, we might mention the melancholy story of the cadets on board the training-ship *Worcester*. Twenty of them were out sailing on the Thames last winter; the boat upset; ten were miserably drowned, whilst some of the survivors owed their safety to the courage of the few who could swim.

In all training-ships under Government control, as well as in the marine-barracks for recruits, there are, it appears, stringent instructions that swimming should be taught; and these instructions henceforth are to be carried out more strictly than ever. We might state that the *Worcester* is a private enterprise; and STEPHEN CAVE, Esq., M.P., informs us, on behalf of that excellent institution, that the boys are taught to swim, and that none but swimmers are now allowed to go out boating.

Some six or seven years ago the Committee of the NATIONAL LIFE-BOAT INSTITUTION first called special attention to the great neglect into which swimming had fallen amongst our sailors and fishermen. Since that period great efforts have been made, and are now made, to remedy this crying evil.

It is not, however, of the sailors alone that we are now speaking. During the past summer season we read of melancholy deaths by the seaside, or on the rivers—of youngsters suddenly hurried out of existence; of men who were seeking health, and only found a watery grave. The glorious weather tempted everybody to be either on the water or in it; and to English folks it really ought to matter very little which. But a single false step, an unknown fall in the beach, or a wave a little rougher than usual, may cost the non-

swimmer his life, and the accidents on rivers are almost as numerous as those of the coast, not a season passing without many persons being drowned by the upsetting of boats. Every year aquatic sports become more and more popular amongst us, and we look upon that growing popularity as one of the healthiest signs of the times; but since almost any one can learn to swim well in a tithe of the time that it takes to learn to row, we hold it to be absolutely inexcusable for any boating man to be helpless in the water. An outrigger, although a very delightful contrivance, can hardly be considered safe: it has many merits, but the merit of not being easily upset cannot be claimed for it; and no one ought to risk his life in such a craft unless he is "handy with his hands all round." Of course, we know that it is almost useless to preach to our young men about danger, and we are not altogether sorry for it; but what we would urge upon the non-swimmers is, that their conduct is, in the first place, unmanly; and in the second, imprudent. No one indeed has a right to hurt the feelings of his friends and family by stupidly getting drowned amongst a lot of nasty slimy weeds; whilst derision, equal to that incurred by the "butter-fingers" who misses a catch at cricket, or by the abject mortal who "catches a crab" whilst rowing, ought to be the lot of every one who when his boat upsets can do nothing but fling his arms round like the sails of a windmill, and shout, until the water stops him, for the aid of better men than himself.

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

Thursday, 6th April, 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.

Elected the Members of the Sub-Committees for the ensuing year.

Read and approved the Report of Capt. WARD, R.N., Inspector of Life-boats of the Institution, on his visit to the following life-boat stations:—Worthing, Shoreham, Brighton, Newhaven, Selsey, Penarth, Porthcawl, Swansea, Pembrey, Ferryside (Carmarthen Bay), Tenby, Fishguard, Cardigan, Newquay, Aberystwith, and Aberdovey.

Also the Report of Capt. D. ROBERTSON, R.N., Assistant-Inspector of Life-boats, on his recent

visit to the following life-boat stations on the Norfolk and Suffolk coast:—Blakeney, Cromer, Mundesley, Bacton, Palling, Winterton, Caistor, Yarmouth, Lowestoft, Pakefield, Southwold, Thorpeness, and Aldborough.

Reported the receipt of 400*l.* from Mrs. ANSTICE, of Tynemouth, Northumberland, through A. S. STEVENSON, Esq., to pay for a new life-boat and transporting-carriage for North Sunderland. She wished the boat to be named the *Joseph Anstice*.—*To be thanked.*

Also the receipt of the following additional special contributions:—100*l.* from THOMAS SMITH, Esq., of Cheltenham; 100*l.* from X. Y. Z., of Manchester; 25*l.*, being the proceeds of a private ball given at St. James's Hall, on the 5th Feb.; 29*l.* 11*s.*, additional sums collected by Lady THOMAS, in Great Malvern and elsewhere; and 1*l.* 1*s.*, an offertory at St. James's Church, Ratcliffe, per Rev. J. MALCOLMSON, which included 5*s.* in farthings, being the savings of the widow of a mariner, for the life-boat cause.—*To be thanked.*

Produced a specimen of a seaman's cork life-belt on the plan of Capt. WARD, R.N., Inspector of Life-boats. The manufacturer of the belts—Mr. JOSEPH BIRT, 4 Dock Street, London Docks—was prepared to supply them in chests at the following prices:—

|                                 |         |
|---------------------------------|---------|
| Chests containing 6 belts . . . | £1 19 0 |
| "          8          " . . .   | 2 9 0   |
| "         10         " . . .    | 2 19 0  |
| "         12         " . . .    | 3 9 0   |

Read letters from the Board of Trade and the Commissioners of Customs, promising that their officers on the coast should be requested to give the Institution every assistance in calling the attention of master mariners, seamen, and fishermen to the belts.

