

# THE LIFE - BOAT,

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## REWARDS TO LIFE-BOATS' CREWS.

WITH "revolving years" the seasons of storm again and again occur, and each season brings more and more prominently into view the "Life-boat and its Work," whilst each seems to demand for that work a greater and greater amount of public sympathy and support. All honour to those brave fellows who imperil their lives in its performance! All honour to those whose philanthropy and liberality provide them with the means and the encouragement that enable them to execute this good work!

That the bold spirits of our hardy sea-coast men will always be ready to undertake their share of this noble service, and that the warm blood of English men and women will ever stir their hearts to aid and encourage those generous men, are now settled points. As, however, the proudest and strongest barque may drift into danger if not controlled and navigated with consummate skill, so the best and bravest of human undertakings may fail to successfully effect its aim, unless guided with judgment and care, as well as directed with energy and zeal.

We therefore, in these few remarks on the treatment of our life-boat men, propose to indicate two dangers which "lie ahead," or rather, to use perhaps a more correct metaphor, which bound, on either side, the Channel through which our noble barque must steer.

The one of these dangers is palpable enough; but the other, lying beneath the surface, like the sunken rock, calls all the more for the watchful pilot's care. Each danger is of a double kind; but, emerging from our metaphor, we will at once plainly state the actual dangers to which we allude. They have sole reference to the degrees of pecuniary remuneration, and of credit or

blame that are bestowed on the crews of life-boats, in return for the important services which, frequently at imminent risk to their own lives, they perform in the interest of their fellow-creatures.

Now, at first thought, it may not unnaturally be felt that the danger can only here lie on one side, and that it would be impossible to over-estimate or over-remunerate such services, for what higher act can a man perform than to risk his life to save that of another? It is, however, precisely because we estimate at their highest value the splendid, the heroic services of many of our life-boats' crews, that we desire to eliminate from them, so far as practicable, the dross of mercenary motive, and to hold forth to the men, as far as possible, the pure, unalloyed gold of disinterestedness and self-devotion, that we include amongst the dangers to be avoided the bestowal of an indiscriminate or exaggerated amount of award, either of a pecuniary or laudatory nature. The subject, however, requires delicate handling.

We will first consider the question of pecuniary payments. Before the NATIONAL LIFE-BOAT INSTITUTION seriously undertook the work of surrounding the coasts of our country with life-boats, and superintending their future management, it was a common complaint amongst the sea-coast boatmen, that they met with no encouragement from other classes to induce them to risk their lives in endeavouring to save those of shipwrecked sailors. An uniform scale of payment was, however, then established by the Institution for its life-boats' crews, viz., 10s. per man for each occasion of proceeding to the aid of a wrecked crew in the daytime, and 1l. each by night; double and even fourfold payments being given for extraordinary services.

Without wishing these payments to be looked on as equivalents to serious risk of

life, it was considered, due regard being had to the safe qualities of the life-boats, that they were sufficient to act as an encouragement, without being enough to establish a mercenary motive, in lieu of the more honourable and more noble one of a desire to save the life of a fellow-creature.

As a general rule, therefore, we consider that this scale of payment should be adhered to, and that it is only in cases of a very extraordinary character that it should be departed from. We will illustrate our view by a case. Some years ago a very creditable and daring service was performed by the crew of a life-boat on the English coast in rescuing the crew of an American ship. A gentleman who happened to be on a visit to the place at the time wrote an enthusiastic letter to a leading journal, appealing to the public to subscribe for the reward of the life-boat's crew, which appeal was so liberally responded to that a considerable amount was contributed. The matter was then taken up by the then American consul, who, thinking that his own countrymen were bound, in honour, to contribute as much as the English public, appealed to them in the same cause, and the result was that the two appeals produced a very large sum, amounting to several hundred pounds, and this money was divided amongst the few men who manned the boat.

Now, we should be sorry to grudge any poor hard-working man such a "windfall;" but still there are important interests involved in the issue. In the first place, as will be evident to most persons, so magnificent a reward would in similar cases, as it was in this one, be dependent on the accident of there being an enthusiastic correspondent on the spot, ready to plead in behalf of the life-boat's crew, and therefore other life-boat men, at other places, might at about the same time, as happened in this instance, perform equally meritorious services, yet receive only the ordinary scale of payment as above described. The result might therefore be to cause discontent, or at least disappointment and a sense of neglect, amongst the less fortunate boatmen elsewhere, whilst it would probably also induce them to depreciate the payments made them on other occasions. But the worst result of all would perhaps in most cases be to increase the mercenary feeling.

On the other hand, however, there are cases of so extraordinary a character that some special mark of approbation or admi-

ration is called for, in addition to that rewarded by the Institution on its usual scale, and in such cases a local contribution may be appropriately and beneficially resorted to. We will also illustrate this view with a case.

At daylight on the morning of the 20th October, 1865, the wind blowing strong from N.N.E., with a heavy ground sea, a vessel was observed on shore on the western spit of Hayle Bar, from three to four miles distant from St. Ives. The sea was making a clean breach over her, and the crew were supposed to be in the rigging. The *St. Ives life-boat of the ROYAL NATIONAL LIFE-BOAT INSTITUTION* was at once launched. In crossing the bar, with the drogue or drag-bag in tow, which carried her safely over two heavy surfs, a tremendous sea broke over the stern, and the drogue-rope breaking, from the immense strain on it, she flew before the crest of the surf in almost a perpendicular position, and running her bow under water, broached to and upset; she soon however righted, and all managed to get on board. Two oars, grapnel, anchor, and rope, were lost, and two crutches broken. Although rowing four oars only, the crew contrived to get her under the lee of the vessel, which was the French brig *Providence*, of Granville, 98 tons register, Capt. CHALLIE, from Cardiff for Dieppe, with 138 tons of coal. With a heavy sea and strong under-current, however, they found it impossible to get alongside. Nearly an hour passed in signalling to the French crew to send a rope by means of a spar or raft; when this at last was done, the coxswain signalled to haul on board the life-buoy, intending to take the men off through the water, but he could not make himself understood. Two of the crew now endeavoured to reach the life-boat by means of the connecting rope; one was being dragged on board, and the other was within four or five yards, when a fearful sea broke on the broadside of the boat and upset her a second time. She righted instantly, but the poor fellow who was on the rope lost his hold, and was never seen again. The other held fast to the boat, and the crew once more got into her without accident. The communication with the vessel had not been broken, and the life-boat again hauled up as near as possible to her. The captain and remaining two men then took to their boat, when the second wave capsized them. Through a fearful sea the life-boat was

hastily hauled ahead, and the three men were most fortunately picked up. The crew of the life-boat landed at Hayle thoroughly exhausted. A more heroic service has perhaps never been rendered by any boat.

In admiration of it, a local contribution was raised to present a suitable acknowledgment of their bravery and endurance to the life-boat's crew, in addition to the awards of the LIFE-BOAT INSTITUTION. The amount collected exceeded 100*l.*, giving to each man between 12*l.* and 13*l.*, and we feel sure none will be found to say that it was not well deserved.

Apart, however, from the pecuniary question is the ideal one—that of praise or blame—and unless they possess the most sordid minds, in whose eyes gold is the embodiment of all good, who is there amongst us that is uninfluenced by, or indifferent to, the good opinion of his fellow-men? But to be really valued, praise must not be exaggerated, or it will run risk of being despised, even by those who are the recipients of it, yet who know it to be more than they are entitled to. Excessive praise and admiration, therefore, and the honorary awards of medals and votes of thanks, should also be reserved for cases of a striking and exceptional character, when great courage, determination, or endurance have been displayed.

On the other hand, however, great mischief may be done and much pain inflicted, by hastily attaching blame to men who may have exerted themselves to the utmost of their power to save the lives of their fellow-creatures, yet who have been unsuccessful. For what can be more galling, or more likely to induce a man to decline engaging in so hazardous a work as the going to a wreck through a raging surf, than the upbraiding him with cowardice or inefficiency, when he may know himself to have done all that it was possible to do? When his services are again craved by the drowning men in the stranded or foundering ship, while the weeping wife and little ones are perhaps likewise appealing to him to remain at home—if he be then reminded of the bitterness of spirit with which he heard his last brave but unsuccessful efforts depreciated, and himself reviled by those who had safely watched them from the shore, can we, or ought we, to feel surprised if that reflection should throw its weight into the scale, and he should leave to others the task which his manhood would otherwise have prompted him to perform?

Yet such injudicious and unfeeling conduct is not uncommon on the part of, it may be, well-meaning persons, but who never having had their foot in a life-boat in a heavy surf, and being quite ignorant of the terrific force with which it will often break over and overwhelm both boat and crew, expect impossibilities, and make themselves judges in the case.

We beg to remind all such, that under some circumstances of wind and sea combined, human strength is not sufficient to force any boat ahead, whilst never has a boat been built, and probably never will be, that would not also be liable, under some circumstances, to be upset.

We will relate one case amongst others, which during the present winter have given rise to animadversion on life-boats' crews, because their gallant efforts have not been crowned with success, and which case will not only serve to illustrate our subject, but will, we trust, induce any who may read it, to withhold a hasty judgment in any such case, should they ever have the pain to witness one.

At about half-past 7 P.M. on the 23rd of November, 1865, a vessel was seen in distress at the north side of Blackpool. The life-boat of the NATIONAL LIFE-BOAT INSTITUTION was conveyed with all expedition opposite the scene of danger, and in a few minutes was launched into a raging sea. So strong a surf had the crew to encounter that the life-boat filled three times in succession, and was with difficulty forced ahead against the wind and waves. After hard pulling, she was got within a hundred and fifty yards of the perishing ship; but at this point so complete a gale set in for half an hour, that three races of sea broke over the men, and smashed four of their oars. The life-boat was then backed into shallow water, and rowed up to windward, in order to make a second attempt, but they could not get so near as before. Driven back again, they by-and-by made a third noble effort, and now saw a light held forth from the imperilled ship, but found it utterly impossible to make advance against the heavy head sea that was rolling, and which for two hours and a half had been filling their boat as they boldly fought with the waves. The crew being then exhausted, and seeing all their efforts to be futile, came ashore. No sooner had they done so than the vessel capsized and broke to pieces; one side of her was washed up, and the cries of struggling sailors were

distinctly heard. The life-boat was again put to sea in the hope of picking up men that might be on rafts, or otherwise trying to escape, but nothing living could be found. It was now nearly midnight; and the life-boat had become locked between two cliffs on the beach, from which position she was unable to get away without damage until 6 o'clock on the following morning. All the crew of the ill-fated ship were lost. The vessel was the brig *Favourite*, of Liverpool. She was loaded with palm-oil and seeds, and had a crew of 10 men. The wreck was about a mile from shore. In expression of approval of their exertions, *although unsuccessful*, the Institution paid the crew of the life-boat, 13 in number, a double reward, or 2*l.* each.

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

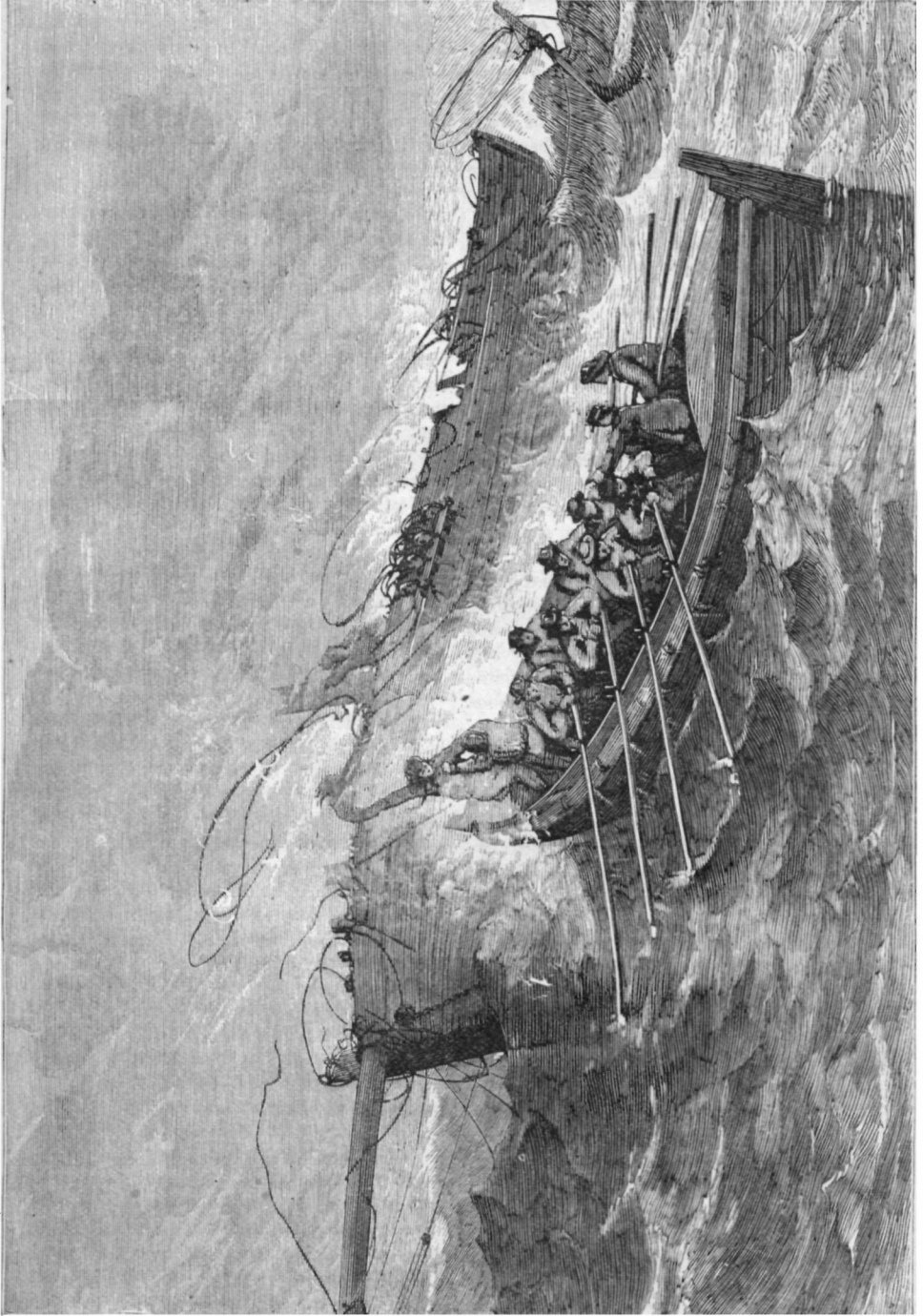
CAISTER, NORFOLK.—About 9 o'clock on the evening of Sunday, the 1st October last, during a strong easterly breeze, a brig struck on the Barber Sands, the sea immediately breaking over her. This being observed from the shore, the Caister life-boat was at once launched, and before she was fairly off, signal lights of distress were thrown up from the vessel, which was reached about 9:45 p.m., and was found lying on the Sand and striking violently. The life-boat's crew were fortunately successful in working the vessel off the Sand, and in bringing her up into the Roads about midnight: she was then towed by means of a steam-tug into Yarmouth Harbour. The vessel proved to be the brig *Nautilus*, of South Shields, and had a crew of 9 men on board.

