

THE LIFE - BOAT,

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OVERLADEN AND UNSEAWORTHY SHIPS.

THE LOSS OF THE UTOPIA.

THE loss of a fine ship of 1,000 tons or more, with a valuable cargo on board, is so frequent an occurrence now-a-days, and yet the aggregate of such losses forms so small a per-centage to the enormous value represented by safe voyages, that it ordinarily excites little or no attention, and is looked on almost as a matter of course. Indeed, considering the vast commercial intercourse carried on between these islands and all parts of the habitable globe which border on the sea, and the many vicissitudes and dangers attending navigation, it would be unreasonable to expect that the case should be otherwise. It is only, therefore, under very special circumstances, and when the interests of humanity are at stake, that we feel in duty bound to call attention to the same.

A fine ship, well manned and well found, with every appliance provided, and every precaution adopted to ensure the safety of the vessel and crew, which a prudent, conscientious, and humane shipowner could devise, might yet be lost, and her crew might perish, from causes which could not be foreseen or provided against—stress of weather and inability to work off a lee-shore, an unknown current, an error in the compass, or a bad look-out at night, might frustrate every precaution and cause the loss of the noblest ship, without the slightest blame attaching to those who owned her.

Unhappily, however, such are not the only causes of loss of ships and lives at sea; and

far too many cases occur of vessels being sent to sea that are known to be overloaded or otherwise unseaworthy; thus verifying the Scriptural assertion, that "the love of money is the root of all evil," and painfully illustrating the melancholy fact, that in this Christian country there are numberless professors of that religion, the highest precept of which, next to the love of God, is abnegation of self and love of others, who frequent its temples and adhere to its ceremonial forms, yet whose hearts are so hardened and minds so poisoned by the love of gold, that the very lives of their fellow-men, and even of their own servants, is a matter of secondary importance to them.

Amongst the fruitful causes of loss of life at sea is that of overloading; and yet it would seem to be one easily preventible, as a safety line of flotation can be readily defined for every ship, and the appointed authorities at every port could readily see that no vessel at the last moment of sailing was immersed below that line.

A case has recently occurred which would seem to imply that, despite the latest legislation for the protection of the lives of British subjects at sea, any unprincipled shipowner or his agent has the power to send, and even to force a well-insured unseaworthy ship to sea, against the judgment and will of her master and crew, to their almost certain destruction.

Surely such a disgraceful state of things, for the credit of our country, and more especially of that of our great and wealthy ship-owning community, demands a remedy.

The case we have alluded to is that of the

Utopia, a ship of 949 tons, which sailed from Liverpool for Bombay on the 10th of March last, and only three days after had to be abandoned by her crew almost at the moment of her foundering. The following statement of the facts of the case we abbreviate from the Report furnished to the Board of Trade by the nautical assessors and stipendiary magistrate who conducted the official inquiry at Liverpool, that was ordered by that Board on the case.

The *Utopia* was built in 1853, and in 1862 she was registered A 1 Red, at LLOYDS, for five years. She had recently changed ownership, and was now the property of a shipowner resident in London. When loading in the Brunswick Dock at Liverpool for the present voyage to Bombay, it appears that she took the ground, and evidently thereby sustained serious damage by straining, as previously she had scarcely made any water, whilst immediately after that event twenty-eight inches was found in her, and on two subsequent occasions as much as forty inches. By the direction of the owners, she was pumped out by the men employed in stowing her cargo, usually at the expiration of each day's work. During the process of loading she was visited by the agent of Lloyd's Salvage Association at Liverpool, and by one of the surveyors of the Mersey Dock and Harbour Board, which latter gentleman offered his advice and assistance to the owner in the stowage of the cargo, mentioned the limits to which she might be safely immersed—viz., 20 feet 6 inches to 21 feet—and *marked the side at the midship section to show the same*, leaving a clear side of 6 feet 6 inches; little enough, we should say, for a voyage to India, looking to the gales of wind and heavy seas which in voyages of such a distance are sure to be encountered. Nevertheless, before leaving the Brunswick Dock, on the 7th March, she was loaded until she was immersed six inches deeper than had been marked as her safe load line, and afterwards, in the Wellington Dock, had 120 tons of coke put on board.

The master, Captain LEAN, then, not liking the position of affairs, and finding that his remonstrances with the owner in

regard to the equipment of the vessel for so long a voyage were unattended to, threw up his appointment. On the same day she had been surveyed by the Surveyor to the Liverpool Underwriters' Association, who found she had only 5 feet of her sides above the water, and was still taking in cargo. He in consequence called in another surveyor, who agreed with him in considering her much overladen, and they so informed Captain LEAN, and subsequently reported it to the Secretary of their Association; but there being no insurance effected in Liverpool, no action was taken. Nevertheless, he again visited her on the 9th, when she appeared to him not to have more than 4 feet of clear side, and his final report was, that she was scarcely seaworthy, and that he would not like even to cross to Dublin in her in a strong S.W. gale. Yet the owner of this ship felt no hesitation in sending her and her human freight on a voyage to a distant land, during the greater part of which they would be beyond the reach of aid in the only too probable event of foundering at sea.

On the recommendation of a Liverpool agent, Captain J. DICKIE was now appointed to the command; but on proceeding on board on the 9th, he naturally enough did not like the appearance of things any more than his predecessor; but in the words of the Nautical Assessors in their Report, "An extraordinary and most unwarrantable pressure was then put upon him to compel him to go to sea, in the shape of a letter written by a ship-broker at Liverpool, and signed by the agent, as follows:—

" Liverpool, March 8.

" DEAR SIR,—I am very much surprised to hear that you are making difficulties about going in the *Utopia*; and I must inform you that, if after I have recommended you to the owner, you do not go in the vessel, I will take care you never get any employment in a ship out of Liverpool, if I have any power to prevent you, as I will not put up with this sort of work.

" Yours truly,

" * * * * *

" Captain Dickie."

A precious epistle this, to be sure! Virtually ordering a man into his grave, and, in the language of honest indignation and offended dignity, threatening him with de-

privation of his bread for his contumacy in hesitating to step into it.

And can it be that Liverpool shipowners, at the instigation of a shipping agent, would refuse employment to a British seaman for thus declining to deliberately drown himself and 17 men? Are they not Englishmen, and, for the most part, nominally at least, Christians, if not Christian gentlemen?

We cannot believe that they would do so; nor can we think that there is any specially demoralizing influence in the business of ship-owning, which should so harden a man's heart as thus to steel it against the common dictates of humanity.

To proceed, however, with our narrative. On the following morning, the 10th March, a Sunday morning, too, when respectable people at Liverpool were all preparing for the public devotions of the day, the "two shipmasters met the owner and his agents, Messrs. * * * and * * *," and the pilot on the landing-stage, with the crew who had been shipped, to the number of 17, including 6 able seamen only, a crew evidently insufficient in number for a full rigged ship of her size, according to the evidence of several competent witnesses. The riggers had been at work at the pumps in the morning, but had desisted before the crew went on board, not because there was no more water to pump out, but lest, apparently, the latter should get alarmed, and decline to proceed to sea in the ship."

The pilot, who had expressed his opinion that the vessel was overladen, was asked by the court why he, nevertheless, took her to sea, to the imminent risk of ship and cargo and of 18 lives? He replied that he was under a penalty to his own boat to undertake the duty, and that had he not done so he would have had to pay it himself.

And thus, bursting, as it were, through every barrier that should have stood between herself and her destruction, heeding not captains, or surveyors, or pilots, but seemingly impelled by some malignant spirit, the *Utopia*, overladen, undermanned, leaky, and ill-found in her equipment, was towed to sea to pursue her hopeless voyage.

Upon the tug leaving, sail was made, the wind being fair, and weather moderate;

but so ill-found was the cordage and rope generally, that the topsail halliards had to be unrove to cat and fish the anchor.

Scarcely had they shaped their course when the well was sounded, and 3 feet 3 inches of water was found in the hold; some hands were, therefore, at once placed at the pumps, which from that time were more or less continuously worked. Nevertheless, the water gradually increased, there being on the 11th at eight A.M. 4 feet 10 inches, which was the last correct sounding that could be got, as the pumps became then choked with sand.

During the 12th and 13th the ship was observed to be settling gradually and the wind and sea increasing, the master thought it best to run for Cork, but she had now become unmanageable; and at four P.M. on the 13th, there being then only 4 or 5 inches from the covering board to the water's edge, and the ship settling down rapidly, the long boat was hoisted out.

All hands were speedily got into it—the master being the last to leave the ship; and scarcely had they got clear of her, when she gave a plunge, and went down head foremost.

Happily the weather was fine, and not having proceeded so far to sea as to be beyond the beaten track of ships, they were picked up on the same evening by a barque, and were all safely landed on the 16th at Crookhaven.

Sad, indeed, are the reflections which the foregoing narrative is calculated to awaken! Whether with reference to the immediate object with which we are specially concerned, "the protection of life at sea," or to the fair fame of our country, as claiming one of the highest places in the scale of civilized nations; or to the hope of the philanthropist, the progress of human nature itself towards something better and nobler than the past or the present, who can contemplate, without discouragement and misgiving, such a sad example of, we fear, a very prevalent evil? An evil not enacted in a corner, but unblushingly in the light of day; not perpetrated by men from the lowest dregs of society, nurtured in poverty, ignorance, and crime; but by

members of a class deemed highly respectable, members of our great mercantile community—shipowners and their agents; and being done thus fearlessly and openly; also done by them, we fear, without their “losing caste” amongst their fellows.

Is it not, then, time, if we wish to retain our high place in the world, not only as a great and powerful nation, and the first commercial and maritime power, but as a conscientious and Christian people, setting a higher value on human life than on gold and silver; is it not time that we so enforce our existing laws, or so amend our maritime code, if necessary, as to make the occurrence of so great a scandal an impossible thing amongst us?

But, indeed, we may take up higher ground still; for in the case of nations, as of individuals, there is a higher than any human tribunal before which national as well as individual acts shall be judged; and if the lives of these 18 human beings had been sacrificed at the shrine of Mammon—which was so nearly being done—would not their blood have cried aloud to heaven for vengeance, not only on those who could perpetrate so great a crime, but on the community which apathetically suffered such things to be done amongst them?

But how, it may be asked, with our enormous trade, can this discreditable state of things be remedied? We have, in the present melancholy case, a forcible illustration of the fact, that overladen, ill-found, unseaworthy ships can, in one of our greatest maritime ports, proceed to sea on a distant voyage, and that all the constituted authorities of the place are powerless to prevent her doing so. We reply, then give the present constituted authorities such power, or constitute a new authority to be clothed with it.

In the first place, we would suggest that at every port in the United Kingdom, large or small, an officer in connection with the Customs, or Coastguard, or Local Marine Board, or Shipping Office, should, periodically, in the case of vessels in the home trade (say, half yearly), and before sailing on each voyage, in the case of ships in the foreign trade, inspect, personally or by

deputy, every vessel and her equipment, receiving replies to printed queries, signed by the master, in each case, and giving him in return a permit to sail. The cost of such supervision might be paid in the shape of a small fee on every permit issued, to be paid at the time of issue by the master; or it might be paid from the Mercantile Marine Fund, if there is a sufficient annual amount available for the purpose. At the same time it should be punishable, as a misdemeanor, for the master of any vessel to sail without having received such a certificate; and as felony for him to give false information in reply to the established queries as to the state of his vessel and her equipment, &c.

In the second place, to prevent the overlading of any vessel, which is so frequent a cause of unseaworthiness, it should be required that every vessel should have visibly painted on each side a thin white line, showing the level to which she might be safely loaded, and below which it should be illegal to immerse her. Such a line would not be a disfigurement to any ship, whilst, being visible to every one, the authorized surveyors could in a moment tell when any vessel was overladen, without having recourse to actual measurement; and, at the same time, it would be a source of confidence to the passengers and crew in every vessel, and would be a perpetual witness in every part of the world frequented by our ships of the watchful care of the British Government and people for the lives and welfare of the seamen and passengers who work or sail on board them.

We have purposely withheld the names of all the parties implicated in this flagrant transaction, our object not being to expose individuals in a single case, but to draw attention to a crying evil, and so far to aid in its remedy. In the Official Report, however, from which we have taken the details of the case, and which was presented to the Board of Trade, the names of the several parties are given.

THE RAILWAY AND THE LIFE-BOAT.

MOST persons in this country are aware that the NATIONAL LIFE-BOAT INSTITUTION has studded the coasts of the United Kingdom with Life-boats; but it is probably not known to many that nearly the whole of those boats are built in London, whilst of those who do know it few will have thought to inquire how they are conveyed to their several stations.

It might not unnaturally be supposed that as water is the element in which their whole career is passed, and as their location is everywhere on the sea-shore, so they would be either sailed, towed, or carried on ship-board to their destinations. Such, however, is not the case, as nearly the whole of them are conveyed by railway, and nine-tenths of the Life-boats now on the coasts of the United Kingdom have been transported in that manner to their stations.

The cause of this has been that these boats are, for the most part, too large and too heavy to be carried on the decks of any steamers but those of large size, whilst few of such steamers are available for the purpose, except in the case of boats sent to Ireland, as Life-boat stations are, for the most part, at long distances from the chief ports from which such vessels sail.

In fact, it may be truly said, that without the aid of the railway it would have been almost impossible to have placed Life-boats round the coasts of the United Kingdom in anything like their present number; so that to the many and great benefits which railways have already conferred on mankind, may be added that of indirectly aiding to save lives from shipwreck—a result as gratifying as it must have been unanticipated.

Our special object, however, in drawing attention to this fact, interesting as it is in itself, is thus publicly to acknowledge the very great indebtedness of the NATIONAL LIFE-BOAT INSTITUTION, and, we may add, of the poor castaways on our shores, to the Directors of the several Railway Companies, who, for many years past, have shown a kind sympathy with the humane objects of the Society, and exhibited much public spirit, by conveying its Life-boats (each of which occupies no less than three trucks), from one end of the kingdom to the other, free of charge.

