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### DETERIORATION OF OUR MERCHANT SEAMEN.

ENGLAND—that is to say, the United Kingdom of Great Britain and Ireland—is a great, a wealthy, a populous, and a powerful country. But it is likewise essentially a maritime one. If not maritime it would have been nothing; for without that spirit of enterprise, daring, and love of adventure, which has ever characterised its sons, it would probably to this day be occupied by a sparse agricultural population, and, from the time of the Norman Conquest, have been but an appanage to the crown of France.

Providence, however, intended it for greater things; and at a remote period, even long before the islands composing it were separated from the adjoining continent, those vast deposits of the useful metals, and the coal for fusing them, were stored up within its limited shores, which were destined thereafter to work its forges and its looms; to provide its trading and war fleets; and to carry its overflowing population, its manufactures, and its civilization to the remotest parts of our globe.

Such has been our great, because useful, mission; a mission intended not merely to aggrandise ourselves, but to benefit mankind; to promote, not only our own prosperity and happiness, but also add to the welfare of the whole human race.

To the fulfilment of this mission all classes of our countrymen, and especially our manufacturing classes, have contributed, in their several spheres. But of what avail would

have been all our mechanical and manufacturing skill and industry, if our ocean carriers and the defenders of our shores, our naval and merchant seamen, had failed us?

Recognising in them, therefore, as is generally done, a most important, indeed indispensable, part of our working machinery, might it not be expected that we should, as a nation, take at least as much pains to promote the efficiency of that machinery as we do to perfect the steam engines and other contrivances which we make subservient to our use? In fact, might we not expect that our merchant seaman should, as a rule, be a pattern to those of other nations, not only as regards his professional skill, but as an intelligent and respectable man, worthy to represent his country wherever his duties should call him? Alas! that the reality should be so different. Alas! that instead of beholding him with pride, and feeling that in foreign countries our reputation is safe in his hands, we should, on the contrary, so often have to blush for him, not only as a seaman and an Englishman, but as a man: for it is of no use shutting our eyes to the fact that too frequently he is drunken, profligate, and unprincipled, a discredit alike to himself and to his country.

Wherefore is this? What has brought about so sad a state of things? What is its remedy? We cannot conceive that there is anything in the nature of a seafaring life to demoralize; and if not, surely any other causes which tend to the deterioration of our seamen must be remediable, although it may take a long time to eradicate an evil which has been of slow growth.

We will state what we believe to be some of the causes which have made a large portion of our merchant seamen so different from what we could wish them to be; but there may be others that have not occurred to us:—

1. One cause has been, we think, the abolition of compulsory apprenticeship. When every merchant vessel was compelled to carry one or more apprentices, according to her tonnage, all of whom were bound to serve for seven years, a large number of seamen were thus regularly brought up under a course of discipline, and taught their professional duties and habits of obedience from their boyhood. The shipowners of the United Kingdom, in an evil moment, petitioned Parliament to relieve them of this requirement, as of a burden. Their petition was granted: the adult landsman, too old to learn, took the place of the young, improving lad, and now a generation has scarcely passed before we find our home-bred seamen disappearing, and our merchant ships half manned by the adult refuse of our seaport towns, and by foreign seamen who have found their way to our shores.

2. A second cause may be considered to be the want of early and suitable education—a want so general amongst the classes from which our merchant seamen are collected.

3. A third cause is the prevalence of drunkenness—that terribly demoralising habit, that crime which, by depriving a man of his reason, places him for the time below the level of the beasts of the field; and which, both directly and indirectly, is a fruitful incentive to vice and cause of misery.

4. A fourth cause is the system of discharging seamen the moment their vessels arrive in an English port, and their entering fresh ones at the last moment before sailing; so that, as a general rule, there is a change of crew between every voyage, an owner never becoming acquainted with the men in his employ, or even, perhaps, knowing their names. Accordingly, as might be expected, there is but seldom any sympathy existing between an owner and his men. He insures his vessel well, and concerns himself but little with their welfare, even in providing for their comfort or safety whilst on board

her; and they, on the other hand, are perhaps equally indifferent to the due performance of their duty to him.

5. A fifth cause is bad accommodation on shipboard, with consequent discomfort, injury to health, and engendering of dirty habits.

6. Lastly, another fruitful cause is evil association on shore. No sooner has the merchant seaman landed from his vessel at any of our larger ports than he is instantly surrounded by the worst and most depraved characters, both male and female, who obtain a livelihood by preying on him, and encouraging him to indulge his worst propensities. Their first object is to get him into their power, to effect which they advance him money on his pay; and he is often given drugged spirits, or beer, and being thus stupefied, is afterwards robbed at leisure, and not seldom ill-treated also; until, miserable, penniless, and degraded, he is glad to escape from his persecutors, and to seek refuge again on the “briny deep.”