About half-past 7 o'clock, P.M., on the 4th October last, during a gale from S.E., signal lights were seen off the Scroby Sand. The Caister life-boat was again launched, and in about an hour from the time the signals were seen she arrived at the spot thus indicated, and found a brig in the middle of the Scroby Sand—she was full of water, with her rudder gone, and the sea breaking completely over her. The beachmen having boarded the vessel, at once commenced working at the pumps; but after labouring hard at them for about an hour, they were compelled to leave

the vessel, taking with them the crew of 9 men, whom they landed in safety at about 11:30, P.M. The following day the beachmen, finding that the vessel was still on the Sand, again went off in the life-boat, and finally succeeded in getting her off, and in taking her into Lowestoft Harbour. The brig proved to be the *Harlington*, of Sunderland, laden with railway sleepers.

About 7 o'clock on the evening of the 9th October, two guns were fired and rockets thrown up from the Cockle Floating light. The night was dark and rainy, with a strong wind and a heavy sea on the beach. The Caister life-boat was launched without a moment's delay, and, on the way to the light-ship, fell in with the brig *Kathleen*, of Hartlepool, at anchor close by the breakers of the Cockle Sand. The vessel had run foul of the floating light, which in the collision had carried away a part of her bulwarks and her port-main rigging. The beachmen, after much difficulty, succeeded in getting close to the vessel, and having put 6 of their crew on board, slipped her anchor and succeeded in taking her over the north end of the Sands, and ultimately in bringing her up in Hemsby Hole, where they cast anchor and waited for daybreak. The life-boat, with the remainder of her crew on board, followed, being towed by the ship. The peril of the life-boat was great in this service, and the men's courage and resolution, when she was towed by the *Kathleen*, were much tried. The rush of the ship, while dashed along by the sea, and pitched at times nearly on her beam ends, pulled the boat close on the vessel, partially submerging her bows at times in the water, so that the men (both the beachmen in the ship and her crew) were on such occasions more afraid for the life-boat and her crew than for themselves. But the spring of the boat drew her up from her submersions: the men calmly and steadily kept their seats, and cleared her off the vessel; and their confidence in the boat, as well as admiration of her qualifications, was great. When the collision took place, three out of six of the vessel's crew jumped on board the floating-light, and in the morning the life-boat went off again to the light-ship, and brought the 3 men ashore. One of them had his foot severely crushed, the result of the previous night's catastrophe.

The above services complete the glorious career of the Caister old life-boat, built about eighteen years ago, which, since



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January, 1858 (when she was transferred to the Institution), has been out 23 times on service, and has been the means of saving no less than 133 lives from shipwreck, besides bringing several vessels safely into port, and helping others out of situations of extreme peril. The boat has now become unfit for further service, and has accordingly been replaced by another life-boat, the gift of the artisans of Birmingham, and called the '*James Pearce*, Birmingham No. 2,' after the benevolent working man who first suggested that the working men of Birmingham might testify, by the gift of two life-boats, their appreciation of the noble services rendered on our coasts to shipwrecked crews.

Singularly enough, the beachmen, on their way home from Yarmouth to Caister with the new life-boat, on the 25th October, during a thick squall from N.W., discovered a schooner on the Scroby Sand, riding there with both anchors down and a signal of distress hoisted. They bore directly to her, she being then two miles distant, and found her in a helpless condition, and requiring immediate assistance, which the beachmen at once afforded, and took her safely into Yarmouth Roads. The schooner was found to be the *Maria*, of Hull, laden with timber, and having 3 men on board.

The services of the new life-boat were again called into requisition on the 8th November. About 6 o'clock on the evening, the Cockle Light-ship threw up a rocket and fired a gun, and the Caister new life-boat was immediately launched. A vessel in that neighbourhood also showed a light as a signal of distress shortly after the firing of the gun, and the life-boat therefore made towards her, and found that she had struck on the Cockle Sand. The vessel had broken one anchor, but had let go her second, which kept her from the breakers until the arrival of the life-boat. The life-boat's crew were the means of clearing her from the Sands, and of taking her safely into Yarmouth Roads. The vessel was the brig *Raven*, of London, bound to Seaham, in ballast, with the captain, his wife, and a crew of 8 men.

DUNBAR, N.B.—At daybreak, on the 13th October, during a gale from N.E., and a very heavy sea, a schooner, which had been knocking about in the mouth of the Frith of Forth for several days, was observed off Dunbar in distress, with masts

cut away, and driving on a lee-shore. The alarm having been given, the life-boat *Wallace* was at once launched to the rescue, and succeeded in taking off the crew of 5 men through the surf, into the life-boat, and bringing them safely ashore. The vessel was a Prussian schooner named the *Patrios*, of Barth, bound to Leith in ballast.

NEWBIGGIN.—On the 17th October, during stormy weather from E.S.E., the sloop *Robert Hood*, of Newcastle, which was at anchor about two miles S.E. of Newbiggin, was observed to hoist a signal of distress. The life-boat was got out with the utmost promptitude, but before she could be launched, the vessel foundered. In order, therefore, to use the utmost despatch, the oars of the boat were double-banked, and the life-boat quickly reached the spot and picked up the vessel's crew of 2 men, who had taken to their small boat, which, considering the state of the sea and wind at the time, would undoubtedly have been either capsized or swamped before she could have reached the land.

On the 25th of October the same life-boat was again instrumental in saving life. The fishing cobles at Newbiggin had gone out, as usual, to their fishing-ground, but were suddenly overtaken by a tremendous gale from the S.E. The cobles thereupon made for the harbour, running before the heavy sea as it came rushing into the bay. The life-boat lay off in the fearful sea for about three hours, to render assistance to the boats as they came in. The last coble was given up for lost, but the life-boat took the men out, and the boat in tow. As they rounded the point a tremendous sea hurled the coble bottom up, and nearly sent her on to the life-boat, to the imminent peril of the crew; but fortunately the life-boat escaped with but slight injury. For this service to their fellow-fishermen, the life-boat's crew made no charge on the Institution.

MARGATE.—Early on the morning of the 28th October, the schooner *Reaper*, of Scarborough, was observed, during stormy weather, endeavouring to beat off shore. The sea breaking completely over the vessel, she filled rapidly and sunk. The life-boat being in readiness, was launched, and fortunately succeeded in reaching the wreck just as she struck, and saved the crew of 9 men.

**HAYLING ISLAND, HAMPSHIRE.**—On the 29th October, during the heavy southerly gale which raged along the south coast, several vessels were discovered amid the dangerous breakers off the island. The life-boat, *Olive Leaf*, recently placed on this station, was immediately launched, and dashed through the surf to render assistance. After speaking one or two vessels which did not require immediate assistance, she came to the barque *Atlas*, of Shields, which was stranded on the Woolsiner Sands, and took off her crew of 13 men, as well as one man belonging to the Norwegian barque *Sirius*, who was on board the *Atlas*, and then landed them safely. The life-boat afterwards put off and proceeded to the *Sirius*, which was found abandoned; and after lying by her for some time, ultimately succeeded in getting her out to sea, and taking her into Portsmouth Harbour.

**POOLBEG, DUBLIN BAY.**—On the morning of the 29th October, during a terrific gale from S.S.E., the schooner *Emma*, of Barrow, bound to Newport, Wales, with a cargo of pig-iron, was reported to be ashore on the South Bull Sand in the bay. The Poolbeg life-boat was at once launched to the rescue, and after considerable difficulty, owing to the heavy broken sea, took off the crew of 6 men and landed them in safety.

**KIRKCUDBRIGHT, N. B.**—Early on the morning of the 29th October, the schooner *Franklin*, of Belfast, was driven, during a heavy gale of wind from S.S.E. into the River Dee. She anchored in Manxman's Lake, but shortly afterwards dragged her anchors, and drifted towards the point of St. Mary's Isle. Whilst in this most dangerous position, intelligence reached Kirkcudbright, and the life-boat was immediately launched. The vessel was reached in about an hour, and with very considerable difficulty, owing to the violence of the gale. The life-boat took off the crew of 4 men.

**WHITBURN, NEAR SUNDERLAND.**—On the 26th October, the brig *Anne and Mary*, of North Shields, bound from the Tyne, with coals, was forced, during a heavy gale, to return by stress of weather; but when off this place, it being very thick and hazy, she struck on the Whitburn Steel Rocks. Although it was very dark at the time, the fishermen, observing some lights seaward, launched their new life-boat (the *Thomas Wilson*) and proceeded out in the stormy

weather. In the meantime the crew of the brig had been forced to take to their own boat, and were out in the offing, in great danger, on account of the heavy surf that was breaking along the coast. The life-boat's crew, finding the vessel was abandoned, concluded the crew were pulling to seaward, and accordingly went in search of them. After rowing about for some time, and shouting, they fortunately fell in with the brig's boat, containing her entire crew of 9 men, who gladly got into the life-boat, and were safely landed. The poor shipwrecked men were very grateful for the timely aid thus rendered them by the life-boat.

Again on the 14th November this valuable life-boat was instrumental in rescuing the crew of 6 men of the schooner *Token*, of Jersey, which had struck on Whitburn Rocks in a heavy sea. Two cobsles had previously gone off with the view of saving the men, but the sea was so high that they were compelled to return to the shore without effecting their object.

Again on the 24th November, during heavy squalls from S.S.W., and a high surf, a large light being observed off Souter Point as if from a vessel on fire, the life-boat was thereupon launched, and, after a pull of two or three miles, discovered the schooner *Test*, of Southampton, on fire. It appeared that the ship had burnt a tar-barrel as a signal of distress, and that this had communicated to the vessel, and had set light to her cabin. The life-boat boarded her, extinguished the fire, and took the crew of 6 men out, and after a heavy pull back, all were safely landed about midnight. The fishermen, assisted by three steam-tugs, got the vessel off, leaky, at high water the next morning, and took her to Shields.

**THEDDLETHORPE, LINCOLNSHIRE.**—This life-boat was instrumental, on the 17th November, in saving 9 men from the fishing-smack *Splendid*, of Grimsby. The smack was full of water, and her crew had taken to their own small boat, which was found approaching the surf, where she would probably have been capsized and her crew drowned, but for the timely services of the *Dorinda and Barbara* life-boat, which was promptly launched, and was fortunately successful in rescuing the shipwrecked men.

**HOWTH, DUBLIN BAY.**—On the 22nd November, during a very heavy squall of



wind, a lighter, in the employ of the Board of Works engaged in removing sand from Howth Harbour to the Sound, was observed to be in a very dangerous position close to the east pier head. She held on merely by a slight rope, which, had it broken, she must either have drifted out to sea, or else have been dashed to pieces against the east pier, the men on board her, five in number, being in either case in great peril of their lives. The Howth life-boat was, at the earnest request of the master of the steam dredging-machine—no other aid being available—launched, and the five men rescued from their dangerous position.

PLYMOUTH.—On the 22nd November a heavy gale from the W.S.W. set in at Plymouth; considerable damage resulted to the shipping, a larger number of vessels having been driven ashore than has been known at that port on any previous occasions for many years. The *Prince Consort* life-boat was launched at an early hour, and was very actively employed in rendering assistance to the wrecked vessels, rescuing eleven men from the Belgian brig *Esper*, which had been in collision with another vessel, and bringing them safely ashore. A large concourse of spectators assembled at the pier to see the shipwrecked crew landed by the life-boat.

The same life-boat also rendered good service on the 25th November. A vessel was observed coming into the Sound during the heavy gale that was blowing from the S.W., and anchoring dead to leeward near the Batten Ledge. At half-past five o'clock two rockets were sent up from the Mount Batten Coastguard Station. The *Prince Consort* life-boat was thereupon immediately launched, and in a very short time neared the brig, which was found ashore on the Ledge. The Liverpool steaming, *Napoleon*, was near the wreck, and the master informed the coxswain that he had saved 5 of the crew in two trips, by veering a small boat down to the brig; but the latter having got so far on the ledge, and the sea being so very heavy, the steamer could not again approach the wreck. The life-boat was then veered by her own rope attached to the steamer to leeward of the brig, and succeeded in getting out the other 6 men. The life-boat afterwards took off the 5 men from the steamer, and was then towed by the tug to the Royal William Yard, and the rescued crew were

taken to the Sailors' Home. The wrecked vessel was the brig *Commerziere* *Haupt*, of Mecklenburg, with a cargo of wheat.

PENZANCE.—As soon as day broke on the 25th November, intelligence was brought to Penzance that a vessel was ashore on the beach near Marazion. It was blowing a very heavy gale of wind from the S.S.W. at the time, with a tremendous sea on. The life-boat, named after the secretary of the parent Institution, was at once taken on her carriage to the scene of the wreck. On arriving there it was found that the immense seas were making a clean breach over the vessel: her bulwarks were smashed, and she was evidently nearly gutted. Several men were seen in the rigging. A line had been fired across the wreck by means of the rocket apparatus, but the poor fellows were unable to reach it, and it was soon carried away by the sea. The life-boat was promptly launched, and after great exertion and much danger, reached the vessel, into the bow of which she was nearly thrown by one of the waves; and amid the seas that raged around her, the boat was scarcely visible from the land. However, the vessel was at last successfully grappled, and the crew of 5 men taken into the life-boat, and after some difficulty brought safely ashore, and landed amidst the cheers of thousands of spectators. The vessel was the brigantine *Tabaco*, of Hamburg, bound from Tabaco in Mexico to Hamburg with a cargo of logwood. She afterwards became a total wreck.

WEXFORD AND CAHORE, IRELAND.—On the morning of the 7th November, during a strong breeze from E.N.E., the iron ship, *Savoir Faire*, of Liverpool, bound from that port to Calcutta, with salt, went ashore on the Blackwater Bank. The Wexford and Cahore life-boats put off—the steam-tug *Ruby* towing the former boat—and fortunately succeeded in rescuing 23 of the vessel's crew. The remainder of the crew, 10 in number, came ashore in one of the ship's boats.