(*Vide* last Number of the *Life-boat Journal*, page 709 for a full account and illustrations of these life-belts.)

Reported the safe transmission to their stations of the Ardmore and Alnmouth new life-boats and transporting-carriages. The British and Irish Steam Packet Company had carried the former boat free to Cork; and the Alnmouth life-boat had a free conveyance over the lines of the Great Northern and North-Eastern Railway Company.—*To be thanked.*

Also that barometers had been supplied to the Worthing, Tramore, and Wexford life-boat stations.

Also that R. M. BALLANTYNE, Esq., the Author of the tale of *The Life-boat*, had been delivering lectures on life-boats to large audiences in Edinburgh and Leith, where it was expected the cost of a boat would be raised amongst the working men of those places.—*To be thanked.*

Read letter from JAMES HUNTER, jun., Esq., Hon. Secretary of the Dundee Branch, of the 24th March, stating that it was in contemplation to form a telegraphic communication between Dundee and the Buddonness Lighthouse at the mouth of the Tay, and suggesting that this Institution might give a contribution in aid of the scheme.—*Decided to grant 15*l.* in aid of the undertaking.*

Also from Capt. KLEMAN, of the Swedish

Royal Navy, of the 29th March, stating that since he left England, last summer, four new life-saving stations had been established on their coasts,—three with life-boats, and one with the rocket-apparatus. This year two additional life-boat stations were to be established, one of the boats being built on the plan of the Institution.—*To be acknowledged.*

Reported that various documents relating to the life-boats of the Institution had been forwarded, on their application, to the Netherlands Legation, and to the authorities at Dieppe.—*Approved.*

Decided that the Thanks of the Institution, inscribed on Vellum, be presented to C. H. COOKE, Esq., F.R.I. B.A., Hon. Architect of the Society, in acknowledgment of his long and valuable co-operation in furnishing designs for the numerous life-boat houses of the Institution, erected on various parts of the coasts of the United Kingdom.

Also to JAMES B. BRYAN, Esq., in acknowledgment of his long and zealous co-operation during the period he occupied the office of Hon. Secretary of the Penarth Branch of the Institution.

Also to F. P. COCKSHOTT, Esq., for his long and valuable co-operation, under the instructions of the Directors of the South Devon Railway Company, in arranging the transport over their line of the life-boats of the Institution, to the Devon and Cornish coasts.

Paid 1,853*l.* 17*s.* 4*d.* for sundry charges on various life-boat establishments.

Voted the Third Service Clasp of the Institution to Mr. MARK DEVEREUX, master pilot, for putting off in the Rosslare life-boat, and aiding to save, under very difficult circumstances, one man from the schooner *Teazer*, of Goole, which was totally wrecked during a heavy gale of wind on the North Bar, Wexford, on the 20th March. Voted also the Thanks of the Institution to WILLIAM COGHAN, Esq., Hon. Secretary of its Wexford Branch, for his valuable services on the occasion, and 9*l.* 12*s.* 6*d.*, to pay the expenses of the life-boat.

Also 15*l.* 10*s.* to pay the expenses of the *Constance* life-boat, at Tynemouth, Northumberland, in putting off and rescuing the crew of 7 men and a pilot from the brig *Border Chieftain*, of Hartlepool, and one man from the brigantine *Burton*, of Colchester; both vessels having been wrecked during a heavy gale of wind, on the Stones, south of the North Pier, Tynemouth, on the 19th March.

Also 5*l.* 2*s.* 8*d.* to pay the expenses of the Dundalk life-boat, in going off in tow of a steam-tug, and saving 7 men from a boat belonging to the schooner *Delila*, of Nantes, which went ashore during a heavy gale of wind on the 19th March.

Also 6*l.* 6*s.* to pay the expenses of the St. Ives (Cornwall) life-boat, in putting off, in reply to signals of distress, and bringing ashore 2 men from the brigantine *Eclipse*, of that port, which had become unmanageable during a strong gale of wind on the 19th March.

Also 14*l.* 10*s.* to pay the expenses of the Lowestoft life-boat, in going off, in tow of a steam-tug, and saving the crew of 7 men from the Danish schooner *Pfeil*, of Blankenese, which was stranded

during a strong gale of wind from the E. on the Newcome Sands, on the Suffolk coast, on the 20th March. Also voted 1*l.* 15*s.* to the crew of the steam-tug for their services on the occasion.

Also 8*l.* 14*s.* to pay the expenses of the Filey life-boat, in putting off and saving the crew of 4 men from the schooner *Kate*, of Lynn, which was totally wrecked on Filey Beach during a strong easterly gale on the 26th March.

Also 41*l.* 14*s.* to pay the expenses of the life-boats stationed at Scarborough, Filey, Great Yarmouth, New Brighton, Portrush, and Arklow, in putting off in reply to signals of distress from different vessels which did not ultimately need their services.