Such is too often the melancholy life of the much-vaunted British sailor. Alternate intervals of hard work, with many hardships, and of profligate dissipation, until, after an inglorious and sad career, he is prematurely called away, to account for the use or the abuse of the precious gift of life which a benevolent Providence has bestowed on him.

Again we ask, why must this be? Why should sailors be more dissolute, more improvident, more childishly helpless than other men? What is the remedy?

We answer, that we fear they will continue to be so as long as they continue to be neglected, and to remain under the same evil influences as at present. Also, that under any circumstances comparatively little can be done with the present generation of our merchant sailors; and that, although we may ameliorate their condition and afford them greater opportunities for improvement, yet it must be through the rising generation alone that we can hope to produce any great and permanent change in their character. “Train up a child in the way he should go, and when he is old he will not depart from it,” was the teaching of the

Jewish sage, and all men from then until now have acknowledged the truthfulness of the precept. We trust then that our legislators will, ere long, awaken to the truth that the present fallen condition of our merchant seamen is a public discredit and national sin, and that they will feel it to be their duty to make serious and earnest efforts to raise them up, and by educating and specially preparing, as far as possible, the new race which shall take their place, to make them the worthy representatives of a great maritime and Christian country.

We will proceed to state some of the remedies which have occurred to us, and not to us only, but to many others who have thought and written on the subject; taking the presumed causes of the evil of which we are treating in the order in which we have already named them:—

#### 1. Apprenticeship.

Formerly every merchant vessel was compelled by law to carry one apprentice to each 100 tons of burden, which apprentices were bound to serve for seven years. A constant supply of seamen, trained from their youth, were thus insured to take the places of those who, from death, loss of health, advance of years, or other causes, were annually lost to the service. In the year 1854, however, the shipowners of the United Kingdom were short-sighted enough to induce Parliament to relieve them of this requirement; and from that date to this the class of seamen who man our merchant ships, has gradually deteriorated. It is still optional with an owner to take apprentices; and the Merchant Shipping Act of 1854 devotes five clauses to the regulation of apprenticeship, more especially with reference to the apprenticing of pauper boys, and directs all shipping masters to facilitate the same. Comparatively few shipowners, however, avail themselves of the permission, nor is it likely that a greater number will voluntarily do so. If, therefore, we would wish to regain the former high character of our Mercantile Marine, by training and educating its members expressly for it, as is done in the Royal Navy, a well-regulated, compulsory apprenticeship must be returned to; but it

should be for a less term of years; and it is the opinion of many practical persons interested in our merchant shipping, that it might be so regulated as not to be even at first disadvantageous to our shipowners, whilst it undoubtedly would in time be immensely beneficial to them, by giving them good servants instead of bad ones, and by making their ships a credit to them, instead of their being, too often, a disgrace.

#### 2. The want of early and suitable education.

Allied to the question of apprenticeship is that of early education; and the effect of the two together on the state of our mercantile marine would, in a few years, be magical. The raw material to work on lies also at our doors, and its absorption and working up would be a double advantage, inasmuch as it is at present a source of shame and anxiety to all thinking Englishmen; and, transformed into a body of real British seamen, it would be beheld by them with pleasure and with pride. We allude to the thousands on thousands of neglected boys that live in the streets of our large cities and towns, and who have received the modern designation of "City Arabs." A vast number of these are, perhaps, simply neglected. The exigencies of their parents' every-day life of toil, or struggle with poverty, and, we fear, as often their pernicious and demoralizing habit of drinking to excess, leave them neither time nor money to look after and to educate their children; whilst a large number of these helpless and much-to-be-pitied little ones are even sent into the streets by their unnatural fathers and mothers to live by begging and stealing.

It is calculated that the drain on our merchant seamen which has to be annually replaced may be roughly taken at about 20,000, a large proportion of which, might, probably, without difficulty be provided from this class of neglected youth alone, the very waifs and strays of our population, at present reared up only to fill our gaols and convict establishments, and to find occupation for our police; but who, if drafted into training and reformatory ships, which have already, on a smaller scale, produced such

admirable effects, would be saved from moral perdition, and raised to the position of useful members of society. To no better use could our old wooden frigates and line-of-battle ships be put, than to be stationed as training and reformatory ships at all the ports round our coasts, and to no more legitimate use could all the available balance of the Mercantile Marine Fund be appropriated than to their maintenance.

### 3. Drunkenness.

We can offer no suggestion for the diminution of this vice, which is by no means confined to our seafaring population; but we may feel sure that, as a more respectable and self-respecting class of men abound in our merchant service, it will become less and less prevalent.