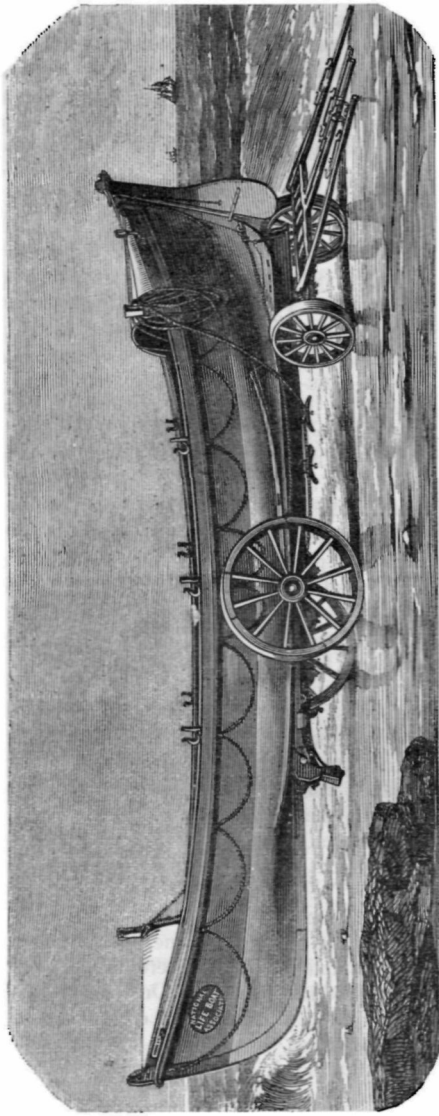
We, therefore, in the name of the Committee of the NATIONAL LIFE-BOAT INSTI-

TUTION—in the name of the whole body of its subscribers—in the name of our shipwrecked seamen—and in the name of our country, which is proud of its Life-boat fleet, take this opportunity to return grateful thanks to the Railway Companies of the United Kingdom, and to their officers and servants, for their generous and invaluable services.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.

ILFRACOMBE, NORTH DEVON.—The NATIONAL LIFE-BOAT INSTITUTION has recently formed a life-boat establishment at Ilfracombe, where there had at one time been a life-boat station under local management, which, however, it had been found necessary to completely renovate. The local residents had expressed a wish to the Society to have a life-boat placed there, as they were fearful that loss of life might take place on their shores through the want of one. The Institution therefore sent down a new 32-foot 10-oared life-boat, furnished with a transporting-carriage, for which a commodious boat-house has been erected. The cost of the new boat and carriage, amounting to 471*l.*, was contributed to the Society by ROBERT BROADWATER, Esq., of Hornsey Rise, in conjunction with his friends, in commemoration of his fiftieth birthday, and the life-boat has been named the *Broadwater*. The London and South Western Railway Company kindly took the life-boat and carriage over their line, free of charge, to Barnstaple, and they were taken thence to their station by road. On the 14th November, the public launch of the life-boat took place at Ilfracombe. Mr. BROADWATER attended, and formally handed over the boat, in the presence of Earl FORTESCUE and others, to the Institution, on behalf of himself and friends, and expressed a hope that, if required, the life-boat would do its duty. The ceremony of naming was performed by Lady SUSAN FORTESCUE, and the boat was then launched and taken outside the harbour, where it behaved admirably in a heavy sea.

MUNDESLEY, NORFOLK.—This life-boat station has recently been completely renovated by the NATIONAL LIFE-BOAT INSTITUTION, which has sent there a new 33-foot 10-oared life-boat and carriage. The old



boat was becoming rapidly unserviceable. A new life-boat house has also been erected at Mundesley, and the establishment is now in a thoroughly efficient state. The grocers of England have, through WILLIAM REED, Esq., of *The Grocer and Oil Trade Review*, defrayed the entire cost of the new life-boat, carriage, and equipment, the boat being named the *Grocers*. The Great Eastern Railway Company readily granted a free conveyance to the boat over their line, in November last, to Norwich, from whence it was drawn on its own transporting-carriage to its station.

CHAPMAN'S POOL, DORSET.—It having been recommended that a life-boat should be placed on the Isle of Purbeck, for the protection of the crews of vessels wrecked on the rocky ledges in the neighbourhood and off St. Alban's Head, the Institution has, after due inquiry, established at Chapman's Pool, the most exposed point on the island, a life-boat station, and has sent there a new 30-foot life-boat, pulling 6 oars, single-banked, and a transporting-carriage, which have been placed in a substantial and commodious boat-house prepared for them. The expense of the new life-boat and equipment, amounting to 300*l.*, was munificently presented to the Institution by a Lady, through Admiral GAMBIER, the boat, at the instance of the kind donor, being named the *George Scott*. The London and South Western Railway Company readily took the life-boat free over their line to Wareham, in November last. From that town the boat and carriage were drawn through Corfe Castle to Swanage, where the life-boat was publicly named by Lady AUGUSTA FREEMANTLE, sister to the Earl of ELDON, and then launched amidst the prolonged cheering of the bystanders, when the usual tests were gone through with the boat, which acquitted itself most admirably.

QUEENSTOWN, CORK HARBOUR.—Several wrecks with loss of life having occurred in the vicinity of Cork Harbour, it was thought desirable to form a life-boat establishment at Queenstown in the harbour, where at all times and in all weathers the boat could be launched and manned by an efficient crew, and where steam-tugs would be always available to tow her to any part of the neighbouring coast where her services might be needed. The safety of the crew and passengers of the numerous and large trans-Atlantic steamers and vessels frequenting the port would, it was thought, be thereby better provided for, as the nearest life-boat station was that at Ballycotton, several miles to the eastward. An influential local committee was therefore organized in the locality, and every co-operation afforded to the life-boat Institution in the formation of the establishment. The Institution has accordingly sent to Queenstown a 34-foot 10-oared life-boat, the cost of which has been defrayed from the *Quiver* life-boat fund, the boat being named the *Quiver No. 2*. A commodious boat-house has also been erected. The Cork Steamship Company readily granted a free

conveyance to the life-boat from the Thames to its destination, and on the 22nd October last the boat was publicly named and launched at its station, for the first time, in the presence of an immense assemblage of spectators.

LYME REGIS, DORSET.—The life-boat on this station, which was built in Penzance fourteen years ago, was found on inspection to be in a state of decay, and the opportunity was accordingly taken to renovate entirely the life-boat establishment. The boat had always been kept in an inconvenient shed in the town under a sail loft, which was not well adapted for a life-boat house. In its stead, however, a new and commodious boat-house was erected. A 33-foot 10-oared life-boat, with a transporting-carriage and complete equipment, has also been provided in the place of the old boat and carriage, and the life-boat station is now in a thoroughly efficient state. The expense, as we stated in the January number of the *Life-boat Journal*, has been met from a contribution of 1,000*l.*, presented to the Institution through the Manchester Branch by a lady under the initials of "H.W.," which gift had also sufficed to defray the cost of a new life-boat for Llanddwyn on the Anglesey coast. The London and South Western Railway Company readily granted the new and old boats a free conveyance over their line between London and Axminster, which is the nearest point of railway to Lyme. On the arrival of the boat at its station, it was joyfully received by the inhabitants; and, after being taken in procession through the streets and then named, was launched, and tried by the crew, who were much pleased with their new boat.

PORT LOGAN, N.B.—The NATIONAL LIFE-BOAT INSTITUTION has formed a life-boat station at Port Logan, a small fishing village on the coast of Wigtonshire, at the western side of the Mull of Galloway. The life-boat will also command the Bay of Luce on the eastern side of Port Logan, whence she can readily be transported on her carriage opposite to scenes of wrecks in the bay. A substantial boat-house has been erected, and a new life-boat 30 feet long, rowing 10 oars double banked, provided with a carriage, was forwarded here in December last. The expense of the boat was defrayed by the working men of Edinburgh through R. M. BALLANTYNE, Esq., and she has, at the desire of the contributors, been named the *Edinburgh and R. M. Ballantyne*, and

was publicly exhibited in Edinburgh and Glasgow on the way to her station. The boat was taken to Stranraer by railway, and thence drawn on her transporting-carriage to Port Logan, and a large number of people turned out from the surrounding country to escort the boat on her way. The crew were much pleased with their boat when they tried her on arrival at her station. The Great Northern, North Eastern, North British Caledonian, and Glasgow and South Western Railway Companies all liberally granted this life-boat and carriage a free conveyance over their several lines.

BOULMER, NORTHUMBERLAND.—The life-boat at this place was one of the early boats built of fir, and possessed none of the recent improvements. She has now been replaced by a larger 10-oared boat 33 feet long, as the coxswain and crew, although they had every confidence in their old life-boat, were desirous of having a larger one. The cost of the life-boat, her carriage, and equipment, was collected in Nottingham, chiefly through the benevolent exertions of SAMUEL COLLINSON, Esq., T. F. GIMSON, Esq., of the Park, liberally giving 200*l.* in aid of the fund, on condition that the boat was named the *Robin Hood of Nottingham*, after the local volunteer corps, in which he took great interest. Previous to being placed on her station, the life-boat was taken to Nottingham; and on the 7th January her exhibition and public launch took place. The boat was drawn through the streets in a procession headed by the mayor and corporation, with two military bands, and a strong force of the Robin Hood Rifles. She was then formally presented to the Institution in the Market Square by the mayor, and named in the accustomed manner by the mayoress. The boat was then launched from the carriage into the River Trent in the presence of a large concourse of spectators, and her self-righting and other properties shown. Everything connected with the interesting demonstration passed off in the most satisfactory manner. The life-boat was kept on view at the Exhibition Building at Nottingham for a few days, and then sent to Boulmer. The Great Northern and North Eastern Railway Companies readily took the boat free from London to her station *via* Nottingham.

TYRELLA, Co. DOWN.—This life-boat was found to be quite rotten when she was

surveyed, and was, therefore, replaced in December last by a new 30-foot boat, fitted to row 8 or 10 oars, as might be required. The Messrs. MALCOLMSON kindly gave a free conveyance on board their steamer to the new and old boats between London and Belfast, and the Belfast and County Down Railway Company readily granted a similar favour over their line. The cost of the original boat on this station, as well as of three other life-boats, was defrayed by a lady, who has never revealed her name to the Institution.

LOOE, CORNWALL.—A life-boat station has been formed at Looe, on the coast of Cornwall. It had frequently happened that the boatmen at this port, being ever ready to go off in their open boats to save the lives of shipwrecked crews, had run great risk in so doing. Indeed, on one occasion, some of them were returning from saving a fishing craft, when their boat was upset in the breakers, and several lives were lost. The inhabitants were very desirous, therefore, to have a life-boat—there being a large number of vessels frequently entering and quitting the harbour. There were plenty of fishermen available to form the crew; and, as every kind of co-operation was offered, the Society readily decided to establish a life-boat at Looe. A boat-house has been erected, and being in a public position, it is somewhat ornamental in character, and has over it a reading and assembly room for the use of the pilots and fishermen of the town. A 32-foot life-boat, pulling 10 oars, with a transporting-carriage and the usual equipment of stores, has been placed therein, the Great Western, Bristol and Exeter, South Devon and Cornwall Railway Companies kindly taking them free over their lines to Liskeard. The cost of the boat, &c., was benevolently contributed to the Society by the late Sir JOHN POLLARD WILLOUGHBY, Bart.; and, in accordance with his request, the boat was named the *Oxfordshire*, after his native county. On the 28th December she was inaugurated in Looe with the usual ceremony. After being drawn through the principal streets, she was named by Mrs. CAREW, the wife of W. H. POLE CAREW, Esq., President of the Branch, and launched, giving much satisfaction to the crew.

BARMOUTH AND PORTMADOC, NORTH WALES.—The Institution has recently replaced the boats on each of these stations

by two new and improved boats, each boat being respectively 34 feet long and 8 feet 4 inches wide, and rowing 10 oars, double-banked.

The expense of the Barmouth new life-boat is the gift to the Society of a lady, under the initials E. P. S., the boat being named, at her request, the *Ellen*.

The cost of the new boat for Portmadoc was presented to the Society, through its Manchester Branch, by JAMES ASHBURY, Esq., of London and Manchester, and is called the *John Ashbury*, after his late father. The Great Western and Cambrian Railway Companies kindly took the boats free over their lines to Ynyslas Station, and they were thence rowed and sailed to their respective stations.

COURTMACSHERRY, IRELAND.—A life-boat establishment has been founded by the Institution at Courtmacsherry, on the coast of Cork, a place where wrecks occasionally happen. A life-boat was once placed here, but it was never housed, and ultimately went to decay. The coastguardmen and boatmen had often run very great risk in rescuing, by means of their own open boats, the crews of wrecked vessels. There is no other life-boat westward of Cork Harbour on the south coast; and the one placed here will be available for service in Clonakilty Bay, in the event of wrecks again occurring there, and will doubtless be of great advantage for the protection of passing traders to Cork and Kinsale. A commodious boat-house has accordingly been erected, and a 32-foot life-boat and transporting-carriage placed therein. The expense of the boat was contributed by the people of Dublin, chiefly through the untiring exertions of THOMAS EDMONDSON, Esq., and some members of the Dublin Branch of the Institution. Prior to being placed on her station, the boat was taken to Dublin, and on the 6th February was drawn on her carriage through some of the principal streets of the city, escorted by a procession, including the Lord Mayor in his state chariot, with the aldermen and other members and officers of the Corporation, a number of seamen and marines from H.M.S. *Royal George*, and the band of the Scots Greys. The boat was then taken to the Custom-house Quay, where the Marquis of ABERCORN, Lord Lieutenant of Ireland, and his Lady, with Lady ALBERTHA HAMILTON, Lord JAMES BUTLER, and party had assembled, the Marchioness of ABERCORN then named the life-boat, in the usual manner,

the *City of Dublin*, amidst loud applause; and the boat was launched, and her self-righting and other qualities were displayed. After the life-boat had reached Courtmasherry, a public demonstration took place on the occasion of her launch there, and much gratification was expressed by the residents that a life-boat had been established at that place. The London and North Western Railway, the City of Dublin Steam Packet, the Great Southern and Western, and Cork and Bandon Railway Companies, jointly, most liberally conveyed the boat and carriage free from London to their destination, *vid* Liverpool and Dublin.

