

# THE LIFE-BOAT,

OR

JOURNAL OF THE NATIONAL LIFE-BOAT INSTITUTION.

(ISSUED QUARTERLY.)

VOL. VI.—No. 67.]

JANUARY 1ST, 1868.

[PRICE 3d.

## THE RECENT STORMS.

Of all the stormy periods which have found noble work for our Life-boat Fleet, and which have tried the mettle of the brave fellows by whom it is manned, perhaps none have exceeded in violence and destructiveness that of the last few weeks. It has almost seemed as if the tornadoes or cyclones of the Tropics had found their way to our northern shores, although somewhat shorn of their strength before they have reached us. Indeed, if we contrast the character of the short, fitful, and varying storms of the last few years with the steadier and longer gales to which we had been formerly accustomed, it seems more than probable that such has been the case, and that a more general disturbance of the atmosphere in the northern hemisphere has been the result, which disturbance, with its consequent unsettled weather and diversified seasons, may possibly last for several years to come.

Whether, however, such be the case, and whether the old seasons that we recollect "in the merry days when we were young" will again revisit us, or whether, as is perhaps more likely, the *progressive* changes which have in times past altered the relative climates of the globe, and left the remains of tropical animals and plants even in its present antarctic regions, will still go on and conduct the earth and its inhabitants through a progression of further changes, so great as to be now inconceivable to us—whether such be the case or not, of one thing we may be certain—that not only will storms and hurricanes continue, but

that they are an essential element in preserving and promoting the purity of the lower stratum of the air, and in thus maintaining it in a fitting state for healthy respiration by the animal and vegetable world.

It behoves us then, even while the dire effects of the storm are spread before our eyes in the shape of broken ships, wasted property, and drowned men, thankfully and reverentially to accept the lesser evil with the greater good that Divine Providence has willed for us; and manfully, as heretofore, to strive to lessen the effects of the evil. And may we not feel sure that in so doing we are fulfilling at least one of the objects for which evil is permitted in this imperfect state of existence, viz., the stirring us up to the active exercise of the higher functions of our nature, as manifested in our duties one to another, which an unmixed good would fail to awaken within us.

Let us, however, turn our thoughts to the more practical part of the subject—the rescue of the shipwrecked sailor whom the storm has cast away on our shores, and truly we shall find enough to enlist our sympathy and aid in his behalf. Let us contemplate him lashed to the rigging or the bulwark of his craft, breaking up beneath his feet, with the great surf leaping over her, and nought but the huge waves breaking and roaring all around; when, with his life's blood chilling in his veins, death staring him in the face, and his heart failing him from fear, his thoughts are turned—may be for the last time—towards those who will mourn his loss in his distant home; when, except he should be able to descry the boat of mercy

coming to his aid, he knows his last hour is come.

Or again, let us change the scene, and depict to our mind's eye a corresponding scene on shore:—the night is dark, the cold wintry wind and drenching rain, or blinding snow, have driven every living creature to the shelter of its home, except the few hardy men whose business is with wrecks, or the Coast-patrol whose duty ties him to the shore. Suddenly a signal-light is seen at sea—experienced eyes know but too well the tale it tells. The alarm is given, and quickly, but at first one by one, the hardy boatmen of the place emerge from their humble dwellings, and soon an anxious crowd is gathered together—women, and even children, have mingled with it: there is a running hither and thither—answering lights are shown to those at sea. Presently the Life-boat on its carriage, drawn by horses or by men, comes rapidly to the spot, and is soon at the water's side. The determined men who form her crew are seated in her—anxious, and often weeping women, their wives and relations, are gathered round—the launching ropes are manned—there is a plunge, and the noble boat and her nobler freight have disappeared amid the thick darkness, and nought is seen or heard but the roar of the waves as they raise their huge crests and fall heavily and continuously on the shore.

Reader, this is no imaginary picture—it is one which has been repeated many times in the gales of the past two months; during those gales no less than two hundred and fifty-nine lives of human beings have been saved by the life-boats of the NATIONAL LIFE-BOAT INSTITUTION alone, nearly the whole of whom would undoubtedly have perished but for that aid.

These noble services have varied much in character: many have been during the dark hours of night, others have been by day; some have been at short distances from the shore, others on the outlying banks far from the land. In some cases greater danger has been incurred than in others. In some, men have been washed overboard from the boats but recovered again. One of the Institution's life-boats was upset when return-

ing to her station; but although with sails set at the time, and the sheets kept fast, she soon righted herself again, and none of her crew were lost. But another life-boat, the property of the boatmen at Gorleston, on the Norfolk coast, was upset by collision with another vessel, and no less than twenty-five of those on board her perished.

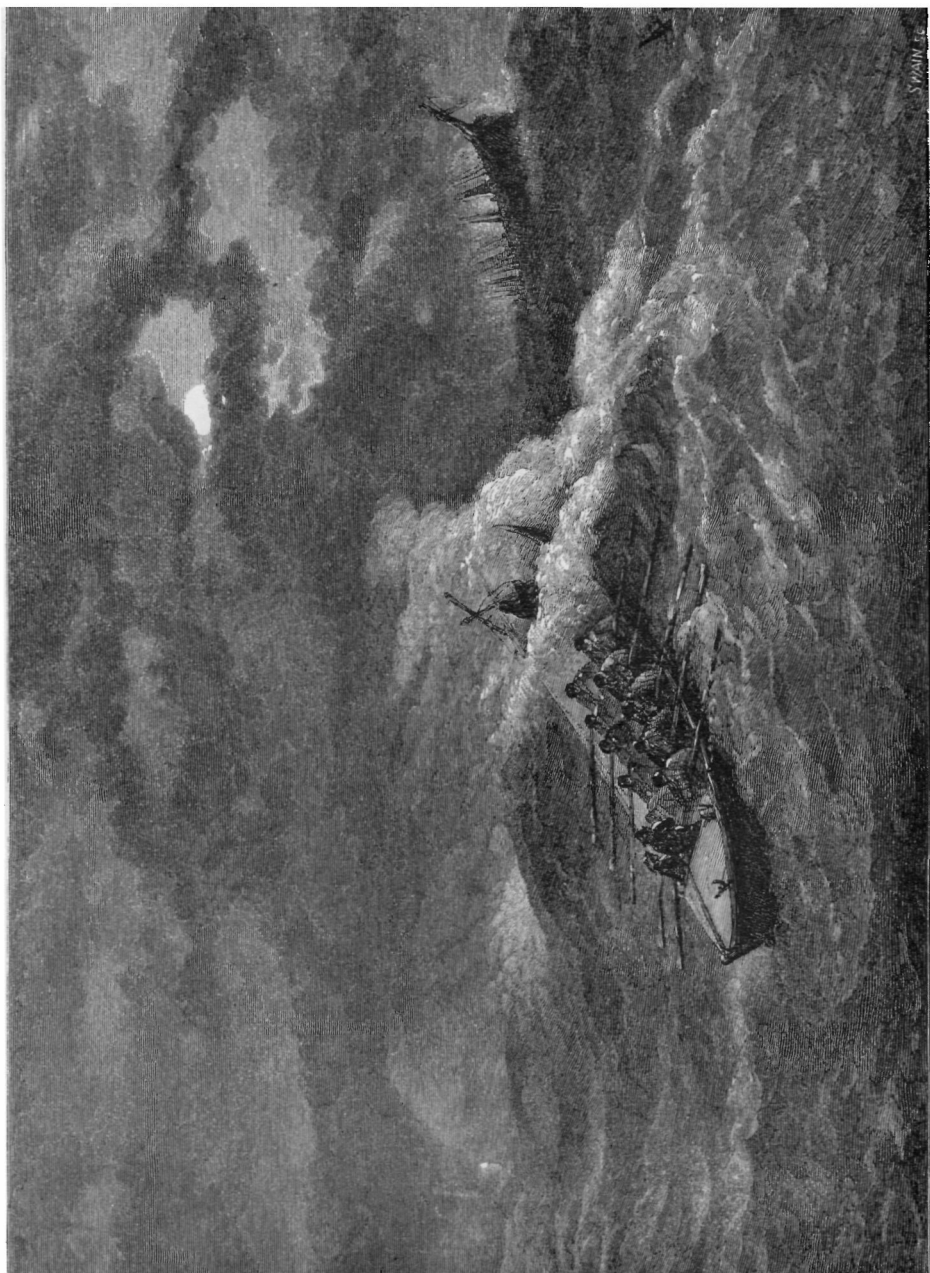
Indeed the work of saving shipwrecked persons, even in the best-appointed life-boats, must ever be one of danger, and no little courage and hardihood are required on the part of those who engage in it. By giving their invaluable aid they perform their full share of the duty of alleviating and reducing the amount of the misery and evil produced by the storms on our coasts. It remains for those who cannot share the risks and exposure which these brave men incur, to perform their part in this humane work, by enabling the Institution, which has undertaken to organise and superintend it—to provide the Life-boats' crews with every means of safety and efficiency, and to remunerate them sufficiently—this serving as some encouragement to them in return for the risks and labour and exposure which they undergo.

The Institution accordingly appeals to all humane and generous persons in the United Kingdom to contribute from their abundance towards so good a cause.

#### SERVICES OF THE LIFE-BOATS DURING THE STORMS OF NOVEMBER AND DECEMBER, 1867.

The following is a list of the services of the boats of the NATIONAL LIFE-BOAT INSTITUTION during the recent heavy gales:—

	No. of Lives Saved.
Nov. 16-17, 1867.—The <i>Manley Wood</i> life-boat at Poole rescued the crew of 10 men and 36 labourers from the brig <i>Contest</i> , of Guernsey, which was wrecked on the Hook Sand at the entrance of Poole Harbour	46
Nov. 17.—The <i>Grocers</i> life-boat at Mundesley saved 1 man from the brig <i>George</i> , of Sunderland, which was wrecked off that place	1
Nov. 18.—The same life-boat also rescued 6 men from the schooner <i>Restless</i> , of Peterhead, which became a total wreck on Hasborough Sands	6
Nov. 17.—The <i>Duff</i> life-boat at Great Yarmouth was the means of taking the smack <i>Plowman</i> , of Yarmouth, and her crew of 7 men safely into Lowestoft Harbour	7
Nov. 17.—The Lowestoft life-boat saved 2 out	



[From Once a Week.—New Series.]

THE LIFE-BOAT.—BY E. DUNCAN.



- of the crew of 5 men of the brigantine *Madara*, of Yarmouth, which became a total wreck on the north end of the Newcome Sands . . . . . 2
- Nov. 17.—The *Baroness Windsor* life-boat at Penarth rescued the crew of 11 men of the brig *Marie*, of Grieffswald, which had stranded on Ranie Spit . . . . . 11
- Nov. 17.—The *Royal Wiltshire* life-boat at Dover remained alongside the schooner *Remedy*, of Whitstable, which was in a dangerous position near the Admiralty Pier, until the vessel was got out of danger . . . . .
- Nov. 17.—The *City of Worcester* life-boat at Bembridge, I.W., was launched to the assistance of the brig *Bessie*, of Sunderland, which was observed to anchor off that place in a dangerous position. Acting on the advice then given him, the master ran his vessel into Bembridge Harbour, thus securing the safety of ship and crew . . . . .
- Nov. 18.—The *Western Commercial Traveller* life-boat at Cadgwith, Cornwall, was lent to the fishermen at their earnest request, and the men were thus enabled to put out and save their large seine net, which had broken away from its fastenings during the gale, and was drifting away to sea . . . . .
- Nov. 18.—The *Licensed Victualler* life-boat at Hunstanton saved the crew of 16 men of the barque *Thetis*, of Gothenburg, which had stranded on the Wool Pack Sand, about seven miles from Hunstanton . . . . . 16
- Dec. 7.—The same life-boat saved the crew of 15 men of the S. S. *Harmonia*, of Hamburg, which became a total wreck on a sand bank near Brancaster . . . . . 15
- Dec. 2.—The *Birmingham No. 1* life-boat at Sutton saved 7 men from the ship *Clarinda*, of Sunderland, which had stranded off Ingholdsmill . . . . . 7
- Nov. 18.—The *Birmingham No. 2* life-boat at Caister assisted to save the Norwegian schooner *Polydesa* and her crew of 5 men, which vessel had stranded on the Cross Sand . . . . . 5
- Nov. 25.—The *Boys* life-boat at the same place remained alongside the stranded schooner *Assistant*, of Stavanger, until that vessel was safely got off the Barber Sand . . . . .
- Nov. 27.—The *Bradford* life-boat at Ramsgate, under the management of the Board of Trade, and two Broadstairs life-boats not belonging to the Institution, assisted to get the schooner *Dunkerquoise*, of Dunkirk, off the North Sand Head. She was, however, so disabled that she sank before she could be got into harbour. The crew were saved by one of the Broadstairs life-boats . . . . .
- Dec. 1.—The *Bradford* life-boat also rescued the crew of 8 men of the brigantine *Amor*, of Elsflieth, which had stranded on the north-west spit of the Goodwin Sands . . . . . 8
- Dec. 3.—The *Bradford* life-boat again went out and saved the brig *Cruiser*, of Hartlepool, and her crew of 6 men, which vessel had stranded on the Goodwin Sands . . . . . 6
- Nov. 30.—The *Thomas Wilson* life-boat at Whitburn was the means of saving the crew of 6 men of the brig *Jenny*, of Whitby, which became a total wreck on Cape Kerr Point, off Whitburn . . . . . 6
- Dec. 22.—The *Thomas Wilson* life-boat also went out three times to the brig *John*, of Hartlepool, which had gone ashore at Cape Kerr Point; and on the last occasion was the means of rescuing the master, who had remained on board helpless after his crew had escaped . . . . . 1
- Dec. 1.—The *Princess of Wales* life-boat at Holyhead saved 34 persons from the ship *Lydia Williams*, of Liverpool, which sank on Salt Island; 12 persons from the barque *Bayadere*, of Rouen; and 7 persons from the schooner *Elizabeth*, of Liverpool, which were in distress off Holyhead . . . . . 58
- Dec. 1.—The *Oxfordshire* life-boat at Looe remained alongside the schooner *St. Brannock*, of Bideford, which vessel had stranded near Maymean, near Looe Island. Ultimately the vessel was got off and taken into harbour, the life-boat assisting on the occasion . . . . .
- Dec. 1.—The *Zelinda* life-boat at Portrush, after several trials, saved the crew of 6 men of the brigantine *Vitruvius*, of Liverpool, which had stranded on Curran Point . . . . . 6
- Dec. 2.—The *Herbert Ingram* life-boat at Skegness saved 2 men from the sloop *Ant*, of Boston, which became a total wreck on Skegness Beach . . . . . 2
- Dec. 3.—The same life-boat also brought the captain ashore from the schooner *Elizabeth*, of Louth, which had stranded on the main below Gibraltar Point. He then proceeded to Boston to get the assistance of a steamer and lighter to get his vessel off . . . . . 1
- Dec. 2.—The *Moses* life-boat at St. Ives, after repeated attempts with different crews, saved 1 man from the French brig *Courrier du Nord*, which became a total wreck on St. Ives Ridge . . . . . 1
- Dec. 2.—The *Miriam* life-boat at Buckie rescued the crew of 4 men of the sloop *Hellena*, of Alloa, which became a total wreck off Buckie . . . . . 4
- Dec. 2.—The *North Briton* life-boat at Donna Nook brought ashore 6 men from the schooner *Estk*, of Montrose, which had gone ashore on the sands off Donna Nook . . . . . 6
- Dec. 6.—The *Admiral Henry Meynell* life-boat, at Ballywalter, went off to the distressed ship *Annie Gray*, and remained alongside her for some hours, until she got out of her perilous position . . . . .
- Dec. 4.—The *Cromer* life-boat put out to the assistance of the dismasted brig *Wild Rose*, of Brixham, and at the request of the master stayed by her for several hours, when two steam-tugs arrived to tow the vessel into Yarmouth Harbour . . . . .
- Dec. 3.—The *Duncan* life-boat at Sheringham saved 3 persons from the schooner *Hero*, of Maldon, which had stranded opposite Beeston Hills, near Sheringham . . . . . 3
- Dec. 3.—The *Ann Maria* life-boat at Winterton saved 2 men from the schooner *Phoebe*, of Goole, which had stranded on Winterton Ness Point . . . . . 2
- Dec. 3.—The life-boat at Pakefield saved 1 man from the brig *Queen Victoria*, of South Shields, which became a total wreck on the Barnard Sand . . . . . 1
- Dec. 6.—The life-boat at St. Andrew's, N.B., saved the crew of 4 men of the sloop *Christian and Charlotte*, of Peterhead, which had stranded off the entrance to the harbour . . . . . 4
- Dec. 7.—The *Willie and Arthur* life-boat at New Brighton rescued 13 men from the ship *Thornton*, of New York, which became a total wreck on the West Middle Sands . . . . . 13
- Dec. 8.—The *Albert Edward* life-boat at Padstow saved the crew of 3 men of the smack *Telegraph*, of Port Isaac, which had stranded on the Doom Bar . . . . . 3
- Dec. 10.—The *Royal Berkshire* life-boat at Aberdovey brought safely into harbour the stranded schooner *Jane Sophia*, of Aberyst-