### 4. Change of crew every voyage.

The general custom in this country is to discharge the crews of vessels in the foreign trade immediately on arrival home, and to engage a fresh crew for the next voyage, the vessel being loaded and unloaded, rigged and refitted, by men termed "lumpers." The shipowner has, therefore, no knowledge of his men, and evinces no sympathy for them; and this is made only too painfully evident to them by the miserable accommodation which is provided for them on board their ships, and sometimes by the unseaworthy state in which the latter are sent to sea. We are aware that the principal steam companies and a few large ship-owners retain their men in their employ, although they may sometimes be changed from one of their vessels to another, and that when they have good men they will try to keep them; but these instances form the "exception," and not the "general rule."

Without doubt, the more shipowners can fall into the system of retaining their men in their employ, and the more interest they take in them, the better and more attached servants they will find them to be; and we think that any of them really desiring to promote the improvement of their men, would have no great difficulty in doing so, especially those possessing several ships; whilst owners, having only two or three vessels, might associate with others and engage to employ the men in their joint service in

preference to others, whenever any of them were available.

5. Bad accommodation on board our merchant ships.

We regard this point as a most important one. For how can we expect men who are housed no better than pigs to acquire habits of cleanliness and decency? And has not cleanliness been represented as ranking next to godliness in its beneficial effects on the characters of men?

The Merchant Shipping Act, section 231, it is true, defines the number of cubic feet of space which shall be appropriated to each man and boy, and states that the apartment in which they are placed shall be "properly caulked, and in all other respects securely and properly constructed and well ventilated;" and further provides "that the said apartment or space shall be kept free from goods and stores;" and subjects the master of any vessel to a penalty not exceeding 10*l.* for every infringement of the law in these respects. Nevertheless, there can be no doubt that the law is in numberless cases inoperative. Accordingly we find in the Report of a Society, formed in 1867, for Improving the Condition of Merchant Seamen,\* under the heading of "Accommodation," the following statement:—

"Accommodation for the crew may be found of every description, varying, of course, with different classes of ship; but there is no doubt that even in some large vessels the seamen's quarters are inexcusably bad: deficient in light, ventilation, space, and every sort of comfort; that sometimes the bulk-head is removed to accommodate cargo, and the fore-castle thrown open to the hold, and thus in the case of some cargoes, viz., sugar, guano, &c., free entrance is given to most pestilential and foul-smelling vapours. Sometimes cargo and stores are stowed in the fore-castle, which is often too crowded, and, from leakage and general filth, frequently quite unfit for habitation. It is by no means uncommon for the only ventilation of the ship's hold to be a hatch opening into the fore-castle. Even in well-found and ordered ships the chain cables often work through the fore-castle," &c. In the

\* Published by Harrison and Sons, 59, Pall Mall, 1867.

same Report we also find accounts of meetings held by the merchant seamen at Sunderland, and Seaham, in which, amongst other grievances, they bitterly complain of the accommodation space on board merchant ships for the men, "as being insufficient in amount, badly ventilated, in most cases damp and wet from leaks in the upper deck, and always lumbered up with ship's stores,"—evidencing, they state "that the crew is, in these days, exposed to injury by sea water, to which, in days gone by, the owners of ships would not even expose their hemp cables and other ship's stores." We find also in the same publication a Report from Mr. W. Burroughs, Shipwright Surveyor to the Board of Trade, to nearly the same effect, after his officially visiting Sunderland and Seaham, especially to inquire as to the correctness of the statements in memorials of the seamen at those ports to the Government.

#### 6. Evil association on shore.

This evil may appear the most difficult for which to provide a remedy, inasmuch as that when a seaman is on shore no one can prevent him from going where he will or doing what he pleases, so long as he does nothing that is illegal. Yet, after all, much might be done without coercion, by simply providing him with the means of escape from his worst enemies, and removing temptations from his path; for in reality he is subjected to a system of terrorism as well as seduction from the moment of his stepping on shore until he again embarks; and he is as much entitled to the protection of the law against the human vultures and sharks who maintain their fulsome, pestiferous existences by preying on his very vitals, as the community in general is from the pick-pockets and other rogues who infest our streets. At present, like the flying-fish, which, in its short flight to escape from its enemies in the deep, is pounced on by the birds of the air, the merchant seaman flies from discomfort, if not misery, on board his ship, into the very clutches of his relentless enemies on the land, from whom he is in a short time only too glad again to escape, even to return to the discomfort of his home afloat. Aware of the systematic spoliation to which our seamen were subjected, the

Government of the day introduced six clauses in the Merchant Shipping Act of 1854 for their protection.

Clause 233 pronounces that wages due or accruing to any seaman or apprentice should not be subject to attachment or arrest of any court, and that all payments of wages to them should be valid, notwithstanding any previous sale or assignment of the same; and that no sale or assignment of wages or salvage made prior to its accruing should bind the party making it.