Also 2*l.* to some fishermen for wading into the surf, and rescuing 8 sailors from a boat belonging to the barque *Stirlingshire*, which was wrecked on the Tusker Rock, near Wexford, on the 30th January.

Also 1*l.* to a boat's crew for rescuing 3 men from a boat which had been run down by a foreign vessel, during moderate weather off the North Foreland on the 3rd March.

Also 1*l.* to the crew of a fishing-boat for putting off and rescuing the crew of 3 men from the schooner *Deptsford Packet* of Kirkcaldy, which was wrecked on the Crumstone Rock, North Sunderland, during stormy weather.

Also 15*s.* to 3 men for wading into the sea and rescuing 2 other men, whose boat had been caught in a sudden squall while rounding Roeness Point, Shetland, on the 8th February.

Also 15*s.* to 3 fishermen for rescuing 2 out of 4 men whose boat had been capsized off Portpatrick, during stormy weather on the 23rd February.

Thursday, 4th May. The Right Hon. the EARL PERCY, P.C., President of the Institution, in the Chair.

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

Read and approved the Report of Capt. D. ROBERTSON, R.N., Assistant-Inspector, on his visit to the following Scotch life-boat stations:—North Berwick, Buddonness, Broughty Ferry, Arbroath, and Stonehaven. Also to South Monaven, Pittenween, Cellardyke, Elie, Newburgh, Collieston, and Peterhead. He recommended that the Arbroath life-boat establishment should be completely renovated by the Institution, and that a new life-boat station be formed at Peterhead.

Reported that the Newquay (Cornwall), Sunderland, and Dunbar new life-boats and transporting-carriages had been forwarded to their stations, the several railway companies readily giving them a free conveyance over their lines.—*To be thanked.*

Public launches had taken place with each of these life-boats, the Sunderland life-boat being exhibited at Derby *en route* to her station, where she had excited much attention and admiration.

Decided that, on the application of the fishermen, a set of patent roller-skids be granted for the use of their life-boat at Scrathy.

Read letter from Lady MARTIN, widow of the

late Sir HENRY MARTIN, Bart., of the 11th April, forwarding a contribution of 100*l.* to the Institution "in memory of her brother, the late Admiral Sir HENRY BYAM MARTIN, K.C.B."—*To be thanked.*

Reported that the Duke of LEEDS had sent the Institution an annual subscription of 10*l.*—*To be thanked.*

Also that the Rev. W. L. BEYNON had preached Sermons in Seale Church, in aid of the funds of the Institution, which had produced 7*l.* 1*s.* 3*d.*—*To be thanked.*

Decided that the thanks of the Institution, inscribed on Vellum, be presented to the Rev. L. J. STREPHENS, in acknowledgment of his valuable co-operation during the period he had acted as Hon. Secretary of the Almouth Branch.

Paid 883*l.* 10*s.* 4*d.* for sundry charges on various life-boat establishments.

Voted 21*l.* 10*s.* to pay the expenses of the Whitty life-boat, in putting off through a very heavy sea and saving 15 persons, including the captain's wife, and a lad 12 years of age, from the steam-ship *Ocean Queen*, of Newcastle, which was wrecked on the rocks off Whitty, on the 19th April.

Also 8*l.* to pay the expenses of the Rosslare life-boat, in going off and rescuing the crew of 7 men from the lugger *Peep o' Day*, of Wexford, which was wrecked during a strong breeze on the Dogger Bank, off Wexford, on the 21st April.

Also 5*l.* 11*s.* to pay the expenses of the Fowey (Cornwall) life-boat, in putting off and remaining alongside the Hanoverian galliot *Eintracht*, which was in distress on a lee shore in St. Austell's Bay, during a strong wind from the S.E., on the 30th April.

Also 22*l.* 7*s.* to pay the expenses of the Pembrey (Llanely), Cemlyn (Anglesey), Cahore, and Portrush life-boats, in putting off with the view of saving the crews of several vessels in distress during stormy weather.

Also 1*l.* to the crew of a shore-boat, for putting off with the view of saving the crew of the schooner *Renx*, of Whitstable, which was stranded during a thick fog, off High Sudmore, Isle of Wight, on the 6th April.

Also 1*l.* to Mr. JAMES GRAIR, a farmer, for plunging into the sea, and rescuing a young woman from drowning, at Dunfanaghy, Strabane, Ireland, on the 13th April.

Also 1*l.* to 3 fishermen for picking up 3 other men who were capsized from their boat during squally weather off Whitegate, Ireland, on the 21st March.

Also 1*l.* 10*s.* to 3 men for putting off in a shore-boat and saving, in a heavy sea, 6 men from their boat, which was in a disabled state, about 5 miles N.N.W. of Hartland Point, on the 29th April.

Also 1*l.* to 2 fishermen for rescuing 2 out of 4 of the crew of a pleasure-boat, which was capsized by a sudden squall off Avonmouth, near Kingsbridge, Devon, on the 28th April.