with, and her crew of 5 men, which vessel had gone ashore on the South Bank . . . 5  
 Dec. 23.—The *Royal Berkshire* life-boat also succeeded in getting the smack *Hope*, of Aberystwith, and her crew of 3 men, off the South Bank and safely into harbour . . . 3  
 Dec. 17.—The *Edinburgh* and *R. M. Ballantyne* life-boat, at Port Logan, saved 15 men from the barque *Strathleven*, of Glasgow, wrecked in Float Bay . . . 15  
 Dec. 29.—The *Caroline* life-boat, stationed at North Berwick, N.B., rendered assistance on the occasion of the stranding of the brig *Woolgast*, of Woolgast, Prussia . . .  
 Dec. 30.—The *Parsee* life-boat, at Palling, went out to the stranded schooner *Naiad*, of Colchester, and remained alongside the vessel some time, rendering assistance . . .

Total lives saved by life-boats in the heavy gales of Nov. and Dec. last . . . 259  
 Ditto, ditto, in the first ten months of 1867 . . . 524

Grand total . . . 783

Having thus given merely a synopsis of the noble services performed by the life-boats of the Institution during the heavy gales of November and December, we think some conception of the character of many of them may be realized by the following simple but most interesting narrative of a Life-boat service, given by the coxswain of the life-boat *North Briton*, stationed at Donna Nook, to HENRY PYE, Esq., the Hon. Secretary of that Branch of the Institution :—

“On Sunday last (the 1st Dec.), the weather being very stormy, I, with six others, and two horses, at twelve o'clock at night, walked the coast for upwards of four miles in the direction of Grainthorpe Haven, when we discovered a schooner on the sands, which the crew (consisting of three men) were about to leave. Her name was the *Mary Ant*, of Whithy, in ballast. The men being strangers, and much fatigued, we took them back to Donna Nook on the horses, where I put them to bed, and at 2:30 the same night we again left the Nook and went back to the schooner and moored her, and while there discovered another schooner throwing up signals of distress and burning tar-barrels between Mr. Pye's house and the station, when we immediately returned—it being then about five o'clock a.m., sent messengers for the crew and the launching men, and at daylight, about seven a.m., hoisted my flag to expedite the crew, which signal was also seen by the crew of the schooner. We got the boat off about eight a.m., but the heavy gale holding up the tide, the horses had to go a mile and a quarter belly deep before reaching the outer bank of sand so as to get to the windward of the schooner, but the tide running so rapidly, backed up by the wind, the launching men, being up to their arm-pits in water, could not stand to pull the boat off the truck, and were obliged to get into the boat, when we shoved her off the truck and over the bank with our oars, and with great difficulty we reached the schooner, which proved to be the *Esk*, of Montrose, in ballast. After making fast the boat by anchor and ropes, we succeeded in getting six hands aboard the boat, and brought them back

as far as the above bank, where she grounded, and all hands (except the crew of the schooner) got out, and, up to their middle in water, dragged the boat as far as they could; but not being able to get clear, all got out except myself, and waded up to their middle—occasionally being submerged by the lift of the waves—upwards of a mile to the station-house, which they reached about 12:30, but all were so frozen and starved that it was necessary to send for a medical man, who restored most of them before he left, one Coastguardsman being still under treatment, though better this morning. I remained with my boat and truck to secure them from loss or damage, and did not get up till late at night, when I found that none of the farmers would let their horses go out again, they being so starved as to peril their lives. I then waded back to my boat with another Coastguardsman, when we discovered a third schooner at six a.m., with signals of distress flying nearly eight miles away. When I got back to the station again, I sent for the crew and launchmen, but none of the neighbouring farmers would allow their horses to go out again—indeed, they could scarcely keep them alive from their first exposure to the cold, so that I was obliged to abandon the effort to get to the vessel; and it was not till the evening of the day that I could get any horses to bring back the boat to the station. The gale having then considerably moderated, we got her up without sustaining any injury. I never experienced a more trying time for men and horses. I never had my clothes off from the Saturday night to Tuesday night, or any rest, being soaked through all Monday and Tuesday. The crew of the third schooner referred to were saved by HOODLESS riding into the water and bringing them off. It should be added, that many parts of the Lincolnshire coast are very flat, and often shallower at some distance from the land. (Signed) THOMAS DOBSON, coxswain of the life-boat.”

We feel constrained to add another account of the noble services rendered, during Sunday night, the 1st December, and the following day, by the life-boat *Princess of Wales*, stationed at Holyhead, in rescuing altogether, including a mother and her infant, 53 persons from different wrecks.

HOLYHEAD, Dec. 2.—We have been visited with a most terrific gale from the north here, and but for the indefatigable and courageous conduct of the crew of the life-boat *Princess of Wales*, belonging to the NATIONAL LIFE-BEAT INSTITUTION, we should have been in much distress. We have had four wrecks. The first was the barque *Bayadere*, of Rouen. She parted and came on the rocks near the lighthouse. The life-boat was launched at 9 P.M. in the face of all difficulties, heavy sea and lee shore, and brought all on board the vessel safely to land, 12 in number. The life-boat then went out three separate times to the ship *Lydia Williams*, of Liverpool, that had sunk near Salt Island, and brought 34 persons on shore. The crew of the ship were in the rigging, and among

them a lady passenger, with an infant 7 months old. After two trips two men were left in the fore-rigging, so they again had to return. At 5 A.M. she was again manned and sent to act near the breakwater to save the crew of the schooner *Seetland*, of Chester. The men were, however, saved by means from the breakwater. On this occasion the boat beat off in the most wonderful style to the breakwater, through some terrific squalls of snow and hail; and I confess I like this boat, although I had always previously thought her too heavy to pull in a gale of wind. Her sailing powers are very great. The last time the life-boat went off in reply to a signal of distress, she brought ashore 7 persons from the schooner *Elizabeth*, of Liverpool, making 53 in all saved—a good 24 hours' work. Nothing that I can express can be too strong for my admiration of the men, for a worse night I never saw; it was just such a night as that of the *Royal Charter* gale. Six separate times the boat was manned, and did good service with her veteran coxswain, ROWLAND, over seventy years old. I think all parties freely acknowledge the service performed, and the French captain and his agent are particularly grateful, and have so expressed themselves. (Signed) CHARLES F. SCHOMBERG, Rear-admiral."

In addition to the services already referred to, the crews of the life-boats at the following places also either assembled or went off during the same gales with the view of rendering assistance; but in some cases their services were not required; in others, the crews of the vessels had unhappily perished before the arrival of the boats, or the vessels had got out of danger. The boats were—the *Albert Victor*, at Berwick-on-Tweed; the *Grace Darling*, at Holy Island; the *Joseph Anstice*, at North Sunderland, Northumberland. The life-boat at Scarborough; the *Pelican*, at Withernsea; and the *Robert Whitworth*, at Bridlington Quay, Yorkshire. The *North Briton*, at Donna Nook; the *Dorinda and Barbara*, at Theddlethorpe; the *Birmingham No. 1*, at Sutton; and the *Herbert Ingram*, at Skegness, Lincolnshire. The *Brighticell*, at Blakeney; the life-boat at Cromer; the *Recompense* at Bacton; the *Huddersfield* at Hasborough; the *Parsee* at Palling; the *Birmingham No. 2* at Caister; the large life-boat, and the *Duff*, at Yarmouth, Norfolk. The *Grace and Lally*, at Kessingland, Suffolk. The *Quiver No. 1* at Margate; the *Bradford* at Ramsgate; the *Van Kook* at North Deal; the *Royal Thames Yacht Club* life-boat at Walmer; the *Sabrina* at Kingsdowne; and the *Providence* at Dungeness, Kent. The *Arthur Frederick FitzRoy* at Rye; and the *Storm Sprite* at Winchelsea, Sussex. The *Oxfordshire* at Looe; the *Daniel J. Draper* at Mullion; and the *Isis* at Hayle, Cornwall. The *St Edward Perrott* at Fishguard, Pembrokeshire. The

*Forester* at Newquay, Cardiganshire. The *Cotton Sheppard* at Porthdinllaen; and the *Sisters' Memorial* at Orme's Head, Carnarvonshire. The *General Havelock*, at Fraserburgh, N.B. The life-boat at Drogheda; the *Robert Theophilus Garden* at Wicklow; and the *Quiver No. 2* at Queenstown, Ireland.

On many of the occasions when the life-boats proceeded out with the view of saving life from shipwreck, their services were of the most arduous character, as the following account of such a case, furnished by the Hon. Secretary of the Sutton Branch of the Institution, will show:—

SUTTON, LINCOLNSHIRE.—"On Sunday the 17th November, a messenger arrived from a neighbouring village called Chapel, with the intelligence that a vessel was lying off that place with signals of distress flying. The crew of the life-boat, *Birmingham No. 1*, was immediately mustered, and the boat was taken on her carriage along the coast with a sufficient number of men to launch her if required. On arriving at a point of the coast about four miles from Sutton, the crew of the life-boat were informed that the ship had sunk, which, by the aid of a telescope, was found to be the case, the masts being just discernible above the water. It was the opinion, however, of some of the men on the beach that, at least, a portion of the crew were in the rigging. The wind was at this time blowing a gale directly from the east, dead on land, and the sea running very high. The coast, too, was much interspersed with clays, which much increased the difficulty of launching the boat, and the night coming rapidly on, the chances of finding the vessel were very small. The boat, however, was quickly launched and soon disappeared amongst the breakers. It was now quite dark, and judging that the boat would land some distance farther south, the Honorary Secretary of the Sutton Branch, Mr. ROBERT BAOOKS, jun., together with the launchers and the life-boat carriage, proceeded some three miles further to the village of Chapel, directly off which place the vessel had sunk. After the lapse of about three hours the life-boat's crew landed, drenched with wet, and much exhausted. They had been unable to find the ship in the darkness, but as it was still thought that some of the crew might be with the ship, it was determined to wait the approach of morning and then again to launch the boat. This was done, but the ship had broken up during the night, and the dawn only discovered a mass of floating wreck. The boat was replaced on her carriage and taken home by land to Sutton, where it arrived about six p.m., after a long and arduous service of about twenty-seven hours. The ship was the *Ardent*, of Ipswich, and it afterwards proved that the crew were taken off from the wreck by a passing ship before the life-boat was launched; but this could not be observed from the shore. The life-boat men had been the whole time of the service without rest, and the greater part of it in their wet clothes. The boat behaved most admirably on the occasion, and the crew had the greatest confidence in her."

The following is a general list of the services of the life-boats of the NATIONAL LIFE-BOAT INSTITUTION during the past year 1867:—