WINCHELSEA, SUSSEX. — The crew of

the life-boat at this station being desirous to have one of the larger boats now built by the Institution, their request has been complied with, and a new boat, 33 feet long and rowing 10 oars, has been sent to replace the old one. The cost of the new life-boat was defrayed by the Solicitors and Proctors of England, through FREDERICK OUVRY, Esq., and W. M. WILKINSON, Esq., who have been indefatigable in collecting the cost of the boat. She is named, by the desire of the subscribers, the *Storm Sprite*. The new boat and carriage were conveyed gratuitously to their station over the line of the South Eastern Railway Company, who also brought back the old boat and carriage free to London.

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



THE twenty-eighth Annual Meeting of this most important Society, established by the British public to relieve Shipwrecked Sailors of all Nations, when cast upon the coasts of the United Kingdom, was held on the 8th May, at Willis's Rooms, King Street, St. James's, Admiral the Earl of SHREWSBURY AND TALBOT, C.B., in the unavoidable absence of His Grace the Duke of MARLBOROUGH, President of the Society, in the Chair.

We observed among the company present, Admirals Sir WILLIAM BOWLES, K.C.B., and C. H. M. BUCKLE, C.B.; Captains Royal Navy, Hon. F. MAUDE, T. OSMER, A. H. INGRAM, J. C. HEASLOP, J. S. LEAN, and

W. H. SYMONS; Rev. HORACE ROBERTS, M.A., Rev. J. E. WHITE; RICHARD LEWIS, and W. N. TOMKINS, Esquires; and a number of Ladies.

The Chaitman having clearly and ably put before the Meeting the objects of the Society, FRANCIS LEAN, Esq., R.N., the Secretary, read the Report, wherein it was stated that during the past year the Society had relieved 7,087 shipwrecked persons, natives and foreigners, of the following nations, viz. :—America, Belgium, British American Colonies, France, Hamburg, Hanover, Holland, Italy, Prussia, Russia, Spain, Turkey, and Denmark; and 4,134 widows and orphans of fishermen and mariners,

making a total, since the formation of the Society in 1839, of 159,939; that 49,957 mariners voluntarily subscribed 3s. each per annum; and that the income had been 27,027l. 16s., in connection with which certain large donors were mentioned.

The Report also stated that the Committee had great satisfaction in announcing that the Institution which the Society had long laboured to establish for Aged and Worn-out Merchant Seamen had now begun to work under the name of "The Belvedere Institution for Aged and Worn-out Merchant Seamen," and that on the 1st January of the present year twenty old sailors of the mercantile marine, ranging from sixty-five to eighty years of age, being without social ties, were received into the Building, and seven pensioned out, they having wives. There is attached to it a fund for the young men to make provision for an annuity for themselves and their widows, should they leave any. The Institution is governed by an independent Committee, one-third of which is made up of members of the Committee of the Shipwrecked Mariners' Society, and the rest of shipowners and leading commercial men of the city of London, Mr. THOS. BARING, M.P., being the President. The Committee earnestly commended the infant Institution to every friend of our seamen, both on benevolent and political grounds, believing them to be, whether in war or peace, the right arm of the Empire.

The Report concluded with an earnest appeal to the nobility, gentry, and public at large, for help to carry out the great objects of the Society. The Committee would remind a generous public that, as the wants of the poor castaways are continuous, so is the need of their liberality.

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

### THE BLIND BOY AND THE LIFE-BOAT.

OF all the calamities to which the human race is liable, unless it be that of unceasing pain, there is perhaps none which we each of us dread so much in our own persons, or sympathize with so greatly when beheld in others, as loss of sight. Although we are only too apt to slight those every-day blessings which a bountiful Providence has bestowed on us, and instead of living under a

perpetual sense of gratitude, are but too liable to accept them as a matter of course; yet it may be hoped that there are few human beings with hearts so hard as to witness blindness in others without at least a passing emotion of pity for the sad deprivation, and a deeper sense of their own more favoured lot.

Happily, however, the same all-wise but mysterious Power which permits the pain also provides the remedy; and, accordingly, we almost invariably perceive the blind to be contented and cheerful.

To some extent this may arise from that natural elasticity of spirit which induces men, for their own happiness' sake, to make the most of circumstances; or, in the higher order of minds, it may spring from that absolute and cheerful submission to the will of God which, from the monarch on the throne to the humblest individual, is one of the foremost duties of mortal man.

But apart from such antidotes, which in varying degree are applicable to every phase of human pain and loss, the blind would appear to possess a special compensatory influence; for being separated, as it were, from all visible intercourse with the world around them, their mental vision is directed inwards on themselves; and, being withdrawn to a great extent from the restless turmoils and strifes and ambitions of life, that calm, meditative, and tranquil spirit is engendered which is so frequently observed in this class of bereaved persons.

We have been led to these reflections, on a subject which might otherwise seem foreign to the purpose of this publication, from the reception by the NATIONAL LIFE-BOAT INSTITUTION of a very interesting donation in the shape of 100l. collected in aid of its funds, by HERBERT MARSTON, a blind boy aged thirteen years, the son of an English clergyman.

In the quiet seclusion of his parsonage home, amidst affectionate and sympathizing friends, and surrounded by the best and kindest influences, yet, as evidenced by this benevolent act, with early sympathies reaching to that world abroad which it is not permitted him to see, may we not readily believe that the lot of our kind young friend is a far happier one than that of numberless of those who enjoy the wondrous gift of sight?

We append a song, entitled "The Life-boat," composed by his father, the Rev. C. D. MARSTON, who has been good enough to place it at our disposal, at his son's request.

## THE LIFE-BOAT.\*

"When thou passest through the waters, I will be  
with thee."

God speed the gallant Life-boat!  
God keep her gallant crew!  
They fear not storm nor breaker,  
The boat and her men so true.  
*She* bears her like the sea-bird,  
At home in wind and wave;  
*Their* hearts are bold and steady,  
Their hands are strong to save.

Then hail to the gallant Life-boat,  
And hail to her gallant crew;  
They fear not storm nor breaker,  
The boat and her men so true.

Bless them, ye gladdened households,  
Whose dear ones owe them life;  
Bless them for joys once threatened,  
Yet snatched from Ocean's strife;  
Bless them, all England's people,  
Whose birthright is the wave;  
Bless them, thou Source of Blessing,  
With mightier power to save!

Then hail, &c.

When tempests loud are raging,  
And wild nights banish sleep,  
When those on shore are thinking  
Of those upon the deep;  
When prayer to God is rising  
For all who stem the wave,  
We'll pray for the angel Life-boat  
Whose mission is to save.

Then hail, &c.

C. D. M.

## THE STORMS OF WINTER.

THE RETURN OF THE MISSING CREW.†

(With an Illustration.)

"THERE'S two ends to every trouble, Mary; there's the end that goes downward and drags us to the earth, and there's the end that goes upwards and draws us to heaven. There's a deal in having grief by the right end, Mary."

And Christopher turned to examine his tackle and clean out his boat.

Christopher Buckley, or "Old Kit," as he was usually called, was gray-headed, but his heart was young—brimming over with loving-kindness and sympathy; his sun-burnt face, tanned and wrinkled as it was, had such a pleasant smile, and such an upright, vigorous, honest look, that any one who knew the secret of perpetual youth might see at one glance he also had it.

He was very sorrowful when he told poor Mary Methil of the two ends of a grief, sorrowful for her—a wife of a few months—weeping over the widowhood which she be-

\* This song can be sung to the well-known air, "God Bless the Prince of Wales."

† We are indebted to the publishers of that excellent serial, the *Sunday at Home*, for the electro-block of our illustration; and also for the substance of our article, which is founded on facts.

lieved had come upon her, in consequence of the fearful effects of the storm of the 22nd, 23rd, and 24th of October of 1864. It is melancholy to relate that 26 fishermen belonging to Buckie alone perished out at sea during that fearful gale. Christopher knew for a certainty that they had left behind them 12 widows and 34 fatherless children. How sincerely he wished that the fine life-boat at Buckie, belonging to the NATIONAL INSTITUTION, could, by any possibility, have been of use on the sad—very sad—occasion, "and then," he added, with his face glowing with joy, "we might to-day be talking to your husband, Mary, of the narrow escape he had had of drowning, like too many more of our dear friends."

"Oh! it is very sad!" said Mary; "I begin to fear now the worst. Meggie, my neighbour, tells me that a portion of Jackles's boat has been found between Buckie and Portgordon, and some of the furnishings of another boat named the *Gley*. All their crews have perished, I much fear!"

"Oh!" said Old Kit, "it is truly distressing! Have ye also heard of the loss of the fishing-boat *Shamrock*? Poor John Smith, her owner, is too old now to go to sea. I have often been fishing with him, and a noble and skilful fisherman he was. He had seven sons, and five of these, with four near relatives, made up the devoted crew of the *Shamrock*. I fear they have all been drowned in this dreadful gale!"

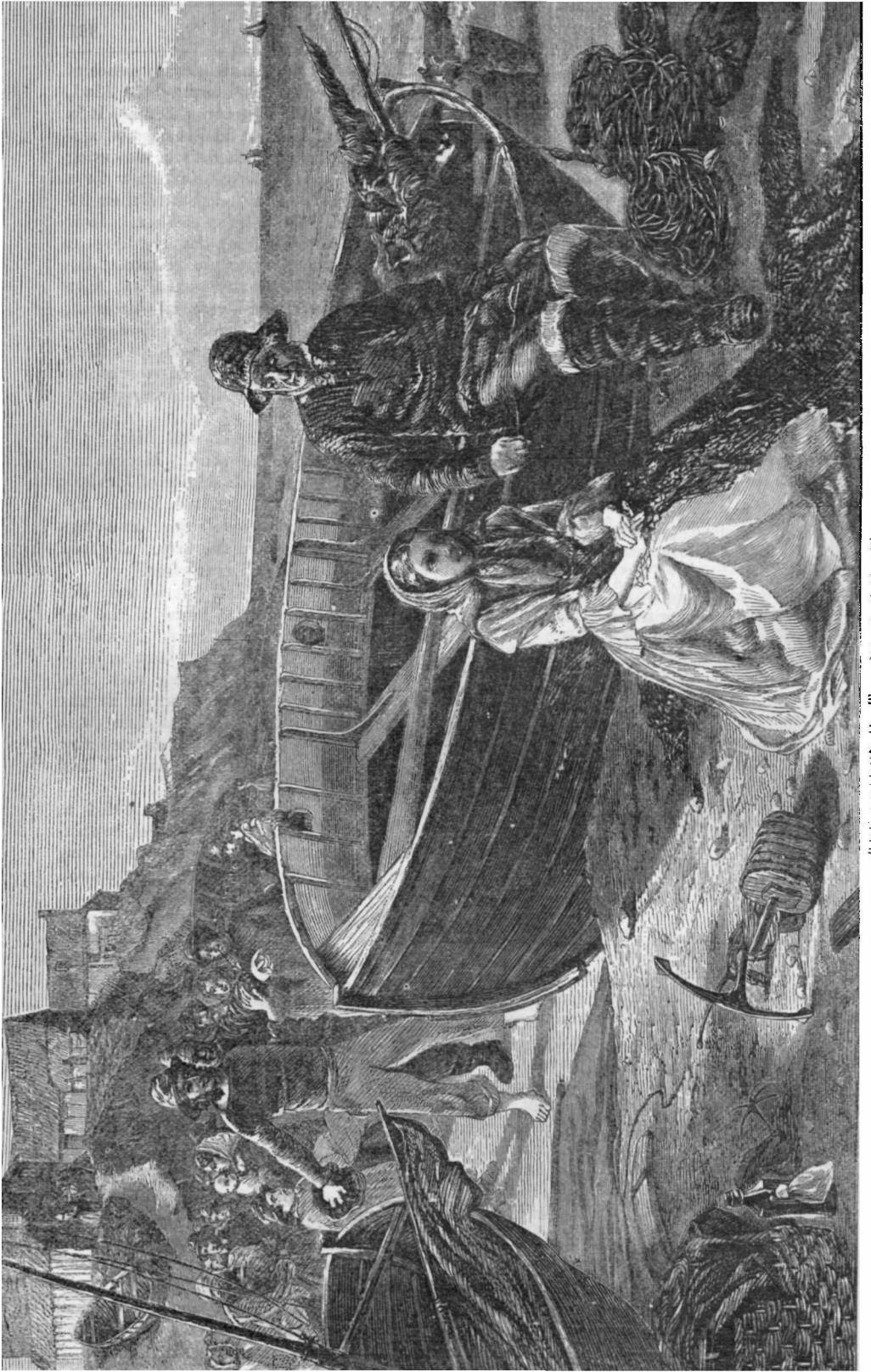
From this close partnership, added to their family relationship and social brotherhood, the crew of the *Shamrock* had long been looked on as a happy crew indeed, and certainly an interesting one.

The storm raged with fearful violence all along the north and east coast of Scotland, causing the loss of scores of valuable lives, and the destruction of a great number of ships and fishing-boats.

We cannot help thinking, that if our fishermen continued to attend to the rise and fall of the barometer, and carried with them an aneroid, much of the loss of life that constantly attends storms would probably be prevented.