Also 1*l.* 15*s.* to 3 men for putting off in a fishing-coble, and saving the master of the schooner *Strand*, of North Berwick, which was wrecked during stormy weather, 5 miles east of Dunbar, N.B., on the night of the 21st November last.

Thursday, 1st June. 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 Miss FLORENCE NIGHTINGALE, of the 31st May, forwarding a contribution of 20*l.* in aid of the funds of the NATIONAL LIFE-BOAT INSTITUTION, in which she said she always felt the strongest interest. She never read of the heroic deeds constantly performed by life-boat crews without thanking God that he had created so many heroes as those who annually, almost daily in stormy weather, do His work in the life-boats "in face of death." She added that she herself had been so happy as to see with her own eyes the noble endurance, "obedience unto death," of an army in which every man was a hero. She hoped God would continue to bless, as he manifestly had blessed, the Life-boat Institution.—*To be thanked.*

Also from Capt. WARD, R.N., the Inspector of Life-boats, of the 29th May, stating that he had visited Courtown, on the coast of Wexford, and recommending that a life-boat should be stationed there, in accordance with the wish of the local residents.

Read also a letter from ROBERT WHITWORTH, Esq., of Manchester, stating that that branch of the Institution had decided that their fifth life-boat might be stationed at Courtown, and named the *Alfred and Ernest*. Approved by the Committee, and ordered Mr. WHITWORTH to be thanked.

Also the Report of the Inspector of Life-boats of the Institution, on his visit to Cherbourg, to attend some comparative trials made there with one of the life-boats built under the superintendence of this Institution, for the French Shipwreck Society, and some life-boats built in France. The boats underwent the usual harbour-trials of self-righting, self-ejection of water, and testing their stability; and in each particular the superiority of the English life-boat was manifest. The French naval officers thought very highly of the English life-boats, and spoke in special approval of the completeness of their equipment in every respect, and the evidence they showed of every detail having been considered and provided for by the English NATIONAL LIFE-BOAT INSTITUTION.

Also from the Minister of Marine and the Secretary of the French Shipwreck Society, conveying their thanks to this Institution, for allowing Capt. WARD to visit Cherbourg, and referring to the advantage his visit had been to their Society.

Read and approved the Report of the Assistant Inspector, on his visit to Fraserburgh, Banff, Buckie, Lossiemouth, Thurso, St. Andrew's, Campbeltown, Irvine, Ayr, and Girvan Life-boat Stations of the Institution.

He had also visited Anstruther, Arbroath, Boarhills, Crail, St. Coombs, Navin, and Lybster. He recommended that life-boat stations should be formed at Anstruther and Arbroath. The fishermen of Anstruther had contributed 20*l.*

amongst themselves in aid of the cost of the life-boat for that place.

Read letter from a lady in Cheltenham, expressing her desire to give the Institution the entire cost of a life-boat station. She wished the life-boat to be named the "*Admiral FitzRoy*, in commemoration of the scientific efforts of that distinguished officer to discover the law of storms, with the benevolent view to diminish the loss of life on our coast."

Decided, that the *Admiral FitzRoy* life-boat be stationed at Anstruther, in accordance with the benevolent donor's request.

Produced a lithographed working drawing, on a large scale, of the 33-feet life-boat of the Institution, and ordered the same to be printed and circulated amongst foreign Governments.

Reported that the late WILLIAM HOLLINS, Esq., of Over Wallop, Southampton, had left the NATIONAL LIFE-BOAT INSTITUTION a legacy of 500*l.*, 3*l.* per Cent. Reduced Bank Annuities.

Also from W. D. LATTO, Esq., Editor of the *Dundee People's Journal*, forwarding 800*l.* to the Institution, being a contribution from the subscribers of that paper to defray the cost of two life-boats which the Society had decided to station at Peterhead and Arbroath, N.B.—Decided, that the thanks of the Institution, inscribed on vellum, accompanied by a model of the life-boat of the Society, be presented to Mr. LATTO, in acknowledgment of his valuable and zealous co-operation in assisting to collect the 800*l.* (*Vide also p. 730.*)

Reported that the *Grace Darling* life-boat and transporting-carriage had been forwarded to their destination at Holy Island, and had safely arrived there. The Great Northern and North-Eastern Railway Companies had kindly conveyed them free over their lines. The same Companies, in conjunction with the North British Railway Company, had also just given a free conveyance to the new carriage for the St. Andrew's life-boat to its station.

Also that Messrs. PEACOCK and BUCHAN, of Southampton, had, at the request of this Institution, provided their composition (No. 3) paint for such of the life-boats and carriages as required painting this year.

Paid 1,449*l.* 6*s.* 4*d.* for sundry charges on various life-boat establishments.

Voted 19*l.* 14*s.* to pay the expenses of the Whitby life-boat, in putting off and rescuing the crew of 18 men and a pilot from the barque *Maria Somes*, of London, which was totally wrecked in a heavy sea on the rocks off Whitby, on the 9th May.