Schooner <i>Mary Tatham</i> , of Chester . . . . .	4	Schooner <i>New Whim</i> , of Portsmouth . . . . .	3
Brig <i>Chase</i> , of Shields . . . . .	5	Brig <i>Amicizia</i> , of Genoa . . . . .	14
Schooner <i>Mizpah</i> , of Dartmouth . . . . .	8	Ship <i>Blanche Moore</i> , of Liverpool . . . . .	36
Barque <i>Aurora Borealis</i> , of Rebe . . . . .	10	Brig <i>Spey</i> , of Jersey—Remained by vessel.	
Sloop <i>Oliver Lloyd</i> , of Cardigan . . . . .	3	Brigantine <i>Union</i> , of Cowes . . . . .	7
Smack <i>Turtle Dove</i> , of Aberystwith . . . . .	3	Brig <i>William and Sarah</i> , of South Shields—	
Brig <i>Emanuel Boucher</i> , of Whitby . . . . .	6	vessel saved.	
Smack <i>Coronation</i> , of Bideford . . . . .	4	Schooner <i>Hope</i> , of Beaumaris—Saved vessel	
Schooner <i>Teazer</i> , of Ipswich . . . . .	1	and crew . . . . .	3
Sloop <i>Shamrock</i> , of Liverpool . . . . .	3	Smack <i>Robert Hudson</i> , of Arklow . . . . .	4
French schooner <i>Anemone</i> . . . . .	5	Schooner <i>Splendid</i> , of Dublin—Saved vessel	
Schooner <i>Gem</i> , of Hull . . . . .	2	and crew . . . . .	6
Brigantine <i>Seraphim</i> , of Dunkirk . . . . .	8	Smack <i>Kate and Mary</i> , of Arklow—Saved	
Lugger <i>Espoir</i> , of Nantes . . . . .	6	vessel . . . . .	1
Schooner <i>Salome</i> , of Brixham . . . . .	6	Smack <i>Jane</i> , of Carnarvon—Assisted to save	
Schooner <i>Selina Ann</i> , of Looe . . . . .	5	vessel and crew . . . . .	4
Schooner <i>Heiress</i> , of Teignmouth . . . . .	6	Seven fishing-boats, belonging to North Sunder-	
Ship <i>John Gray</i> , of Glasgow . . . . .	13	land, Newton, and Craster—Assisted to save	
Brig <i>Antares</i> , of Grieffswald . . . . .	1	vessels and crews . . . . .	30
Schooner <i>Jeanne d'Arc</i> , of Nantes—Saved		Brigantine <i>Sybil</i> , of Yarmouth . . . . .	4
vessel and crew . . . . .	5	Schooner <i>Commot</i> , of Whitby . . . . .	4
Smack <i>Catherina</i> , of Barmouth—Saved vessel		Fishing-boat of Newbiggin—Rendered assist-	
and crew . . . . .	4	ance.	
Smack <i>Noah</i> , of Cardigan . . . . .	2	Barque <i>Achilles</i> , of Glasgow . . . . .	3
Schooner <i>The Clyde</i> , of Great Yarmouth . . . . .	5	Barque <i>James Campbell</i> , of Shelburne, N S. . . . .	11
Schooner <i>Jane Ellen</i> , of Aberystwith—Saved		Ship <i>Michiels Loos</i> , of Antwerp—Rendered	
vessel and crew . . . . .	5	assistance.	
Brig <i>Anne</i> , of Milford—Assisted to save ves-		Brig <i>Ruth</i> , of London . . . . .	9
sel and crew . . . . .	8	Smack <i>Margaret Davies</i> , of Girvan . . . . .	3
Barque <i>Marie Amelie</i> , of Quimper—Assisted		Newarp Light Ship—Rendered assistance.	
to save vessel and crew . . . . .	14	Smack <i>Queen Victoria</i> , of Brixham—Saved	
Brig <i>Benton</i> , of South Shields . . . . .	6	vessel and crew . . . . .	2
Brig <i>Mary</i> , of Sunderland—Assisted to save		Barque <i>Lord Collingwood</i> , of Newcastle—Re-	
vessel and crew . . . . .	8	mained by vessel all night.	
Sloop <i>Perseverance</i> , of Liverpool . . . . .	2	Brigantine <i>Madora</i> , of Great Yarmouth . . . . .	2
Barque <i>Chowdean</i> , of Sunderland—Assisted		Brig <i>Bessie</i> , of Sunderland—Rendered assist-	
to save vessel and crew . . . . .	10	ance.	
Sloop <i>Ennias</i> , of Portsmouth—Saved vessel		Barque <i>Thetis</i> , of Gothenburg . . . . .	16
and crew . . . . .	8	Brig <i>Marie</i> , of Grieffswald . . . . .	11
Sloop <i>Telegraph</i> , of Sunderland . . . . .	8	Brig <i>Contest</i> , of Guernsey . . . . .	46
Barque <i>Cocquibo</i> , of Sunderland . . . . .	15	Smack <i>Plowman</i> , of Great Yarmouth—Saved	
Ship <i>Cameronian</i> , of Liverpool—Saved vessel		vessel and crew . . . . .	7
and crew . . . . .	20	Norwegian schooner <i>Polydesa</i> —Saved vessel	
Brigantine <i>Eclipse</i> , of Londonderry . . . . .	1	and crew . . . . .	5
Schooner <i>Gratitude</i> , of Aberystwith . . . . .	4	Cadwith fishing-boats—Assistance rendered.	
Smack <i>Striver</i> , of Great Yarmouth—Saved vessel		Brig <i>George</i> , of Sunderland . . . . .	1
and crew . . . . .	5	Schooner <i>Restless</i> , of Peterhead . . . . .	6
Schooner <i>The Squire</i> , of Great Yarmouth . . . . .	4	Schooner <i>Remedy</i> , of Whitstable—Remained	
Brig <i>Sarah Ann</i> , of Jersey . . . . .	6	by vessel.	
Schooner <i>Mary Lewis</i> , of Aberystwith . . . . .	5	S. S. <i>Harmonia</i> , of Hamburg . . . . .	15
Schooner <i>Deonia</i> , of Padstow . . . . .	5	Ship <i>Clarinda</i> , of Sunderland . . . . .	7
Barque <i>Loretto</i> , of Liverpool—Assisted to save		Schooner <i>Assistant</i> of Stavanger—Remained by	
vessel and crew . . . . .	14	vessel.	
Barque <i>Centurion</i> . . . . .	18	Schooner <i>Dunkerquoise</i> , of Dunkirk—Rendered	
Barque <i>Wild Horse</i> , of Windsor, N.S. . . . .	10	assistance.	
Schooner <i>Mary</i> , of Dublin . . . . .	3	Brigantine <i>Amor</i> , of Elsfleth . . . . .	8
Brig <i>Harmony</i> , of Bideford . . . . .	3	Brig <i>Cruiser</i> , of Hartlepool—Vessel and crew	
Schooner <i>La Prudence</i> , of Algiers . . . . .	6	saved . . . . .	6
Sloop <i>William</i> , of Paimpol . . . . .	6	Brig <i>Jenny</i> , of Whitby . . . . .	6
Austrian schooner <i>Nicolo</i> . . . . .	14	Ship <i>Lydia Williams</i> , of Liverpool . . . . .	34
Prussian schooner <i>Louise</i> —Assisted to save		Barque <i>Bayadere</i> , of Rouen . . . . .	12
vessel and crew . . . . .	7	Schooner <i>Elizabeth</i> , of Liverpool . . . . .	7
Brigantine <i>Estella</i> , of Preston—Saved vessel.		Schooner <i>St. Brannock</i> , of Bideford—Rendered	
Barque <i>A. L. Routh</i> , of New York—Saved		assistance.	
vessel and crew . . . . .	16	Brigantine <i>Vitruvius</i> , of Liverpool . . . . .	6
Schooner <i>Glyde</i> , of Killough . . . . .	5	Sloop <i>Ant</i> , of Boston . . . . .	2
Barque <i>Susan L. Campbell</i> , of Weighmouth, N.S. . . . .	14	Schooner <i>Elizabeth</i> , of Louth . . . . .	1
Ship <i>Nor Wester</i> , of Boston, U.S. . . . .	5	French brig <i>Courrier du Nord</i> . . . . .	1
Brig <i>Wellington</i> , of Aberystwith—Assisted to		Sloop <i>Helena</i> , of Alloo . . . . .	4
save vessel and crew . . . . .	9	Schooner <i>Esk</i> , of Montrose . . . . .	6
Brig <i>Mary</i> , of Workington—Rendered assistance.		Ship <i>Annie Gray</i> —Remained by vessel.	
Schooner <i>Mary</i> , of Lynn—Rendered assistance.		Brig <i>Wild Rose</i> , of Brixham—Remained by	
Smack <i>Choice</i> , of Hull . . . . .	3	vessel.	
Fishing-smack, of Holy Island—Saved vessel		Schooner <i>Hero</i> , of Maldon . . . . .	3
and crew . . . . .	4	Schooner <i>Phoebe</i> , of Goole . . . . .	2
Brig <i>Ayrshire Lass</i> , of Ardrossan—Saved vessel		Brig <i>Queen Victoria</i> , of South Shields . . . . .	1
and crew . . . . .	4	Sloop <i>Christian and Charlotte</i> , of Peterhead . . . . .	4
Royal Mail Steamer <i>Leinster</i> —Rendered assist-		Ship <i>Thornton</i> , of New York . . . . .	13
ance.			

Schooner *Jane Sophia*, of Aberystwith—Saved vessel and crew . . . . . 5  
 Smack *Telegraph*, of Port Isaac . . . . . 3  
 Barque *Strathleven*, of Glasgow . . . . . 15  
 Smack *Hope*, of Aberystwith—Saved vessel and crew . . . . . 3  
 Schooner *Woolgast*, of Woolgast, Prussia—Rendered assistance.

Brig *John*, of Hartlepool . . . . . 1  
 The *Naiad*, of Colchester—Rendered assistance.  
 Total lives saved in 1867 by life-boats . . . . . 783  
 During the same period the Institution has granted rewards for saving lives by fishing and other boats . . . . . 303  
 Grand total of lives saved . . . . . 1086

#### General Summary for 1867.

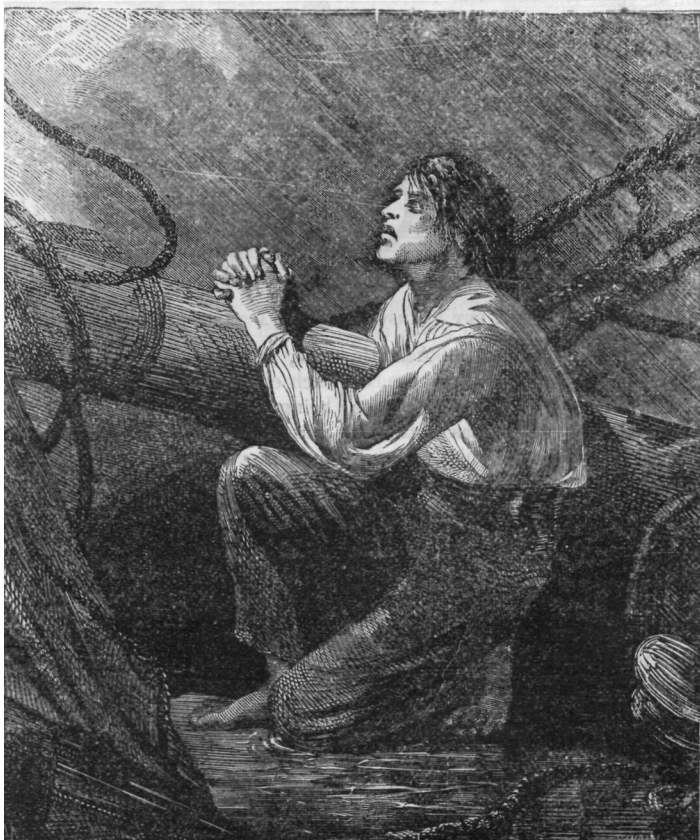
Number of lives rescued by life-boats, in addition to 35 vessels saved by them . . . . .	783	£.	s.	d.
Number of lives saved by shore-boats, &c. . . . .	303			
Amount of pecuniary rewards for saving life . . . . .	..	3,189	2	8
Honorary rewards: Gold and Silver medals . . . . .	13			
Votes of thanks on Vellum and Parchment . . . . .	13			
Total . . . . .	<u>26</u>	<u>1,086</u>	<u>3,189</u>	<u>2 8</u>

During the past year (1867) the Institution also expended £31,845 on its 186 Life-boat Establishments on the Coasts of England, Scotland, and Ireland.

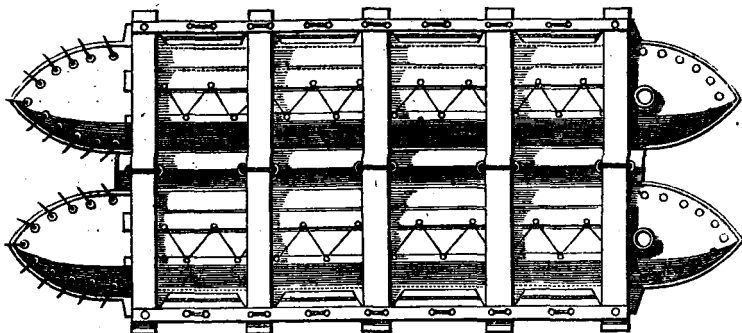
The number of lives saved, either by the Life-boats of the Society, or by special exertions for which it has granted rewards,

since its formation, is 17,000 for which services 83 Gold Medals, 779 Silver Medals, and £26,680 in cash, have been given as rewards. The Institution has also expended £194,000 on its several Life-boat Establishments.

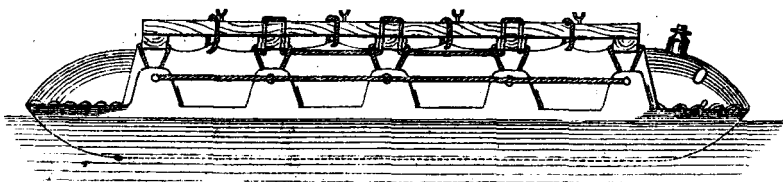
#### GOD HELP OUR MEN AT SEA.



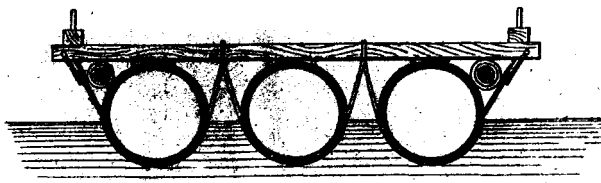
## THE AMERICAN LIFE-RAFT FOR PASSENGER SHIPS.



TOP VIEW OF A TWO-CYLINDER RAFT.



SIDE VIEW, SHOWING STRINGER PIECES, ETC.



SECTIONAL VIEW, CUT TRANSVERSELY, OF A THREE-CYLINDER RAFT.

THE recent passage across the Atlantic Ocean, from New York to Southampton, of an American life-raft with only three men on board to navigate it, has naturally excited much interest in this country, and vast numbers of persons have visited the Crystal Palace at Sydenham, since it was placed there, to see it and its daring crew.

It is, in truth, a misnomer to call such a vessel a raft, seeing that it possesses all the properties of a safe and efficient boat. A more suitable term would be "the American Tubular Life-boat;" it being composed of either two or three long tubes with a wooden framework of gunwales and seats or thwarts placed upon them.

The tubular life-boat or raft, *Nonpareil*, the one which crossed the Atlantic, is composed of three inflated tubes, each 25 feet long by 2½ feet in diameter, ranged side by

side, and placed about 2½ feet apart from each other, the extreme width of the vessel being 13 feet. Such a boat is equally safe with two tubes only, but the third, intermediate tube, gives it one-third more buoyancy, and would, therefore, enable it to carry a larger number of persons. The principle is not a new one, double boats having been in use in the East from a remote period. The NATIONAL LIFE-BOAT INSTITUTION has also, for several years, had two life-boats each formed of two long metallic cylinders, on a plan invented by the late HENRY RICHARDSON, Esq., of Aber Hirnant, near Bala, in North Wales, which boats possess undoubted valuable properties, not only being insubmergible, and possessing very great stability, but providing for the instantaneous discharge of all water breaking over them, and affording great confidence to their crews.

The American tubular life-boat has, however, another property of the utmost value, which has not been sufficiently noticed in the published descriptions of it, and the possession of which property induces us now to draw special attention to it: we allude to its collapsibility, so that it can be folded up and stowed away in a small compass in any convenient place on shipboard.

Some means to enable crowded passenger vessels and troop ships to carry a sufficient number of boats to receive into them the whole of their passengers and crews, has long been acknowledged to be a pressing want. There are, doubtless, few of our readers who are not able to call to mind some of the many terrible catastrophes which, from time to time, have excited their sympathies, and have carried grief into very many households in our land, when disaster has happened to large passenger ships, and on which occasions the general rule has been for the boats to be swamped or upset one after another, either in the act of lowering or alongside, from being overfilled with excited and panic-stricken people. Indeed, one of the chief causes of loss of life on those terrible occasions has been panic; and what more natural than that there should be panic when it is well known to all on board of a crowded emigrant or other passenger ship that the whole of the boats of the ship can only convey a portion of those on board her? Each is then in fear of being one of those doomed to be left behind, and hence numbers at once rush to the boats only to precipitate their destruction.

Indeed it seems singular that in this insular and thickly-peopled country, with no egress for its surplus population but the sea, whose special mission would appear to have been to people the waste places of the earth, no greater efforts should have been made to provide a sufficiency of boats on board passenger ships.

The difficulty of doing so has probably been hitherto deemed insurmountable, but we trust that our Government and emigration authorities will now reconsider the subject in connection with this new, and, as we think, admirable invention, which we believe will be found to have removed all the difficulty in the way of providing ample and safe boat accommodation on board the most crowded passenger vessels.

In illustration of the fitness of the American collapsible tubular boat to meet the want above indicated, it may be stated, that on the occasion of the trial of a two-tubed

one in the Regent's Canal Dock, Limehouse, twelve months ago, it was brought through the streets of London on the roof of a common cab, from which it was thrown roughly off to the ground, and that six men, who had never seen it before, under the superintendence of the inventor's agent, inflated the tubes, and put it together in six minutes; that it was then pitched headlong into the water from the quay wall, a height of some 12 or 14 feet; that twenty men then jumped into it and made every effort to upset it without success; and that it was then rowed quickly by four oars, and by means of an oar at the stern could be turned round almost in its own length. Half a dozen men then hauled it readily up a very steep bank; its tubes were emptied of air, and it was rolled up, being thus rapidly converted from a rigid, safe, and insubmersible boat, into a mere bundle 9 feet long, and 18 inches in diameter.

From the above description of its portability and compactness, it will be readily conceived how specially such an instrument is qualified for service in crowded passenger ships, since not only could an ample number be carried on board without inconvenience, but their safe transfer to the water could be insured from their being insubmersible, whilst, owing to that property and to their great lateral stability, the subsequent safety of those on board them would be almost certain—a practical illustration of which has now been afforded by the safe passage of one of these boats across the Atlantic, during which voyage it had to lie to no less than seven times in gales of wind.