Young Herrick Methil, Mary's husband, had been as a son to Christopher Buckley, and there was not one of the people, either of his own craft or not of it, but liked him: he had a good name with all, and Mary had been counted a happy girl when she became his wife.

But this terrible storm—one that no frail vessel of the fishing fleet that had left their



THE RETURN OF THE MISSING CREW.

harbour two nights before could possibly hope to weather—had filled the village with dismay. Wives and mothers, sisters and daughters, might be seen on the beach at Buckie and other places, wringing their hands, and heard making sorrowful moans at every turn—some wandering on the highest points of the cliff, straining their eyes across the now quiet sea in lingering hope; some sitting despairingly at their doors, their little ones gathered round them. Such a clamour of grief there was, that Christopher, having done his best to try to comfort them, went off to his boat to pray for them, for it was too much for him to see so many broken hearts at once.

“Sure enough we’ve had no news of ’em, and likely it is we never shall no more! Well, who can say, the weeping may be turned into rejoicing, for the storm can do no more than He commands who sends it; but it would be a cruel thing to encourage them to hope. No, no! to get ’em to lie still and commit all to God, and to wait in patience to know His will—that would be the way to comfort; but it seems unfeeling when I say so.”

He had reached his boat before he saw poor Mary sitting beside it, her hands folded on her knees, and looking despondingly indeed.

At first he was startled and much pained to see her, for of all the stricken, he cared the most for her. She was the wife of his brave cordial friend, and so worthy of him, that as Herrick seemed as his son, Mary was to him as a daughter. He turned aside to brush off the tears from his rugged face, and then telling her of the two ends of a trouble, thought it best to leave her quiet. But he went blundering about his boat doing more harm than good, for every minute his head was up, and his eyes fixed on her; at last he threw down the tackle and seated himself on the boat side.

But what could he say? When he looked at her face full of the restfulness of a holy calm, he thought, “Now she is a perfect picture of them words, ‘kept by the power of God.’ She could no more look in that way if she tried in her own strength, than I could tell at this moment where our poor fellows are; and the danger of me speaking is, whether I shan’t disturb her, like shaking a full vessel. I’d best be silent.”

But Kit found silence difficult; it seemed unfeeling. So he steered between speaking and silence by trying to sing. She might take as much as she liked of his song, without being obliged to speak in reply; he

was comforted by this happy thought, and began:—

“From ev’ry stormy wind that blows,  
From ev’ry swelling tide of woes,  
There is a calm, a sure retreat—”

Mary did not answer, but he saw large tears upon her cheeks, and her face quivered slightly. She seemed as if she could not venture to look at him.

“Mary, my girl, you’ve got the trouble by the right end, I believe,” he said, again brushing off the tears that Mary’s had brought into his own eyes. “Well, I’m not far from my threescore and ten, and I’ve had my trials in my day, but I never grieved for one of ’em as I do for this of yours, and good reason when it’s my own too. Don’t think, my girl, I’d be so hardhearted as to comfort you. I know your heart and its sorrow better than that; but Mary dear——”

Here he was silent, for a distant hum of sounds struck on his practised ear. He looked aghast with agitation, and trembled as he glanced from her over her shoulder, carefully avoiding to excite her attention while he did it.

“And, after all, Mary,” he said, clearing his voice, “you know the Lord’s ways are so wonderful. No storm can do work beyond His command.”

Mary was silent; but the expression of her face became rather agitated and reproachful, as if to say, “Why wake false hopes?”

“Now, if I was to give my opinion, Mary,” said Kit, having taken another sight over his shoulder, “I should say that the storm of Saturday, the 22nd October, 1864, was worse with us than further out; and though it’s late—yes, it’s late—I’m ready prepared to see our poor fellows come in—a little the worse for a longer voyage than they reckoned for, but heart whole—that storm kept ’em out, Mary, but it never damaged our Herrick, I’m sure of it.”

Old Kit said this so confidently, having had a most satisfactory survey of the beach, that Mary’s eyes were turned towards him with a bewildered look of wonder and inquiry.

“I expect to see ’em, Mary, that’s what I do; I shall see ’em; you shall see ’em too; for the life-boat has gone out to be ready to help them if need be; and you know that the presence of the life-boat gives men like Herrick fresh courage, for she is a messenger of mercy.”

“Bless the life-boat!” said Mary, “and

may it help to bring my Herrick home to me!"

But Kit had done his part, the hum had become louder, and proclaimed its cause. A strange smile, almost ghastly, passed over Mary's face; she gazed imploringly at Christopher.

"Now for hallelujah!" said he, as, gently holding her arm, he led her a step or two onwards where the scene on the beach was plain to view.

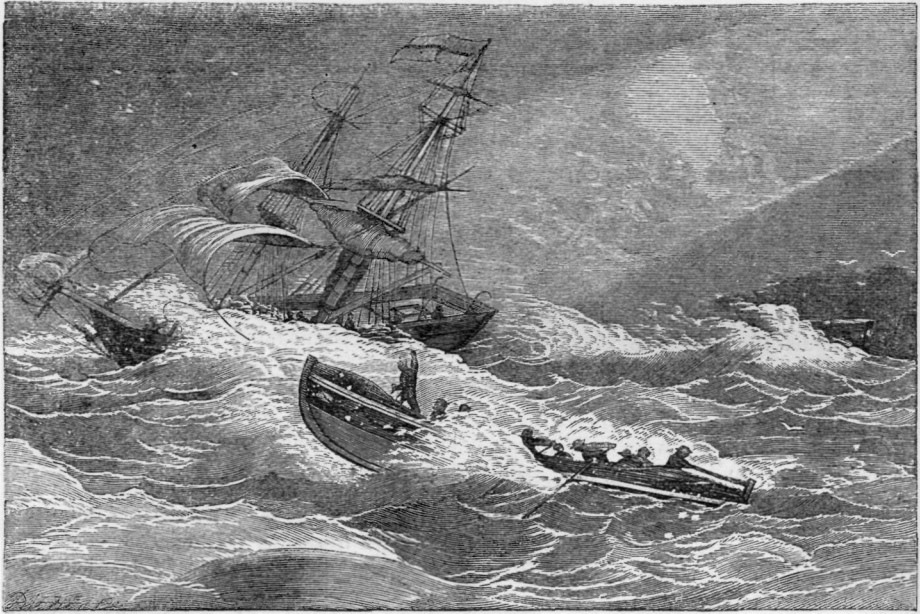
There were wives half frantic with joy, the whole village thronging round the wel-

come wanderers; and soon peals of joyful acclamation rent the air.

Mary saw all dimly—all but one; Herrick, cautiously advancing, lest he should overwhelm her with too sudden a joy; and her overwrought heart and agitation justified Christopher's remark, "that she got into trouble better than she got out of it."

That evening was one of general rejoicing; and thus the shortest sorrows and the longest joys belong only to them who know how to pray, and, therefore, how to praise.

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



MARYPORT, CUMBERLAND.—On the 17th April, 1866, information was received, during a strong gale from W.S.W., that a schooner was on shore on Dub Mill Scar, about eight miles E N.E. of this place, with a flag of distress flying. In a very short time the *Henry Nixon* life-boat was afloat, and proceeded under canvas through the heavy surf to the vessel. On arriving near the spot, the anchor was let go to windward, and the life-boat dropped down alongside the vessel, which was found to be the *Treaty*, of Goole, over which the sea was making a clean breach. A portion of the life-boat's crew then boarded

her. Soon afterwards one of the vessel's cables parted, and the coxswain immediately slipped the other, and, after great exertion, she was safely taken, with her crew of 4 men, into Silloth. The life-boat was reported to have behaved admirably on the occasion.

This was her first service since she came on the station. The cost of the life-boat was the gift to the Institution of HENRY NIXSON, Esq., of Manchester, through the Manchester Branch.

PETERHEAD, N.B.—On the 24th March, during a gale of wind from the S.E., the



brig *Providentia*, of Svelvig, near Drammen, while running for the South Harbour, struck on the rocks near the entrance. As soon as the vessel was seen making for the land, the *People's Journal* No. 1 life-boat was immediately launched, and proceeded to the mouth of the harbour, to be in readiness. As soon as the vessel struck, the life-boat was pulled out, and getting under her lee, took off her crew of 8 men, afterwards landing them safely. The brig subsequently became a total wreck. The life-boat was reported to have behaved admirably on the occasion.

FERRYSIDE, CARMARTHEN BAY.—During a strong wind from N.W., on the 17th June, the ship *Mary Roe*, of Quebec, struck on the Cefn Sidan Sands, about seven miles from this place. As soon as information of the disaster was received, the *City of Manchester* life-boat was launched, and proceeded to the rescue of the vessel's crew. On arriving alongside, the crew of 7 men were found preparing to leave in their boat, and the life-boat thereupon towed the ship's boat safely to land through a heavy ground sea. The vessel afterwards became a total wreck.

On the 8th January, during a strong westerly wind and heavy sea, a vessel was seen on shore on Carmarthen Bar with a signal of distress flying from her mast-head. The *City of Manchester* life-boat was quickly launched; and, on approaching the wreck, found her hull completely under water, and only the foremast standing. The mainmast, with all the gear attached, was washing about in confusion. There were 2 men clinging to the foremast-head. After several attempts, owing to a heavy cross sea, the life-boat succeeded in grappling the fore rigging on the port side, and took on board the 2 men in a very exhausted state—afterwards landing them in safety. The vessel proved to be the schooner *Gem*, of Hull. She had struck about midnight, and almost immediately filled with water. The crew then lashed themselves to the cross-trees, but the captain, his wife, and 2 of the men were unhappily drowned during the night in their lashings; and when daylight came, the survivors cut the lines, and allowed the bodies to fall off, as they were fearfully mangled.

FRASERBURGH, N.B.—On the 4th August a severe gale from N.N.W. burst over this

coast, and the fishing fleet, which did not return the previous evening, when the weather became threatening, was caught in the gale. The lugger *Betsey Ann*, of Port Gordon, N.B., while working up in the height of the gale, lost all her sails in a squall, and being embayed and driven to leeward, hoisted signals of distress. The *Havelock* life-boat was thereupon at once launched, and fortunately succeeded in rescuing the crew of 5 men from the lugger, when she was within a short distance of a dangerous reef of rocks, towards which she was driving rapidly. The life-boat was reported to have behaved nobly on the occasion.

LYTHAM, LANCASHIRE.—Early on the morning of the 4th August, during a heavy gale from the W.S.W., the *Wakefield* life-boat at this place went off in reply to signals of distress from a vessel which was reported to have struck on the Salt house Bank. On the bank being neared, however, the vessel was observed standing away to the northward, having been favoured by the backing of the wind. At this time a French brigantine, the *Jeune François*, of Nantes, was observed running in with a flag of distress flying, and the life-boat at once proceeded to her assistance. With the aid of some of the life-boat men, the vessel was brought to a comparatively safe anchorage.

BLAKENEY, NORFOLK.—On the 12th August, during a strong wind from the N.E., a pilot coble was seen in distress off this place, the crew being afraid to cross the bar in the very heavy sea running at the time. The *Brightwell* life-boat quickly went to their assistance, and, after taking off the crew of 3 men, towed their craft safely over the bar.

On the 1st January, the sloop *Emma*, of Portsmouth, was seen near this place during very bad weather with a signal of distress flying. The *Brightwell* life-boat was dragged as soon as possible across the sands some distance, and then launched in a very heavy sea; and, on reaching the vessel, they found she was riding in great danger close to the broken water about a mile to the west of the harbour. The life-boat anchored to windward, and dropped down to the sloop, the crew of which were preparing to leave her, which in the state of the sea at the time would have been attended with great danger, as their boat would scarcely have had any chance of living. The life-boat put some men on

board the sloop, and hauled her off by the life-boat's anchor, her own cable being jammed between the bitt and the windlass. A steam-tug was then signalled for, and the vessel was safely towed into harbour.

WEXFORD, IRELAND.—On the 9th April, during a strong easterly wind, the smack *Shamrock*, of Wexford, was seen to strike on the north end of the Dogger Bank, and to hoist signals of distress. The *Civil Service* life-boat was quickly launched, and on nearing the spot, found that the crew, of 6 men, after using every effort to save the smack, were preparing to abandon her. The life-boat was then pulled into the broken water, and placed as near as possible to the wreck. The crew then jumped from the vessel and were caught in the arms of the life-boat men. The smack soon afterwards entirely disappeared.

On the 19th October, the same life-boat put off, during stormy weather, to the rescue of the crew of a vessel which was observed to be stranded on the Long Bank. On arriving alongside, they found that the only persons on board the vessel were a Coastguard officer and 4 of his men, her own crew having abandoned her. The Coastguardmen had lost their own boat while boarding the wreck. They were rescued by the life-boat, and placed on board the steam-tug *Ruby*, which had then arrived. The life-boat men afterwards returned to the vessel, and subsequently assisted in bringing her into port. She proved to be the barque *Voluna*, of Liverpool, bound from Glasgow to Valparaiso.

On the 27th December, during a heavy gale of wind, the *Civil Service* life-boat went off, and brought safely ashore 9 men from the Dogger Bank. They had been employed there by the Wexford Harbour Commissioners, and were unable to reach the shore in their own boat, owing to the violence of the gale that had sprung up.

PORTRUSH, IRELAND.—During a strong gale from the N.W., on the 11th November, the schooner *Margaret Caldwell*, of Portrush, was at anchor in the Skerries Roads, when the barque *Coriven*, of Londonderry, running for the same anchorage, got foul of her, and carried away the jibboom and cutwater. Both vessels commenced to drag, and the schooner showed signals of distress. The life-boat *Zelinda* was thereupon promptly launched, and, on arriving alongside the vessels, found that their anchors had

fouled. The life-boat put some of her crew on board the barque, and assisted in hauling up the chain cable from the locker, as the crew of the barque were unfit for the work, being quite exhausted. The life-boat rendered other efficient help to the barque, and then boarded the schooner, and at the request of her crew of 6 men, the boat brought them safely to land, after having secured the vessel as well as possible. The scene on shore, when the schooner was observed to be dragging her anchors, and drifting on a lee shore, was very exciting, as the master and all the men belonged to Portrush—the cries of their wives, mothers, and sisters being heartrending in the extreme.