Also 4*l.* to pay the expenses of the Moelfre (Anglesey) life-boat, in saving a lad from a ship's boat, which had been driven out to sea during a strong wind in Redwharf Bay, 'on the 16th May.

Also 1*l.* to the crew of a fishing-boat for putting off and saving 2 men who had been capsized from their boat during stormy weather, off Innishmene Island, Co. Donegal, on the 2nd May.

Also 1*l.* to 2 fishermen for putting off in a small boat, and rescuing 2 out of 4 of the crew of another boat which was capsized on the Herd Sand, off Tynemouth, in a heavy sea, on the 12th March.

The other 2 poor fellows unhappily perished before assistance could reach them.

Thursday, 6th July. 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 ELEANOR Duchess of NORTHUMBERLAND, of the 12th ult., expressing her desire to present to the Institution the cost (450*l.*) of a life-boat, equipment, and transporting-carriage, in memory of her husband, the late President of this Institution. She wished the boat to be stationed on the Northumberland coast, and to be called the *Algernon and Eleanor*, after their united names.—*To be thanked.*

Decided that a 34-ft. life-boat be stationed at Hauxley, on the Northumberland coast.

Read letters from CHARLES SEMON, Esq., Mayor of Bradford, of the 16th and 24th ult., stating that he and eleven other gentlemen of that town had succeeded in raising 425*l.* to pay the cost of a life-boat, equipment, and transporting-carriage, to be presented to the Institution, and to be named the *Bradford*.—*To be thanked.*

Reported the receipt of an additional contribution of 100*l.* from A SAILOR'S DAUGHTER, per Messrs. DRUMMOND.

Also the receipt of an additional donation of 50*l.* from "HIBERNIA," who had contributed from time to time in similar sums 300*l.* He wished the amount to be appropriated in the payment of the cost of the Rosslare, Co. Wexford, new life-boat, and the boat to be named the *Saint Patrick*.—*Approved and to be thanked.*

Reported that the North Sunderland life-boat, the *Joseph Anstice*, and her transporting-carriage, had been forwarded to their station on the 5th ult., and had safely arrived there, the Great Northern and North Eastern Railway Companies having readily given the boat and carriage a free conveyance over their respective lines.—*To be thanked.*

A public launch of the boat took place on the 12th ult., in the presence of Mrs. ANSTICE, the donor of the boat, and a large concourse of spectators.

Also that on the occasion of the opening of the new Penarth Dock, the life-boat of the Institution stationed there was launched, and followed the first vessel that entered the dock. The boat attracted much attention.

Read letter from Admiral CRAIGIE, of Dawlish, of the 19th ult., stating that he had received promises of about 28*l.* in annual subscriptions to the Institution, and that he hoped to raise there some additional contributions.—*To be thanked.*

Reported that W. FERGUSON, Esq., of the Stock Exchange, and Mrs. FERGUSON had presented 300*l.* to the Institution to place a new life-boat on the coast.—*To be thanked, and decided that the life-boat be stationed at Kingsdown, near Deal.*

Also that a new life-boat house be erected at Cemlyn, Anglesey, at a cost of 147*l.* 5*s.*

Read and approved the Report of the Assistant-Inspector of Life-boats, on his recent visit to the



following stations: Silloth, Maryport, Holy Island, Alnmouth, Boulmer, North Sunderland, Whitby, Uppang, Staithes, Berwick, Dunbar, New Brighton, Southport, Lytham, Blackpool, and Fleetwood.

Paid 438*l.* for sundry charges on various life-boat establishments.

Voted 4*l.* 11*s.* to pay the expenses of the Groomsport life-boat, in going off and saving the master from the smack *Agnes and Mary*, of Glasgow, which was stranded, on the rocks off Groomsport, on the morning of the 30th May last.

Also 10*s.* to ROBERT HERRARD, fisherman of Ryde, Isle of Wight, for putting off in his boat and saving a lad from drowning on the 28th June.

Also 10*s.* to JAMES HARMAN, a boatman of Margate, for jumping from his boat into the sea and rescuing a lad from drowning on the 28th June.

Also 9*l.* to pay the expenses of the Rhyl (tubular) life-boat, in going out during a fresh gale of wind and rendering assistance to the sloop *Catherine*, of Liverpool, which was observed in a disabled condition about four miles N.W. of Rhyl, on the 11th June.

Also 13*l.* to pay the expenses of the Bude Haven life-boat, in going off and rescuing the crew of 4 men from the schooner *Johnson*, of Exeter, which was wrecked on the rocks north of Bude Harbour, on the 30th June.

Also 9*l.* 15*s.* to pay the expenses of the *Van Kook* life-boat, at North Deal, for putting off with the view of saving the crew of the schooner *George*, which was totally wrecked during a strong south-west wind, on the Goodwin Sands, on the 2nd June. The Ramsgate life-boat had also gone out, in tow of the steamer *Aid*, to the same vessel; but neither life-boat could gain any tidings of the vessel's crew.

### SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY.

The Twenty-sixth Annual Meeting of this excellent Institution, established for the purpose of relieving, by food, clothes, and money, shipwrecked sailors of all nations cast upon the coasts of the United Kingdom, was held last summer at the United Service Institution, London. Admiral the EARL of SHREWSBURY AND TALBOT, *V.P.*, took the Chair, in the unavoidable absence of His Grace the DUKE OF MARLBOROUGH, President of the Society.

We observed among the company present:— Admirals Sir WILLIAM BOWLES, *G.C.B.*, *V.P.*, and C. H. M. BUCKLE, *C.B.*; Captains Royal Navy, Hon. FRANCIS MAUDE, and G. A. BEDFORD, of the Board of Trade; EDMUND PEPPS, *Esq.*, Lieut.-Colonel MILES, *Rev. E. J. SPECK*, *Rev. Dr. CUMMING*, *Rev. THOMAS RAY*, *Rev. GEORGE WILKINS*, and many others.

The Chairman, in a few appropriate remarks, put before the Meeting the objects of the Society, and dwelt on the great benefit it continued to confer on our fishermen, sailors, and the widows and orphans of those of them who unhappily

perished at sea. F. LEAN, *Esq.*, *R.N.*, the Secretary, then read the Report of the Committee, wherein it was stated that, during the past year, the Society had relieved 4,472 shipwrecked persons, natives and foreigners, of the following nations, viz., America, Austria, France, Hanover, Prussia, Spain, Turkey, Germany, and 3,882 widows and orphans of fishermen and mariners, making a total since the formation of the Society in 1839 of 139,564! that 48,245 mariners voluntarily subscribed 3*s.* each per annum; that the income had been 16,594*l.* 4*s.* 10*d.*, in connection with which certain large donors were mentioned, viz., Messrs. COVTT & Co., 25*l.*, the very Rev. Viscount MIDDLETON, Dean of Exeter, per Hon. Capt. FRANCIS MAUDE, *R.N.*, 25*l.*; Miss WEST, 25*l.*; Society for the Discharge and Relief of Persons Imprisoned for Small Debts, 3rd contribution, 300*l.*; EDMUND CLOWES, *Esq.*, in lieu of legacy, 100*l.*; the Misses DORRÉT, of Reading, 50*l.*; Miss CAROLINE TURNER, 50*l.*; the Hon. RUSTOMJEE JAMSETJEE JEJEEHOT, per R. W. CRAWFORD, *Esq.*, *M.P.*, 300*l.*; Mrs. HENRY KEMBLE, 25*l.*; the Misses FRENCH, 31*l.* 10*s.*; Capt. MARK HUISS, 50*l.*; FREDERICK SHEPPARD, *Esq.*, 50*l.*

In fulfilment of one of its objects, the encouraging of gallant efforts to save life on the high seas and on the coasts of our colonies, the Committee had awarded during the past year seven gold and silver medals for saving the lives of shipwrecked persons. One of the gold medals was given to EDWARD CLEARY for swimming with a rope to the *Govindpore* during the height of the cyclone at Calcutta in October last, by means of which the whole of the crew were saved.

The Report also stated that a large and influential public meeting had been held at the Mansion House in April last, the Lord Mayor in the Chair, with the view of promoting the establishment of the "Belvedere Institution for Worn-out and Disabled Merchant Seamen," who have no relative ties, and to whom a pension would not suffice in the hands of hirelings. To the Directors appointed to conduct the Institution the Committee had had much pleasure in handing over the tables for a pension fund for worn-out merchant seamen, called, "The Mariners' National Pension Fund," with an Annuity fund for mariners' widows accompanying it, together with the benevolent supplemental fund, by the means of which it is hoped the Directors will be able to preserve our worn-out and aged seamen from the workhouse, either by pensioning them out, or by taking them within the walls of the Institution as circumstances direct.

The Report concluded with an earnest appeal to the nobility, gentry, and public at large, for help to carry out the great objects of the Shipwrecked Mariners' Society, which has 792 honorary agents acting as its representatives round the entire coasts of the United Kingdom, with its central office at Hibernia Chambers, London Bridge, S.E., and expressed much confidence that the institution was eminently calculated to bind our seamen and fishermen to their country, of which they are its outer and principal wall of defence.

The Report was unanimously adopted, and the claims of the institution very eloquently advocated by several of the above-named gentlemen.

[The Title-page and Index of Vol. V. of the Life-boat Journal are now ready, and can be had of the Publishers by order of any Bookseller.]

# Royal National Life-Boat Institution.

Patroness—HER MOST GRACIOUS MAJESTY THE QUEEN.  
 President—THE RIGHT HONOURABLE THE EARL PERCY, P.C.  
 Chairman—THOMAS BARING, Esq., M.P., F.R.S., V.P., Chairman of Lloyd's.  
 Deputy-Chairman—THOMAS CHAPMAN, Esq., F.R.S., V.P., Chairman of Lloyd's Register.



## APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that, during the year 1864 and the first eight months of 1865, the ROYAL NATIONAL LIFE-BEAT INSTITUTION has expended £34,128 on various Life-boat Establishments on the Coasts of England, Scotland, and Ireland. During the same period the Life-boats of the Institution have also been instrumental in rescuing the Crews of the following Wrecked Vessels—

|                                                                                 |    |                                                                                 |    |                                                                                      |     |
|---------------------------------------------------------------------------------|----|---------------------------------------------------------------------------------|----|--------------------------------------------------------------------------------------|-----|
| Fishing-boat, of Berwick-on-Tweed—Saved vessel and crew.....                    | 6  | Barque <i>King Oscar</i> , of Norway.....                                       | 15 | Brigantine <i>Highland Mary</i> , of Fleetwood.....                                  | 5   |
| Brig <i>Elizabeth</i> , of Shields—Saved vessel and crew.....                   | 7  | Sloop <i>Annetie Cathelina</i> , of Groningen.....                              | 8  | Brig <i>Richmond Packet</i> , of Middlesbrough.....                                  | 6   |
| Lugger <i>La Maria Francois, le Pere Samson</i> —Saved vessel and crew.....     | 4  | Barque <i>Hamilton Gray</i> , of Liverpool.....                                 | 2  | Schooner <i>Agnes</i> , of Lissistemouth.....                                        | 3   |
| Brig <i>Willie Ridley</i> , of Plymouth.....                                    | 8  | Steam Tug <i>Rob Roy</i> , of Sunderland.....                                   | 7  | Steam Ship <i>Ontario</i> , of Liverpool—Took off labourers to the number of 55..... | 6   |
| Schooner <i>Susan</i> , of Dublin.....                                          | 4  | Schooner <i>Thetis</i> , of London.....                                         | 4  | Chasse-marée <i>Eleanore</i> , of Nantes.....                                        | 6   |
| Smack <i>Leader</i> , of Harwich.....                                           | 1  | Brigantine <i>Poa Nova</i> , of Oporto—Saved vessel and crew.....               | 5  | Barque <i>Arctusa</i> , of Liverpool.....                                            | 6   |
| Schooner <i>Anga</i> , of Norway—Saved vessel and crew.....                     | 4  | Schooner <i>Britannia</i> —Saved vessel and crew.....                           | 4  | Schooner <i>Sarah</i> , of Waterford.....                                            | 6   |
| Barque <i>Amana</i> , of Sunderland.....                                        | 18 | Brig <i>Brothers</i> , of South Shields.....                                    | 7  | Schooner <i>Heroine</i> , of Milford.....                                            | 5   |
| Schooner <i>Albion</i> , of Teignmouth.....                                     | 6  | Barque <i>Iris</i> , of Stavanger, Norway—Saved vessel and crew.....            | 13 | Ship <i>Far West</i> , of Newport—Assisted to save vessel and crew.....              | 22  |
| Schooner <i>Emma</i> , of Barrow.....                                           | 5  | Ship <i>Golden Age</i> , of Liverpool.....                                      | 13 | Sloop <i>Active</i> , of Carmarthen.....                                             | 3   |
| Yawl <i>Matchless</i> , of Newhaven—Saved vessel and crew.....                  | 3  | Schooner <i>Water Lily</i> , of Pwllheli.....                                   | 4  | Schooner <i>Fernand</i> , of St. Malo.....                                           | 5   |
| Brig <i>Hants</i> , of Odessa—Saved vessel                                      | 3  | Sloop <i>Barbara Hopeman</i> , of Wemyss.....                                   | 3  | Barque <i>Louis the Fourteenth</i> , of Dunkirk.....                                 | 15  |
| Barque <i>Lexington</i> , of Nassau—Assisted to save vessel and crew.....       | 14 | Barque <i>Corca</i> , of Guernsey—Assisted to save vessel and crew.....         | 12 | Brig <i>John</i> , of Hartlepool.....                                                | 3   |
| Brig <i>Border Chieftain</i> , of Hartlepool                                    | 8  | Cutter <i>Howard</i> , of Grimsby.....                                          | 1  | Brig <i>John</i> , of Hartlepool.....                                                | 3   |
| Schooner <i>Delila</i> , of Nantes.....                                         | 7  | Ship <i>Contest</i> , of Liverpool—Assisted to save vessel and crew.....        | 18 | Schooner <i>David &amp; John</i> , of Montrose.....                                  | 4   |
| Brigantine <i>Eclipse</i> , of St. Ives.....                                    | 2  | Fishing Boat, of Withersea—Saved boat and crew.....                             | 3  | Barque <i>Devonshire</i> , of Liverpool—Assisted to save vessel and crew.....        | 17  |
| Schooner <i>Pfeil</i> , of Blankanese.....                                      | 7  | Schooner <i>Maria</i> , of Milford.....                                         | 3  | Fishing Boats, of Newbiggin, and their crews.....                                    | 40  |
| Schooner <i>Kate</i> , of Lynn.....                                             | 4  | Fishing Boats, of Southwold—Two boats and their crews saved.....                | 4  | Flat <i>Morning Star</i> , of Carnarvon—Saved vessel and crew.....                   | 3   |
| Schooner <i>Teazer</i> , of Goole.....                                          | 1  | Brig <i>Governor Maclean</i> , of London.....                                   | 7  | Brig <i>Zornitsa</i> , of Lucine, Austria.....                                       | 13  |
| Ship's boat in Redwharf Bay, Anglesey.....                                      | 1  | Brig <i>St. Michael</i> , of Havre—Assisted to save vessel and crew.....        | 14 | Barque <i>Jenny Lenetin</i> , of Quebec—Assisted to save vessel and crew.....        | 9   |
| Brigantine <i>Burton</i> , of Wivenhoe.....                                     | 1  | Ship <i>Edinburgh Castle</i> , of Glasgow—Assisted to save vessel and crew..... | 18 | Yawl <i>Bravo</i> , of Great Yarmouth.....                                           | 7   |
| Steamer <i>Ocean Queen</i> , of Newcastle                                       | 15 | Schooner <i>Victoria</i> , of Teignmouth—Assisted to save vessel and crew.....  | 6  | Smack <i>Pearl</i> , of Carnarvon.....                                               | 3   |
| Lugger <i>Peep o' Day</i> , of Wexford.....                                     | 6  | Sloop <i>Liver</i> , of Carnarvon.....                                          | 3  | Smack <i>Speedwell</i> , of Carnarvon.....                                           | 2   |
| Barque <i>Maria Somes</i> , of London.....                                      | 19 | Yawl <i>Hero</i> , of Teignmouth.....                                           | 1  | Schooner <i>Idas</i> , of Nantes.....                                                | 6   |
| Schooner <i>Speed</i> , of Wexford.....                                         | 6  | Schooner <i>Kate</i> , of Liverpool.....                                        | 5  | Brig <i>Steffania</i> , of Palermo—Saved vessel and crew.....                        | 12  |
| Smack <i>Agnes and Mary</i> , of Glasgow                                        | 1  | Lugger <i>Castletown</i> , of Belfast—Saved vessel and crew.....                | 7  | Schooner <i>Henry Holman</i> , of Plymouth—Saved vessel and crew.....                | 8   |
| Sloop <i>Catherine</i> , of Liverpool—Saved vessel and crew.....                | 4  |                                                                                 |    | Schooner <i>Thomas</i> , of Liverpool.....                                           | 5   |
| Schooner <i>Johnson</i> , of Exeter.....                                        | 4  |                                                                                 |    | Total lives saved by Life-boats.....                                                 | 627 |
| Brigantine <i>Light of the Harem</i> , of Whitstable—Saved vessel and crew..... | 4  |                                                                                 |    |                                                                                      |     |