In producing a safe and efficient inflated and collapsible boat, two difficulties had to be overcome, viz., the giving such a structure sufficient rigidity and strength, and the making it proof against fatal injury from being rent or punctured.

This has been effected, in each case, in a very ingenious manner. In the first case by dividing the gunwales in the centre, and pivoting each part at one end to the thwarts at the bow and stern, so that each half-gunwale can be turned across parallel to the thwarts and be rolled up with them and the tubing, on the latter being collapsed.

In the second case, liability to swamping from puncture or rending is met by the ingenious device of an inner and outer tube, the inner and waterproof ones being much larger than the outer ones, which latter give the form and shape of the tubes, and

the inner ones would yield to the pressure of any sharp instrument or rock which might pass through the outer canvas cover.

The following description, however, published in substance by the inventor, with accompanying diagrams, will make the general character and appearance of the tubular raft or boat intelligible to every one:—

"This raft is composed of two or more air-tight cylinders, of suitable dimensions, encased in cylinders of strong duck or sail canvas, and connected together by canvas flanches, which, being connected with the outside cylinder or casing of air-cylinder, forms a complete deck surface. On the top and across these cylinders are placed a series of thwarts or planks, which are lashed at each end, and between each cylinder, by means of ropes to outside canvas cylinder. These thwarts or planks answer the double purpose of stretchers to keep the cylinders apart, and in shape when inflated, and also as seats for passengers. Across these, at each end and lengthwise of the raft, are fastened by means of rope lashings, stringer pieces of suitable timber, which are bolted at either end to the end of thwarts, and answer for the double purpose of gunwales and for attaching rowlocks for propelling the raft. These stringer pieces are spliced in the centre in such a manner that they can be readily unlashed and swung around on the fore and after thwarts when it becomes necessary to take the raft on board ship or pack it away.

"In each of the air-cylinders is attached an air-valve which can be opened and shut at leisure; and when it becomes necessary to use the raft, an inflating bellows, which always attends the raft, is attached to each valve, and the raft is put in readiness to launch in the space of six minutes or less.

"In describing the manner of constructing this raft it would be well to state, that the object in covering the air-cylinders with canvas is to produce a life-saving raft, which has a combination of strength, durability, and cheapness, and one that can be repaired by any person either on board ship or in a foreign country, if necessary.

"We simply depend upon the air-cylinder as an air reservoir. The canvas or outer cylinder being of smaller dimensions than the inner or air-cylinder, it becomes impossible to inflate the latter to its full extent; consequently, the entire wear and strain come upon the outer or canvas cylinders.

"When inflated and ready for use, this raft has a buoyant capacity of 8,000 lbs., and a deck surface for passengers of 180 square feet. And when rolled and packed for stowing away, it takes up only a space eighteen inches in diameter by eleven feet long, and weighs but about four hundred pounds.

"One of the great difficulties now experienced by our navy and merchant marine, in case of shipwreck or disaster, is the difficulty of launching their boats without swamping them, and in getting on shore and landing their passengers safely. This is completely overcome in the use of Perry's life-saving raft, as it is impossible to upset, swamp, or sink it under any circumstances, and it will land through the surf with the same degree of safety as at the dock. These rafts are also provided with a place for carrying provisions and water in case of shipwreck."

Without endorsing the opinion of the inventor that it is impossible to upset such a craft under any circumstances, it may still be safely affirmed that it would be very much more difficult to upset it than any ordinary boat, and that, being insubmersible, its safety is still further greatly enhanced.

Possessing these invaluable properties, and also that of great buoyancy, such boats would be admirably adapted for troop ships, not only as a means of safety in the event of accident from wreck, fire, or collision, but for landing through a surf with greater safety than even any ordinary ship's life-boat would do. They might, likewise, be readily convertible into pontoons for crossing rivers, for which purpose they would be specially adapted from their lightness and portability.

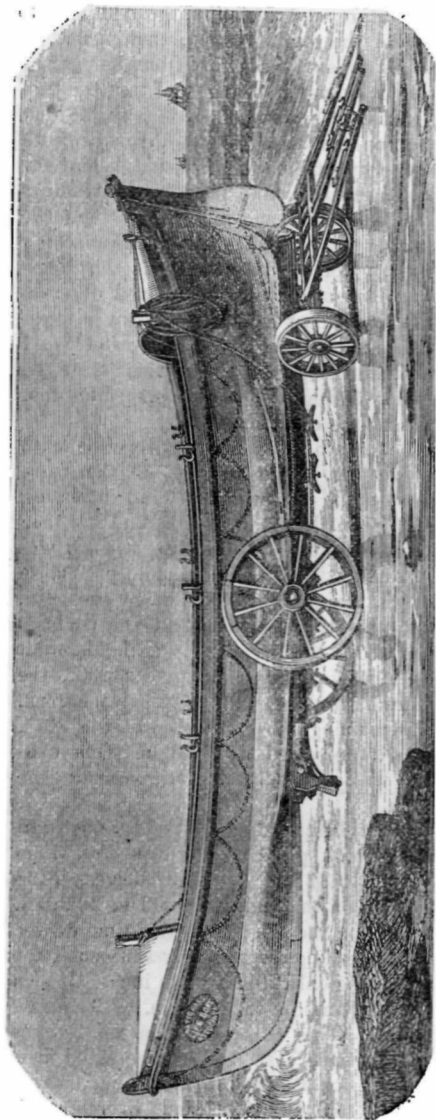
We heartily trust, therefore, that the invention will receive due attention from our military and naval authorities, and that they will give it an early trial.

#### THE LIFE-BOATMAN'S SIGH IN THE TEMPEST.

Jesu! bless our slender boat,  
By the torrent swept along;  
Loud its threatenings—let them not  
Drown the music of a song  
Breathed Thy mercy to implore,  
Where these troubled waters roar!

Guide our bark among the waves;  
Through the surf our passage smooth;  
Where the whirlpool frets and raves  
Let Thy love its anger soothe:  
All our hope is placed in Thee;  
*Miserere Domine!*

## ADDITIONAL STATIONS AND NEW LIFE-BOATS.



RED CAR AND MIDDLESBOROUGH, YORKSHIRE.—The Redcar life-boat men having refused to work their boat, as they considered it was not large enough, a larger and more roomy life-boat has been supplied to them in its place. It is a very fine boat, 36 feet long and 9½ feet wide, and pulls 10 oars, which are always double manned. It is provided with a transporting-carriage. The expense of the new boat, carriage, and equipment, has been benevolently contributed by the people of Burton-on-Trent,

through the kind exertions of M. T. BASS, Esq., M.P., A. O. WORTHINGTON, Esq., Mr. JAMES NICHOLS, and other gentlemen and ladies. Before being taken to its station, the life-boat was sent to Burton, and exhibited there from the 12th to the 19th July last. On the latter day, being the occasion of the Horticultural Exhibition, an imposing demonstration took place with the boat. It was first paraded through the town and then presented to the Society by Mr. BASS, in the presence of a large concourse of spectators. Mrs. ABRAM BASS then named the boat, which was thereupon launched into the river Trent, and afterwards, with much difficulty, capsized, and the self-righting and other qualities shown, everything passing off in the most satisfactory manner. The London and North Western, Midland, and North Eastern conveyed the boat free over their respective lines to its station *vid* Burton.

The life-boat thus replaced was the gift to the Institution of Messrs. JOHN CROSSLEY and SONS, of Halifax, and is named the *Crossley*. It is a fine 33-foot boat, and was only built in 1864. It has been, with their kind permission, transferred to the adjoining station at Middlesborough, in the place of an older boat. The life-boat, carriage, and house have been altered and improved to fit the new boat, and both these life-boat establishments are now in a thoroughly efficient state.

YOUGHAL, IRELAND.—A new life-boat and carriage have recently been forwarded to this station, as the old boat was found to be quite decayed. The new boat is 32 feet long, and pulls 10 oars double banked. It is named the *William Beckett of Leeds*, its cost having been presented to the Institution by the town of Leeds in honour of the gentleman whose name it bears; and it has the motto "Soli Dei gloria" on each side. The life-boat was forwarded to Leeds *en route* to its station in May last, and on the 28th of that month it was drawn on its carriage by a fine team of eight horses through some of the principal streets of the town. After the procession, the boat was kept on view in front of the Town Hall until the following day, when it was publicly presented to the National Life-boat Institution by the Mayor. It was received by WILLIAM BECKETT DENISON, Esq., the

President of the Leeds Branch. It was subsequently forwarded to its station *vid* Liverpool, the Liverpool Steam Ship Company kindly giving it a free conveyance from that port to Cork on board one of their vessels. The Cork Steam Ship Company also conferred a similar privilege by conveying the old boat and carriage from Cork to the Thames.

[We are compelled, by want of space, to postpone accounts of the new life-boats sent to the following stations:—The *Duncan*, Sheringham; the *Licensed Victualler*, Hunstanton; the *Boys'*, Caister; the *Grace and Dolly of Broad Oak*, Kessingland; the *London Sunday School*, Brighton; the *City of Worcester*, Bembridge; the *Victoria*, Exmouth; the *Daniel J. Draper*, Mullion; the *Western Commercial Traveller*, Cadgwith; the *Sisters' Memorial*, Orme's Head; the *Lily*, and the *Willie and Arthur*, New Brighton; the *Angela and Hannah*, Silloth; the *Glasgow Workmen's*, Ayr; the *Caroline*, North Berwick; the *Florence*, Groomsport; the *Stockport Sunday School*, Dundalk; and the *Princess Royal*, Kingstown.]

### THE GALES AND THE VARIATIONS OF THE BAROMETER IN THE MONTHS OF OCTOBER, NOVEMBER, AND DECEMBER, 1867.

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

THE variations in the reading of the barometer at the Royal Observatory, Greenwich, from October 26 to December 6, 1867, are shown in the annexed diagram, together with the directions of the wind and the horizontal movement of the air extending over the same interval of time.

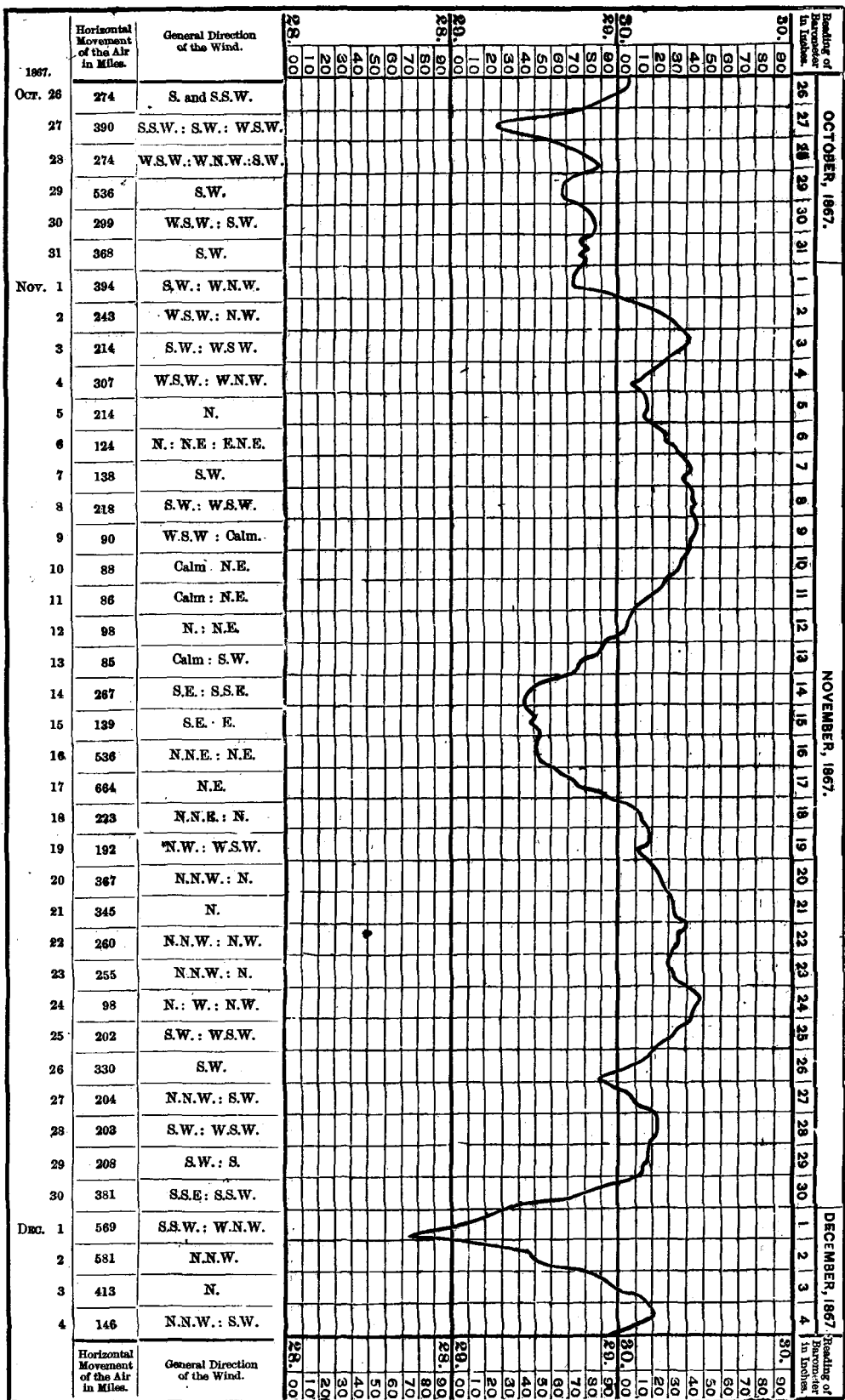
The very extraordinary state of the weather in respect to successive gales of wind of more than ordinary force, not only on our own coasts but also over different parts of the world, and particularly in the East and West Indies, which have been for some time past causing disasters at sea to be more numerous, and the loss of life to be far greater than usual, give to all correct meteorological observations, wherever taken, a greater value than ordinary. These storms, both in their rise and subsidence, should be traced and studied, particularly with reference to any premonitory symptoms, for

some time preceding the storm, such as the state of the air, both in respect to temperature and moisture, in addition to those of the readings of the barometer, in relation to any departure from its normal state by unusual changes of temperature or excess of humidity. It is probable that for some distance from the equator both these elements may be affected before the marked changes take place in the readings of the barometer, and might thus be made available for longer notice of approaching storms. For the recent storms this information must be available in fixed observatories in adjacent localities. Great interest attaches to the weather preceding storms; I shall therefore give a few particulars of the weather during the period preceding that given by the diagram.

The month of September opened with fine weather. The reading of the barometer on the 1st was 29·70 in., increasing to 29·97 in. by noon on the 2nd: it then decreased a little till the 7th, when it was 29·92 in.; it then decreased to 29·63 in. on the 9th, increased to 30·21 in. by the 18th. From this time till the 22nd, the readings were above the average. On the 22nd it was 29·75 in., increasing to 30·33 in., the maximum reading of the month on the 25th, and remaining above 30 in. until the 30th, when it decreased to 29·86 in. The weather was generally fine throughout the month.