APPLEDORE, NORTH DEVON.—On the night of the 23rd February, a vessel was observed on shore inside the South Tail Sandbank, Bideford Bay. The wind was blowing a gale at the time from W.N.W. The *Hope* life-boat was promptly launched, and proceeded towards the wreck, and, on nearing her, met the crew, 10 in number, in their own boat. The life-boat took them in tow, and brought them safely through the breakers, and landed them at Appledore. Owing to the heavy sea running, the men would certainly have been lost had not the life-boat providentially gone to their aid. The vessel proved to be the brig *Altivo*, of Lisbon, bound from London to Cardiff in ballast.

WINTERTON, NORFOLK.—Early on the morning of the 9th March, signals of distress were seen burning in the direction of the Cross Sand. The alarm was at once given, and the Winterton life-boat was conveyed along the beach and launched; but the wind and sea were so strong, that the boat was knocked broadside on to the beach again. She was launched a second time, and fortunately succeeded in reaching the vessel, which was found on her beam ends with her crew of 10 men in the rigging. With great difficulty they were got on board the life-boat, the sea all the time breaking completely over both vessel and boat. The brig proved to be the *Mazurka*, of Dundee, laden with coals.

DUNDALK, IRELAND.—On the night of the 23rd March, during a heavy gale of wind from S. to S.S.E., the barque *Julia*, of Liverpool, struck on the Brig Hill Bank, in Dundalk Bay. At daylight her signals of distress were seen from the shore, and the



Dundalk life-boat was quickly launched, and succeeded in rescuing 9 of the crew, one man having been washed overboard and drowned during the night. The nine poor fellows were in a most exhausted state, and had to be dragged into the life-boat, one of the crew of which was half drowned while assisting the men into the boat. More than one of them exclaimed, "God bless the life-boat!"

BALLYCOTTON, IRELAND.—On the 23rd March, the ship *Alarm*, of Belfast, was driven into Ballycotton Bay, during a strong gale of wind, and came to anchor under shelter of the island. As the gale increased, however, she dragged her anchors and drifted towards the northern side of the Bay. She was brought up again at a short distance from a reef of rocks near the beach at Ballycreeen. A boat was then lowered, but was immediately swamped. In the meantime the Ballycotton life-boat had been launched, and was now gallantly working her way to the vessel, over which the sea was making a clean breach. On nearing the ship a rope was conveyed on board from the life-boat, and 6 of the crew were thus drawn through the surf into the boat. The last of these was scarcely clear of the ship, when the main and mizenmasts fell fore and aft along the deck, and the spars went over the quarter within a few feet of the life-boat. Five other men were rescued shortly afterwards, and the 11, exhausted by fatigue and cold, were brought safely ashore in the life-boat. The gale moderated during the next day, and the vessel having fortunately held by her anchors, she was eventually towed into Queenstown.

BROUGHTY FERRY, DUNDEE.—During a strong gale from the S.S.E. on the 30th November, it was reported that the schooner *Tay*, of Dundee, was on shore on the Gaa Sand, at the mouth of the Tay. The *Mary Hartley* life-boat was thereupon at once launched, and taken in tow of the passage-steamer *Auld Reekie* to the edge of the bank. After great difficulty, there being a considerable sea on the bank, the life-boat succeeded in rescuing the crew of 5 men, and afterwards landed them safely.

FLEETWOOD, LANCASHIRE.—On the 7th December, during a fearful gale of wind from W.S.W., the *Edward Wasey* life-boat went off, and brought safely ashore the crew of 12 men and a pilot from the Norwegian barque *Inga*, which was at anchor, in a dis-

masted state, near the Danger Patch. On the following day, the weather being more moderate, the life-boat put the crew on board the vessel again, which was subsequently taken in tow by a steam-tug, and brought into Fleetwood with the loss of her anchors, which could not be weighed on account of the heavy sea.

PORTHLEVEN, CORNWALL.—On the 5th December, the weather being thick, and a strong wind from W.S.W. blowing, a barque was observed in the bay, apparently making for the land. As soon as her dangerous position was seen, the *Agar Robartes* life-boat put off, through a very heavy sea, to the vessel's assistance. On arriving alongside, some of the life-boat's crew boarded her, and, at the request of the captain, proceeded with the vessel to Falmouth. She proved to be the Russian barque *Salmi*, bound from Shields to Civita Vecchia, with coals. The master had lost his reckoning, as the weather had been thick for some days past.

#### SUMMARY OF THE

#### MEETINGS OF THE COMMITTEE.

THURSDAY, 6th December, 1866. 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.

Also the Report of Captain WARD, R.N., the Inspector of Life-boats, of the 30th Nov., on his recent visit to the following places:—Blyth, Cullercoats, Tynemouth, Boulmer, Rochdale, Liverpool, New Brighton, Swanage, and Chapman's Pool.

Also the Report of Captain D. ROBERTSON, R.N., the Assistant-Inspector of Life-boats, of the 22nd Nov., on his visit to Teignmouth, Torquay, Brixham, Barnstaple, Ilfracombe, St. Ives, Far, and Fowey.

Read letter from SAMUEL COLLINSON, Esq., Hon. Sec. of the Nottingham Branch, of the 1st Nov., forwarding a sum of 452l. he had collected in that town to pay for a life-boat to be named the *Robin Hood of Nottingham*. T. F. GIMSON, Esq., of The Park, Nottingham, had contributed 200l. of that amount, and it was the wish of that gentleman that the boat should have the above name, as he took great interest in the local Volunteer Corps bearing that title.—*To be thanked, and decided that the life-boat be stationed at Boulmer, Northumberland.*

Produced a Copy of the Will of the late HENRY JOHN RADCLIFFE, Esq., of Eastbourne, in which he bequeathed the residue of certain trust moneys, after payment of various legacies, to be equally divided between the NATIONAL LIFE-BOAT INSTITUTION and the Shipwrecked Mariners' Society.

Reported the receipt of the following contributions:—199l. 15s. 11d. additional from the Glasgow Branch, per Capt. SMALL, of the Examiner's

Office, Custom House, including 100*l.*, being the legacy of the late GRAHAM GILBERT, Esq., of York-hill; 45*l.* additional from the Greenock Branch, per E. MAXWELL, Esq.; 50*l.* from the Ryde Amateur Musical Society, being the proceeds of a concert, on the 13th Sept., in aid of the Isle of Wight Life-boat Stations, per AUGUSTUS F. LEEDS, Esq.; 5*l.* from the Ship's Company of H.M.S. *Pylades*, per JOHN GRAY, Esq., being part of balance of Accident Fund; 500*l.*, legacy of the late Mrs. STORY, of Kensington, to defray the cost of a life-boat to be named the *Mary Ann*; 100*l.* legacy of the late SAMUEL TRAVIS, Esq., of Cheltenham; 18*l.*, legacy of the late WILLIAM PEARSON, Esq., of York.

Read the following letter from the Rev. E. S. CORRIE, Vicar of Maplestead, Essex:—

"*Vicarage, Maplestead, Halstead, Essex,*  
"Nov. 27th, 1866.

"DEAR SIR,  
"I beg to enclose a cheque for 6*l.* 7*s.* towards the funds of the ROYAL NATIONAL LIFE-BOAT INSTITUTION on the part of my poor boy, whose contributions you have more than once received, but which you will receive no more.

"He died on the 30th of last month, after five years of sickness, at the age of eleven years and ten months.

"His interest in your Society continued to the last. He had collected 12*l.* 7*s.* from different friends before his death, in the same manner as he had made his former collections. When he found his end approaching, he made his last disposition of his little possessions; and when I told him he had a little money in the Savings' Bank, and asked how he would like it disposed of, he at once caught at the idea that he should leave 5*l.* as a parting gift to the Life-boat Institution.

"In memory of my poor dear boy I shall wish to subscribe 10*s.* 6*d.* annually to the funds of the Society.  
"I am, &c.,  
"E. S. CORRIE.

"To the Secretary of the  
NATIONAL LIFE-BOAT INSTITUTION."

Decided that Mr. Corrie's letter be acknowledged, and that a Photograph of the Life-boat of the Institution going out to a wreck, with a suitable inscription at foot, be presented to him in memory of his lamented son.

Reported the transmission to their stations of the Fowey, Mundesley, Chapman's Pool, and Ilfracombe new life-boats. In all cases the Railway Companies had, as usual, given a free conveyance to the boats over the lines.—*To be thanked.*

Ordered that the thanks of the Institution be given to the following gentlemen on their retiring from the office of Hon. Secretaries of the following three different Branches of the Institution:—ALEXANDER MUNRO, Esq., Banff; G. B. M. BEATSON, Esq., Fraserburgh; and P. H. HUME, Esq., Dunbar.

Reported that the Secretary, Mr. LEWIS, had delivered a Lecture on the Life-boat and its Work, at the Union Chapel Sunday School, Islington, on the 20th Nov.

Also that Mr. S. B. TAYLOR had recently delivered Lectures on the Life-boat at Belfast and Londonderry.

Read letter from Mr. E. P. BONNESSEN, boat-builder, of Copenhagen, stating that he had built there a life-boat on the plan of the Institution.—*To be acknowledged.*

The Committee expressed their sincere regret at learning of the lamented death of Capt. T. HEARD, R.N., who for many years had cordially and zealously co-operated with them in Sunderland.

Paid 4,904*l.* 3*s.* 3*d.* for sundry charges on various life-boat establishments.

Voted two Silver Medals, and 249*l.* 14*s.* 6*d.*, for various services rendered by the life-boats of the Society, and by shore-boats, to several wrecks, the particulars of which will be found detailed in the Annual Report of the Institution published in April last.

Thursday, 3rd January, 1867. 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.

Approved of a draft of a letter to General Sir Wm. KNOLLYS, K.C.B., inviting His Royal Highness the PRINCE OF WALES to take the Chair at the Annual Meeting of the Institution.

Also of a draft of the Annual Financial Statement of the Institution to the 31st ult., and ordered the account books of the Institution to be sent to Mr. G. C. BEGGIE, public accountant, that they might be audited as usual.

Read and approved the Report of the Inspector of Life-boats to the Institution, on his visits to the Rye, Lyme Regis, and Looe life-boat stations.

Also the Report of the Assistant-Inspector, on his visit to Edinburgh, Glasgow, Ardrossan, Irvine, and Stranraer.

Read letter from the Rev. TEIGNMOUTH SHORE, of the 20th and 27th ult., forwarding on behalf of Messrs. CASSELL, PETER, AND GALPIN, a cheque for 228*l.* 8*s.* 8*d.*, and stating that 150*l.* of that amount had been collected on behalf of a "Working Man's" Life-boat. Messrs. CASSELL, PETER, AND GALPIN hoped the Institution would be able to meet the wishes of the contributors to name a life-boat the *Working Man*, and to station the same on the Scotch coast.—*To be acknowledged.*

Reported the transmission to their stations of the Lyme Regis, Tyrella, Port Logan, New Brighton, and Looe new life-boats during the past month, the several Railway and Steam Packet Companies giving, as usual, a free conveyance to the boats.—*To be thanked.*

Public demonstrations had taken place at Lyme Regis, Edinburgh, Glasgow, and Looe with the boats, and had been very successful.

Reported also the receipt of the following special contributions:—Manchester Branch, per ROBERT WHITWORTH, Esq., 80*l.*; Edinburgh and Leith Branch, per G. MATHESON, Esq., 90*l.*; JOSEPH LEATHER, Esq., on account of the New Brighton new life-boat, 150*l.*; Miss BRIGHTWELL, in aid of the loan to the Blakeney Life-boat House, 40*l.*; portion of *Offertory* on Advent Sunday at Ince Church, near Chester, per the Rev. C. C. SHARPE, 3*l.*—*To be severally thanked.*

Reported the receipt of 350*l.* from the Solicitors' and Proctors' Life-boat Fund, through F. OUVRY, Esq., and W. M. WILKINSON, Esq.—*To be thanked.*

Decided that the life-boat be sent to Winchelsea in lieu of the present boat on that station, which required to be replaced.

Read letter from Mr. THOMAS DAVIS, of Chippenham, of the 26th ult., stating that he had collected in the West of England 268*l.* 1*s.* in aid of a life-boat to be presented to the Institution, and to be called the *Western Commercial Traveller*.—*To be thanked.*

Decided that the life-boat be stationed at Cadwith, on the Cornish coast.

Reported that the Secretary had attended the annual meeting of the Manchester Branch of the Institution. The chair was taken by B. WHITWORTH, Esq., M.P. The whole proceedings were of a very satisfactory and encouraging character.

During the past year the Branch had sent to the Institution upwards of 1,600.

Produced an extract from the will of the late Miss JESSIE MILLER LAING, of Abergele, in which she bequeathed 50*l.* to the Institution. Also by the late Mrs. MARY CLARKE, of South Lynn, Norfolk, 30*l.*

Read letter from the English Commissioners of the Paris Universal Exhibition, of the 28th ult., suggesting that the Institution might exhibit there a full-sized life-boat, and stating that they would undertake to prepare a shed in the grounds for its reception.

Decided that a large life-boat, fully equipped, and mounted on a transporting carriage, be sent to the Paris Universal Exhibition, and that the Inspector of life-boats visit Paris to make the necessary arrangements.