Number of Lives saved by shore-boats and other means, for which the Institution has granted } 395  
 rewards, during 1864 and the first eight months of 1865..... }  
**Total..... 1,022**

### GENERAL SUMMARY FOR 1864 and 1865—to 1st Sept.

|                                                                                     | £.        | s.           | d.                 |
|-------------------------------------------------------------------------------------|-----------|--------------|--------------------|
| Number of Lives rescued by Life-boats, in addition to 28 vessels saved by them..... | 627       |              |                    |
| Amount of Rewards to Life-boat Crews.....                                           | 1,956     | 3            | 0                  |
| Number of Lives saved by Shore-boats, &c.....                                       | 395       |              |                    |
| Amount of Rewards to the Crews of Shore-boats.....                                  | 341       | 8            | 0                  |
| Honorary Rewards: Silver Medals.....                                                | 13        |              |                    |
| Votes of Thanks on Vellum and Parchment.....                                        | 21        |              |                    |
| <b>Total.....</b>                                                                   | <b>34</b> | <b>1,022</b> | <b>£2,297 11 0</b> |

The number of lives saved either by the Life-boats of the Society, or by special exertions, for which it has granted rewards, since its formation, is 14,590; for which services 82 Gold Medals, 746 Silver Medals, and £20,140 in cash have been paid in rewards. The Institution has also expended £122,113 on its *One hundred and fifty* Life-boat Establishments.

Donations and *Annual Subscriptions* are earnestly solicited, and will be thankfully received by the Bankers of the Institution, MESSRS. WILLIS, PERCY, and Co., 76 Lombard Street; MESSRS. COURTS and Co., 59 Strand; MESSRS. HERRIES, FARQUHAR, and Co., 16 St. James's Street, London; by all the Bankers in the United Kingdom; and by the Secretary, RICHARD LEWIS, Esq., at the Office of the Institution, 14 JOHN STREET, ADELPHI, London. W.C.—Monday, 2nd Oct., 1865.