Again, on the evening of the 9th December, intelligence reached Wexford that a vessel was on the Blackwater Bank. The Wexford life-boat was thereupon immediately launched, and taken in tow by a tug along the inside of the Bank. The wind had freshened to a gale, and the sea ran very high, boarding the tug frequently, and

threatening to put out her fires. The weather, however, was so very thick that nothing could be seen; and no guns or other signals being heard, it was concluded that the vessel must have got clear; so after a search of nearly 4 hours, under very trying circumstances, the life-boat returned to her station. The next day, the weather being clearer, although the wind was still blowing strong, the steamer *Ruby* took the life-boat again in tow, and went out to the Bank. On approaching the north end of it, a mast was observed out of the water with 4 men clinging to it. The sea was breaking literally mountains high, and the greatest danger existed in nearing the wreck, as, the vessel having gone to pieces, the machinery and other portions of her were strewed about in the vicinity of the mast to which the sailors were clinging. The life-boat attempted five times to get to the mast, and was sometimes so close as to cheer up the poor fellows, but as many times she failed to accomplish her noble purpose. It was now evident that the crew of the life-boat were becoming exhausted, having been 4 hours at their fruitless task, but summoning all their remaining strength, they determined to make a last final effort, as the mast, to all appearances, was about to fall. The anchor was then let go, and the boat pulled close to the mast, which was grappled this time, and the life-boat then rescued the 4 poor sailors, who had been in their perilous position for upwards of 27 hours, with nothing to eat but a small portion of uncooked meat. Although half dead, the rescued men requested the life-boat to proceed to the light-vessel to see if any of the crew of the wrecked steamer were on board, but they had heard nothing of them. The life-boat then brought the 4 men on shore. The vessel proved to be the screw-steamer *Barbadian*, of Liverpool, bound to Barbadoes, and out of the crew and passengers, 37 in number, 12, including the captain and chief mate, perished, only 25 persons reaching the shore.

**FOWEY, CORNWALL.**—During the heavy gale of the 24th November, two large vessels—a barque and a brig—were seen in distress in St. Austell's Bay, driving before the wind towards Par Sands. The Fowey life-boat was soon launched, and making her way through the breakers towards the ships, which had now taken the ground, and were broadside on to the fearful breakers, which

were running high over the topmast heads. With great difficulty the crew managed to get the life-boat about midway between the station and the stranded ships, when the sea rose so high that six of the boat's oars were snapped asunder, so that the crew could make no headway against the violence of the increasing storm. The coxswain, with great presence of mind, allowed the boat to drift to leeward for some distance, and then, knowing her sailing qualities, hoisted canvas and steered her close to the wind's eye, so as at last to reach the pier at Par. The boat behaved nobly under her canvas, without which she could not have reached the ships. The crew of the brig, despairing of the life-boat reaching them, proceeded to launch their boat, and 2 of the crew got on board; but so fearful was the aspect of the broken water, that one of the crew returned to the ship, and before the other could follow, the hawser snapped, and the boat, falling into the breakers, was swamped. The man clung to the boat; and the life-boat's crew, abandoning the vessels for a time, pulled off and rescued him just as he was sinking. He was soon landed, along with a cat which had clung to him during his perilous situation. The life-boat again made for the barque, and her crew, including the master, 13 in all, were taken off and safely landed. The life-boat again proceeded on her errand of mercy, and after a severe struggle, the gale having increased in its fury, reached the brig, and took off the captain and 8 hands, and also landed them safely. They were also amply provided for. The barque proved to be the *Drydens*, of North Shields, and the brig was the *Wearmouth*, of Sunderland. The crew were in the boat for 5 hours, and her behaviour was the admiration of all present, both sailors and landsmen.

We are compelled, by want of space, to postpone giving further details of the additional valuable services of the life-boats of the Institution, during the fearful storms of the last three months; but we append the following list:—

List of the Services of the Life-boats of the NATIONAL LIFE-BOAT INSTITUTION during the past year (1865):—

|                                                                    | Lives<br>saved. |
|--------------------------------------------------------------------|-----------------|
| Fishing Boat, of Berwick-on-Tweed—Saved vessel and crew . . . . .  | 6               |
| Brig <i>Elizabeth</i> , of Shields—Saved vessel and crew . . . . . | 7               |

|                                                                                          |    |                                                                                                                        |     |
|------------------------------------------------------------------------------------------|----|------------------------------------------------------------------------------------------------------------------------|-----|
| Lugger <i>La Maria Francois, le Pere Samson</i><br>—Saved vessel and crew . . . . .      | 4  | Sloop <i>Robert Hood</i> , of Newcastle-on-Tyne . . . . .                                                              | 2   |
| Brig <i>Willie Ridley</i> , of Plymouth . . . . .                                        | 8  | French brig <i>Providence</i> , of Granville . . . . .                                                                 | 4   |
| Schooner <i>Susan</i> , of Dublin . . . . .                                              | 4  | Schooner <i>Earl Zetland</i> , of Almwch—Saved<br>vessel and crew . . . . .                                            | 5   |
| Smack <i>Leader</i> , of Harwich . . . . .                                               | 1  | Schooner <i>Emma</i> , of Barrow . . . . .                                                                             | 6   |
| Schooner <i>Anga</i> , of Norway—Saved vessel and<br>crew . . . . .                      | 4  | Brig <i>Reaper</i> , of Scarborough . . . . .                                                                          | 9   |
| Barque <i>Amara</i> , of Sunderland . . . . .                                            | 18 | Schooner <i>Franklin</i> , of Belfast . . . . .                                                                        | 4   |
| Schooner <i>Albion</i> , of Teignmouth . . . . .                                         | 6  | Longships Lighthouse Keeper . . . . .                                                                                  | 1   |
| Schooner <i>Emma</i> , of Barrow . . . . .                                               | 5  | Schooner <i>Clara Brown</i> , of Barrow . . . . .                                                                      | 4   |
| Yawl <i>Matchless</i> , of Newhaven—Saved vessel<br>and crew . . . . .                   | 3  | Schooner <i>Maria</i> , of Hull—Saved vessel and<br>crew . . . . .                                                     | 3   |
| Brig <i>Hants</i> , of Odessa—Saved vessel . . . . .                                     | 3  | Fishing Coble, of Newbiggin . . . . .                                                                                  | 4   |
| Barque <i>Lerington</i> , of Nassau—Assisted to save<br>vessel and crew . . . . .        | 14 | Fishing Smack <i>Splendid</i> , of Grimsby . . . . .                                                                   | 9   |
| Brig <i>Border Chieftain</i> , of Hartlepool . . . . .                                   | 8  | Belgian Brig <i>Espoir</i> . . . . .                                                                                   | 11  |
| Schooner <i>Delia</i> , of Nantes . . . . .                                              | 2  | Smack <i>Dahlia</i> , of Portmadoc—Saved vessel<br>and crew . . . . .                                                  | 3   |
| Brigantine <i>Eclipse</i> , of St. Ives . . . . .                                        | 7  | Lighter in Dublin Bay . . . . .                                                                                        | 5   |
| Schooner <i>Pfeil</i> , of Blankanesse . . . . .                                         | 7  | Brig <i>Argo</i> , of Fayal—Saved vessel . . . . .                                                                     | ..  |
| Schooner <i>Kate</i> , of Lynn . . . . .                                                 | 4  | Barque <i>Drydens</i> , of North Shields . . . . .                                                                     | 13  |
| Schooner <i>Tazer</i> , of Goole . . . . .                                               | 1  | Brig <i>Wearmouth</i> , of Sunderland . . . . .                                                                        | 9   |
| Ship's boat in Redwharf Bay, Anglesea . . . . .                                          | 1  | Brig <i>Commerzieweathin Haupt</i> , of Mecklen-<br>burg . . . . .                                                     | 11  |
| Brigantine <i>Burton</i> , of Wivenhoe . . . . .                                         | 1  | Schooner <i>Test</i> , of Southampton . . . . .                                                                        | 6   |
| Steamer <i>Ocean Queen</i> , of Newcastle . . . . .                                      | 15 | Brigantine <i>Tabaco</i> , of Hamburg . . . . .                                                                        | 5   |
| Lugger <i>Peep o' Day</i> , of Wexford . . . . .                                         | 6  | Barque <i>Atlas</i> , of North Shields . . . . .                                                                       | 13  |
| Barque <i>Maria Soames</i> , of London . . . . .                                         | 19 | Norwegian Barque <i>Sirius</i> —Saved vessel . . . . .                                                                 | 1   |
| Schooner <i>Speed</i> , of Wexford . . . . .                                             | 6  | Brig <i>Anne and Mary</i> , North Shields . . . . .                                                                    | 9   |
| Smack <i>Agnes and Mary</i> , of Glasgow . . . . .                                       | 1  | Ship <i>Savoire Faire</i> , of Liverpool . . . . .                                                                     | 23  |
| Sloop <i>Catherine</i> , of Liverpool—Saved vessel<br>and crew . . . . .                 | 4  | Brig <i>Raven</i> , of London—Saved vessel and<br>crew . . . . .                                                       | 10  |
| Schooner <i>Johnson</i> , of Exeter . . . . .                                            | 4  | Schooner <i>Token</i> , of Jersey . . . . .                                                                            | 6   |
| Brigantine <i>Light of the Harem</i> , of Whitstable<br>—Saved vessel and crew . . . . . | 4  | Ship <i>Orso</i> , of North Shields . . . . .                                                                          | 21  |
| Brig <i>Steffania</i> , of Palermo—Saved vessel and<br>crew . . . . .                    | 12 | Smack <i>Mary</i> , of Cardigan . . . . .                                                                              | 1   |
| Schooner <i>Henry Holman</i> , of Plymouth—Saved<br>vessel and crew . . . . .            | 8  | Brig <i>Zeeploeg</i> , of Hoogez . . . . .                                                                             | 7   |
| Schooner <i>Thomas</i> , of Liverpool . . . . .                                          | 5  | Steamer <i>Barbadian</i> , of Liverpool . . . . .                                                                      | 4   |
| Brig <i>Nautilus</i> , of South Shields—Saved vessel<br>and crew . . . . .               | 9  | Schooner <i>Daniel O'Connell</i> , of Arklow . . . . .                                                                 | 5   |
| Brig <i>Harlington</i> , of Sunderland—Saved vessel<br>and crew . . . . .                | 9  | Brig <i>Lucy</i> , of Sunderland . . . . .                                                                             | 6   |
| Brig <i>Kathleen</i> , of Hartlepool—Saved vessel<br>and crew . . . . .                  | 6  |                                                                                                                        |     |
| Schooner <i>Patrios</i> , of Barth . . . . .                                             | 5  |                                                                                                                        |     |
|                                                                                          |    | Total lives saved in 1865 by Life-boats . . . . .                                                                      | 444 |
|                                                                                          |    | During the same period the Institution<br>has granted rewards for saving lives<br>by fishing and other boats . . . . . | 182 |
|                                                                                          |    | Grand Total . . . . .                                                                                                  | 626 |

GENERAL SUMMARY TO THE 16TH DEC., 1865.

|                                                                                             | £.        | s.         | d                  |
|---------------------------------------------------------------------------------------------|-----------|------------|--------------------|
| Number of Lives rescued by Life-boats, in addition to 20 vessels<br>saved by them . . . . . | 444       |            |                    |
| Amount of Rewards to Life-boat Crews . . . . .                                              |           | 1,570      | 18 11              |
| Number of Lives saved by Shore-boats, &c. . . . .                                           | 182       |            |                    |
| Amount of Rewards to the Crews of Shore-boats . . . . .                                     |           | 120        | 10 0               |
| Honorary Rewards:—Silver Medals . . . . .                                                   | 9         |            |                    |
| Votes of Thanks on Vellum and Parchment . . . . .                                           | 27        |            |                    |
| <b>Total . . . . .</b>                                                                      | <b>36</b> | <b>626</b> | <b>£1,691 8 11</b> |

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

It may be added that, during the past twelve months, the Institution has also expended £21,374. on its various life-boat establishments on the coasts of England, Scotland, and Ireland.

The number of lives saved, either by the life-boats of the society, or by special ex-

ertions for which it has granted rewards, since its formation, is 14,992. For these services 82 gold medals, 751 silver medals, and 21,111. in cash, have been paid in rewards. The Institution has also expended 128,859. on its life-boat establishments.

The Committee of the Institution acknowledge their grateful sense of the liberal support which they have received from the British public during the past few years, which has enabled them to establish their present great fleet of 153 life-boats on the shores of the United Kingdom. Deeply sensible, however, of the great responsibility that rests on them to maintain their fleet in a thoroughly efficient state, and the crews practised in the management of their boats, which can only be effected by a large and permanent annual income, they earnestly appeal to all classes of their countrymen to continue to aid them in upholding and perpetuating the truly great work of the NATIONAL LIFE-BOAT INSTITUTION.

ON THE VARIATIONS OF THE READING OF THE BAROMETER AND THE WEATHER IN THE MONTHS OF SEPTEMBER, OCTOBER, AND NOVEMBER, 1865.

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

THE variations in the readings of the barometer at the Royal Observatory, Greenwich, in the period from September 12 to November 30, making altogether eighty days, are shown in the accompanying diagram and table, together with the general directions of the wind on every day, as determined from the records of Osler's Self-Registering Anemometer, and the number of miles of horizontal movement of the air, as self-registered by the use of Robinson's Anemometer.

During the latter part of this period there have been successive heavy gales of wind upon our coasts, causing sad disasters at sea, and calling very frequently into use the services of the life-boats of the NATIONAL LIFE-BOAT INSTITUTION, and these, in most cases, have been attended with success in the saving of life; but unhappily in some few instances, as must ever be the case, the gales have been so violent that life has been lost; and the most noble efforts on the part of the life-boat crews, after toiling in some instances through the midnight storms, have failed entirely, the boats having been unable to reach the distressed ships.

A few particulars of the readings of the barometer during the period preceding these storms, and during their continuance, cannot fail to be useful and interesting to the brave men who are ever ready to go off in those life-boats, as well as to sailors and fishermen generally.

The readings of the barometer from the 1st of September to the 6th day were high, and above the average. On the 7th day it decreased a little below the average; on the 8th the lowest reading in the month took place, viz., 29·76 inches; and from the 9th day it was constantly above the average to the end of the month, being mostly above 30 inches, as shown in the diagram. The weather was exceedingly fine throughout the month. The highest reading in the month took place on the 23rd.

There was a little decrease in the readings at the beginning of October; but on the 3rd day the reading again rose above 30 inches, and began to decline on the 5th, continuing to decrease till the 11th. Up to the 10th day the air had been mostly calm, and fog had been prevalent, but on this day the wind began to blow strongly from the W. and S.W. On the 11th the readings began to increase, and from the 12th the winds were light. A maximum barometer reading was reached on the evening of the 15th day. During the 16th the barometer readings decreased rapidly, and the wind increased in strength. A minimum reading of 28·89 inches was reached by 9 P.M. on the 18th, with strong wind blowing. Unsettled weather followed this, and the barometer readings oscillated up and down, as will be seen by reference to the diagram, and the wind was frequently very strong, reaching 20 lbs. on the square foot on the 25th day. From this time to the end of the month, the oscillations of the barometer readings were very remarkable; a decrease of  $\frac{3}{4}$  of an inch was followed by an increase to the like amount; and then in very unusually quick succession, another decrease and increase to almost the same amounts, these very large and rapid changes extending over very considerable tracts of country and sea. The large numbers at the bottom of the table on those days will show how strongly the wind was blowing.