The Secretary of the French Shipwreck and Life-boat Society had also promised every co-operation to the Institution in the event of its sending a life-boat to the Exhibition.—*To be thanked.*

Ordered the thanks of the Institution to be presented to Dr. A. L'ESTRANGE on his retirement from the office of Hon. Sec. of the Arklow Branch of the Institution.

Read letter from Messrs. FORREST AND SON, of the 1st inst., stating that the two life-boats built by them on the plan of the Institution for the India Board would be ready for survey on Wednesday, the 2nd idem.—Reported that the Inspector and the Surveyor of Life-boats had passed the boats.—*Approved.*

Paid 2,831*l.* 3*s.* 2*d.* for sundry charges on various life-boat establishments.

It was moved, seconded, and carried unanimously, that the best thanks of the Committee be given to THOMAS CHAPMAN, Esq., F.R.S., V.P., for his able conduct in the Chair during the past year, and for the continued important assistance he rendered to the Society.

Also to Sir EDWARD PERROTT, Bart., V.P., for his zealous and valuable co-operation as the Chairman of the Sub-Committees of the Institution in the same period.

Voted 17*l.* 5*s.* to pay the expenses of the Whitburn life-boat in putting off in the face of a heavy sea and strong S.E. wind, in reply to signals of distress from the barque *Margaret and Jane*, of South Shields, which had become a total wreck on the Whitburn White Steel Rock, and rescuing the crew of 8 men, on the 30th Nov.

Also 14*l.* 5*s.* to pay the expenses of the same life-boat in again putting off on the 1st Dec., in a strong wind, in reply to signals of distress, and bringing safely ashore the crew of 13 men of the barque *Caroline Elizabeth*, of London, which had gone ashore on the Whitburn Steel Rock.

Also 8*l.* 2*s.* 6*d.* to pay the expenses of the Fleetwood life-boat in bringing safely ashore the crew of 12 men and a pilot from the barque *Inga*, of Kragero, which, during a heavy gale of wind, was in distress near the Danger Patch Sands on the 7th December.

Also 10*l.* to pay the expenses of the Orme's Head life-boat in putting off during a gale of wind from the N.N.W. on the 7th Dec., in reply to signals of distress from the smack *Cymro*, of Amlwch, which was in a dangerous position in Llandudno Bay, and bringing safely ashore the captain of the smack and his son, who at the time were the only persons on board.

Also 9*l.* 17*s.* to pay the expenses of the Withernsea life-boat, in putting off in reply to signals of distress, and bringing safely ashore the crew of 6 men of the brig *George*, of Lowestoft, which during squally weather was in a dangerous position off Withernsea, on the 12th Dec.

Also 16*l.* 2*s.* to pay the expenses of the Pakefield life-boat, in going off in tow of a steam-tug to the assistance of the crew of the lugger *William and Mary*, of Yarmouth, which during a fresh wind from the S.S.W. was wrecked on the Barnard Sand on the 12th ult. The life-boat was the means of taking two of the men off the wreck, but one of them unhappily died immediately after being placed in the life-boat.

Also 12*l.* 18*s.* to pay the expenses of the *Civil Service* life-boat, at Wexford, in going off during a gale of wind, on the 27th Dec., and bringing safely ashore 9 workmen who had been employed by the Wexford Harbour Commissioners on the Dogger Bank, and who were endeavouring to reach the shore in their own boat at great risk to themselves.

Also 9*l.* 5*s.* to pay the expenses of the Whiby life-boat in saving 5 persons from the schooner *Lion*, of Goole, which during a gale from the E.N.E. had stranded on Whiby Sands on the 31st Dec.

Also 9*l.* 2*s.* to pay the expenses of the Llanddwyn life-boat, in putting off during a heavy gale on the 30th ult., and bringing safely into port the brigantine *Zillah*, of Liverpool, and her crew of 8 men, in distress, off Llanddwyn on the 30th ult.

Reported the services rendered by the Caister life-boat, in putting off during squally weather on the 28th Dec., in reply to a signal light of distress from the brig *Kelpie*, of London, which was on the Barber Shoal. After staying by the vessel all night, they succeeded in getting her off the shoal, and with the assistance of a steam-tug, took her and her crew of 8 men safely into Yarmouth harbour.

Voted 53*l.* 4*s.* to pay the expenses of the life-boats of the Institution at North Berwick, Porthleven, Holyhead, Penmon, Portmadoc, Rosslare, Penarth, and Filey, in either assembling or going off, during the late stormy weather, in reply to signals of distress from vessels which did not, however, ultimately require the services of the life-boats.

Also the Vellum Thanks of the Institution to Mr. J. LISTER, of Seaton Carew, and 10*s.* each to his boat's crew of 5 men, for putting off in a Trinity House boat, in tow of a steam-tug, during a light wind from the N.W., and bringing ashore 2 men from the steam-sloop *Wrecker*, of Newcastle-upon-Tyne, which was in distress at the entrance to the Tees, on the 8th Dec. A grant of 10*l.* was also made to the parents and widow of a man named GEORGE COWELL, who unfortunately perished through the capsizing of the boat in which he had gallantly put off to the assistance of the sloop on the above occasion.

Also 10*l.* to the crew of the Scratby life-boat, for putting off during a strong W.N.W. wind, and saving the lives of 5 persons from the schooner *Active*, of Buckie, which had sunk about a quarter of a mile from the Cockle Sand, on the 27th Dec.

Also 7*l.* 10*s.* to 13 men for wading into the surf, at Scarferry, N.B., during a strong wind from the N.W., and effecting a communication with the brigantine *Gulverna*, of Liverpool, by which means the lives of 5 persons were saved on the 3rd Dec. last.

Also 5*l.* to ROBERT WOODWARD, commissioned boatman of the Lelant detachment of H.M. Coastguard, St. Ives division, who, while assisting to haul up the Hayle life-boat, on the 3rd Dec., met with an accident to two of his fingers through the slipping of the hauling-up rope of the life-boat on the occasion.

Also 1*l.* as an additional reward to J. SMALLRIDGE, the coxswain of the Braunton life-boat, in

acknowledgment of the valuable services he rendered while acting as pilot to the steam-tug *Ely*, on the occasion of the wreck of the *Wool Packet*, on Bideford Bar, on the 21st Sept. last.

Special Meeting—Thursday, 17th Jan. THOMAS BARING, Esq., M.P., F.R.S., in the Chair.

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

The Deputy Chairman stated that the recent disastrous gales on our coasts, the services rendered by the life-boats of the Institution, the public attention which had been attracted to the same, and the services rendered by the Rev. CHARLES COBB, of Dymchurch, in saving life, had induced him to suggest that this Special Meeting of the Committee might be convened.

Several Members of the Committee expressed their concurrence.

Read letter from General Sir W. KNOLLYS, K.C.B., of the 12th inst., stating that His Royal Highness the PRINCE OF WALES had graciously consented to take the Chair at the forthcoming Annual Meeting of the Institution, on the 28th Feb. Decided that His Royal Highness be specially thanked through Sir WILLIAM KNOLLYS.

Read also letter from the Lord Mayor, of the 16th idem, stating that he had pleasure in placing the Egyptian Hall at the disposal of His Royal Highness for the Meeting.—*To be thanked.*

Read and approved the Inspector's report of his recent visits to the Life-boat Stations at Dungeness, Lyme Regis, Exmouth and Teignmouth.

Decided that a new life-boat, 36 feet long, with 9½ feet beam, be placed at Redcar, in lieu of a smaller boat on that station.

Voted 27*l.* 18*s.* 4*d.* to pay the expenses of the unmentioned life-boats of the Institution in going off during heavy gales of wind, and saving the crews, consisting of 95 persons, from the following distressed vessels since the 1st of Jan.:—

Brig *Chase*, of Shields, 5 men saved by Palling life-boat.

Sloop *Emma*, of Portsmouth, 3 men and vessel saved by Blakeney life-boat.

Schooner *Mary Tatham*, of Chester, 4 men saved by Moelfre life-boat.

Sloop *Shamrock*, of Liverpool, 3 men saved by Wicklow life-boat.

Smack *Oliver Lloyd*, of Cardigan, 3 men saved by Cardigan life-boat.

Smack *Turtle Dove*, of Aberyswith, 3 men saved by Cardigan life-boat.

Schooner *Salome*, of Brixham, 6 men saved by the Penzance life-boat.

Schooner *Selina Ann*, of Looe, 5 men saved by the Penzance life-boat.

Schooner *Heiress*, of Teignmouth, 6 men saved by the Penzance life-boat.

Ship *John Gray*, of Glasgow, 13 men saved by the Penzance life-boat.

French schooner *Anemone*, 5 men saved by the Tramore life-boat.

Brig *Emanuel Boucher*, of Whitby, 6 men saved by the Tynemouth life-boat.

Brigantine *Seraphin*, of Dunkirk, 8 men saved by the Pembrey life-boat.

Lugger *Espoir*, of Nantes, 6 men saved by the Pembrey life-boat.

Brig *Antares*, of Greiffswald, 1 man saved by the Poole life-boat.

Smack *Coronation*, of Bideford, 4 men saved by the Cardigan life-boat.

Schooner *Teazer*, of Ipswich, 1 man saved by the Plymouth life-boat.

Schooner *Gem*, of Hull, 2 men saved by the Carmarthen Bay life-boat.

Schooner *Jeanne d'Arc*, of Nantes, 5 men and vessel saved by Swansea life-boat.

Smack *Noah*, of Cardigan, 2 men saved by the Wexford No. 2 life-boat.

Smack *Catherina*, of Barmouth, 4 men and vessel saved by Porthdinllaen life-boat.

It was reported that the Ramsgate life-boat had also saved 8 men from the schooner *Mizpah*, of Dartmouth, which during a fresh wind from the E.S.E. had stranded on the Goodwin Sands, on the 5th inst.; and 10 men from the barque *Aurora Borealis*, of Rebe, which during squally weather had run on the Goodwin Sands, on the following day.

Voted also 15*l.* 16*s.* 8*d.* to pay the expenses of the life-boats of the Institution at Kingstown, North Deal, Poole, Walmer, Kingsgate, Dungeness, Looe, Winchelsea, Lizard, Porthleven, Exmouth, St. Andrews, Cemlyn, Hayle, Llanely, Ayr, Teignmouth, and North Berwick, in either assembling or putting off during the recent heavy gales, in reply to signals of distress from various vessels which, fortunately, however, succeeded in getting out of their dangerous positions, and did not require the services of the boats.

Also the Gold Medalion of the Institution to the Rev. CHARLES COBB, M.A., in acknowledgment of his extraordinary and heroic exertions in wading into the surf, and saving, at the imminent peril of his own life, one of the crew who had taken refuge in the rigging of the lugger *Courrier de Dieppe*, of Dieppe, which was wrecked off Dymchurch in a gale of wind and heavy sea on the morning of the 6th Jan.

Also the Silver Medal of the Institution to Mr. JOHN BATIST, of H.M. Coastguard Service, who bravely helped Mr. COBB on that occasion.

Also the Silver Medal of the Institution, and a copy of its vote on parchment, to SAMUEL HIGGS, Jun., Esq., of Penzance, in acknowledgment of his intrepid services in the Penzance life-boat, in assisting to save 6 men from the schooner *Salome*, of Brixham; 5 men from the schooner *Selina Ann*, of Looe; and 6 men from the schooner *Heiress*, of Teignmouth, which during heavy gales of wind were wrecked in Mount's Bay on the morning and night of the 5th Jan., 1867.

Also the Thanks of the Institution on Vellum to NICHOLAS D. DOWNING, Esq., in testimony of his benevolent and prolonged exertions on the occasion of the Penzance life-boat performing those services.

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

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

Read letter from the Rev. RICHARD TYACKE, Honorary Secretary of the Padstow Branch, of the 6th inst., detailing a most lamentable accident that had occurred to the Padstow life-boat on that day. The boat, while proceeding to the aid of the crew of the schooner *Georgina*, of Boston, U.S., wrecked on the Doom Bar, was upset, and although she immediately self-righted, her crew were prevented from regaining her by the violence of the surf, and 5 out of 13 of them unhappily perished on the occasion, including Mr. DANIEL SHEA, Chief-Officer of Coastguard. This gallant officer had been off in the present and previous life-boats on every occasion they had been afloat, and had contributed in the two boats to the saving of 55 lives from shipwrecks. The other four brave men

had also never shrunk from their dangerous duties.

The Committee expressed their deep regret at the sad accident, and voted 210*l.* in aid of the fund for the relief of the widows and orphans of the deceased life-boat men, and also undertook to defray the expenses of the funerals of the drowned men. They also granted a reward of 3*l.* each, being a six-fold payment to the life-boat crew.

Approved of a draft of the Annual Report of the Institution and list of its officers for the current year.

Read and approved the Inspector's report of his visits to Blakeney, Sheringham, Norwich, Yarmouth, Lowestoft, and Pakefield.

Read letter from Capt. MAYNE, agent of the New South Wales Government, of the 29th ult., asking the Institution to superintend the construction of a life-boat on the plan of the Society for that Government.—*Agreed to.*

Reported the transmission of the Boulmer, Barmouth, Portmadoc, Courtmacherry and Winchelsea new life-boats to their stations. The railways and steampacket companies liberally took the boats free to their destinations.—*To be thanked.*

A public demonstration had taken place at Nottingham, with the Boulmer life-boat, on the way to its station.

Decided that a grant of 20*l.* be sent to the British consul at Calais, in aid of the fund being raised for the widows and orphans of the poor men who perished in the Shipwreck Society's life-boat, at Calais, while endeavouring to render assistance to the crew of a distressed French vessel off that place, on the 17th Jan. last.