The highest reading of the barometer in October took place on the first day, when it was 30·31 in.; it then decreased to 29·69 in. on the 2nd, increased to 29·99 in. by noon on the 4th; from this time till the 7th the readings were nearly stationary, the range being only 200ths of an inch. It then decreased rapidly to 29·40 in. by 9 a.m. on the 8th. This fall was accompanied by a gale of wind. The readings increased from 29·40 in. on the 8th to 29·74 in. on the morning of the 9th, and decreased to 29·45 in. on the evening of the same day. The readings then increased by six-tenths by 9 a.m. on the 11th, decreasing a like amount by noon on the 13th, followed by rainy weather, which continued until the 19th; from the 13th the barometer increased to 29·77 in. on the 16th; the range from the 16th to the 19th was only two-tenths. The reading was 30·09 in. at noon on the 22nd, decreased to 29·70 in. by the 24th, increased to 30·06 in. by 9 a.m. on the 26th, and decreased to the minimum reading

DIAGRAM SHOWING THE READINGS OF THE BAROMETER, AT THE HEIGHT OF 160 FEET ABOVE THE SEA, FROM OCTOBER 26TH TO MIDNIGHT OF DECEMBER 4TH, 1867.



of the month on the 27th. From the 26th of October all the readings of the barometer are shown in the diagram, together with the simultaneous directions of the wind, and its horizontal movements in miles for twenty-four hours.

For several days preceding the 27th of October, the pressure of the wind had been very small, and during the early morning hours of that day (midnight to 9 a.m.), the pressures varied between 3 lbs. and 4 lbs.; after 9 a.m. the wind increased in violence, and blew with forces varying between 2 lbs. and 17 lbs. till 0h. 40m. p.m. The gale then increased, and culminated in violence at 1.15 p.m. during a very heavy shower of rain, the extreme gust recorded at that time (30 lbs.) coinciding with a sudden turn of the vane from S.S.W. to N. After the extreme gust, the gale subsided almost immediately, and during the remainder of the day little or no pressure was recorded. On the 29th and 30th, pressures were recorded amounting to 8 lbs. and 11 lbs. (extremes).

From October 31st to November 6th, light pressures were occasionally recorded,

When the mean barometer	30.45 in.
reading was . . . . .	
Between . . . . .	30 in. and 30.4 in.
" . . . . .	29.6 in. and 30 in.
" . . . . .	29.3 in. and 29.6 in.
And when it was . . . . .	28.96 in.

showing that whenever the barometer reading has been extremely high, the motion of the air has been small; and whenever extremely low, it has been large. It will however be observed, that in intermediate readings, at times the movement has been small, and at other times somewhat large; these apparent exceptions happen generally just before a change in the direction of the wind. As a rule, as the barometer readings decrease, the motion of the wind increases.

In the midst of the desolations of the storms of November and December, it is satisfactory to find some consolation in the determined courage and success of our noble life-boat crews. That the boats of the NATIONAL LIFE-BOAT INSTITUTION have been doing great work can easily be understood when I mention that, during the gales and heavy seas of these last two months, they have alone rescued from various shipwrecks two hundred and fifty-nine lives. Most of them have been the lives of our brave sailors who help to carry on the commerce of our great country, and who are the

and November 6 to 15 was a period of scarcely any pressure.

Severe gales from N.E. occurred on the 16th and 17th, in which frequent pressures were recorded of 10 lbs., occasional pressures to 15 lbs., and maximum pressure of 30 lbs. From the 18th to the 29th the wind blew with little force; but from the 30th November to the 3rd of December, a succession of gales occurred from S.W. first and afterwards from N.W. and N. Extreme pressures in these gales were recorded of 30 lbs. (especially on the morning of December 2), but the pressures during the gales were never less than from 4 lbs. to 12 lbs.

By collecting the numbers at the foot of the table with the readings of the barometer, beginning with highest, the two highest barometer readings were on November 9 and November 24, and the mean of horizontal movements on these days was 94 miles.

By collecting in like manner all readings between 30 in. and 30.4 in., those between 29.6 in. and 30 in., and so on, the following table is formed—

{ The average daily horizontal movement	94 miles.
of the air was about . . . . .	
" . . . . .	204 "
" . . . . .	354 "
" . . . . .	443 "
" . . . . .	569 "

bread-winners of many a home, which, in the absence of these noble life-boat services, would be to-day the scenes of desolation and woe.

Let us earnestly hope that the labours of the NATIONAL LIFE-BOAT INSTITUTION may continue to receive the Divine blessing, and that it may be enabled still further to extend its sphere of usefulness.

Blackheath,  
December, 1867. JAMES GLAISHER.

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

Thursday, July 2nd, 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 and Correspondence, and Wreck and Reward Sub-Committees.

Also the Report of Capt. J. R. WARD, R.N., the Inspector of Life-boats, on his recent visits to Yarmouth, Caister, Lowestoft, Kessingland, Burton-on-Trent, Stockton, Redcar, Middlesborough, and Seaton Carew.

Also the Reports of Capt. D. ROBERTSON, R.N., the Assistant-Inspector, on his visits to Chapman's Pool, Poole, Guernsey, West Wittering, Blakeney,

Hunstanton, New Brighton, Southport, Lytham, Silloth, Maryport, Whitehaven, and Piel.

Read letter from the Commodore Controller-general of the Coastguard of the 6th June, forwarding a model and description of a floating anchor, designed by Mr. JOHN BOWLING, officer in command of H.M. Revenue cruiser *Dolphin*.—*To be acknowledged.*

Reported the receipt of the following special Contributions: 25*l.* additional from Miss SARAH HARRIS; 1*l.* 4*s.* 3*d.*, contents of Contribution Box at the Crystal Palace High Level Station of the London, Chatham, and Dover Railway, per G. A. BERRY, Esq.; 5*l.*, part proceeds of a Fête given by the Amalgamated Society of Odd Fellows and A. O. Foresters at Ipswich, per W. PARTRIDGE MILLS, Esq., M.D.—*To be thanked.*

Produced an Extract from the will of the late Miss MARY SHORTBRIDGE, of Cleadon, Durham, in which she bequeathed a reversionary legacy of 50*l.*, free of duty, to the Institution.

Reported the transmission to their stations of the Redcar, West Wittering, and Seaton Carew life-boats, the Railway and Steam-Packet Companies giving a free conveyance to the boats.—*To be thanked.*

A grand demonstration had taken place with the Redcar boat at Burton-on-Trent, on the occasion of the presentation and launch of the boat. The West Wittering life-boat was also publicly inaugurated on the 20th ult., at which the Bishop of Chichester assisted. The launch took place, by permission, from Bosham Quay, the property of Lord Fitzhardinge, the lord of the manor, whose son, the Hon. C. P. F. Berkeley, late M.P. for Gloucester, was present. Miss S. J. GILBERT, daughter of the Bishop, having named the boat amidst the cheers of all who witnessed the ceremony, the *Undaunted*, with the whole of her crew on board, glided off her carriage into the sea.

Read letter from Capt. SAUMAREZ FRASER, R.N., of the 13th June, transmitting a draft for 524*l.* from the *City of Worcester* life-boat fund, in aid of the cost of a life-boat station.—*To be thanked.*

Decided that the *City of Worcester* life-boat be stationed at Bembridge, Isle of Wight.

Reported also that JAMES LEIGH, Esq., of Stockport, had forwarded, on the 14th June, a cheque for 420*l.* to the Institution, on account of the *Stockport Sunday School* Life-boat Fund.—*To be thanked.*

Decided that the *Stockport Sunday School* life-boat be placed at Dundalk, on the Irish Coast.

Reported also that W. SMALLEY, Esq., and JAMES WYLD, Esq., had left at the Institution, on the 26th June, a cheque for 620*l.*, on account of the *Licensed Victualler* Life-boat Fund.—*To be thanked.*

Decided that a life-boat station be formed at Hunstanton, on the Norfolk coast, and that the *Licensed Victualler* life-boat be placed there.

Read letter from ROBERT BROADWATER, Esq., of Hornsey Rise, of the 22nd June, forwarding 52*l.* 16*s.*, which he had collected from his friends in aid of the proposed slipway for the *Ilfracombe (Broadwater)* life-boat.—*To be thanked.*

Ordered life-boat houses to be erected at St. Ives, Hunstanton, Eastbourne, and Newhaven, at a total expense of 929*l.*

The Secretary of the Institution, Mr. LEWIS, reported that he had been to Paris, and had, on the occasion of the great ceremony on Monday the 1st July, in the "Palace of Industry," received from the hands of the EMPEROR OF THE FRENCH the Grand Prize of Honour awarded to the NATIONAL LIFE-BOAT INSTITUTION, in acknowledgment of the perfection to which it had brought its self-righting life-boat and equipment, and of its great services to sailors of all nations when shipwrecked on our shores.

H.R.H. the PRINCE OF WALES, who sat next the Sultan, who was on the right of the Emperor, appeared much pleased with this great tribute to the English Life-boat Institution, he having only recently presided over its Annual Meeting at the Mansion House, London.

His Royal Highness having subsequently, through General Sir W. KNOLLYS, K.C.B., expressed a wish that he and the PRINCESS OF WALES might inspect this Grand Prize of Honour, Mr. LEWIS, on the 9th July, had the honour of an audience of the Prince, and of submitting to him the medal. His Royal Highness expressed his satisfaction with it, and at once showed the medal to the PRINCESS OF WALES. Only five of these Grand Prizes have been awarded to English Exhibitors. The medal weighs about twelve ounces, and is a magnificent work of art.

Produced also the Bronze Medal and Diploma, which had been awarded to the Institution by the Commissioners of the Boulogne International Exhibition of Fisheries (1866), the Society having sent various Models to that Exhibition.

Paid 1,962*l.* 2*s.* 6*d.* for sundry charges on various life-boat establishments.

Voted 4*l.* 10*s.* to pay the expenses of the Rhoscolyn life-boat, in putting off, on the 5th June, during rough weather, and taking to a place of safety the crew of 3 men and the schooner *Hope*, of Beaumaris, which was observed riding at her anchors in a perilous position in Cymmuran Bay, Anglesey.

Also 2*l.* 9*s.* to WILLIAM WILLIAMS, one of the crew of the Rhoscolyn life-boat on the above occasion, who had his arm injured while engaged in assisting to take the vessel's anchor up.

Also 4*l.* to 7 men for putting off, in the *Volunteer* pilot boat on the 21st September last, and saving 4 men from the sloop *Wool Packet*, of Dartmouth, which was in distress on Barnstaple Bar in a heavy sea.

Also 5*l.* to 9 men for putting off from Bardsey Island in a boat, during a strong wind and in a heavy sea, and saving 3 men who were in an open boat belonging to the ship *Barbadian*, of Greenock, which was on fire, and afterwards became a total wreck at Abersach on the 28th December last.

Thursday, 1st Aug. 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 the Inspector of Life-boats, of the 28th July, on his visits to Berwick-on-Tweed, Holy Island, North Sunderland, Boulmer, Alnmouth, Hauxley, Blyth, Newbiggin, Tyne-mouth, Cullercoats, Staithes, Saltburn, Redcar, Middlesborough, and Seaton Carew.

Also the Report of the Assistant-Inspector of Life-boats, of the 27th July, on his visits to the following places on the Scotch coast:—Carsthorne, Scarr of Kipford, Kireudbright, Port Logan, Girvan, Ayr, Irvine, Campbeltown, Anstruther, St. Andrews, Buddon Ness, Broughty Ferry, and Arbroath.

Read letter from TITUS SALT, Esq., of Bradford, of the 14th July, forwarding 620*l.* to the Institution to defray the cost of a life-boat station, and requesting that the boat might be named the *Saltire*.—*To be thanked.*

Decided that the life-boat be named the *Saltire*, and that it be stationed at Stromness, in the Orkney Islands.

Reported the receipt of 306*l.* 12*s.* 6*d.* from the

fund raised amongst the subscribers to *Routledge's Magazine for Boys*. The same had been collected through the indefatigable exertions of EDMUND ROUTLEDGE, Esq., the editor of that periodical.

Decided that Mr. ROUTLEDGE be thanked, and that the small surf-boat, about to be stationed at Caister, on the Norfolk coast, be appropriated to this fund.

Reported the receipt also of the following additional special contributions in aid of the funds of the Institution:—50*l.* from the Trustees of the late THOMAS BOYS, Esq., of Hove, near Brighton, being two quarters' surplus income; 22*l.* additional amount collected by R. CULLUM, Esq., at the Newport (Mon.) Custom-house; 20*l.* 10*s.* being the Collection after a Sermon preached by Canon PARKER in the Encampment of the 3rd. Bat. Lancashire Royal Volunteers, per Lieut.-Col. HARGREAVES; 8*l.* 16*s.* 6*d.* from the Officers and Passengers of the Cape Mail Steamers *Roman* and *Anglian*, on their voyages from the Cape, per their respective Commanders, Capt. DIXON and Lieut. KEE, R.N.R.; 10*l.* 11*s.* 3*d.* "First half-year's collection" by Sir W. R. CLAYTON, Bart.; 100*l.* additional from Capt. MONTAGUE PASCO, R.N., on behalf of his Life-boat Fund, making a total to that time of 693*l.* 7*s.*; and 12*l.* 4*s.* from the Contribution Boxes on the South Devon Railway, through ALBERT P. PROWSE, Esq.—*To be severally thanked.*

Reported also the receipt of legacies of 180*l.* from the late Miss CAROLINE N. OXENHAM, of Kensington, and 25*l.* from the late E. BAGSHAW, Esq., of Nottingham.

Produced an Extract from the Will of the late Mrs. JANE SHARPE, of Whitburn, Durham, in which 100*l.* was bequeathed to the Institution; also from the Will of the late JACOB NATHAN, Esq., of Plymouth, in which he left 50*l.* to the Plymouth Branch of the Society.

Reported the transmission of the Sheringham and Llandudno new life-boats and carriages to their destinations; and that the Great Eastern Railway Company had kindly conveyed the former life-boat free over their line.—*To be thanked.*

A public demonstration took place at Sheringham with the life-boat on its arrival and launch; and the crew were much pleased with the boat.

Produced copies of the Reports recently issued by the German Shipwreck and Life-boat Society of Bremen, which had been established on the plan of the NATIONAL LIFE-BOAT INSTITUTION of England.—*To be acknowledged.*

Read letter from Mr. G. J. GUNTHER, of Stamford Hill, of the 9th July, forwarding some suggestions for improving life-buoys.—*To be acknowledged.*

Ordered new life-boat houses to be built at Kes-singham, Cadgwith, and Bembridge, at an estimated cost of 512*l.*

Paid 1,598*l.* 14*s.* for sundry charges on various life-boat establishments.

Voted 13*l.* 4*s.* to pay the expenses of the Exmouth life-boat, in putting off on the 15th July, in a strong gale of wind, with the view of rendering assistance to the crew of the brig *Ranger*, of Newcastle, which was totally wrecked off Badleigh Salterton. The life-boat, in crossing the bar where a very heavy sea was breaking, was repeatedly filled with water, and had four of her oars broken. She, however, behaved very well under the circumstances; but while the boat was on her way to the wrecked vessel, the crew were rescued by means of the rocket-apparatus, and the life-boat thereupon returned to the shore.

Also 34*l.* to pay the expenses of the life-boats of the Institution at Fraserburgh, Arklow, Cromer, and Teignmouth, in rendering various services to

distressed vessels during the recent stormy weather.

Also 9*l.* 10*s.* to the crew of the fishing-yawl *Happy Return*, for putting off, through a heavy sea, and rescuing the crew of 6 men of the French lugger *Edouard et Rose*, which, during a strong wind from the S.W., had sunk on the Newcome Sand off the Suffolk coast, on the 16th July.

Also 5*l.* to a fishing-boat's crew, who, while proceeding out to sea for the purpose of fishing, saving three men who had been capsized from a fishing-yawl during squally weather, in Moray Firth, between Burghhead and Cromarty, N.B., on the 28th June.