From this time there is a general bold and continuous increase in the barometer curve to 30 $\frac{1}{4}$  inches on the 12th of November, with mostly N. and N.E. winds blowing, and sometimes strongly. From the 13th day set in decreasing readings, which with checks, as shown in the diagram, fell to 28·82 inches on the 22nd day. At Liverpool Observatory, on this day, the reading was as low as 28·31 inches, as recorded by JOHN HARTNUP, Esq., the Director of the Observatory; and from this time to the 28th day, there was a succession of disastrous storms, some of the effects of which will probably be detailed in other parts of the Life-boat Journal.

If we collate the numbers in the lower part of the chart together with different

readings of the barometer, we shall find that when the readings

|         |                 |                                                                                |       |
|---------|-----------------|--------------------------------------------------------------------------------|-------|
| exceed  | 30 inches,      | the average daily Horizontal Movement of the air was about 130 miles per day ; |       |
| about   | 30 "            | ditto                                                                          | 160 " |
| between | 29·5 & 30·0 in. | ditto                                                                          | 210 " |
| "       | 29·0 & 29·5 in. | ditto                                                                          | 260 " |
| below   | 29 inches       | ditto                                                                          | 320 " |

Thus showing that whenever the barometer reading has been above the average, the wind has been moderate, and that as the barometer reading decreases, the motion of the wind increases, and is the greatest at the lowest readings.

It is impossible for me to urge too strongly the necessity of care when continuous declining readings are proceeding. The barometer may be almost neglected by the sailor when its readings range above the average ; but when they descend below the average, it is a warning which ought never to pass unheeded ; and when the depression is sudden, it is the sure and certain warning of the approach of storms. Such signs no sailor ought to neglect : yet they are neglected ; and what is more sad still, too many barometers sold as marine barometers are totally unfit for such an important purpose. During the last few years I have seen many of these instruments, and I have found them imperfect in numerous ways. Some of these defects I may enumerate here :—

Firstly.—The upper portion of the tube is too small.

Secondly.—The relation of the interior bore of the tube to that of the cistern is neglected, so that the rise of the mercury in the cistern, caused by a fall in the tube, is not allowed for on the scale.

Thirdly.—The lower portion of the tube is generally too much contracted in the bore.

Fourthly.—The cistern is too small to contain the mercury when the barometer reading is low.

Fifthly.—The careless cleaning out of the internal bore of the tubes, and imperfectly freeing them from damp.

The most serious of these errors is the third. It is well known that the tubes of marine barometers ought to have their bores

contracted so as to steady the motion of the mercury when the ship is in a heavy sea. This, in some instances, is so carelessly done, that it has not the desired effect ; but in most cases it is carried to a great excess. For instance, in some instruments the mercury will take from forty minutes to an hour to pass through the first inch after suspension, and many are so sluggish in their action as not to indicate any change in less than twenty minutes.

This unnecessary contraction is very frequently the cause of entirely stopping the action of the barometer, as the minutest particle of foreign matter, or even the oxidation of the mercury itself, which, as an impalpable powder forming on the surface of the mercury in the cistern on moving the barometer, is displaced, and this in its ascent to float on the top of the mercury, chokes and closes the fine bore of the tube hermetically, rendering the instrument perfectly useless ; and this is often not found out till the ship has left for sea. A barometer, therefore, acting well till disturbed, may be quite useless afterwards.

The fourth-named error is also one of great gravity ; and for this error low-priced manufacturers are far more to be censured for their culpability than for their ignorance or carelessness—the size of the cistern is reduced to enable them to save a quarter of a pound of mercury. This great desire to cheapen instruments is most serious, as the indications of such instruments are absolutely deceiving, and at a time when the changes are of vital importance to the sailor. In many such barometers the mercury will not fall below, even if so low, as 29 inches, although a standard at such times may read 28·5 inches, or even less. Nor will such an instrument show any change till the mercury rises above 29 inches ; that is, the barometer says the mercury is stationary and steady at all times of the greatest phases of storms, and when every change should be instantly known by the sailor.

It is therefore not to be wondered at that some master-mariners hold the barometer in little esteem if supplied with instruments of this class. Mr. PASTORELLI told me that he heard a captain say that he had the

barometer removed, as it occupied some valuable space which was required for another purpose, and on arriving in the Port of Liverpool, that very instrument was found broken in an obscure nook of the ship. This is a sad illustration, and proves the absolute necessity of improvement in the make of these instruments. By using large cisterns, tubes of proper capacity, scales which are known as contracted scales, chemically clean tubes, pure mercury, and properly-contracted bores, instruments can be made which shall read within 0·01 or 0·02 inch at every part of their scales, when compared with a standard barometer, and they ought to, and can be sold at a moderate price.

The contraction of the tube in a marine barometer ought to be carried only so far as to allow the utmost freedom of action of the mercury without pumping.

When the ship is in a heavy sea,—when first suspended,—the screw at the bottom of the tube being withdrawn as far as possible,—the mercury should fall in the tube through the first inch in 40 seconds to 60 seconds. It should fall through the second inch in less than two minutes, and should be at its true reading within or about 15 minutes from the time of first suspension. Such an instrument, however quickly atmospheric changes may be taking place, will take up its true readings within 0·01 in. within one or two minutes, and this degree of accuracy is practically correct. On removing such an instrument before packing, it should be taken down without touching the screw at the bottom, and inclined with its cistern downwards, at an angle of 45° to 60°; the tube will be filled in this position in three or four minutes; then hold the instrument horizontally, and drive the screw at the bottom nearly, but not quite, home. With these precautions, the instrument will continue good for many years—in fact, till broken. During the last few months I have had frequent interviews with Mr. JOHN BROWNING, of 111 Minories; Mr. F. PASTORELLI, of 208 Piccadilly; and Mr. ZAMBRA, of 1 Hatton Garden, who have undertaken to make marine and upright barometers of this cha-

acter for my examination; and I have also undertaken to examine every one made by these makers, and to give a certificate with every instrument which complies with the above conditions. This will, I think, effectually meet the difficulty to which I have referred.

I feel confident that if our seamen had been provided with truthful instruments during the fearful storms of Wednesday the 22nd November last, and on the Friday following—the storms of those two days and nights would not have proved so disastrous as they did to life and property.

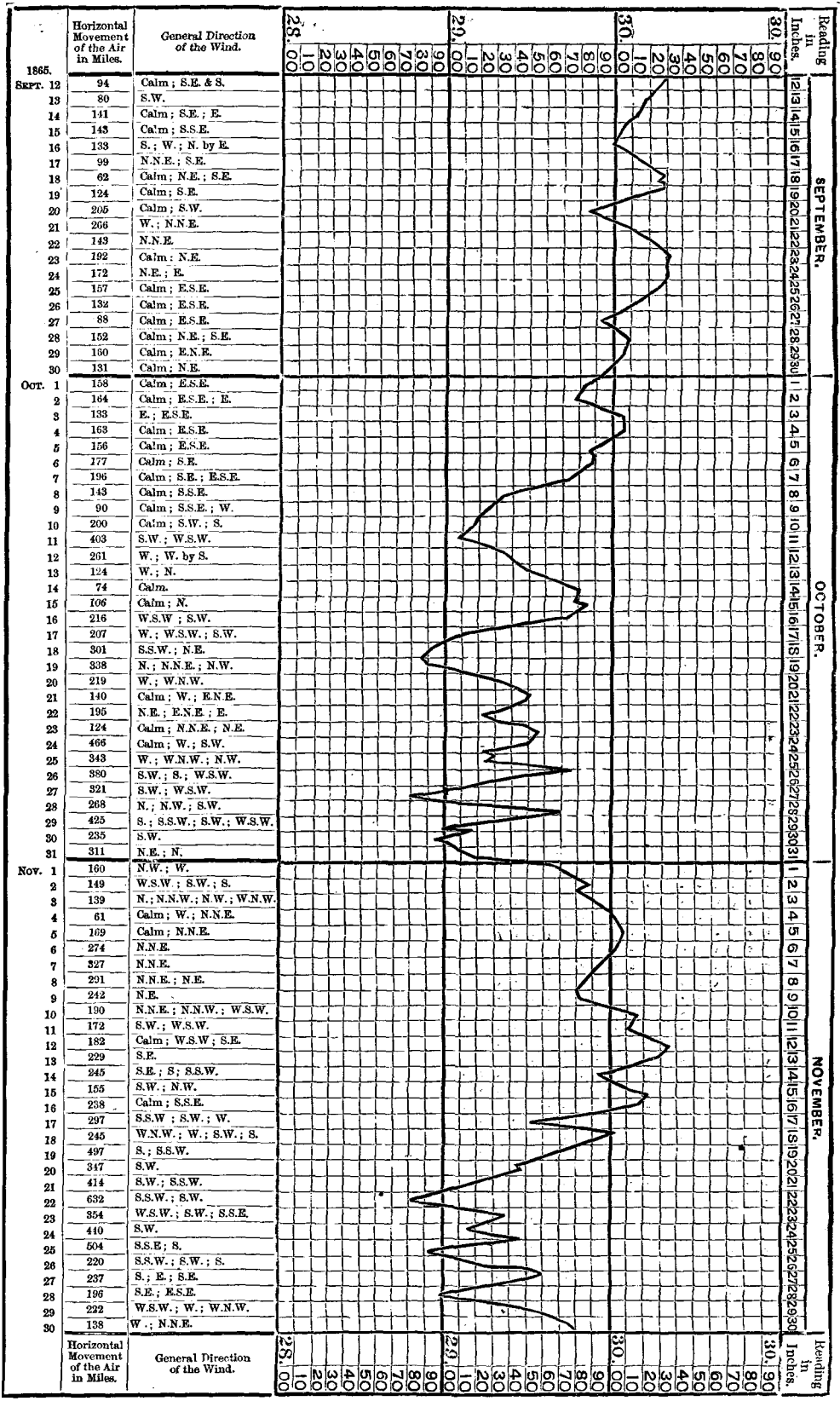
In corroboration of my remarks, I may mention one or two cases. Some four or five years ago Her Majesty's steamer *Porcupine* was cruising off St. Kilda, in the Hebrides. Captain ORTER, R.N., carefully observing the gradual fall of the mercury to the extent of 1½ inch between 8 A.M. on one day and 3·26 A.M. on the following day,\* at once ordered his ship to be made as snug and tight as possible. The hurricane at the latter hour burst out with fearful violence, swept off the little island nearly the whole of the agricultural produce of the poor people, and caused lamentable havoc amongst the shipping and fishing-boats that happened to be out in those seas at the time. But the *Porcupine* weathered out nobly the storm; and in lieu of being in a thousand pieces, the good ship was engaged a few days afterwards in a mission of mercy in bringing food to the poor islanders.

I am sure that every assistance will be cheerfully rendered by the NATIONAL LIFE-

\* The following account of the reading of the barometer on the occasion in question cannot fail to be interesting, as showing clearly the certainty by which coming weather is indicated by this valuable instrument:—

| 1860        | Inches.                              |
|-------------|--------------------------------------|
| October 2.— | 8·0 A.M., 30·32                      |
|             | 8·0 P.M., 29·75                      |
|             | 8·15 P.M., 29·70 wind S.             |
|             | 8·45 P.M., 29·62 S.S.W.              |
|             | 10·30 P.M., 29·34 S.S.W.             |
|             | 11·0 P.M., 29·26 S.S.W.              |
|             | 11·45 P.M., 29·22 S.W.               |
| October 3.— | 0·15 A.M., 29·16 S.W. heavy squalls. |
|             | 0·45 A.M., 29·10 S.W. Ditto.         |
|             | 2·0 A.M., 28·96 S.W. Ditto.          |
|             | 2·40 A.M., 28·87 S.W. nearly calm.   |
|             | 3·20 A.M., 28·87 S.W. westerly.      |
|             | 3·26 N.W. hurricane began.           |
|             | 5·30 A.M., 29·52 N., N.N.W. gale.    |
|             | 6·10 A.M., 29·65 N.N.W.              |
|             | 7·15 A.M., 29·55 N. nearly calm.     |
|             | Noon 29·87 N.W. N.W. by N            |
|             | 2·30 P.M., 29·87                     |

DIAGRAM EXHIBTING THE BAROMETRIC VARIATIONS FROM SEPTEMBER 12TH TO NOVEMBER 30TH, 1865, WITH THE GENERAL DIRECTION OF THE WIND, AND THE HORIZONTAL MOVEMENT OF THE AIR, ON EVERY DAY, AS REGISTERED AT THE ROYAL OBSERVATORY, GREENWICH,  
 By JAMES GLAISHER, ESQ., F.R.S.

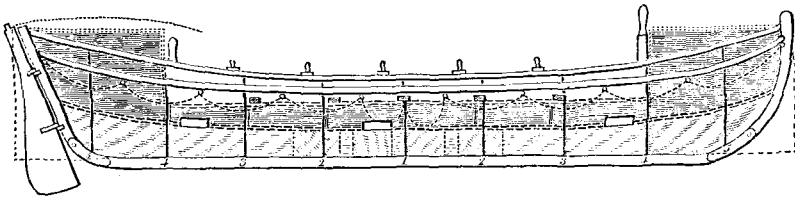


BOAT INSTITUTION to save life—whether by life-boats, ships' life-boats, seamen's life-belts, fishing life-boats; or, lastly but not least, in its great and good work, by helping the sailor on board ship to possess a truthful and cheap barometer—a scheme which is indeed only an extension to the sea, of the coast

barometer system of the Institution; and thus prevent, as far as possible, by timely warnings on board ship, the necessity of calling into use the last but most glorious assistance—the services of the life-boat itself.