Reported the receipt of the following additional contributions:—40*l.* from X. Y. Z.; 40*l.* from the Committee for conducting the Edzell Drawing of Prizes, 27th August, 1866, per PETER FORREST, Esq.; 26*l.* 5*s.* from E. BIRKBECK, Esq.; 100*l.* from the Earl of CARYSFORT; 20*l.* from JOSEPH GOFF, Esq.; 50*l.* from Lady CORTON SHEPPARD; 10*l.* from W. M'KERRELL, Esq.; and 29*l.* contents of Liverpool Custom-House Boxes, per W. P. GARDNER, Esq.—*To be severally thanked.*

Reported the recent decease of A. H. MONTGOMERY, Esq., the late Hon. Secretary of the Tyrella (Dundrum) Branch of the Institution. He had for some years past cordially and zealously co-operated with the Society.

The Committee expressed their sincere condolence with Lady MATILDA MONTGOMERY and her family in their sad bereavement.

The thanks of the Institution, inscribed on Vellum, were voted to W. STEVENSON, Esq., late Financial Secretary of the Great Western Railway Company, for his kind and valuable aid, under the instructions of the Directors, in affording, over its lines and their branches, every facility to the Institution to carry out its great and national work on the coasts of the United Kingdom.

The thanks of the Institution, on Vellum, were also ordered to be presented to the following gentlemen:—Mr. Alderman JESSOP, for assisting to collect the cost of the life-boat *Sheffield*, and to Messrs. WILKINSON and OUVRY, for collecting contributions in aid of the Winchelsea life-boat.

Decided that a life-boat station be formed at Mullion Cove, near the Lizard, where a fearful shipwreck took place on the 6th Jan. last.

The Wesleyan Methodists having collected the cost of a complete life-boat station, in memory of the late Rev. D. J. DRAPER, an able and zealous minister of that connexion in Australia, who unhappily perished in the ship *London*, in the Bay of Biscay last year, and who was a native of Cornwall, the *Draper* life-boat was ordered to be placed at Mullion Cove.

Paid 2,459*l.* 9*s.* 7*d.* for sundry charges on various life-boat establishments.

Voted 15*l.* to pay the expenses of the Caister life-boat in putting off during a very strong wind and rescuing the crew of 4 men and a boy from the schooner *Clyde*, of Yarmouth, which was in a dangerous position off Caister on the 16th Jan. last.

Also 14*l.* 1*s.* 6*d.* to pay the expenses of the Aberdovey life-boat, in putting off, on the 20th Jan., in reply to signals of distress from the schooner *Jane Ellen*, of Aberystwith, which, during a heavy gale of wind, had dragged her anchors off Aberdovey. The life-boat assisted, after remaining by the vessel all night, to take the schooner and her crew of 5 men safely into harbour.

Also 17*l.* 5*s.* to pay the expenses of the Whitburn life-boat in putting off during foggy weather, on the 24th Jan., and bringing safely ashore 6 men belonging to the brig *Benton*, of South Shields, which had become a total wreck on the Black Steel Rocks.

It was reported that the Winchelsea life-boat had put off during foggy weather, on the 23rd Jan., and assisted to save the barque *Marie Amelie*, of Quimper, which had gone ashore about three hundred yards west of the life-boat house.

Also 8*l.* 6*s.* to pay the expenses of the Southport life-boat in putting off during blowing weather and rescuing the crew of 2 men from the rigging of the sloop *Perseverance*, of Liverpool, which had sank on the Salthouse Bank on the 2nd Feb.

It was reported that the Great Yarmouth large life-boat was the means, during a gale of wind, of taking safely into Lowestoft Harbour the brig *Mary*, of Sunderland, which was observed near the Scroby Sand with her mainmast gone on the 16th Jan. It was also reported that the surf life-boat at Great Yarmouth was the means, on the 18th Jan., during a terrific gale of wind, of taking safely to Lowestoft, with the assistance of a tug, the barque *Chowdeans*, of Sunderland, which was in distress off Great Yarmouth.

Voted also 142*l.* 13*s.* 6*d.* to pay the expenses of the life-boats of the Institution at Porthleven, Cemlyn, Hayle, Great Yarmouth, Caister, Howth, Alnmouth, Boulmer, Teignmouth, Rye, Brightstone Grange, Lfracombe, Lytham, and Porthdilaen, in either assembling or putting off, during the recent heavy gales, in reply to signals of distress from various vessels, which fortunately, however, succeeded in getting out of their dangerous positions, and did not require the services of the boats.

Voted the Silver Medal of the Institution to Lieut. ELTON, R.N., and 1*l.* each to his boat's crew of 5 men, for putting off in a coastguard galley, during a heavy gale from the S.W., and saving 2 men from the schooner *Vulcan*, and 1 man from the schooner *Maria*, which were in dangerous positions on the beach near Lyme Regis on the 8th Jan.

Also the Silver Medal of the Institution to Mr. THOMAS M. REES, in acknowledgment of his gallant and skilful conduct in saving, at the risk of his life, by being lowered down some high cliffs, during the very dark and stormy night of the 5th Jan. last, 4 men from the schooner *Two Brothers*, of Holyhead, which was wrecked on the Pembrokeshire coast.

Also the Silver Medal of the Institution and 2*l.* to Mr. JAMES HARRINGTON, in acknowledgment of his gallant conduct in wading into the surf, and saving, at the risk of his life, 4 men belonging to the brig *Charlotte*, of Sunderland, which was wrecked during a strong gale from the N.E. on the East Scar, North Landing, Flamborough, on the 1st Jan., 1867. A reward of 10*s.* each was also granted to 2 men who assisted Mr. Harrington on the above occasion.

Also the thanks of the Institution to Inspecting Officer H. B. GAWLER, R.N., of the Ballyheige division of Her Majesty's Coastguard, and 10s. each to seven other men, for wading into the surf and saving the lives of 7 men from the boat of the brigantine *E. L. Lydiard*, of New London, which, during a storm, had become a total wreck on Banner Strand, about seven miles from Ballyheige, on the 8th Jan. last.

Also 12l. to the crews of the Kessingland life-boat and a pilot's lugger for saving 3 men and a boy from the schooner *Three Brothers*, of Paignton, Devon, which, during a gale from the W.S.W., had gone on the Barnard Sand, south of Pakefield, on the 16th Dec. last.

Also 4l. to eight men for rescuing 4 persons from the schooner *General Williams*, of Carrickfergus, Co. Antrim, which had become a total wreck on the south end of the Long Rock, about half-a-mile from Ballywalter, during a gale of wind, on the 1st Jan.

Also 3l. to three men for putting off in a small boat and saving the lives of 3 other men who had been capsized from their boat near the breakwater, at Porthcawl, in a strong wind and heavy sea, on the 28th Jan.

Also 3l. to the crew of the Fishermen's life-boat, at Whitby, for proceeding out on the 30th Dec., during a fresh wind and heavy sea, to the assistance of two Hartlepool pilot cobbles, which were observed making for Whitby Harbour.

Also 2l. to two men who, at the risk of their lives, dragged 2 other men, belonging to the barque *Thomas Humphreys*, of Liverpool, out of the water on to the rocks at Cemlyn on the 12th Jan.

Also 2l. 10s. to five men for putting off in a small boat and saving one of the crew of the brigantine *Julia*, of Exeter, which, during a gale from the S.E., had become a total wreck on the south-east end of the Pole Sand (Exmouth), on the 5th Jan.

Also that 1l. 5s. be given to 5 men for saving the lives of 5 other men who were capsized from the boat *St. Bridget*, of Passage East, during a squall of wind, on the 26th Dec.

Also a reward of 10s. to JOHN BAYDEN, of Weston-super-Mare, for saving the lives of 5 men who had been capsized from their boat near that place on the 20th Jan.

Thursday, 28th February.—The Annual General Meeting of the friends and supporters of the ROYAL NATIONAL LIFE-BOAT INSTITUTION was held this day in the Egyptian Hall of the Mansion House, by the kind permission of the Lord Mayor, His Royal Highness the PRINCE OF WALES, K.G., in the Chair.

The Prince having opened the Meeting with an admirable address on the important and national character of the operations of the Institution, the Officers of the Society for the current year were chosen.

The Secretary then read the Annual Report of the Committee.

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

The Resolutions will be found in the April number of the *Life-boat Journal*, page 269.

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

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

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

Read letter from General Sir Wm. KNOLLYS, K.C.B., of the 1st inst., transmitting, on behalf of H.R.H. the PRINCE OF WALES, a donation of one hundred guineas to the Institution, and expressing the thanks of the Prince to the Secretary, Mr. LEWIS, for the important assistance he afforded His Royal Highness on the day of the Annual Meeting of the Institution.

Decided that His Royal Highness be thanked for his munificent gift through Sir Wm. KNOLLYS.

Also that the thanks of the Institution be presented to the Right Hon. the LORD MAYOR of LONDON, for the use of the Egyptian Hall, in the Mansion House, for the Annual Meeting of the Institution.

The Committee also desired to express their approval of the able and satisfactory manner with which the Secretary of the Institution organized and carried out all the arrangements connected with the Annual Meeting.

Read letter from W. BANTING, Esq., of Kensington, of the 7th March, stating that his friend, the donor of 600l. to the Institution, at its annual meeting, approved of the gift being appropriated to the life-boat about to be sent to Buddonness, Dundee, and that it was to be named the *Eleanora*.—To be thanked.

Also from Capt. E. W. HARRIS, of Roehampton, of the 26th ult., approving of his gift of 420l. handed to the Society at its annual meeting, being appropriated to the Winterton life-boat, which he wished to be named the *Ann Maria*.—To be thanked.

Read and approved the report of the Inspector of Life-boats on his recent visits to Falmouth, Mullion, Lizard, Cadgwith, Porthustock, Porthalla, St. Mawes, Plymouth, and the Isle of Wight.

Also the report of the Assistant Inspector on his visits to Liverpool, Dublin, Courtmacherry, Queenstown, and Llandudno.

Ordered another safety fishing-boat, 45 feet long, to be built at Anstruther, for the use of the fishermen at that town.

Read letter from Mr. Sheriff WILSON, of Stonehaven, of the 27th ult., stating that the Committee of the Kincardineshire Life-boat Institution were prepared to place their station under the management of this Institution.

Decided that a Branch of the Institution be formed at Stonehaven, N.B., and that the life-boat establishment be completely renovated.

Also that a life-boat, 33 feet long, to row 10 oars, be stationed at Cadgwith, and that a boat-house be built for the same.

Also that a life-boat, 34 feet long, to row 10 oars, be stationed at Falmouth, and that a wooden house be constructed for the boat.

Reported the receipt of a legacy of 30l. less duty, bequeathed by the late Mrs. MARY CLARKE, of Lynn.

Also of a contribution of 100l. from the executors of the late THOMAS BOYS, Esq., of Hove, Brighton.—To be thanked.

Legacies had also recently been left to the Institution by the late Mrs. ANNE FRITH, of Deptford, 100l.; and the late JOHN ABRAHAMS, Esq., of Fairfield, Lancashire, 100l.

Reported the receipt of 105l. from SAMUEL MORLEY, Esq.; 97l. 13s. 10d. from the Torbay

Galé Fund, per J. KIRSON, Esq.; 57*l.* 4*s.* 1*d.* additional from the Commercial Travellers' Life-boat Fund, per W. BISHOP, Esq.; 40*l.* proceeds of a private ball held at the Hanover Square Rooms on the 24th Jan. last, per H. BOCKING, Esq., and J. WEBBER, Esq.; 20*l.* from the Sheerness Literary Institute, being proceeds of an entertainment given by the members, per T. W. PARRISH, Esq.; 17*l.* from a dramatic entertainment, per Mr. R. FRANKLAND; 8*l.* collected on board the S. S. *Roman*, per Lieut. KER, R. N. R.; 50*l.* from the Earl of HARDWICKE; 10*l.* 13*s.* 3*d.* collected by Mr. J. LUCEY, of Camberwell.—*To be severally thanked.*

Read letter from J. G. FRITH, Esq., of Wimpole Street, of the 28th ult., forwarding 200*l.* on account of the cost of a life-boat, which he and Mrs. FRITH were prepared to present to the Institution.—*To be thanked.*

Reported that R. M. BALLANTYNE, Esq., had been delivering lectures at different places on behalf of the Institution.—*To be thanked.*

Read letters from Mr. JOHN DOULL, of South Shields, of the 20th and 26th ult., calling attention to a new plan of life-boat, invented by Mr. W. LENNEY, of that place.—*To be acknowledged.*

Also from Sir JOSEPH OLLIFFE, M. D., of Paris, of the 15th Jan., presenting to the Institution, on behalf of his friend Dr. DE LABORDETTE, of Lisieux, an instrument invented by that gentleman called a *Speculum Laryngien*, for the inspection of the throat in cases of apparent death from drowning.—*To be thanked.*

Also from Messrs. GRASEBROOK and Co., of Gracechurch Street, of the 21st ult., calling attention to a new plan of boat-lowering apparatus.—*To be acknowledged.*

Paid 1,868*l.* 19*s.* for sundry charges on various life-boat establishments.

Voted 6*l.* to pay the expenses of the Dungarvan life-boat, in putting off during a strong breeze on the 21st Jan., and bringing safely into harbour the ship *Cameronian*, of Liverpool, and her crew of 20 men, which vessel was in distress off Dungarvan.

Also 25*l.* to pay the expenses of the Caister life-boat in going off in reply to signals of distress on the 8th Feb., and bringing safely ashore the crew of 3 men from the sloop *Telegraph*, of Sunderland, which during a very heavy gale from the S.S.W. had become a total wreck on the Barber Sand. The same life-boat, on the 28th Feb., was the means, in conjunction with the *Serathy* life-boat, of taking safely into Yarmouth the fishing-smack *Striver*, of Yarmouth, and her crew of 5 men, which vessel during blowing weather had stranded on the Inner Barber Sand.

Also 13*l.* to pay the expenses of the *Willie and Arthur* life-boat, stationed at New Brighton, in proceeding out in tow of the steam-tug *Rover*, during a strong breeze, and rescuing the crew of 14 men and a pilot from the barque *Coquimbo*, of Sunderland, which had stranded on Jordan Flats, on the 25th Feb.