Also 3*l.* to a boat's crew for saving, in a strong breeze and a heavy sea, the lives of five men who had got on an exposed rock, from the brigantine *Martha Jane*, of Waterford, which had stranded in Portally Cove, Ireland, on the 3rd July.

Also 1*l.* to MICHAEL CURRAN, for swimming off, through a heavy surf, and assisting ashore 9 men, forming the crew of a shore-boat, which had been stove in whilst towing a log of timber during squally weather, off Meenacaddy, Ireland, on the 25th June.

Thursday, 3rd September. THOMAS CHAPMAN, Esq., F.R.S., V.P., in the Chair.

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

Reported the lamented death, on the 21st August, of His Grace the DUKE OF NORTHUMBERLAND, the venerable father of the President of the Institution.

Decided that a Vote of Condolence be presented to His Grace the President.

Read and approved the Report of the Inspector of Life-boats, on his recent visit to Sheringham, Cromer, Yarmouth, and Falmouth.

Also the Reports of the Assistant-Inspector, on his visits to Stonehaven, Peterhead, Fraserburgh, Banff, Buckie, Lossiemouth, Stromness, Thurso, Wick, North Berwick, Dunbar, Campbeltown, and Dunaverty.

Read letter from Miss ELLEN HODGSON, of Birmingham, of the 29th August, forwarding 650*l.* to defray the whole cost of the renovation of the Rhyl Life-boat establishment, in memory of the late Mrs. ELIZABETH MORGAN, of Cheltenham. She was desirous that the surplus, if any, should be added to the general funds of the parent Institution. The life-boat she wished to be named the *Morgan*. Decided that Miss Hodgson be thanked, and that the tubular life-boat be named accordingly.

Also from Mrs. BURGESS, of St John's Wood, of the 20th August, stating that she had decided to present 420*l.* to the Institution to defray the cost of a life-boat and carriage, the boat to be named the *St. George*.—*To be thanked; and decided that the life-boat be stationed at Stonehaven, N.B.*

Also from CHARLES CORBE, Esq., of Donabate, Co. Dublin, of the 26th July, stating the necessity of a life-boat at Portrane, Ireland, and offering the cordial co-operation of the local residents in the organization and maintenance of the life-boat establishment.

Decided that a life-boat station be formed at Portrane.

Also that a life-boat station be formed at Ross Links, Holy Island, and that the life-boat and carriage, the cost of which had been given to the Institution by J. G. FRITH, Esq., and Mrs. FRITH, of London, be appropriated to that station, the life-boat being named the *Bombay*.

Reported the receipt of the following additional

special contributions in aid of the funds of the Institution:—31l. 12s. from the Trustees of the late Miss MARTHA BEBE, of Bootham, York, being one-fourth share of her pure personal estate (second moiety); 15l. additional amount collected by Capt. T. SMITH, at the Bristol Marine Office; and 8l. 10s. collected by JOHN TURNER TURNER, Esq., of the schooner yacht *Constance*. Also 25l. from the Trustees of the Southport Marine Fund, and 15l. from the Southport Penny Readings, through the Southport Branch of the Institution.—*To be severally thanked.*

Also 540l. legacy of the late Miss ELLEN GOODMAN, of Eversholt, Beds, for a life-boat with carriage and gear complete, and 100l. legacy of the late CHARLES WALKER, Esq., of Southport.—*The Executors to be thanked.*

Produced an extract from the will of the late ROBERT SHEPHERD, Esq., of Rochdale, in which he bequeathed 1,000l. to the Institution, payable after the decease of his wife.

Also an extract from the will of the late Capt. E. W. HARRIS, of Roehampton, in which he bequeathed to this and many other Institutions the residue of his personal property, payable after the death of his wife.

[At the Annual Meeting of the Institution at the Egyptian Hall on the 28th February, 1867, when H.R.H. The PRINCE OF WALES presided, Capt. HARRIS handed to Mr. Lewis, the Secretary, the cost of the Winterton life-boat, which he wished to be named the *Ann Maria*.]

Reported the transmission of the Stromness, Hunstanton, and Broughty Ferry new life-boats and carriages to their destinations. The different Railway and Steam Packet Companies had kindly given the boats free conveyance.—*To be thanked.*

The Hunstanton life-boat, the *Licensed Victualler*, was publicly launched at her station on the 4th September with much éclat.

A grand demonstration had also taken place at Falmouth with the *City of Gloucester* life-boat on the 29th August, on the occasion of the formal opening of the boathouse and the launch of the boat.

Reported that information had been afforded to the Prussian Government, through the Chevalier Hebel, the Prussian Consul-general, on matters relating to the working on the coasts of the Life-boat Establishments of the Institution.—*Approved.*

Ordered a new life-boat house to be erected at Stromness, N.B., at an estimated cost of 144l. 19s. 6d.

Payments amounting to 2,071l. 5s. 6d. were ordered to be made on various life-boat establishments.

Voted 6l. 8s. to pay the expenses of the *Civil Service* life-boat stationed at Wexford, Ireland, in putting off, on the 17th August, in reply to signals of distress, while it was blowing hard from the W.S.W., and saving, after much difficulty, the crew of 4 men of the smack *Robert Hudson*, of Arklow, which, while making for Wexford with a cargo of fish, had stranded on the south end of the Dogger Bank.

Also the Silver Medal of the Institution and a copy of its Vote inscribed on Vellum to the Hon. AUBERON HERBERT, in admiration of his gallant conduct in forming one of the crew of the Cromer life-boat of the Institution, when it was launched through a heavy surf, with the view of rescuing the crew of the sloop *Sutcliffe*, of Harwich, which was wrecked off Cromer in a gale of wind and very heavy sea on the 21st July last.

Also the Second Service Clasp of the Institution to Mr. WILLIAM CUBITT, in acknowledgment of his gallantry in saving life on horseback on the Norfolk coast.

Also the Thanks of the Institution to Mr.

M'CARTHY, Officer of Coastguard at Sligo, and 14l. to 16 other men, for assisting to save the passengers and crew of the steamer *Rose*, of Glasgow, which, during a strong gale from the N.N.W., had become a total wreck on the Little Island, Brown's Bay, Ireland, on the 16th July.

Also 6l. to some pilots for putting off in a shore-boat and saving 2 out of 8 persons whose boat had capsized on the Herd Sand, at the mouth of the Tyne, in a heavy sea on the 20th July.

Also 10l. 10s. to 11 men forming two boats' crews, who, while returning to harbour during a strong N.N.E. gale, saved the lives of the crew of 5 men from the fishing-lugger *Snowdrop*, of Portessie, which had capsized off Fraserburgh, N.B., on the 16th July.

Also 2l. 10s. to 4 men for putting off in a small boat from the brig *Credo*, and saving, in a strong wind, the lives of 2 out of 5 persons who had been capsized from a small pleasure-boat on Aberystwith Bar on the 6th August.

Also 2l. to 6 men for putting off, during a moderate gale from the S.E., and saving 1 man from an open boat belonging to the yacht *Petrel*, of Swansea, which was wrecked on a reef of rocks off Tenby on the 15th July.

Reported that the French Minister of Marine had sent a binocular glass to Mr. JOHN M. THOMSON, coxswain of the Llanelly life-boat of the Institution, in consideration of the services rendered by the life-boat of that station to the crews of the French vessels *Espoir* and *Seraphim*, in January last.

Thursday, 3rd October. THOMAS CHAPMAN, Esq., F.R.S., V.P., in the Chair.

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

The Committee expressed their deep regret to learn of the death of their lamented coadjutor, JOHN DISTON POWLES, Esq., who, for upwards of forty-three years, had cordially co-operated with them in carrying on the great and national work of the Institution.

Produced extracts from wills, in which the following legacies were bequeathed to the Institution:—The late Miss MAUD IRLAM, of Dibbinsdale, Chester, 1,000l., free of duty; the late Mrs. SARAH DOROTHY WOODHOUSE, of Upper Grosvenor Street, 100l., free of duty; the late Mr. WILLIAM HENRY SOARE, of Chelsea, one-sixth share of his pure personal estate, after the decease of a lady.

Reported the receipt of an additional sum of 37l. 4s. 8d. on behalf of the *Draper* Life-boat Establishment, the total amount collected being 791l. 16s. 8d.; of which sum the Institution had received 777l. 4s. 8d., the remaining 14l. 12s. having been incurred in incidental expenses.

Read letter from SAMUEL SHAWCROSS, Esq., Secretary of the Ancient Order of Foresters, forwarding an annual contribution of 50l. from the Order, in aid of the maintenance of the *Forester* life-boat, stationed at New Quay (Cardigan). He also stated that they had in hand 190l. towards the expense of another life-boat.—*To be thanked.*

Reported the transmission of the Cadgwith, Mullion, Dundalk, and Brighton new life-boats to their stations. Several of the railway companies liberally conveyed the boats to their stations free of charge.—*To be thanked.*

Read and approved the Inspector's Report on the exhibition and launch of the *Stockport Sunday School* life-boat, at Stockport, on the 23rd of September; and on his visits to the life-boat stations at New Brighton, Hunstanton, Mullion, Cadgwith, Rhyl, Brighton, and Eastbourne.

Also the Report of the Assistant Inspector on the first launch of the Calster (*The Boys*) life-boat, at Great Yarmouth, on the 10th September.

Read letter from the Right Hon. the Earl of TANKERVILLE, readily promising a site of ground for the Ross Links life-boat-house.—*To be thanked.*

Read letter from the Secretary of the Hastings Branch, of the 19th September, calling attention to a plan designed by a Mr. ROGERS, of that town, for hauling off life-boats in rough weather, by the use of an anchor to be propelled from a mortar.—*To be acknowledged.*

Also from Mr. THOMAS SLOANE, of Bermondsey, of the 17th September, forwarding a sketch of his plan for propelling life-boats and other boats.—*To be acknowledged.*

Decided that the best thanks of the Institution, inscribed on vellum, be presented to EDWARD ABSOLOM, Esq., in acknowledgment of his valuable and zealous co-operation, in collecting, in the City of London and elsewhere, the sum of 147*l.* 7*s.*, in annual subscriptions, and 43*l.* 18*s.* 6*d.* in donations, in aid of the funds of the Institution.

Reported the receipt of a contribution of 420*l.*, from a lady (Mrs. D.), to be appropriated in paying for the new life-boat and transporting-carriage about to be stationed at Groomsport, Ireland, the boat to be named *The Florence*.—*To be thanked.*

Reported the receipt of contributions of 182*l.*, from the Hull Branch, per W. DYSON, Jun., Esq.; 50*l.* from the Dublin Branch, per Mr. S. B. TAYLOR; and 30*l.* from the Leeds Branch, per J. P. HODGSON, Esq.—*To be severally thanked.*

Decided that the life-boat, transporting-carriage, and equipment, exhibited by the Institution at the Paris International Exhibition, be offered to the French Shipwreck and Life-boat Society.

The following correspondence afterwards took place on the subject:—

“ROYAL NATIONAL LIFE-BOAT INSTITUTION,

“14, John Street, Adelphi,  
“London, 10th October, 1867.

“SIR,—I have great pleasure in acquainting you, for the information of the Committee of the French Life-boat Society, that the Committee of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, at their last meeting, had the satisfaction to offer to the sister Society the first-class life-boat, transporting-carriage, and their equipment, now exhibiting in the International Exhibition at Paris.

“In the event of the French Society doing this Committee the honour to accept the same, they would beg to suggest that the life-boat might be stationed at Calais, which, besides being visited by a large number of French and English vessels, is also one of the great ports of intercommunication between the two countries.—I have, &c.,

“RICHARD LEWIS.

“M. Jules de Crisenoy, Secretary of the Société Centrale de Sauvetage des Naufrages, Paris.”

(TRANSLATION.)

“Central Society for Saving Life from Shipwreck,  
53, Rue du Bac, Paris, October 29th, 1867.

“SIR,—We accept with gratitude the gift which you have been pleased to make to our Society of the life-boat sent from London to the Exposition by the ROYAL NATIONAL LIFE-BOAT INSTITUTION. We accept it as another evidence of the sympathies which unite France and England, and more especially those who, in both countries, exert themselves in giving help to Shipwrecked Sailors.

“This work in France already owes you much. Thanks to your persevering efforts, it is by profiting by your long experience, and by inspiring ourselves by your example, that our enterprise has acquired such rapid development. We are

happy to acknowledge it, and your generosity can but increase our gratitude.

“In conformity with your wishes, your boat shall shortly be placed upon the Calais station. The Committee has decided that an inscription recording the name of the donor shall be previously placed upon it. It has decreed, moreover, to you the title of Benefactor, of which you will shortly receive the diploma.

“Accept, Sir, the expression of my high consideration.

“The President of the Society,  
(Admiral) RICAULT DE GENOUILLY.

“To His Grace the Duke of Northumberland,  
President of the Royal National Life-boat Institution.”

Reported that, in accordance with the decision of the Committee, arrangements had been made, in regard to the models and drawings of the life-boat of the Institution, and other articles, which had been exhibited at the Paris International Exhibition, to lend them to the Crystal Palace Company.—*Approved.*

Produced the plans and specifications of a life-boat, designed by Capt. PRESTON, R.N., Secretary of the Lowestoft and Pakefield Branch of the Institution.—*To be acknowledged.*

The Secretary, RICHARD LEWIS, Esq., reported that he had recently visited some of the life-boat stations of the Institution on the Devon and Cornish coasts. He found all the life-boats in excellent order, and the crews well satisfied with them.

Paid 3,889*l.* 9*s.* 8*d.* for sundry charges on various life-boat establishments.

Voted the Silver Medal of the Institution, and a copy of its Vote on Parchment, to Capt. EDWARD KEARON, and 30*l.* 13*s.* 6*d.* to pay the expenses of the Arklow life-boat, for going off during a fierce gale of wind from the S.E., on the 11th September, to the assistance of a boy on board the smack *Kate and Mary*, of Arklow, which was riding at anchor in the bay in a dangerous position. The life-boat had only got a short distance when she was filled with the heavy seas, took sternway, and got broadside on the North Pier Head. At this juncture, Capt. KEARON jumped off the pier into the boat and encouraged the crew to persevere in their efforts, and after two more gallant attempts, the life-boat succeeded in getting through the surf, and in reaching the smack. The master of the smack, who had been taken off from the shore in the life-boat, was then put on board his vessel, which subsequently got away in safety.

Also 5*l.* 15*s.* to pay the expenses of the Howth (Dublin Bay) life-boat, in going off, on the 12th September, and bringing safely into harbour the schooner *Splendid*, of Dublin, which was observed making for the harbour in a disabled condition, and afterwards to anchor in a dangerous position near the Baldoyle Sands.

Also 9*l.* 10*s.* to pay the expenses of the Orme's Head life-boat, in putting off and, in conjunction with the steamer *Prince Arthur*, bringing safely to Beaumaris, the smack *Jane*, of Carnarvon, which was seen with signals of distress flying, during a gale of wind on the 20th September.

Also 4*l.* 4*s.* to pay the expenses of the Newbiggin life-boat, in going off on the 24th September, and piloting safely into harbour, during a heavy gale of wind from the north, seven fishing-smacks and their crews, consisting of 30 men. The boats belonged to North Sunderland, Newton, and Craster, and were in great danger while making for the south.

Also 16*l.* 10*s.* to pay the expenses of the Whitby life-boat, in putting off and rescuing the crew of

4 men from the schooner *Commot*, of Whitby, which was observed driving rapidly towards Whitby Sands during stormy weather on the 1st October.