*Blackheath, December, 1865.*

### ADDITIONAL STATIONS AND NEW LIFE-BOATS.



CAISTER, NORFOLK. — The NATIONAL LIFE-BOAT INSTITUTION replaced, in October last, its life-boat on this station by a new boat, the old one having become thoroughly worn out, and unfit for further service. The latter life-boat has rendered excellent service during the eighteen years she has been afloat, and, since 1858, has rescued 133 lives from a watery grave, in addition to bringing several vessels safely to port. The new boat is one of the finest sailing life-boats on the eastern coast, and is 43 feet long and 12 feet wide. She is used principally to go off to wrecks on the outlying sand-banks. The cost of the boat was collected amongst the artisans of Birmingham, and she is named the 'James Pearce, Birmingham, No. 2,' Mr. Pearce having been one of the first promoters in that town of the Life-boat Fund, which has resulted in two boats being presented to the Institution. A demonstration took place at Great Yarmouth on the 25th October, on the occasion of the first launch of the boat from the builder's yard. A deputation from Birmingham attended on the occasion, and were much gratified with the whole proceedings. Previous to the launch, R. STEWARD, Esq., Mayor of Yarmouth, thanked the deputation for the gift of the people of Birmingham, and for coming such a distance to see the life-boat launched. In reply, J. A. LANGFORD, Esq., one of the deputation, said,—

The idea of this life-boat originated with an intelligent working man now present, who bore the name which they were about to give to the boat—

JAMES PEARCE — and nearly the whole of the money, with the exception of two or three large subscriptions, had been raised by the mechanics and artisans of Birmingham. When this matter was taken up by them it was repeatedly said—What had they to do with raising life-boats? As inhabitants of an inland town, a town in the very heart of England, they knew nothing of the dangers of the coast, and therefore let them leave them to those who did: they had enough to do to attend to their own charities! But those who originated this idea thought that the very fact of their residing so far from those dangers, and being never exposed to them, was the strongest argument that they could use to come to the assistance of others who lived on the coast, and were accustomed to encounter its perils; and, inasmuch as they all profited by the trade and commerce of this great country, and as communication was so rapid between one place and another that it was impossible one town could be considered independent of the interests and prosperity of any other town in the kingdom. Shakespeare had described England as "A precious gem set in a silver sea;" but those who resided on its coasts, and more particularly on this coast of Norfolk, oftentimes found its sea anything but a silver one, and were exposed to perils of which the dwellers in the inland districts could form but a faint conception. Therefore it was that the inhabitants of Birmingham felt called upon to provide a life-boat. Their ambition at first was not very great; they thought if they raised one boat it would be sufficient for the NATIONAL LIFE-BOAT INSTITUTION—an institution, he observed, which deserved the best support of every town in England, for the good it had done as calculated by the thousands of lives it had been effective in saving through its life-boats, and which ought to receive the subscription of every man who could afford one. The people of Birmingham having raised one boat, felt they could raise another. And here he might refer to a remark made by the Mayor, that the donors had probably never seen a life-boat launched. Happily on the 29th of November last the first boat was drawn in procession, gloriously got up and admirably carried out, through the principal streets of Birmingham. It was then launched in a large pool, which the ambitious called a lake—in the presence of something like



100,000 spectators. It was then put through its evolutions, and afterwards exhibited in a tent where it was visited by almost every one of the 350,000 inhabitants of Birmingham. Twelve months had not elapsed from that time, when, by the industry, providence, and earnest labours of a considerable number of working men, they were enabled to present another life-boat to the Institution. He earnestly hoped that the Society would continue to maintain its great hold on the sympathy of the British public—that it would ever stand prominently forward as the great NATIONAL LIFE-BOAT INSTITUTION supported by voluntary contributions—and that it would never be fettered by a Government or Parliamentary subsidy, which in too many cases implied control and inefficiency. He had the most hearty satisfaction in presenting this second life-boat to the NATIONAL LIFE-BOAT INSTITUTION in the name of the three gentlemen who accompanied him, the committee, and the donors; and he expressed an earnest hope that this boat might be as prosperous in the future and as effective in saving life as that which it now replaced.

The life-boat was subsequently launched, the mayor's daughter, Miss STEWARD, performing the ceremony of naming the boat; and a party of ladies and gentlemen took a trip in the boat down the river. While the life-boat was proceeding to its station, the crew observed the schooner *Maria*, of Hull, in distress on the Scroby Sands, and were fortunately successful in taking the vessel to a place of safety. It was blowing very heavily at the time, with a cross sea.

HAYLING ISLAND.—The Institution has formed a life-boat station on Hayling Island, off the coast of Hampshire, where it was thought a life-boat would be occasionally useful. It may be remembered that a wreck took place on the Woolsiner Sandbanks, off this island, in January last, when 2 poor fellows perished, and the other 3 men only were saved by Major FESTING and 12 fishermen, putting off, at the peril of their lives, in an open boat to effect the rescue. The Society has now placed there, in a substantial life-boat house erected on the south shore of the island, a new 32-feet 10-oared life-boat, provided with a transporting-carriage. Messrs. LEAF, SONS, and Co., of London, liberally gave 550*l.* to pay the expense of this life-boat establishment, and at their request the boat is named the *Olive Leaf*. A free conveyance was readily granted to the life-boat and carriage to Havant by the London and South Western Railway Company, in September. The life-boat was drawn thence on its carriage to its station, and on the following day a public launch of the boat took place, in the presence of a number of spectators, and was,

in every way, a success. The BISHOP OF CHICHESTER attended on the occasion, and consecrated the boat; and in the course of his remarks, said, the name of the boat was significant of its mission of mercy, and he expressed a hope that the boat might realize in future times all the wishes they entertained for its good success on that dangerous coast. Subsequently, on the 10th October last, the life-boat was taken to Portsmouth, where a public display and launch of the boat took place. Since then the boat has rendered good service to wrecked vessels.

ABERDOVEY, NORTH WALES.—The Institution has just stationed a new 32-feet life-boat, rowing 10 oars, and a transporting-carriage, at Aberdovey, in the place of a small boat and carriage formerly there, and which were not found entirely suited to the locality. The cost of the new boat was raised in the county of Berks, through the exertions of CHARLES STEPHENS, Esq., Banker, at Reading; Capt. A. BUTLER, R.N., of Wallingford; and other friends. The boat is named the *Royal Berkshire*. On the way to her station, in September last, the life-boat was taken to Reading, when C. J. BUTLER, Esq., the Mayor, publicly presented the boat to the Institution. The Secretary of the Institution returned thanks on behalf of the Society, and afterwards, in the evening, delivered a lecture, "On the Life-boat and its Work," to the visitors to the Industrial Exhibition then held in the Town Hall. The Great Western and Cambrian Railway Companies readily gave a free conveyance to the life-boat and carriage over their lines. On the arrival of the boat at her station, the people of Aberdovey turned out in large numbers to welcome her, and a procession took place with the life-boat to the river, when Mrs. GRIFFITH, the wife of the Rev. J. GRIFFITH, performed the ceremony of naming; and the boat was afterwards launched and tried, when she gave great satisfaction to its crew.

CASTLETOWN, ISLE OF MAN.—The life-boat on this station having been found to be affected with dry-rot, has at once been replaced by a 32-feet 10-oared life-boat, provided with a transporting-carriage. The Institution is indebted to the commercial travellers principally of the Midland Counties and the North of England, who have collected the cost of this life-boat, as well as another boat, chiefly through the exertions of R. AFFLECK, Esq., of Manchester, and

W. BISHOP, Esq., of Boston. This boat is named the *Commercial Travellers' No. 2*. The life-boat and carriage were taken in procession through the streets of Sheffield, and were afterwards exhibited in the Botanical Gardens to thousands of spectators. After a brief address from the mayor, and an appropriate prayer by the Rev. CANON SALE, D.D., Mr. BISHOP formally presented the Institution with the life-boat, which was afterwards named by Miss JESSOP, daughter of his Worship the Mayor of Sheffield. In the evening, a banquet was given, to celebrate the event, when fresh stimulus was imparted to the fund for raising the cost of the life-boat "*Sheffield*." A free conveyance was readily granted to the boat and carriage to Sheffield by the Midland Railway Company, and thence to Liverpool by the continuous railway companies. The Isle of Man Royal Mail Steam-packet Company also took the boat from Liverpool on similar liberal terms to the island.

SHOREHAM, SUSSEX. — The NATIONAL LIFE-BOAT INSTITUTION has just taken this life-boat station under its management, and has completely renovated the establishment, having placed there, in a new and commodious boat-house, a 33-foot life-boat, rowing 10 oars, which boat will be usually taken out of the harbour to wrecks in tow of a steam-tug. The cost (300*l.*) of this new life-boat and its equipment is the gift to the Institution of Miss ROBERTSON, of London, through STEPHEN CAVE, Esq., M.P., and the boat, at her request, is called the *Ramonet*. A free conveyance was readily granted to the life-boat to its destination by the Brighton and South Coast Railway Company. The life-boat was publicly named and launched at Kingston, on the 1st November, Mrs. SMITH, the wife of the Vicar of Shoreham, naming the boat amidst much applause. The boat was then exercised, and gave much satisfaction to the crew.

ANSTRUTHER, N.B.—The Institution has just founded a life-boat station at Anstruther, on the coast of Fifeshire, where the fishermen were very anxious to have a life-boat for service to shipwrecked vessels, as well as to fishing-boats, which might be overtaken by storms, and, in running for shelter, might get blown to leeward of the pier, and be wrecked. They subscribed 60*l.* amongst themselves towards the expense of a life-boat. The Institution has accordingly sent there a fine 32-foot 10-oared life-boat and

transporting-carriage. A benevolent lady (Miss H. HARVIE), resident in Cheltenham, has given 600*l.* to pay the cost of the life-boat establishment, and desired that the boat might be named the *Admiral Fitz-Roy*, in commemoration of the scientific efforts of the late Admiral to discover the law of storms, with the benevolent view to diminish the loss of life on our coast. The life-boat and carriage were readily conveyed, free of charge, to their destination by the Great Northern and continuous Railway Companies. A grand demonstration took place on the arrival of the life-boat at Anstruther on the 18th November, the day being observed as a holiday in the town. A procession took place through the principal streets to the West Beach, where the christening and launch of the life-boat took place, after a prayer had been offered up by the Rev. A. GREGORY. In the afternoon, a public dinner was given to celebrate the occasion. In the course of the proceedings, Mr. OLIPHANT said—

He was sure the toast which he had to propose would meet with a cordial response. It was, the NATIONAL LIFE-BOAT INSTITUTION. The very name of the toast conveyed the idea that this Institution was one of great advantage to the country. All such institutions were established for good, and none for evil; but among all these various institutions for good, none stood so prominently forward, or was of such magnitude, as the NATIONAL LIFE-BOAT INSTITUTION. It was wholly national, and all who chose to go on the sea were liable to partake of its benefits. How often had they seen ships and boats go to sea, with bright skies and calm weather, suddenly overtaken by violent storms and lowering tempests, and they knew well that in many instances men can do little or nothing for themselves in such cases. But this Institution, to be available in such times of need, furnished life-boats to go and rescue the lives, and he might almost say, accomplish the salvation, of persons placed in such peril. He understood that hundreds of lives were saved during last year by means of these life-boats. That alone was an evidence of the great good done by this Institution. One more completely adapted for the noble object could not be found, and its adaptation and readiness to meet the life-boat necessities of our coast must merit the praise of every one. He felt certain that in no place could such an Institution be more cordially appreciated than in this district, as the proceedings of that day testified, and which would be felt so long as the reception of the *Admiral Fitz-Roy* was not forgotten.

TYNEMOUTH, NORTHUMBERLAND. — The Institution has just placed a second life-boat on this important station, in the vicinity of the Black Midden Rocks, on which the ill-fated S.S. *Stanley* was wrecked in November, 1864, with great loss of life. It had been suggested that a life-boat might be placed on this spot, as it might often be made available when the other Tynemouth

life-boat could not be taken over the hill to be launched in the same position: the Institution has consequently sent a 32-foot 10-oared life-boat and carriage to this station. The expense of the boat has been defrayed from a fund raised in the towns of Pontefract and Goole, by A. HALE, Esq., and other friends; and the boat is called the *Pomfret and Goole*. The boat and carriage were, as usual, kindly granted a free conveyance to their destination by the Great Northern and North-Eastern Railway Companies, and, on the way, were publicly exhibited at Pontefract and Goole. The life-boat was taken last month in procession through these towns, and launched at each to exhibit to the subscribers the properties of their boat. She was named by Lady HOUGHTON, in behalf of Pontefract, and by Mrs. WELLS, on the part of Goole, and at both places large crowds of persons assembled to witness the novel proceedings, and exhibited the greatest interest in the boat.

[We are compelled by want of space to defer giving an account of the new life-boats recently sent to Whitburn, Bacton, Cemlyn, Hauxley, Newbiggin, Selsey, and Courtown.]

#### SUMMARY OF THE

#### MEETINGS OF THE COMMITTEE.

Thursday, 3rd August, 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, Correspondence, and Wreck and Reward Sub-Committees.

Decided that the Life-boat presented by the town of Bradford to the Institution be stationed at Ramsgate, with the sanction of the Board of Trade.

Ordered that a new life-boat be stationed at Selsey in lieu of the present boat at that place, and that the latter boat be transferred for use at Ramsgate during the period the new boat was being built. The London, Brighton, and South Coast Railway readily granted a free conveyance to the Selsey new and old life-boats between London and Chichester.—*To be thanked.*

Reported the receipt of the legacy of 2,000*l.*, bequeathed to the Institution by the late RICHARD THORNTON, Esq.

Also that a Special Meeting of the Whitehaven Town and Harbour Commissioners had taken place on the 15th July, at which the Inspector of Life-boats had attended, when they had decided to place their life-boat station under the management of the Institution, with the view to its complete renovation.

Also the receipt of 300*l.* from Miss LEICESTER, which amount she wished to be appropriated in payment of the cost of the Whitehaven new life-boat: and she wished the boat to be named the *Elizabeth*.—*To be thanked.*

Also an additional contribution of 90*l.* from the Ancient Order of Foresters, through their

Secretary, SAMUEL SHAWCROSS, Esq., in aid of the maintenance of the *Forester* Life-boat stationed at Newquay, Cardiganshire.—*To be thanked.*

Read and approved the Report of Capt. WARD, R.N., Inspector of Life-boats to the Institution, on his visit to the following life-boat stations,—viz., Cabore, Wicklow, Arklow, Wexford, Ross-lare, Carnsore, Tramore, Dungarvan, Youghal, Ardmore, Ballycotton, Valentia, Poolbeg, Kingstown, Howth, Skerries, Drogheda, Dundalk, Newcastle, Tyrella, Portrush, Greencastle, Groomsport, Sillioth, Maryport, New Brighton. Also to Courtown, Jack's Hole, Balbriggan, Cranfield Point, Ballywalter, and Whitehaven.

Reported that satisfactory harbour trials had taken place in the Regent's Canal Dock, Limehouse, with three life-boats built by Messrs. FORRESTER and SON for the French Shipwreck Society. The Comte de BASTARD, and Capitaine de frégate ALBERT, of the French Imperial Navy, were present on the occasion. They had visited England for the purpose of making inquiries as to the working, on the coast, of the system of the NATIONAL LIFE-BOAT INSTITUTION. The French officers afterwards went to Hastings to see one of the life-boats of the Institution in working order, and had explained to them the use of the rocket life-saving apparatus. The French Shipwreck Society subsequently ordered three additional life-boats of the builders of the Institution.

Reported also that information, as to the working of the Institution, had been furnished to W. A. WHITE, Esq., H. B. M. CONSUL, at Dantzic, as efforts were being made to form a Life-boat Society on the Prussian coast on the plan of this Institution.