Also 6*l.* 19*s.* 6*d.* to pay the expenses of the *Aberdovey* life-boat in putting off during blowing weather, and rescuing the crew of 4 persons from the schooner *Gratitude*, of Aberystwith, which was totally wrecked on the North Bank, *Aberdovey*, on the 28th Feb.

It was reported that the *Winchelsea* life-boat was the means, during a strong wind, of rendering important assistance to the brigantine *Estelle*, of Preston, which was in distress off *Winchelsea*, on the 1st Feb.

Voted also 67*l.* 2*s.* 6*d.* to pay the expenses of the life-boats of the Institution at Ormes Head, Haying Island, Arklow, Greencastle, and Carnsore, in putting off, in reply to signals of distress

during stormy weather, to the assistance of different distressed vessels.

Also the Silver Medal of the Institution to Mr. WILLIAM NELSON, R. N., commanding officer of H. M. C. G. cruiser *Eliza*, and 5*l.* to his boat's crew of 4 men, in acknowledgment of their gallant conduct, on the 3rd Dec., in putting off in a small boat from the Cruiser and saving, during a strong gale of wind, the crew of 5 men of the brigantine *Jane*, of Cork, which was in distress off the Irish coast, and which afterwards became a total wreck on Tramore Beach.

Also 10*l.* in aid of a local subscription for the widow and orphans of the late DAVID RICHARDS, one of the crew of the Cardigan life-boat, who, it was stated, had seriously affected his health through going out in the life-boat on the 6th Jan. last, and assisting to rescue the crews of the *Oliver Lloyd* and *Turtle Dove*.

Also 10*l.* to 20 men at Kingsdowne, Kent, for wading into the surf on the 17th Jan. last, during a heavy gale from the N.E., and effecting a communication with the stranded schooner *Argo*, of Brixham, by which means her crew of 6 men were saved.

Also 5*l.* 5*s.* to 13 men for getting ashore 8 of the crew of the *Padstow* life-boat on the occasion of the unfortunate accident to the boat on the 6th February last.

Also 4*l.* 10*s.* to 9 men for wading into the surf, and by means of a line saving two men and a boy from the sloop *Lucy Ann*, of Goole, which, during a N.E. gale, had become a total wreck off Great Yarmouth on the 1st Jan.

Also 2*l.* to 2 men for wading into the surf and saving 2 men and a boy belonging to the schooner *Johann*, of Hamburg, which, during a strong gale from the S.W., had become a total wreck on the *Rocker end*, near Niton, Isle of Wight, on the 8th Jan. last.

Also 1*l.* to a coble's crew of 4 men for saving the lives of 6 men who had been capsized from their boat off North Sunderland on the 22nd Feb.

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A PRUSSIAN GRACE DARLING.—At Pilau, in Prussia, now lives a woman who has for some years consecrated her life to the noble and dangerous task of rescuing persons from drowning. Whenever a tempest comes on, day or night, Catherine Kleinfeldt, who is the widow of a sailor, is ready with a boat, in which she puts out to sea, and frequently goes farther than any other, in order to give help to those who may be shipwrecked. More than 300 individuals have been saved by her efforts; and, accustomed for 20 years to make voyages with her husband, she possesses a skill and hardihood that render these efforts unusually successful. When she is seen, the greatest respect is paid to her, and the sailors regard her as their guardian angel; the very children of the fishermen go upon their knees to her, and kiss the skirt of her dress. The Prussian and other Governments have decreed her medals, and the Principality of Pilau has made her an honorary citizen for life. She is about sixty years of age, with an athletic figure of great strength (a Grace Darling enlarged into gigantic proportions); she has a masculine countenance, which, however, is softened by the benevolent expression that it constantly wears.

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# Royal National Life-Boat Institution.

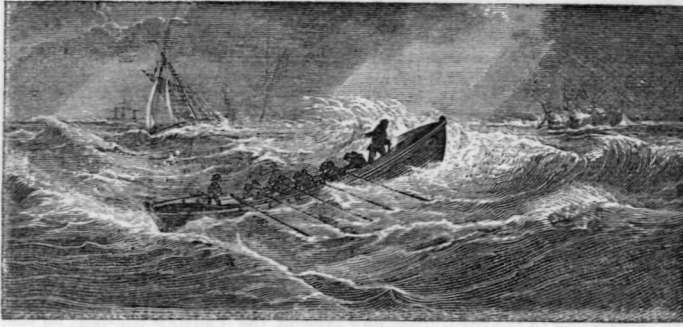
INCORPORATED BY ROYAL CHARTER, SUPPORTED BY VOLUNTARY CONTRIBUTIONS.

Honorary—Her Most Gracious Majesty the Queen.

Vice-President—H.R.H. THE PRINCE OF WALES, K.G.

President—THE RIGHT HON. 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.



## APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that, during the first six months of 1867, the ROYAL NATIONAL LIFE-BOAT INSTITUTION has expended £13,862 on various Life-boat Establishments on the Coasts of England, Scotland, and Ireland. During the same period the Life-boats of the Institution have also been instrumental in rescuing the crews of the following Wrecked Vessels:—

|                                                    |    |                                                    |    |                                                    |     |
|----------------------------------------------------|----|----------------------------------------------------|----|----------------------------------------------------|-----|
| Schooner <i>Mary Tatham</i> , of Chester . . . . . | 4  | Barque <i>Chowdean</i> , of Sunderland—            |    | Ship <i>Nor' Wester</i> , of Boston, U.S. . . . .  | 5   |
| Brig <i>Chase</i> , of Shields . . . . .           | 5  | Assisted to save vessel and crew                   | 10 | Brig <i>Wellington</i> , of Aberystwith—           |     |
| Schooner <i>Mizpah</i> , of Dartmouth . . . . .    | 8  | Sloop <i>Emma</i> , of Portsmouth—Saved            |    | Assisted to save vessel and crew . . . . .         | 9   |
| Barque <i>Aurora Borealis</i> , of Rebe . . . . .  | 10 | vessel and crew . . . . .                          | 3  | Brig <i>Mary</i> , of Workington—Ren-              |     |
| Sloop <i>Oliver Lloyd</i> , of Cardigan . . . . .  | 3  | Sloop <i>Telegraph</i> , of Sunderland . . . . .   | 3  | dered assistance.                                  |     |
| Smack <i>Turtle Dove</i> , of Aberystwith          | 3  | Barque <i>Coquimbo</i> , of Sunderland . . . . .   | 15 | Schooner <i>Mary</i> , of Lynn—Rendered            |     |
| Brig <i>Emanuel Boucher</i> , of Whitby . . . . .  | 6  | Ship <i>Cameronian</i> , of Liverpool—             |    | assistance.                                        |     |
| Smack <i>Coronation</i> , of Bideford . . . . .    | 4  | Saved vessel and crew . . . . .                    | 20 | Fishing-smack, of Holy Island—                     |     |
| Schooner <i>Teazer</i> , of Ipswich . . . . .      | 1  | Brigantine <i>Eclipse</i> , of Londonderry         | 1  | Saved vessel and crew . . . . .                    | 4   |
| Sloop <i>Shamrock</i> , of Liverpool . . . . .     | 3  | Schooner <i>Gratitude</i> , of Aberystwith         | 4  | Brig <i>Ayrshire Lass</i> , of Ardrossan           |     |
| French Schooner <i>Anemone</i> . . . . .           | 5  | Smack <i>Striver</i> , of Yarmouth—Saved           |    | —Saved vessel and crew . . . . .                   | 4   |
| Schooner <i>Gem</i> , of Hull . . . . .            | 2  | vessel and crew . . . . .                          | 5  | Royal Mail Steamer <i>Leinster</i> —Ren-           |     |
| Brigantine <i>Seraphin</i> , of Dunkirk . . . . .  | 8  | Schooner <i>The Squire</i> , of Yarmouth           | 4  | dered assistance.                                  |     |
| Lugger <i>Espoir</i> , of Nantes . . . . .         | 6  | Brig <i>Sarah Ann</i> , of Jersey . . . . .        | 6  | Smack <i>Choice</i> , of Hull . . . . .            | 3   |
| Schooner <i>Salome</i> , of Brixham . . . . .      | 6  | Brig <i>Sarah Ann</i> , of Jersey . . . . .        | 6  | Schooner <i>New Whim</i> , of Portsmouth           | 3   |
| Schooner <i>Selina Ann</i> , of Looe . . . . .     | 5  | with . . . . .                                     | 5  | Brig <i>Amicizia</i> , of Genoa . . . . .          | 14  |
| Schooner <i>Heiress</i> , of Teignmouth . . . . .  | 6  | Schooner <i>Devonia</i> , of Padstow . . . . .     | 5  | Ship <i>Blanche Moore</i> , of Liverpool . . . . . | 36  |
| Ship <i>John Gray</i> , of Glasgow . . . . .       | 13 | Barque <i>Loretto</i> , of Liverpool—Ass-          |    | Brig <i>Spy</i> , of Jersey—Remained by            |     |
| Brig <i>Antares</i> , of Griffeiswald . . . . .    | 1  | isted to save vessel and crew . . . . .            | 14 | vessel . . . . .                                   |     |
| Schooner <i>Jeanne d'Arc</i> , of Nantes—          |    | Barque <i>Centurion</i> . . . . .                  | 18 | Brigantine <i>Union</i> , of Cowes . . . . .       | 7   |
| Saved vessel and crew . . . . .                    | 5  | Barque <i>Wild Horse</i> , of Windsor, N.S.        | 10 | Brig <i>William and Sarah</i> , of South           |     |
| Smack <i>Catherina</i> , of Barmouth—              |    | Schooner <i>Mary</i> , of Dublin . . . . .         | 3  | Shields—Vessel saved.                              |     |
| Saved vessel and crew . . . . .                    | 4  | Brig <i>Harmony</i> , of Bideford . . . . .        | 3  | Schooner <i>Hope</i> , of Beaumaris—Saved          |     |
| Smack <i>Noah</i> , of Cardigan . . . . .          | 2  | Schooner <i>La Prudence</i> , of Algiers . . . . . | 6  | Vessel and crew . . . . .                          | 3   |
| Schooner <i>The Clyde</i> , of Yarmouth . . . . .  | 5  | Sloop <i>William</i> , of Patmpol . . . . .        | 6  |                                                    |     |
| Schooner <i>Jane Ellen</i> , of Aberyst-           |    | Austrian Schooner <i>Nicolo</i> . . . . .          | 14 | Total Lives saved by Life-boats, in                |     |
| with—Saved vessel and crew . . . . .               | 5  | Prussian Schooner <i>Louise</i> —Assisted          |    | the first six months of 1867 . . . . .             | 443 |
| Brig <i>Anne</i> , of Milford—Assisted to          |    | to save vessel and crew . . . . .                  | 7  | During the same period the Institu-                |     |
| save vessel and crew . . . . .                     | 8  | Brigantine <i>Estella</i> , of Preston—            |    | tion has granted rewards for saving                |     |
| Barque <i>Marie Amelie</i> , of Quimper—           |    | Saved vessel.                                      |    | Lives by fishing and other boats . . . . .         | 146 |
| Assisted to save vessel and crew . . . . .         | 14 | Barque <i>A. L. Routh</i> , of New York—           |    |                                                    |     |
| Brig <i>Benton</i> , of South Shields . . . . .    | 6  | Saved vessel and crew . . . . .                    | 16 | <b>Grand Total of Lives</b>                        |     |
| Brig <i>Mary</i> , of Sunderland—Assisted          |    | Schooner <i>Glyde</i> , of Killough . . . . .      | 5  | <b>saved in Six Months.. 589</b>                   |     |
| to save vessel and crew . . . . .                  | 8  | Barque <i>Susan L. Campbell</i> , of St.           |    |                                                    |     |
| Sloop <i>Perseverance</i> , of Liverpool . . . . . | 2  | John's, N.B. . . . .                               | 14 |                                                    |     |

### GENERAL SUMMARY for 1867 (to 15th June).

|                                                                                          | £.  | s.    | d.        |
|------------------------------------------------------------------------------------------|-----|-------|-----------|
| Number of Lives rescued by Life-boats, in addition to 19 vessels saved by them . . . . . | 443 | ..    | ..        |
| Number of Lives saved by Shore-boats, &c. . . . .                                        | 146 | ..    | ..        |
| Amount of Pecuniary Rewards for Saving Life during the Year . . . . .                    | ..  | 1,779 | 4 6       |
| Honorary Rewards:—Gold and Silver Medals . . . . .                                       | 9   | ..    | ..        |
| Votes of Thanks on Vellum and Parchment . . . . .                                        | 12  | ..    | ..        |
| Total . . . . .                                                                          | 21  | 589   | 1,779 4 6 |

The number of lives saved either by the Life-boats of the Society, or by special exertions, for which it has granted rewards, since its formation, is 16,490; for which services 83 Gold Medals, 775 Silver Medals, and £25,221 in cash have been paid in rewards. The Institution has also expended £176,025 on its One hundred and Seventy-nine Life-boat Establishments.

The expense of a Life-boat, its equipment, transporting-carriage, and boat-house, averages £620, in addition to £50 a-year needed to keep the station in a state of efficiency.

Donations and Annual Subscriptions are earnestly solicited, and will be thankfully received by the Bankers of the Institution, Messrs. WILLIS, PERCY, and Co., 76 Lombard Street; Messrs. COURTS and Co., 59 Strand; Messrs. HERRIES, FARQUHAR, and Co., 16 St. James's Street, London; by all the other Bankers in the United Kingdom; and by the Secretary, RICHARD LEWIS, Esq., at the Office of the Institution, 14 JOHN STREET, ADELPHI, London, W.C.—1st July, 1867.