Also 17l. 18s. to pay the expenses of the Scarborough life-boat, in going off in a N.N.E. gale and heavy sea, on the night of the 30th September, and saving the crew of 4 men from the brigantine *Sybil*, of Yarmouth, which, whilst riding at anchor in the Roads, was run into by another vessel and seriously damaged. The crew made signals of distress, and a cable went off; but on account of the heavy sea that was running, she could not venture alongside, and the life-boat was thereupon launched, and effected the rescue of the shipwrecked men.

Also 40l. 13s. to pay the expenses of the life-boats at Castletown, Dundalk, Margate, and New Brighton, in putting off with the view of succouring vessels in distress, but which did not afterwards require the boats' services.

Also 15l. to the crew of the Caister yawl *Eclat*, for going off in a strong N.E. gale and a heavy sea, and saving from a small boat 10 persons belonging to the sloop *Favourite*, and schooner *Unity*, of Goole, which had been in collision, and afterwards became total wrecks on the Norfolk Coast, on the 16th July.

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

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

Reported the receipt of 400l. from a lady (Miss H.), of Anglesey, to pay for the life-boat which the Institution was about to station at Bull Bay, Anglesey.—*To be thanked.*

The MARQUIS OF ANGLESEY had, on the application of the Institution, informed them, through Messrs. R. M. and F. Lowe, of the Temple, that he was willing to grant a lease of the site of ground required for that life-boat house.—*To be thanked.*

Also the receipt of 184l. 1s. from JOSEPH LEATHER, Esq., of Liverpool, being the balance of his contributions for the New Brighton two life-boats, making a total of 685l. 4s. he had given for these boats, in addition to 311l. 12s. for the Holyhead boat.

Also the receipt of the following additional contributions:—100l., collected by Master HERBERT MARSTON, the blind boy (second donation): 100l. from WILLIAM BOTLEY, Esq., F.S.A.: 350l. from the Glasgow Workmen's Life-boat Fund, per Mr. G. NORVAL, on account of the Ayr Life-boat Station; 3l. 16s. 4d., contents of the Ramsgate Pillar-box, per Capt WALKER, H.C.S., and Capt. SHAW; 6l. 17s. proceeds of Benefit at Philharmonic Hall, Ramsgate; 5l. from JOHN BROWN, Esq., of Ramsgate; 29l. 12s. from the Bradford Branch, per Mr. J. M. JOWETT; 35l. from the Bath Branch, per FRANCIS BEDWELL, Esq.; 12l. 5s. 11d. from the Ipswich Branch, being collections in churches, per G. C. E. BACON, Esq., 12 16s. 3d., proceeds of Penny Readings at Yarmouth, by Mr. TUPPER; 11l. from the Newark Branch, per Commander PARKER, R.N.; 22l. 8s. additional from the Reigate Life-boat Fund, per E. CHAMBERS, Esq.; 20l. from Lord OVERSTONE; 11l. 15s. 2d., contents of Contribution-box at Waterford Custom House; 3l. 17s., proceeds of sale of Life-boat Photographs, per W. N. RUDGE, Esq.; 50l. from Miss BURDETT COUTTS; and 9l. 15s. 7d., balance of the London Sunday School Life-boat Fund, per J. R. BURCHETT, Esq.—*To be severally thanked.*

Produced extracts from the Wills of the late Mrs. MARIA DEANE, of Cheltenham, and the late Mrs. MARIANA HOOPER, of Andover, containing bequests of 100l. each to the Institution.

Reported the transmission of new life-boats to the following stations during the past month:—Ayr, Bembridge, Kingstown, North Berwick, Sillith, and Kessingland.

Demonstrations had taken place at Glasgow and Bembridge, with the two first-named boats, which were named respectively the *Glasgow Workman* and the *City of Worcester*.

Approved of the acceptance of the following estimates:—203l. 10s. for the erection of the Stonehaven life-boat house; 58l. 7s. for building a sea-wall in front of the Teignmouth life-boat house; 203l. 10s. for the erection of the Rhyl life-boat house; and 220l. for the erection of the life-boat house at Holy Island.

Reported that barometers had been sent during the past month to the life-boat stations at Mullion, Cadgwith, and New Brighton.—*Approved.*

Read letter from W. BOYD, Esq., Secretary of the Peterhead Branch, transmitting 26l. 16s. 10d., being the amount of the Institution's share of the profits of the working of the Peterhead Safety Fishing-boat since May last.

Read a Report from the Inspector of Life-boats, submitting the following list of Life-boat Stations where it was suggested that the boats might be allowed on certain occasions of service to have their six central oars double manned:—Seaton Carew, Sheringham, Cromer, Palling, Newhaven, Shoreham, Brixham, Mullion, Cadgwith, Bude Haven, Blackpool, and Arklow.—*Approved, and ordered the several Local Committees to be communicated with on the subject.*

Also read and approved the Report of the Inspector of Life-boats on his recent visit to the Life-boat stations of the Institution at Bembridge, Hayling Island, Selsey, Chichester Harbour, Shoreham, Brighton, Worthing, Newhaven and Eastbourne, and to Broadstairs and Paris.

Also the Report of the Assistant-Inspector of Life-boats on his visits to the following Life-boat Stations of the Society:—Ayr, Yarmouth, Gorleston, Kessingland, Lowestoft, and Hastings.

Paid 4,170l. 15s. 8d. for sundry charges on various life-boat establishments.

Voted 12l. 3s. to pay the expenses of the Braintree life-boat, in putting off during heavy squally weather, and rescuing the crew of 9 men from the brig *Ruth*, of London, which had gone ashore on Saunton Sands on the 17th October. The captain of the vessel communicated to the Chairman of the Local Committee his thanks in the following terms:—"I feel bound to state my great satisfaction and thankfulness at the prompt and smart manner in which the life-boat put off to our assistance and rescue, and which, in all probability, was the means of saving myself and crew of 8 men from the immediate danger of being lost."

Also 6l. 11s. to pay the expenses of the Llanddwyn, Anglesea, life-boat in going out during a strong S.W. wind and heavy rain, and bringing safely ashore the crew of 11 men from a small boat belonging to the barque *James Campbell*, of Shelburne, N.S., which vessel had gone on shore on the North Bank, about two miles E.S.E. of Llanddwyn Point, on the 21st October.

Also 14l. 8s. 6d. to pay the expenses of the first service of the Mullion (Cornwall) life-boat *The Draper*, in putting off and saving 3 of the crew of the barque *Achilles*, of Glasgow, which had stranded during foggy weather on Polarrian Beach, on the 21st October. The remainder of the shipwrecked crew were previously saved by means of the Rocket apparatus.

Also 13l. 9s. to pay the expenses of the Girvan

life-boat in putting off, on the 26th October, during a gale of wind, and rescuing, after great difficulty, the crew of 3 men from the smack *Margaret Davies*, of Girvan, which was totally wrecked on a reef of boulder stones a short distance south of the harbour of that place. A pilot-boat made repeated attempts to reach the vessel, but was unable to do so, and it was only after two hours' exertions that the life-boat succeeded in saving the poor fellows from the wreck.

Also 14l. 3s. to pay the expenses of the Tenby life-boat in going off in reply to signals of distress to the rescue of the crew of the smack *Queen Victoria*, of Brixham, which, during a moderate gale, was dismasted off St. Govin's Head, on the 27th October. The life-boat men boarded the vessel, and succeeded, in conjunction with a shore-boat, in towing her safely into Tenby Harbour.

Reported the services of the Winchelsea (*The Solicitors' and Proctors'*) life-boat, in going off and rendering valuable assistance to the ship *Michiels Loos*, of Antwerp, which had gone ashore abreast of No. 35 Martello Tower, during foggy weather, on the 22nd October. The life-boat remained there all night, and at daylight, with the assistance of two steam-tugs, the ship was got off in safety, and subsequently proceeded on her voyage.

Also the services of the *Birmingham No. 2* life-boat at Caister, in going off in reply to signals of distress from the Newarp lightship during blowing weather on the 27th October. On arriving alongside it was found that the lightship had been cut down almost to the water's edge by a large trading steamer. The steamer, which had sustained some damage herself, remained alongside until the arrival of the life-boat, and then went on to Yarmouth. Four of the life-boat men boarded the light-vessel, to assist the crew at the pumps, and the life-boat returned to Caister with a letter for the Trinity House Agent at Yarmouth. A steam-tug was afterwards sent out from the latter place to the assistance of the disabled vessel, which was then taken into Yarmouth Harbour to be repaired. It was very dark at the time, and the wind blowing strong from W. to N.W., with much swell in the offing.

Also voted 99l. 14s. 6d. to pay the expenses of the life-boats at Newbiggin, Sutton, Ifracombe, Caister, North Deal, Ramsgate, Runswick, Holyhead, Exmouth, Whitburn, Newhaven, and Fraserburgh, in going off during stormy weather in reply to signals of distress from vessels, which, however, did not eventually require the assistance of the life-boats.

Also 4l. to 4 coastguard men, for going off in their station-boat during a strong gale of wind, and rescuing, at some risk, the crew of 2 men from the hooker *Fly*, of Greatman's Bay, Ireland, which had sunk on a ledge of rocks, off Barna Quay, Ireland, on the 14th September.

Also 2l. 10s. to the crew of 5 men of a fishing-coble, for putting off, during a strong N.E. wind, and saving 4 men from a small boat belonging to the smack *John and William*, of Inverness, which had been run into and sunk by a screw steamer off Whiby on the 13th October.

Also 3l. 10s. to a pilot-boat's crew of 7 men, for going off during a fresh gale of wind and bringing safely into Ifracombe Harbour a small boat, containing 4 men, who formed part of the crew of the barque *L'Alphonse*, of St. Malo, which had been abandoned, after having been in collision with another vessel off Lundy Island, on the 7th October.

Also 5l. to the crew of a shore-boat, for putting off and saving 3 men from the smack *Chance*, of Brae, which was capsized by a sudden squall of wind off the west side of Shetland, on the 13th September.

Also 14l. to the crew of the Gørløstone Beach men's life-boat, for putting off during squally weather, and saving 4 of the crew of the brig *Venus*, of Shields, which was totally wrecked on Corton Sands on the 3rd October.

Also 5l. to 5 men for putting off in a small boat and saving, at much risk, the crew of 4 men of the smack *Castle*, of Aberystwith, which had struck at the mouth of the bar at that place, in a heavy gale of wind on the 27th October.

Thursday, 5th Dec.—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.

Read and approved the Report of the Special Life-boat Committee.

The Committee voted their cordial thanks to Admiral RYDER, the Chairman, and to the following Members of the Special Committee for their valuable co-operation:—SIR EDWARD PERROTT, Bart., Colonel FITZROY CLAYTON, Capt. DE ST. CROIX, and W. H. HARTON, Esq.

Read letter from J. P. BAUMGARTNER, Esq., Honorary Secretary of the Gørløstone Branch, of the 3rd inst., giving an account of the very distressing accident to the Gørløstone beachmen's salvage life-boat on that day. It appeared that the boat was returning with a crew of 12 men, besides 23 of the crew, which they had picked up at sea in the long-boat belonging to the ship *George Kendall*, of Hull. When off the entrance of Yarmouth Harbour she was run into by the fishing-lugger *James and Ellen*, and immediately capsized, 19 of the shipwrecked crew and 6 of the life-boat men unfortunately perishing through this sad calamity.

The Committee expressed their deep sympathy with the families of the drowned men; and decided on voting 50 guineas in aid of the fund that was being raised for the relief of widows and orphans of the drowned life-boat men.

The boat in question is the same salvage boat that unhappily capsized nearly two years since with a fatal loss of life. There is a fine self-righting life-boat (the *Leicester*) belonging to the Institution at Gørløstone, but hitherto the beachmen have not made much use of it.

Produced the diploma of the French Shipwreck and Life-boat Society, conferring on the Institution the title of "Benefactor," in acknowledgement of the gift of a Life-boat and equipment to it for Calais.

Approved of the following Letter, signed by His Grace the PRESIDENT, in reply to the French Society, acknowledging the above-mentioned diploma:—

ROYAL NATIONAL LIFE-BOAT INSTITUTION,  
John Street, Adelphi, London,  
5th Dec., 1867.

Monsieur le President,—I have had the honour to receive your gratifying letter of the 29th October, and the diploma conferring on this Institution the title of "Benefactor." The Committee and myself appreciate very much the honour your Society has thus conferred on the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and the courteous terms in which you have been pleased to accept the Boat from us, as another token of the sympathies which unite France and England in the noble work of saving life from shipwreck. Your readiness also to adopt our suggestion that the boat might be stationed at Calais has much impressed us, and we trust that, in the event of the

boat being needed, she will prove herself worthy of her noble mission. I have, &c.,

NORTHUMBERLAND,  
President.

To His Excellency  
Admiral Rigault de Genouilly,  
President of the  
Société Centrale de Sauvetage des Naufragés.

Read and approved the Report of the Inspector of Life-boats of the 30th November, on his recent visits to Dover, Hastings, Winchelsea, Rye, Dungeness, Margate, Ramsgate, Kingsgate, Broadstairs, Deal, Walmer, and Kingsdowne.

Also the Report of the Assistant Inspector of the 2nd December, on his visits to Burnham, Ilfracombe, Branton, Appledore, Bude Haven, Padstow, Newquay, Hayle, St. Ives, Sennen, Penzance, Porthleven, Mullion, Lizard, and Cadgwith.

Read letter from Sir THOMAS TOBIN, of Ballincollig, Cork, of the 3rd December, forwarding the first instalment of 100l. he had collected on behalf of his Penny Subscription Life-boat Fund.—To be thanked.

Also from Inspecting Commander HARVEY, R.N., of the Milford Division of Coastguard, stating the necessity of a life-boat being placed in the neighbourhood of Milford Haven. Several gentlemen of influence in the locality had promised to form themselves into a Local Committee to manage the Life-boat Station.

Also from THOMAS SALT, jun., Esq., of the 23rd November, stating, that in the event of the Institution deciding to station a life-boat at Milford Haven, he would be happy to defray the cost of the same, and forwarding a cheque for 420l. to pay for the boat, which he wished to be named the *Katherine*.—To be thanked.

Decided that a life-boat station be formed at Milford Haven, and that Mr. SALT's life-boat be appropriated thereto. Also that the Inspector of Life-boats visit Milford Haven for the purpose of fixing on the site for the life-boat house.

Reported that BENJAMIN BOND CABELL, Esq., F.R.S., had defrayed the entire cost, amounting to 920l., of the renovation of the Cromer life-boat establishment of the Institution, including new life-boat; transporting-carriage, boat-house, and slipway.—To be thanked.

Reported also the receipt of the following additional special contributions:—

Bradford Branch, per Mr. J. M. JOWETT, 42l. Leicester Branch, per WILLIAM GREEN, Esq., 33l. 16s. 5d. Miss LYDIA HARRIS, additional, 100l. Portion of profits of Needham Market Fine Arts and Industrial Exhibition, per Rev. H. T. CURRY, 4l. 4s. Proceeds of a Concert given by the "Covent Garden Snow-Drops," in the Polygraphic Hall, on 31st October, 23l. 10s. Collected on board the R.M.S. *Roman*, on her recent voyage to the Cape of Good Hope, per S. B. P. CAINE, Esq., 1l. 1s. 1d. Contents of Alms Boxes at St. Gabriel's, Pimlico, per Rev. B. BELCHER, M.A., 9l. 5s. One moiety of salvage ex *Bolden Lawn*, per Messrs. G. D. TYLER & Co., 11l. 4s. 2d.—To be severally thanked.

It was also reported that 90l. had been received, being the legacy of the late Mrs. ANNE FRITH, of Deptford.