Reported the transmission to their station of the Maryport life-boat and carriage, a free conveyance having been readily granted to them by the London and North Western and Carlisle and Maryport Railway Companies. A public demonstration took place with the life-boat on the 13th July.—*The Railway Companies to be thanked.*

Produced an extract from the will of the late Mrs. WARNER, of Widcombe, in which she bequeathed 150*l.* to the Institution, payable after the death of her daughter, for the purchase of a life-boat, to be named the *Richard Warner*.

Also the receipt of 3*l.* 4*s.* 6*d.*, being the result of a parochial contribution made at the parish church of Ludford, after a sermon by the Rev. C. KENT on the 2nd July last.—*To be thanked.*

Also that a public inauguration of the Piel Life-boat, the *Commercial Traveller*, had taken place on the 28th July, and the Peterhead Life-boat at Aberdeen, and Peterhead on the 1st and 5th August. The several railway companies had readily granted a free conveyance to the life-boats over their lines.—*To be thanked.*

Read letter from Mr. G. W. WATSON, of Lower Shadwell, of the 28th July, forwarding a plan of his proposed method of propelling life-boats by steam-power.—*To be acknowledged.*

Ordered a new life-boat house to be erected at Shoreham at an estimated cost of 133*l.* 10*s.*

Decided that the thanks of the Institution, inscribed on vellum, be presented to J. A. TARNER, Esq., in acknowledgment of his long and valuable co-operation during the period he occupied the office of Hon. Secretary of the Fleetwood Branch of the Institution.

Paid 3,120*l.* 12*s.* 8*d.* for sundry charges on various life-boat establishments.

Voted 9*l.* 15*s.* to pay the expenses of the *Van Kook* life-boat stationed at North Deal, in going off with the view of rescuing the crew of a collier brig which had struck on the Goodwin Sands

during a strong wind from N.W. on the 22nd of July last.

Also a reward to JAMES STUART, coastguardman, and one of the crew of the Fowey life-boat for his promptitude in rescuing a boy who had fallen over the cliffs into the sea in July last.

Thursday, 7th September, Sir E. PERROTT, Bart., V.P., in the Chair.

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

Read letter from CHARLES SEMON, Esq., Mayor of Bradford, of the 19th August, stating that, as the Bradford life-boat could not be taken to that town for exhibition, the Local Committee had decided on requesting the Institution to oblige them with an exact model of the boat for permanent exhibition in one of their public rooms instead.

Decided that a model of the life-boat be presented to the Mayor and Corporation of Bradford, as representing the subscribers to the Ramsgate new life-boat, the Bradford.

Read and approved the Report of the Inspector of Life-boats, on his visit to Worthing, Dover, Ramsgate, and Deal.

Also the Report of Capt. D. ROBERTSON, R.N., Assistant-Inspector of life-boats on his visit to Piel, Hauxley, Hull, Newbiggin, Spurn Point, Castletown, Ramsay, Aberdeen, Anstruther, Arbroath, Dundee, and Peterhead.

Read letter from Mr. G. P. ROWELL, of Teignmouth, forwarding 45*l.* 5*s.*, being the amount received by him arising from the Devon and Cornwall Life-boat Bazaar, held at Teignmouth on the 8th and 9th August, in aid of the funds of this Institution.

Annual subscriptions and donations amounting to 95*l.* 17*s.* had also been forwarded direct to the Institution from Dawlish and other places.

Decided that the thanks of the Institution, inscribed on vellum, together with a model life-boat, be presented to Mr. ROWELL, in acknowledgment of his valuable and humane efforts. Also that the ladies who took charge of stalls at the bazaar, and Admiral CRAIGIE, and Staff-Commander BURNER, R.N., be thanked.

Reported the receipt of an additional remittance of 100*l.* from the Commercial Travellers' Life-boat Fund, per favour of Messrs. BISHOP and AFLECK. Also that the Wolverhampton Branch had, through Capt. SEGRAVE, sent 20*l.*, which included a donation of 10*l.* from the Wolverhampton and Tipton district of the Ancient Order of Foresters, in aid of the "Forester" Life-boat. Also that an additional sum of 18*l.* had been collected at the Bristol Marine Office by Capt. T. SMITH, and forwarded to the Society.—*To be severally thanked.*

Reported that the Suez Canal Company had ordered a 32-foot life-boat of Messrs. FORRESTER and SON, on the plan of the Institution; and that the boat was to be stationed at Port Said.

Decided that, as the Thomas Wilson life-boat, at Whitburn, was becoming unfit for further service, she be replaced by another life-boat as early as practicable.

Also that the Commercial Traveller, No. 2, life-boat, be stationed at Castletown, Isle of Man, in lieu of the present boat there, which was also becoming unfit for further service.

Also that a new life-boat house be built at Courtown, on the coast of Wexford, at an estimated cost of 196*l.*

Reported that a new transporting-carriage had been supplied to the Ballycotton life-boat, in lieu of an old carriage. The Cork Steamship Company kindly took the carriages free on board their vessels between London and Cork.—*To be thanked.*

Read letter from Mr. T. R. HEWITT, of Manchester, of the 18th August, calling attention to his design for a life-boat.—*To be acknowledged.*

Also from Mr. O. PHALP, of North Shields, of the 14th August, on his plan for getting large boats launched from vessels into the sea almost immediately by two or three men, which would result in greater preservation of life at sea on occasions of wrecks.—*To be acknowledged.*

Reported that, on the application of Capt. W. C. BARKER, of Bombay, various plans and papers had been forwarded to him, descriptive of the operations of the Institution, as they were anxious to have some life-boats out there on the plan of the Society.—*Approved.*

Paid 99*l.* 13*s.* 7*d.* for sundry charges on various life-boat establishments.

Voted 14*l.* 10*s.* to defray the expenses of the Lowestoft life-boat, in going off and rescuing 4 of the crew, and afterwards assisting, in conjunction with a steam-tug, to bring safely into port the brigantine *Light of the Harem*, which had struck on Corton Spit during a strong gale of wind, on the 15th August last.

Also voted 6*l.* 8*s.* to pay the expenses of the Rosslare life-boat, in going off and remaining for some hours alongside the barque *Providence*, of London, which was anchored in a dangerous position near the north end of the Blackwater Bank, during a strong gale of wind from the S.E., on the 24th August last.

Thursday, 5th Oct. THOMAS CHAPMAN, Esq. F.R.S., V.P., in the Chair.

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

Read the following letter from the Bishop of Chichester, acknowledging the receipt of a photograph of a life-boat:—

"Palace, Chichester, 3rd October, 1865.

"SIR,—I beg gratefully to acknowledge the safe receipt of the interesting and beautiful photograph of one of the boats of the ROYAL NATIONAL LIFE-BOAT INSTITUTION going off to a wreck, presented to me in so complimentary a manner by the Committee of that Institution. I value it highly, and shall endeavour to preserve it as an instructive and encouraging representation of the way in which your Institution shows our seafaring population that their landsmen brothers are not insensible or regardless of their difficulties and dangers, but will always assist to provide for their preservation the most approved appliances that science and art can suggest. The day of the launch of your boat, the *Olive Leaf*, at Hayling Island was a joyous day for your Institution, and an augury, I trust, of many a triumph of life saved, by God's merciful owning of human efforts, amid the threatenings of roaring winds and angry waves.

"I have, &c.,

"A. J. CICESTR.

*Secretary of the Royal National Life-boat Institution,  
John Street, Adelphi, London."*

Reported that the Misses MEYNELL INGRAM, of Rugeley, had expressed their intention of presenting 500*l.* to the Institution, towards the expense of a life-boat station at Ballywalter, on the coast of Down, Ireland. They wished the boat to be named the *Henry*, after their late uncle Admiral HENRY MEYNELL.—*To be thanked.*

Reported also the receipt of 300*l.* from a Lady, through T. JONES GIBB, Esq., to pay for a new life-boat, to be named the *Recompense*.—*To be thanked*; and decided that the boat be stationed at Bacton, on the Norfolk coast, in lieu of the present boat, which was becoming unfit for further service.

Also that the Manchester Branch had, through ROBERT WHITWORTH, Esq., sent an additional contribution of 300*l.* to the Institution for the purpose of defraying the cost of their fifth life-

boat, to be stationed at Courtown, on the Irish coast, and to be named the *Alfred and Ernest*.—*To be thanked.*

Also that the late Mrs. MARY RUSTON had bequeathed 100*l.* to the Institution.

Also the receipt of 350*l.* from the *Royal Berkshire Life-boat Fund*, through Capt. STEPHENS, of the Reading Bank. This life-boat was stationed at Aberdovey, on the coast of Wales; and, on the way to her station, was publicly exhibited at Reading, and subsequently at Aberdovey—both inaugurations passing off most satisfactorily. The Great Western and other Railway Companies kindly gave a free conveyance to the life-boat and carriage.

Decided that Capt. STEPHENS, Capt. A. BUTLER, R.N., of Hungerford, and the ladies and gentlemen who had assisted in collecting the cost of the life-boat, and the Railway Companies, be thanked.

The Secretary, Mr. LEWIS, reported that he had, during the months of August and September, visited the life-boat establishments of the Institution at Exmouth, Teignmouth, Plymouth, Fowey, Lizard, Porthleven, and Penzance; and that he had found them all in excellent order.

Decided that the thanks of the Institution be given to Mr. G. NUTT, Chief Officer of Coast-guard at Skegness, on his retirement from the office of Hon. Secretary of that Branch of the Institution.

Reported that new life-boats and transporting-carriages had been forwarded to Whitburn and Hayling Island; the Railway Companies kindly giving them a free conveyance over their lines.—*To be thanked.*

Read and approved the Report of the Assistant-Inspector of life-boats, on his visit to Hayling Island on the occasion of the inauguration of the *Olive-leaf* life-boat, on the 13th Sept. last.

Ordered new life-boat houses to be built at Worthing and Anstruther, at an estimated cost respectively of 182*l.* 12*s.* and 163*l.* 2*s.*

Paid 1,571*l.* 6*s.* 10*d.* for sundry charges on various life-boat establishments.

Voted 25*l.* to pay the expenses of the Caister life-boat, in putting off, in reply to signals of distress, and bringing safely into harbour the brig *Nautilus*, of South Shields, and her crew of 9 men, which vessel had struck on the Barber Sand-bank during stormy weather, on the night of the 1st Oct. last.

Thursday, 2nd Nov. THOMAS CHAPMAN, Esq., F.R.S., V.P., in the Chair.

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

Read letter from PETER REID, Esq., of King Street, of the 11th Oct., forwarding 400*l.* to the Institution, to pay for a new life-boat and carriage. He wished the boat to be named the *Palmerston*.—*To be thanked.*

Decided that the boat be stationed at Cullercoats, on the coast of Northumberland, to replace the life-boat there, which had become unfit for further service. Also that W. N. RUDGE, Esq., of the London Stock Exchange, be thanked, for his continued valuable co-operation, and particularly for bringing the objects of the Institution under the notice of Mr. REID and Mr. FERGUSON.

Also that the *Pomfret* and *Goole* life-boat be stationed at the mouth of the Tyne, close to the Black Midden Rocks, where the ill-fated steamer *Stanley* was wrecked last winter.

Reported the receipt of 400*l.* from Miss HOPKINSON, per WILLIAM ANDERSON OGG, Esq., of Cheapside, to pay for a new life-boat and carriage

—the boat to be named the *William Hopkinson*, of Brighouse. Miss H. approved of the same being stationed at Newbiggin, Northumberland, in lieu of the boat there, which was becoming unfit for service.—*To be thanked.*

Also that Mrs. Colonel VERNON, of Harefield Park, daughter of the much-lamented Admiral BERTIE CATOR, who was for many years a zealous and active Member of the Committee of Management of this Institution, had given the Institution 200*l.* to defray the cost of a life-boat for Cemlyn, Anglesey, in memory of her late son, who had been recently drowned. Mrs. VERNON wished the boat to be named the *Sophia*, after her late mother.—*To be thanked.*

Also that the Shoreham, Castletown, Caister, and Bacton new life-boats had been forwarded to their stations, the several Railway and Steam Packet Companies kindly granting them, as usual, a free conveyance.—*To be thanked.*

The Shoreham life-boat was publicly named and launched on the 1st November.

The Castletown life-boat, the *Commercial Traveller*, No. 2, was exhibited at Sheffield, on the way to her station, and was taken through the principal streets of that town, the people turning out in thousands to see the boat.

The Caister life-boat was also publicly launched at Yarmouth, a deputation attending from Birmigham, on behalf of the donors of the boat. As the new life-boat was being taken by its crew to its station, a vessel was fallen in with in a disabled state, and was safely taken into harbour by the life-boat.

Read letter from the Crown Agents for the Colonies, of the 7th Oct., asking the co-operation of this Institution, in regard to a life-boat they wished to be built by Messrs. FORRESTER and SON, for the Government of the Cape of Good Hope.

Also from Lieut. H. MORLAND, I.N., Secretary of the Bombay Harbour and Pilotage Board, of 28th Sept., requesting the Institution to order for them a first-class life-boat, fully equipped, and transporting-carriage, on the plan of the Society.—*To be acknowledged, and every assistance to be afforded in building the boats.*

The Inspector produced a model of an improved fishing life-boat.—Decided that estimates be procured for building three such boats, viz., one in London, another at Yarmouth, and a third at Montrose, N.B.

Reported the receipt of legacies to the Institution by the late SAMUEL HORTON, Esq., of Prior's Lee, Salop, 100*l.* 16*s.* 10*d.*; and the late JOHN JACOBSON, Esq., of 10*l.* 10*s.* Also that the late Miss JEMIMA BENNETT, of Sloane Street, had bequeathed 90*l.* to the Institution, duty free.

Reported also the receipt of 101*l.* from the Newcastle, Tynemouth, and Cullercoats Branch, per HUGH TAYLOR, Esq.; 100*l.* from the Scarborough Branch, per Capt. WOODALL; 100*l.* from "A Middle-class Man;" and 50*l.* from F. X.—*To be thanked.*

Also a harvest thank-offering of 3*l.* in Newton Church, on the 5th Oct., after a sermon by the Rev. Dr. WRIGHT, of Colchester.—*To be thanked.*

Read letter from Capt. HEARD, R.N., Hon. Secretary of the Whitburn and Sunderland Branch, of the 17th Oct., stating that the Sunderland Life-boat Committee had decided on granting 30*l.* a-year towards the support of the *Florence Nightingale* life-boat of the Institution, stationed at Sunderland.—*To be thanked.*

Approved of a Pocket Edition of the Instructions of the Institution for the Restoration of the Apparently Drowned; and ordered the same to be printed and circulated.

Read letter from Mr. J. C. HATELY, of Houghton-le-Spring, of the 26th Oct., calling attention

to his plan of rocket apparatus and line, for effecting a communication from a ship to the shore in bad weather.—*To be acknowledged.*

Read and approved the Report of the Assistant-Inspector of Life-boats, on his visit to the Bridlington, Scarborough, Donna Nook, Theddlethorpe, Sutton, Skegness, Yarmouth, and Caister life-boat stations, and to Sheffield.

Decided that the life-boat houses of the Institution be additionally ventilated, wherever practicable.

Also that new life-boat houses be built at Dover and Kingsdown, at a cost, respectively, of 244*l.* and 223*l.*

Resolved that a model of the *Forester* life-boat, stationed at Newquay, Cardiganshire, be presented to the High Court of the Ancient Order of Foresters, through their Secretary, SAMUEL SHAWCROSS, Esq., in acknowledgment of their continued liberality towards the life-boat cause.

Paid 1,643*l.* 16*s.* 3*d.* for sundry charges on various life-boat establishments.

Voted the Silver Medal, the thanks of the Institution, inscribed on vellum, and 2*l.* to Mr. N. LEVETT, Coxswain of the St. Ives life-boat. Also 2*l.* each, accompanied by the thanks of the Institution, on vellum, to the crew of 8 men of the same life-boat, in acknowledgment of their gallant and persevering services in rescuing 4 out of 5 of the crew of the French brig *Providence*, of Granville, which was wrecked on Hayle Bar during a strong wind and heavy ground sea, on the 28th Oct. last. This was a noble service; and in effecting the rescue the boat was capsized twice, and it was only with great risk of life that the 4 men were saved. The life-boat's crew were much exhausted when they reached the shore, and lost several articles of clothing on the occasion, the expense of which had been refunded to them by the Institution.

Voted also 25*l.* to pay the expenses of the Caister life-boat, in putting off and rescuing the crew of 9 men of the brig *Harlington*, of Sunderland, which was found in a disabled state, full of water, on the middle of the Scroby Sands, on the evening of the 4th Oct. last, while the wind was blowing strong from S.E. The life-boat returned to the vessel on the following day, and ultimately succeeded in getting her off the sand, and bringing her into Lowestoft Harbour.

Also 25*l.* to the same life-boat, for going off to the assistance of the crew of the brig *Kathleen*, of Hartlepool, which was found in a dangerous position on the Cockle Sand during a strong E.S.E. wind, on the evening of the 9th Oct. last. The life-boat crew, after much difficulty, succeeded in getting the vessel off the sand, and taking her to a safe anchorage.

Also 16*l.* 13*s.* to pay the expenses of the Arklow life-boat, in putting off and rendering important service to the S.S. *Preston Belle*, of Dublin, which was observed to be in distress on the Arklow Bank during a strong wind from N.W., on the 12th Oct. last. The vessel was found with her engines broken down; and the captain saw no other means of saving his vessel than by despatching the life-boat with a telegram to the owners for a steamer, which was accordingly done, and the vessel was thus saved.

Also 8*l.* 8*s.* 6*d.* to pay the expenses attending the services of the Dunbar life-boat, in putting off in a N.E. gale and heavy sea, and saving the crew of 5 men of the Prussian schooner *Patrios*, of Barth, which was wrecked off Whiteburyness, on the 13th Oct. last.

Also 7*l.* 10*s.* to pay the expenses of the Sennen Cove life-boat, in putting off, on the 13th Oct. last, in reply to signals of distress from the Longships Light-house, and bringing ashore, during a

heavy sea, one of the light-house keepers, who had been taken seriously ill. The weather at the time was so stormy that no ordinary boat could get off, and, as it was thought to be a very urgent case, the life-boat was launched. It was only after much trouble and danger that the life-boat succeeded in reaching the light-house, and getting the man on board.

Also 11*l.* 15*s.* to meet the expenses of the Newbiggin life-boat, in going off and rescuing the crew of 2 men from the sloop *Robert Hood*, of Newcastle-on-Tyne, which foundered during stormy weather off Newbiggin, on the 17th Oct. last.

Reported also the services of the same valuable life-boat, in putting off, on the 26th Oct., to the assistance of some fishing-cobles, which were overtaken by a heavy gale of wind. One of the cobles was capsized, and the life-boat was the means of saving her crew under most perilous circumstances. The life-boat's crew made no charge for saving their fellow-fishermen.

Voted 15*l.* 5*s.* to meet the expenses of the Whitburn life-boat, in going off and rescuing the crew of 9 men of the brig *Anne and Mary*, of North Shields, which had struck on the Whitburn Steel Rocks during a gale of wind, on the 26th Oct. last.

Also 12*l.* 10*s.* to pay the expenses of the Brighton life-boat, in putting off and rendering important service to the barque *Kingdove*, of Poole, which was observed riding heavily at anchor in a dangerous position off Brighton, during a heavy gale, on the 26th Oct. last.

Also 10*l.* 12*s.* 6*d.* to pay the expenses of the Margate life-boat, in putting off, on the 28th Oct. last, and saving the crew of 9 men of the brig *Reaper*, of Scarborough, which was stranded on the Nailor Rock during a N.N.E. gale.

Also 21*l.* to pay the expenses of the Hayling Island life-boat, in going off and rescuing the crew of 13 men of the barque *Atlas*, of Shields, which had stranded off the island during a heavy gale on the 29th Oct. last. The same life-boat again went afloat, and succeeded in taking into port the Norwegian barque *Sirius*, which had been abandoned.

Also 5*l.* 10*s.* to the Poolbeg life-boat for putting off, on the 29th Oct. last, and rescuing the crew of 6 men of the schooner *Emma*, of Barrow, which had gone ashore on the South Bull Strand, in Dublin Bay, during a strong gale, on the morning of that day.

Also 5*l.* 10*s.* to the Kirkcudbright life-boat for going off and saving 4 men from the schooner *Franklin*, of Belfast, which went ashore at the Point of Isle, in the River Dee, during a S.S.E. gale on the 29th Oct. last.

Also 5*l.* 7*s.* to pay the expenses of the New Brighton life-boat, in putting off during a heavy gale from the north on the 28th Oct. last, and bringing the schooner *Earl of Zeland*, of Amble, and her crew of 5 men, to a place of safety. The vessel had gone ashore on the Burbo Bank.

Also 9*l.* to 18 Palling beachmen for putting off, in a yawl, at some risk of life, and rescuing the crew of 9 men from the brig *John Grey*, of South Shields, which had stranded on Hasborough Sands during a strong wind on the 13th Oct. last.

Also 149*l.* 16*s.* 2*d.* to pay the expenses of the life-boats stationed at Rosslare, Ballycotton, Tynemouth, Lyme Regis, Holy Island, Barmouth, Winterton, St. Andrew's, North Berwick, North Sunderland, Whithy, Banff, Scarborough, Kingsgate, Bridlington, Worthing, and Brooke (Isle of Wight), which life-boats had either gone off in reply to signals of distress with the view of saving life, or their crews had assembled in stormy weather in readiness for service in the life-boats.

Also the Silver Medal of the Institution, its thanks inscribed on parchment, and 2*l.* to a youth named THOMAS H. FRANKISH, in acknowledgment of his daring conduct in rescuing a man who had been washed out of a coble in a heavy sea at the mouth of Bridlington Harbour on the 10th Oct. last. FRANKISH, with a life-buoy round him, was lowered over the pier into the boiling surf, which threatened to dash him to pieces every moment against the wall of the pier, and was thus able to rescue the poor fellow, who would otherwise undoubtedly have perished.

A reward of 2*l.* 10*s.* was also voted to a boat's crew for rescuing 3 of the 5 other men who had been capsized from the coble, but had not been washed into so dangerous a position as the other men. The remaining 2 men drifted on shore, and were saved.

Thursday, 7th December. THOMAS CHAPMAN, Esq., F.R.S., V.P., in the Chair.

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

Reported that the Inspector of Life-boats had attended a Public Meeting at Oxford University, the Vice-Chancellor occupying the Chair; and that the cost of a life-boat was likely to be raised amongst the Members and the Undergraduates.

Read also the Report of the Inspector on his visit to Hayle. He recommended that a life-boat establishment be formed at that place, and added that the Rev. F. HOCKIN; W. H. HOLMES, Esq., Collector of Customs; and other gentlemen, had promised their kind co-operation in the undertaking.

Decided that a life-boat station be established at Hayle.

Read and approved the Inspector's Report on his visit to Yarmouth, Plymouth, Penzance, and St. Ives.

Read and approved also the Report of the Assistant Inspector of Life-boats on his recent visit to Cullercoats, Tynemouth, North Sunderland, Newbiggin, Cresswell, Sunderland, Whitby, Whitburn, Seaton Carew, Middlesboro', Redcar, Saltburn, Anstruther, Arbroath, Dundee, Filey, Bridlington, Hornsea, and Withernsea.

Read letter from T. TEIGNMOUTH SHORE, Esq., of the firm of Messrs. CASSELL, FETTER, and GALPIN, of the 5th December, stating that they were appealing to the subscribers to their *Quiver* Magazine to contribute the cost of a life-boat to the Institution. He was happy to say that liberal subscriptions were received daily in aid of that benevolent object. In his appeal, Mr. SHORE says that—"Whilst we are safely housed from the raging storm, we know not how many of our fellow-creatures are being dashed upon the rocks, or are struggling for life amid the waves. Nor will the emotions which the mere thought of such suffering excites, be diminished in any way by the harrowing accounts which at this stormy season of the year so repeatedly reach us from every part of our coasts. To give a practical direction to these feelings, we have determined to afford the readers of the *Quiver* an opportunity of expressing their active sympathy with the life-boat cause. With this object in view we propose to establish a life-boat in connection with this periodical, to be called the *Quiver* Life-boat, as an offering to the ROYAL NATIONAL LIFE-BOAT INSTITUTION, in the full confidence that our proposal will be heartily responded to."

Approved and sealed a Memorandum of Agreement between the NATIONAL LIFE-BOAT INSTITUTION and the Executors of the late THOMAS

Boys, Esq., of Brighton, undertaking to employ without delay his legacy to this Institution, in the purchase of a secure annuity for, and during the term of, ten years. Such annuity not to be either sold, forestalled, or otherwise misapplied under any pretence whatever.

Reported the receipt of 40*l.* from GEORGE JEREMY, Esq., and Mrs. JEREMY, of Lea Coombe House, to pay for a new life-boat and carriage. They wished the boat to be stationed either on the coast of Devon or Cornwall.—*To be thanked.*

Read letter from Capt. A. R. WESTON, of the P. and O. steamer *Simla*, of the 15th September, transmitting 50*l.* 8*s.* 7*d.* in aid of the cost of a *Simla* life-boat, which he hoped to raise amongst the passengers sailing on board his vessel between Calcutta and Adan, and to present to the Institution.—*To be thanked.*

Reported the receipt of the following Legacies to the Institution:—The late Capt. BROWN, of Kilmarnock, 100*l.*; and the late JAMES M'NAB, Esq., of Guildford, 100*l.*

Also that the late DUDLEY COSTELLO, Esq., of St. John's Wood, had bequeathed the Society one moiety (about 500*l.*) of the residue of his estate to provide a new life-boat on the coast of Sussex.

Reported also the receipt of 40*l.* from the Sheffield Branch, per R. JACKSON, Esq. Also 100*l.* from W. GORE LANGTON, Esq., of Hatch Beauchamp; and 25*l.* from the Wolverhampton Branch, per Capt. SEGRAVE, being the amount of the proceeds of a concert given again this year in the Concert Hall at Wolverhampton, by Mr. J. S. BREWSTER.—*To be severally thanked.*

Read letter from General Sir GEORGE BOWLES, K.C.B., of the 23rd November, expressing his great satisfaction that the life-boat stationed at Howth had been the means of saving 5 lives. The information was so gratifying that he was induced to repeat his gift, by defraying the cost of the new life-boat for Cahore.—*To be thanked, and decided that the boat be named the "Sir George Bowles."*

Reported that Sir E. FERROTT, Bart, V.P., had delivered a Lecture on Life-boats, on the 23rd November, to the young gentlemen on board the Thames Training ship *Worcester*—*To be thanked.*

Read letter from Capt. A. WAGNER, of the Barque *India*, of Danzig, of the 9th November, presenting to the Institution a copy of a book he had written and published, entitled "*Nautische Blätter.*"—*To be thanked.*

[This is a most practical work, as it gives a detailed and interesting account of the means used on the shores of all the maritime countries in Europe to save life from shipwreck.]

Reported the transmission to their stations of the Austruther and Tynemouth life-boats during the past month, the various Railway Companies giving, as usual, a free conveyance to the boats.—*To be thanked.*

Public demonstrations had taken place on the arrival of the life-boats at their destinations; the Tynemouth life-boat, the *Pomfret* and *Goole*, being exhibited in the towns of Pontefract and Goole on the way to her station.

Ordered new Life-boat houses to be erected at Whitehaven, Wicklow, and Newbiggin, and a watchroom, storeroom, and rocket-house to be built as adjuncts to the new boat-house at Sunderland.

Paid 3,684*l.* 7*s.* for sundry charges on various life-boat establishments.

Voted the Silver Medal of the Institution,

\* *Nautische Blätter.* Eine Zusammenstellung praktischer und wissenschaftlicher Notizen für Seelente und Alle, welche sich für das Seewesen interessieren. Herausgegeben von A. Wagner, Schiffscapitain. Der Ertrag ist für die Danziger Seeschiffer-Wittwenkasse bestimmt. Danzig, Commissions-Verlag von Th. Bertling, 1866.

and a copy of its vote on vellum, to Mr. JOSHUA HEATH, Chief Boatman of the Coastguard, and Coxswain of the Fowey life-boat, in testimony of his general gallant services in assisting in that life-boat to save shipwrecked crews, and particularly for the skill and presence of mind displayed by him when the Fowey life-boat put off and succeeded in rescuing the crew of 13 men from the barque *Drydens*, of North Shields, and also 9 men from the brig *Wearmouth*, of Sunderland, both of which vessels had stranded on Par Sands during a hurricane on the 25th Nov. last.

Also voted 30*l.* to pay the expenses of the life-boat on these two services, including a double reward of 2*l.* to each man of the life-boat crew.

Also 16*l.* 14*s.* to pay the expenses of the Portrush life-boat, in going off and saving 4 men from the schooner *Clara Brown*, of Barrow, which was observed to be anchored in a dangerous position during a gale from the N.W., on the 2nd Nov. last.

Also 14*l.* 10*s.* to meet the expenses of the Wexford life-boat, in putting off on the 7th November, and rescuing 19 men from the ship *Savoir Faire*, of Liverpool, which had stranded on the Blackwater Bank during a strong wind from E.N.E. on the 7th Nov. last. The thanks of the Institution were also presented to Mr. J. FANNING, Clerk and Examining Officer of H.M. Customs, for his valuable co-operation in going off in the life-boat on the occasion.