Produced an extract from the will of the late ROBERT HEWER, Esq., of Oldgate Morpeth, in which he bequeathed 25l. to the Institution, duty free.

Reported the transmission to their station of the Groomsport life-boat and transporting-carriage. Free conveyances had been readily given to the new and old life-boats and carriages on board the steamers of Messrs. MACCOLMSON between London and Belfast. Major MAXWELL had also kindly

lent his horses for the transport of the boat on her carriage from Belfast to her station.—To be severally thanked.

Decided that the thanks of the Institution, inscribed on vellum, be presented to the Rev. D. O'SULLIVAN, on his retirement from the Hon. Secretaryship of the Ballycotton Branch of the Institution, in acknowledgment of his long and valuable co-operation, during a period of ten years he had held that office, with the Society.

Read letter from M. R. STANDISH, Esq., Chief Commissioner of Police at Melbourne, Australia, of the 19th September, requesting that 2,000 of the small bills, containing the Instructions of the Institution for the restoration of the apparently drowned might be supplied to him for distribution amongst the constables of that colony. Mr. STANDISH added, "that the Instructions of the Institution had already been issued by him, in placard form, to all police stations in this colony; and he was happy to state that their constables, acting upon them, had resuscitated many persons who otherwise would have perished."

Recommended that 2,000 copies be supplied accordingly for the purpose, and that Mr. STANDISH be thanked.

Paid 2,108l. 16s. 10d. for sundry charges on various life-boat establishments, and ordered an additional sum of 1,500l. stock to be sold.

The following rewards were also voted during December to pay the expenses of different life-boat services in the late heavy gales:—

	£.	s.	d.
The Poole life-boat, for saving 46 persons from the brig <i>Contest</i> , of Guernsey	26	3	8
The Mundesley life-boat, for saving 7 persons from the brig <i>George</i> , of Sunderland, and schooner <i>Restless</i> , of Peterhead	29	17	0
The Lowestoft life-boat, for saving 2 men from the brigantine <i>Medora</i> , of Yarmouth	24	0	0
The Penarth life-boat, for saving 11 persons from the brig <i>Marie</i> , of Grieffswald	13	4	0
The Bembridge life-boat, for going to the assistance of the brig <i>Bessie</i> , of Sunderland	7	4	0
The Hunstanton life-boat, for saving 31 persons from the barque <i>Thetis</i> , of Gothenburgh, and S. S. <i>Harmonia</i> , of Hamburg	28	2	0
The Sutton life-boat, for saving 7 men from the ship <i>Clarinda</i> , of Sunderland, and for other services in the month	61	15	6
The Whitburn life-boat, for saving 6 men from the brig <i>Jenny</i> , of Whitby	14	4	0
The Holyhead life-boat, for saving 53 persons from the ship <i>Lydia Williams</i> , of Liverpool; barque <i>Bayadere</i> , of Rouen; and the schooner <i>Elizabeth</i> , of Liverpool; and for another service in the month	55	0	0
The Portrush life-boat, for saving 6 men from the brigantine <i>Vitruvius</i> , of Liverpool	20	15	6
The Skegness life-boat, for saving 2 persons from the sloop <i>Ant</i> , of Boston, and for an attempted service	11	15	0
The St. Ives life-boat, for saving 1 man from the French brig <i>Courrier du Nord</i>	25	0	0
The Buckle life-boat, for saving 4 men from the sloop <i>Hellens</i> , of Alfoa	7	0	0
The Donna Nook life-boat, for saving			

6 men from the schooner <i>Est</i> , of Montrose, and for other services in the month . . . . .	36	1	0
The Cromer life-boat, for going off to the assistance of the crew of the brig <i>Wild Rose</i> , of Brixham, and for other services in the month . . . . .	27	5	0
The Sheringham life-boat, for saving 3 persons from the schooner <i>Hero</i> , of Maldon . . . . .	8	10	0
The Winterton life-boat, for saving 2 men from the schooner <i>Phæbe</i> , of Goole . . . . .	12	10	0
The Pakefield life-boat, for saving 1 man from the brig <i>Queen Victoria</i> , of South Shields . . . . .	45	5	0
The St. Andrew's life-boat, for saving 4 men from the sloop <i>Christian</i> and <i>Charlotte</i> , of Peterhead . . . . .	21	10	0
The New Brighton life-boat for saving 13 men from the ship <i>Thorn-ton</i> , of New York . . . . .	13	0	0
The Padstow life-boat, for saving 3 men from the smack <i>Telegraph</i> , of Port Isaac . . . . .	12	10	0
The Port Logan life-boat, for saving 15 men from the barque <i>Strathleven</i> , of Glasgow . . . . .	12	9	0
The Whitburn life-boat, for going off three times, and ultimately saving 1 man from the brig <i>John</i> , of Hartlepool . . . . .	29	8	0
Also to the crews of many of the life-boats of the Institution, for either going off to vessels in distress, with the view of saving life, or for assembling in the life-boat houses, ready to launch the life-boats, to meet any emergency that might arise amongst vessels in apparent distress . . . . .	347	17	6
Total amount of Rewards granted to Life-boat crews in December }	£860	6	2

Also the Second Service Clasp to Mr. WILLIAM ROWLANDS, Coxswain of the Holyhead Life-boat, in acknowledgment of his gallant services in the life-boat in assisting to save fifty-three persons from three different wrecks, on the 1st and 2nd December.

Also 10*l.* to 5 men for saving, at much risk of life, by means of a shore-boat, the crew of 5 men of the schooner *Thomas Parker*, of Dublin, which, during a strong gale of wind, became a total wreck on Conister Rock, Douglas Bay, on the 27th Oct.

Also 5*l.* 10*s.* to the crew of the smack *Trio*, of Aldborough, for rescuing, during a strong breeze from the S.W., the crew of 5 men of the schooner *Perthshire*, of Ipswich, which had sunk on Hasborough Sands, on the 14th Nov.

Also 2*l.* 10*s.* to 5 men for saving in a small boat the crew of 4 men of the schooner *Sedulous*, of Nefyn, which, during a strong gale of wind, had sunk in Porthdinllaen Bay, on the 15th Nov.

## THE HURRICANES IN THE WEST INDIES.

ALTHOUGH the scene of the recent terrible disasters, caused by the hurricanes in the West Indies, is far distant from the sphere of the operations of THE NATIONAL LIFE-BOAT INSTITUTION, which finds ample scope for the full exercise of its means and capabili-

ties on our own shores, yet those storms are calculated especially to interest us, not only on account of the sympathy which must be felt for the many sufferers from their effects, but from their extraordinary meteorological character.

We are likewise of opinion that they are deserving of our consideration as illustrative of the wonderful force or power of wind, when propelled at much higher velocities than we have any opportunities for witnessing in our northern latitudes, and one lesson to be learned from that fact in connection with the Life-boat work is, the conviction of our own impotence to contend successfully with the elements in their wilder moods, and of the consequent injustice of expecting impossibilities, as is sometimes done, from the brave men whom we induce to venture in our Life-boats, at the risk of their own lives, to save those of others.

Detailed accounts of the late fearful hurricane in the West Indies, when so many lives and so vast an amount of property were sacrificed, not only on the sea but on the land, have been so lately published in all the newspapers in the United Kingdom, that it would be superfluous for us to enter on any minute relation of the circumstances; we propose, therefore, to confine our remarks to a brief general description of this great storm and of its supposed origin and disastrous effects.

It will be known to most of our readers that, from time immemorial, the West India Islands have been liable to be devastated by hurricanes of so violent a character as not only to cause fearful loss of life and property at sea, but to sweep everything before them on the land; not only tearing up trees by their roots and unroofing houses, as is not unfrequently witnessed in our own islands and in European countries, but blowing down the most solid structures, hurling rocks into the air, and even, as related of these last storms, having force to raise an anchor from the ground, which, with a strange medley of other articles, was seen whirling round in the air and was carried to some distance from where it was taken up.

It is also recorded of the West Indian hurricanes of 1780—"That forts and castles were washed away—that great guns were carried about in the air—and that twenty thousand persons lost their lives on shore in the different islands."

These fearful aerial disturbances appear to be always of a rotatory nature, revolving round a centre or vortex, yet the whole

whirlpool of air having likewise a progressive motion, the two motions being similar in character to those of the planetary bodies which move, diurnally, on their own axes and, annually, round the parent body, the sun. On a smaller scale, and perhaps more intelligibly to some persons, they may be compared to the water eddies, which can be noticed in running water, where the whole body of the stream is flowing from a higher to a lower level and carrying the numerous eddies with it. In consequence of the rotatory character of these storms they have been termed cyclones, tornados, and typhoons.

The whole of the causes of these eddies in the aerial currents are perhaps not perfectly understood; but it appears to be generally considered by meteorologists that their primary cause is the overheated state of the air over large tropical areas, which causes it to be carried rapidly upwards into higher regions, and the surrounding colder, and therefore denser air, to rush simultaneously in to occupy its place. Their diameter is said to be sometimes as much as five hundred miles, and one has been known to travel more than three thousand miles, viz., from the east of the Caribbee Islands to the bank of Newfoundland before being exhausted, occupying six days in its transit. They are supposed not to extend more than one mile upwards, and their axes incline forwards as they ascend, so that their upper part is always in advance of that at the surface of the earth.

The Atlantic cyclones rotate from N. to W. and from S. to E., and therefore in a contrary direction to the motion of the earth on its axis. They appear to be generated to the east of the lesser Antilles, and thence to travel at first to the N.W., inclining then to N., and finally to N.E., following the Gulf Stream, the heated waters of which have probably therefore some connection with the phenomenon. The southern cyclones travel from S. to S.W., and, at the tropic of Capricorn, bend round to S.E.

These storms, like the trade-winds, are doubtlessly much influenced by the motion of the earth on its axis, which can be readily imagined when we reflect that wind, in its passage from a higher to a lower latitude, comes in contact with other air which, together with the earth's surface, is travelling at a much greater velocity through space, consequent on the larger circle which it there describes.


In the centre of these eddy storms there is always a calm, giving rise to the phenomenon of a gale suddenly ceasing and being followed, after a brief interval, by another in a contrary direction. Their approach is not usually indicated by the barometer until they are near at hand, but the mercury then falls rapidly and very low. At the Island of St. Thomas, on this occasion, it fell to 27.95.

The late West Indian hurricane passed over the Danish Island of St. Thomas and the adjacent islands, on the 29th October last. At St. Thomas, no less than about 80 vessels were sunk or blown ashore, amongst the former the West Indian and Pacific Steam Navigation Company's Steamer the *Columbia*, just out from Liverpool with a cargo valued at more than 200,000*l.*, and the *British Empire*, with 3,800 tons of coal on board for the use of the steamers of the Royal Mail Company. At Buck Island the Royal Mail Company's steam-ship *Wye* was totally wrecked while attempting to put to sea; and of her crew of 70 only 13 were saved.

At Salt Island, about 25 miles from St. Thomas, the fine Royal Mail Company's steamer, the *Rhone*, was lost, and only 24 persons out of 125 who were aboard were saved, the captain and all the officers being amongst the lost. She had rode out the first or N.W. storm safely at the Island of St. Peters, and on the fatal lull in the centre of the cyclone occurring, she weighed or slipped her anchors and made for the open sea, and had almost cleared the dangerous coast from which she was fleeing, when she was caught by the full force of the S.W. hurricane and driven ashore on a reef off Salt Island.

These were the chief disasters afloat, but there is a long list of vessels sunk, stranded, and dismasted too numerous to recapitulate; whilst the devastation on the Islands, and especially on those of St. Thomas and Tortola, are described as terrible, and the scenes witnessed, as the collection of dead bodies and of the remnants of ruined property proceeded, as heartrending.

At St. Thomas alone, about 300 bodies are said to have been recovered from the sea and buried. The majority of these were our fellow-countrymen, and many a widow and orphan at our great packet station at Southampton, and elsewhere, are left to mourn their loss.



# Royal National Life-Boat Institution.

Patroness — HER MOST GRACIOUS MAJESTY THE QUEEN.

Vice Patron — HIS ROYAL HIGHNESS THE PRINCE OF WALES, K.G.

President — HIS GRACE THE DUKE OF NORTHUMBERLAND, P.C.

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

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

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

<b>ENGLAND.</b>		<b>SUSSEX</b>	Newhaven. Brighton. Shoreham. Worthing. 70 Seisey. West Wittering. Hayling Island. Bembridge. Brightstone Grange. 75 Brooke. St. Samson's. Poole. Chapman's Pool. Lyme Regis. 80 Exmouth. Teignmouth. Brixham. Plymouth. Looe.	<b>LANCASHIRE</b>	130 Lytham. Blackpool. Fleetwood. Piel. Castletown. 135 Douglas. Whitehaven. Maryport. Silloth.
<b>NORTHUMBERLAND</b>		<b>HAMPSHIRE</b>	ISLE OF WIGHT	<b>GUERNSEY</b>	
1 Berwick-on-Tweed. Holy Island, No. 1. No. 2. North Sunderland. 5 Boulmer. Alnmouth. Hauxley. Newbiggin. Blyth, No. 1. No. 2. Cullercoats. Tynemouth—No. 1. No. 2.		<b>DORSET</b>	<b>SOUTH DEVON</b>	<b>CORNWALL</b>	
<b>DURHAM</b>					
15 Whitburn. Sunderland. Seaton Carew. Middlesbrough. Redcar. Saltburn. 20 Runswick. Upgang. Whitby. Scarborough. Filey. 25 Bridlington. Hornsea. Withernsea. Donna Nook. Theddlethorpe. 30 Sutton. Skegness. Hunstanton. Blakeney. Sheringham. 35 Cromer. Mundesley. Becton. Hasborough. Palling. 40 Winterton. Caister, No. 1. No. 2. Yarmouth, No. 1. No. 2.					
<b>YORKSHIRE</b>					
<b>LANCASHIRE</b>					
30 Sutton. Skegness. Hunstanton. Blakeney. Sheringham. 35 Cromer. Mundesley. Becton. Hasborough. Palling. 40 Winterton. Caister, No. 1. No. 2. Yarmouth, No. 1. No. 2.					
<b>NORFOLK</b>					
45 Gorsestone. Lowestoft. Pakefield. Kessingland. Southwold, No. 1. No. 2. 50 Thorpeness. Aldborough. Margate. Kingsgate. 55 Broadstairs. Ramsgate. North Deal. Walmer. Kingsdowne. 60 Dover. Dungeness. SUSSEX					
65 Eastbourne.					
<b>WALES.</b>					
<b>GLAMORGANSHIRE</b>					
105 Llanelli & Pema. Carmarthen Bay. Pembrokehire					
110 Cardigan. Newquay. Aberystwith. Aberdovey. Barmouth. 115 Portmadoc. Porthdinllaen. Llanddwyn. Rhoscolyn. Holyhead. 120 Cemlyn. Bull Bay. Moelfre. Penmon. Carnarvonshire					
125 Abergele. FLINTSHIRE					
CHESHIRE					
LANCASHIRE					
<b>IRELAND.</b>					
Co. LONDONDERRY					
ANTRIM					
DOWN					
LOUTH					
DUBLIN					
WICKLOW					
WEXFORD					
WATERFORD					
CORK					
KERRY					

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

"Each Life-boat to have a Coxswain Superintendent, with a fixed Annual Salary of £8, and an Assistant Coxswain with a yearly Salary of £2.

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

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

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

Donations and Annual Subscriptions are earnestly solicited, and will be thankfully received by the Bankers of the Institution, Messrs. WILLIS, PERCIVAL, and Co., 76 Lombard Street; Messrs. COUTTS 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.—Jan. 1, 1868.