Also 25*l.* 3*s.* 9*d.* to pay the expenses of the Cahore life-boat, in going off on the same day, and rescuing 4 of the crew of the above-named vessel.

Also 18*l.* 16*s.* to defray the expenses of the *Parsee* life-boat at Palling, in putting off and rescuing 20 men and a pilot from the ship *Orso*, of North Shields, which was stranded during a strong breeze from the S.E. on Palling Beach, Norfolk, on the 13th Nov. last.

Also 14*l.* 17*s.* 6*d.* to pay the expenses of the *Thomas Wilson* life-boat at Whitburn, in putting off and rescuing 6 men from the schooner *Token*, of Jersey, which, owing to the captain mistaking the Sunderland Lights for those of Hartlepool, struck on the Whitburn Steel Rocks on the night of the 14th Nov. last.

Also voted 20*l.* 17*s.* 6*d.* to pay the expenses of the same life-boat in going off and saving 6 men from the schooner *Test*, of Southampton, which had struck on Souter Point, near Whitburn, and afterwards caught fire, through burning a tar-barrel, as a signal of distress, during heavy squalls from S.S.W., on the 24th Nov. last.

Also 7*l.* 10*s.* to pay the expenses of the Theddlethorpe life-boat, in going off and rescuing 9 men from the fishing-smack *Splendid*, of Grimsby, which was found full of water during thick weather and a S.E. wind, off Theddlethorpe, on the 17th Nov. last. [This life-boat is named the "*Dorinda and Barbara*, the gift of two attached friends."] ]

Also 5*l.* to defray the expenses of the Howth life-boat, in going off and saving 5 men from a lighter, which during a heavy gale of wind was placed in a very critical position near the entrance to the harbour on the 22nd Nov. last.

Also 16*l.* to pay the expenses of the *Prince Consort* life-boat, stationed at Plymouth, in putting off and rescuing 11 men from the brig *Espoir*, which was wrecked during a furious gale from

W.S.W., between Batten and Dunston Points, on the 22nd Nov. last.

Commander AYLEN, R.N., the Queen's Harbour-master, accompanied the life-boat on this service, and the Committee voted him the Thanks of the Institution, inscribed on Vellum, for his valuable co-operation on this and previous occasions.

Also 16*l.* to defray the expenses of the same life-boat, in going off and saving the crew of 11 men of the brig *Commerzieweathin Haupt*, of Mecklenberge, which was stranded during a severe gale from S.W., on Batten Ledge, on the 25th Nov. last.

Also 24*l.* 8*s.* to pay the expenses attending the Tenby life-boat, which put off and rescued 1 man from the smack *Mary*, of Cardigan, which was totally wrecked during squally weather and S.S.E. wind on the South Strand, off Tenby, on the 25th Nov. last.

Also 15*l.* 14*s.* to defray the expenses of the *Richard Lewis* life-boat, stationed at Penzance, in rescuing, with great difficulty, 5 men of the crew of the brigantine *Tabaco*, of Hamburg, which was stranded during a heavy storm from S.E., between Marazion and Penzance, on the 24th Nov. last.

Also the Silver Medal of the Institution, together with its Vote, inscribed on Vellum, and 1*l.* to Gunner JAMES MOORE, and 1*l.* each to two other men of the Coast Brigade of the Royal Artillery, for rescuing, at some risk of life, 17 men of the crew of the French ship *Carioca*, which had struck on the rocks under the Hermitage Rock Battery, during a gale of wind, on the 19th Oct. last.

Also the Silver Medal of the Institution, together with its Vote of Thanks on Vellum, and 2*l.*, to PETER PASCOE, for rescuing, at the risk of his life, a man who had previously attempted to save the life of a sailor belonging to the barque *William*, of Sunderland, which was wrecked off Porthleven on the 24th Nov. last.

A reward of 1*l.* was also voted to the man whom PASCOE had thus happily saved.

Also 2*l.*, and a copy of its Vellum Thanks, to W. WILLIAMS, in admiration of his highly meritorious and persevering conduct in wading into the surf, and saving, at some risk of life, 4 of the crew of the smack *Annie*, of Liverpool, which, during a gale of wind, was wrecked on the Carnarvonshire coast, on the 23rd October last.

Also voted 2*l.* to G. MARSHALL, and 7*l.* 10*s.* to 5 others, for putting off in a small boat and rescuing, at some risk of life, the crew of 4 men of the smack *Agnes and Mary*, of Glasgow, which was stranded, during an easterly gale and heavy sea, on the 13th Oct. last.

Also 1*l.* to the master, and 10*s.* each to 4 men, for putting off in their boat and saving, at the risk of their lives, 3 men who had been capsized from a skiff off Haynish Point during a strong gale from S.E. on the 23rd Nov. last.

Also 10*s.* each to JOHN FRANKLIN, one of the crew of the Seaton Carew life-boat, and W. SAVELL, for rescuing 2 men belonging to the crew of that life-boat, who had been capsized from a small boat off Seaton Carew during a sudden squall on the 16th Nov. last.

Also 1*l.* to the crew of a small boat for assistance rendered on the 3rd Nov. last to some of the passengers and crew of the steamer *Murillo*, which had been run down by a French steam-vessel on that day.



**IMPROVED ROLLER SKIDS.**

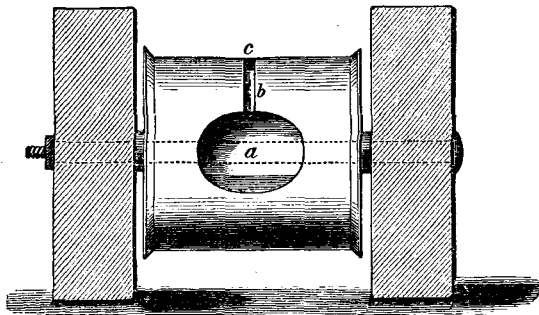
IN Number 43 of this Journal for January, 1862, we gave a description and illustrations of these useful articles, which much facilitate the launching and hauling up of heavy boats and their transport for short distances on the shore.

A great improvement to them has, however, been introduced by engine-turning the axle-bolts, round which the rollers revolve, and the corresponding holes through the rollers; and by making them self-lubricating.

This improvement was made by Mr. BARNES, of Great Yarmouth, where it has been adopted by the local boatmen.

As boats can be drawn over these rollers by a much less number of men than on the ordinary ones, the NATIONAL LIFE-BOAT INSTITUTION has adopted them, not only in the roller-skids at its life-boat stations, but in the keelways of its life-boat carriages, to facilitate the operation of launching from them.

**IMPROVED LIFE-BOAT ROLLER SKIDS.**



**INSTRUCTIONS FOR THEIR CARE AND USE.**

The rollers of these skids are self-lubricating, being cast with a cavity in their centre (*a*), having a small hole (*b*) leading to it from the surface. To lubricate them, pour about two tablespoonfuls of sweet oil into the hole, and cork it tightly in at (*c*). The oil will then settle in the lower part of the interior cavity, and when in use, as the roller revolves the oil will be carried round within it, and lubricate the axle-bolt.

The rollers should be examined about every six months, by having the corks withdrawn and some more oil poured in, if that previously there should be found to be exhausted; and at least once annually (at the time of the summer refit), the axle-bolts should be withdrawn, examined, and cleaned.

Three skids are supplied with each life-boat, one of them being fitted so that it can be used as a turntable when required to be so. Where the keelways of the life-boat carriages are fitted with these improved rollers, the above treatment is equally applicable to them.

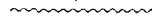
It will be found that their adoption, both in the portable skids and the carriages, very much lessens the amount of labour in moving heavy boats.

**WRECKS.**

DURING the past week ending 16th December, 49 wrecks have been reported—making a total for the present year of 3,208.—*Shipping Gazette*. Such is the brief but forcible record which has caught our eye as we were going to press, of the sad disasters at sea which have taken place—as far as is known—during the storms of the past year. The record, though brief, tells of hundreds of women and children who have been made widows and orphans, and of the homes that have been for ever rendered desolate by the storms of the year.

But, fortunately, as we have shown on page 9, as well as death and despair, there has also been heroism to make many of these scenes often memorable. It is only at such times that the nobility of nature, the power of self-sacrifice, the defiance of death, which are latent in the humblest of our kind, come vividly into light. During the gales of October, and November last, rough, unkempt men, with wives and children of their own to provide for, were ever ready, and even eager, when the vessels were on the rocks, and the waves were breaking them in pieces, to leap into the life-boats of the Institution, and rush through a wall of tumbling surf, in which it seemed impossible, in many cases, for anything put together by human hands to live. But the life-boats did succeed—and 444 living persons placed in imminent danger testify to the value of the "boat of mercy."

Christian men and women! shall we plead in vain  
 For the helpless victims on the fearful main?  
 Give of your abundance, valued lives to save,  
 From the sinking vessel—from the ocean-grave!



# Royal National Life-Boat Institution.

(Incorporated by Royal Charter.)

Supported by Voluntary Contributions.

Patrons—HER MOST GRACIOUS MAJESTY THE QUEEN.

President—THE RIGHT HON. THE EARL PERCY, P.C.

Chairman—THOMAS BARING, Esq., M.P., F.R.S., V.P.

Deputy Chairman—THOMAS CHAPMAN, Esq. F.R.S., V.P.

Secretary—RICHARD LEWIS, Esq., of the Inner Temple, Barrister-at-Law.

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

| ENGLAND.                   |                   | SCOTLAND.                 |                                  |
|----------------------------|-------------------|---------------------------|----------------------------------|
| <b>NORTHUMBERLAND—</b>     |                   | SUSSEX . . . . . 55       | LANCASHIRE . . . . . Piel        |
| 1                          | Berwick-on-Tweed. | Hampshire . . . . .       | CUMBERLAND . . . . . Whitehaven. |
|                            | Holy Island.      | Isle of Wight . . . . .   | Maryport.                        |
|                            | North Sunderland. | GUERNSEY . . . . . 60     | Silloth.                         |
|                            | Boulmer.          | DORSET . . . . .          | Castletown.                      |
| 5                          | Alnmouth.         | SOUTH DEVON . . . . .     |                                  |
|                            | Hauxley.          | CORNWALL . . . . .        |                                  |
|                            | Newbiggin.        | 70                        |                                  |
|                            | Cullercoats.      | 75                        |                                  |
|                            | Tynemouth—No. 1.  | NORTH DEVON . . . . .     |                                  |
|                            | " " No. 2.        |                           |                                  |
| <b>DURHAM . . . . .</b>    | Whitburn.         | WALES.                    |                                  |
|                            | Sunderland.       | GLAMORGANSHIRE . . . . .  |                                  |
|                            | Seaton Carew.     | 80                        |                                  |
| <b>YORKSHIRE . . . . .</b> | Middlesborough.   | CARMARTHENSHIRE . . . . . |                                  |
| 15                         | Redcar.           | 85                        |                                  |
|                            | Saltburn.         | Pembrokeshire . . . . .   |                                  |
|                            | Whitby.           | 85                        |                                  |
|                            | Ugung.            | CARDIGANSHIRE . . . . .   |                                  |
|                            | Scarborough.      | 90                        |                                  |
| 20                         | Filey.            | MERIONETHSHIRE . . . . .  |                                  |
|                            | Bridlington.      | CARNARVONSHIRE . . . . .  |                                  |
|                            | Hornsea.          | 95                        |                                  |
|                            | Withernsea.       | 100                       |                                  |
| <b>LINCOLN . . . . .</b>   | Donna Nook.       | ANGLESEY . . . . .        |                                  |
| 25                         | Theddlethorpe.    | 90                        |                                  |
|                            | Sutton.           | CARNARVONSHIRE . . . . .  |                                  |
|                            | Skegness.         | 100                       |                                  |
| <b>NORFOLK . . . . .</b>   | Blakeney.         | FLINTSHIRE . . . . .      |                                  |
| 30                         | Cromer.           | CHESHIRE . . . . .        |                                  |
|                            | Mundesley.        | 100                       |                                  |
|                            | Bacton.           | LANCASHIRE . . . . .      |                                  |
|                            | Palling.          | 105                       |                                  |
|                            | Winterton.        | 105                       |                                  |
|                            | Caister.          | 105                       |                                  |
| 35                         | Yarmouth, No. 1.  |                           |                                  |
|                            | " " No. 2.        |                           |                                  |
| <b>SEFFOLK . . . . .</b>   | Lowestoft.        |                           |                                  |
|                            | Pakefield.        |                           |                                  |
|                            | Southwold.        |                           |                                  |
| 40                         | Thorpeness.       |                           |                                  |
|                            | Aldborough.       |                           |                                  |
| <b>KENT . . . . .</b>      | Margate.          |                           |                                  |
|                            | Kingsgate.        |                           |                                  |
|                            | North Deal.       |                           |                                  |
| 45                         | Walter.           |                           |                                  |
|                            | Kingsdown.        |                           |                                  |
|                            | Dover.            |                           |                                  |
|                            | Dungeness.        |                           |                                  |
| <b>SUSSEX . . . . .</b>    | Rye.              |                           |                                  |
| 50                         | Winchelsea.       |                           |                                  |
|                            | Hastings.         |                           |                                  |
|                            | Eastbourne.       |                           |                                  |
|                            | Newhaven.         |                           |                                  |
|                            | Brighton.         |                           |                                  |

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

"Each Life-boat to have a Coxswain Superintendent, with a fixed Annual Salary of £3, and an Assistant Coxswain with a yearly Salary of £2.

"The Life-boat to be regularly taken afloat for exercise once every quarter, fully manned and equipped, so that the Crew may be familiar with her qualities and proper management. On every occasion of exercise, the men are to be paid 5s. each in stormy weather and 3s. each in fine weather; and on every occasion of going off to a Wreck to save Life, each man of the Crew to receive 10s. by day, and £1 by night. These payments to be doubled on occasions either of extraordinary risk or of long exposure.

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

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

The expense of a Life-boat Station is £620. Its cost is made up as follows:—

|                                                                          |             |
|--------------------------------------------------------------------------|-------------|
| Life-boat and her equipment, including life-belts for the crew . . . . . | £320        |
| Transporting-carriage for the Life-boat. . . . .                         | 100         |
| Boat-house (average cost) . . . . .                                      | 200         |
| <b>Total . . . . .</b>                                                   | <b>£620</b> |

Donations and Annual Subscriptions will be thankfully received by the Bankers of the Institution, Messrs. WILLIS, PERCIVAL and Co., 76 Lombard Street; Messrs. COURTS and Co., 59 Strand; Messrs. HERBIES, FARQUHAR, and Co., 16 St. James's Street, London; by all the other Bankers in the United Kingdom; and by the Secretary, RICHARD LEWIS, Esq., at the Office of the Institution, 14 JOHN STREET, ADELPHI, LONDON.