234. That no debt exceeding 5s. incurred after an engagement to serve should be recoverable until that service was completed.

235. That any party demanding of a seaman or apprentice payment for board or lodging beyond the period actually boarded or lodged, should be subject to a penalty not exceeding 10l.

236. That any party having possession of money, documents, or effects of any seaman or apprentice, and not returning the same to the owner when required to do so, subject to any deduction justly due, should be liable to a penalty not exceeding 10l., and be required to pay the value of the articles to their owner if not returned to him.

237. That any person going on board a vessel without permission of the master, before her arrival in dock or at place of discharge, should be subject to a penalty up to 20l.

238. Decrees that any person on board any ship, within twenty-four hours after her arrival at any port in the United Kingdom, soliciting any seaman to become a lodger at the house of any one letting lodgings for hire, or taking out of any such ship any effects of any seaman, except under his personal direction, and with the permission of the master, should be liable to a penalty up to 5l.

Nevertheless, the crimps and other harpies, whose business it is to relieve the sailor of his money in the least possible time, effect their object, and, valuable as these restrictions are, other means must be adopted to defeat it.

The "Sailors' Homes," which are now established at all our larger ports, have

already done a great deal in this direction, but they are only available to single men, or to married men apart from their families, whilst every effort is made by the proprietors of lodging-houses to entice seamen from them; and, unfortunately, they have not yet been made self-supporting. A most valuable supplement to them is suggested in the Report of the "Society for Improving the Condition of Seamen" in the shape of "Married Sailors' Homes," or "Family Lodging Houses for Married Seamen;" and the importance of the same was strongly urged on that Society by several of its members and correspondents. We think that such institutions, under judicious management and superintendence, would be a great boon to the respectable married seaman, and would induce many men to marry, and give up a reckless life. It has also been recommended that a seamen's institute and recreation ground should be established in the neighbourhood of all "Sailors' Homes," which would be a further advantage.

It has likewise been suggested that special licenses should be granted to board and lodge seamen, such boarding and lodging-houses being under supervision, so that fraud or other misconduct on the part of those keeping them could be visited by withdrawal of the license.

It is also strongly recommended that seamen should be entitled to their pay and wages up to the day of their discharge, and that they should receive their wages, or, at least, a sufficient advance on them, from the master at the time of their discharge, as it is considered that the untold miseries to which they and their families are exposed from the crimping system are mainly attributable to the delay which arises between the discharge of crews and their payment. It has likewise been proposed that there should be a pay-clerk at every shipping-office, in whose presence all seamen should be paid.

Lastly, it is of undoubted importance that every class of persons who have hitherto preyed on sailors should be licensed, even to the porter who conveys his chest ashore, and who at present is generally feed by the crimp and lodging-house keeper, to bring it by persuasion or by force to his own den.

It may seem strange and anomalous to some persons, that a body of men, who have ever shown themselves capable of heroic deeds in their country's defence, and in no way deficient in general intelligence and common sense, should thus require to be guarded and protected and helped, as if they were so many children. We must, however, be content to grapple with facts as we find them; and if circumstances convert men into children, in some things, we must treat them as such.

We have now only to conclude our remarks on this somewhat melancholy but most important subject. We will do so by expressing the hope that not only our legislators, but the whole nation will awake to a sense of the danger, the discredit, and the sin of suffering this numerous and invaluable, yet, in some respects, helpless class of the community to deteriorate from day to day, until they are fast becoming a discredit alike to their country and themselves.

SHIPWRECKS. — The Statistical Committee of Lloyd's, to whom HENRY JEULA, Esq., acts as the able Hon. Secretary, have recently published an analysis of wrecks and casualties, in different parts of the world, during the year 1867 as compared with 1866. It results from their returns that the total number of casualties last year was 12,513, against 11,711 in 1866. The total losses were 2,343, of which 105 were steamers, in 1867, against 2,234, of which 115 were steamers, in 1866. The cases in which the cargo was entirely lost numbered 1,168 last year and 1,946 in 1866. The loss of life in 1867 contrasts very favourably with that of the year preceding, the total being only 1,346 against 2,644 in 1866. The Committee, however, observe that the returns on this head are still most imperfect, the actual number being in excess of that given in the various tables. Some more information is, however, given under this head than last year. The month in which the fewest casualties have occurred for the past ten years, so far as Lloyd's Loss Book was posted, is July, the heaviest being November. An elaborate geographical summary of the wrecks and casualties, arranged according to the voyages performed, shows that of the entire list of total losses, numbering last year 2,343, about 20 per cent. occurred in the British islands: while of the other sections, the heaviest—that which included the Baltic and the Gulf of Bothnia—contributed about 7 per cent. only. The Cape colonies, the Persian Gulf, Australia, Polynesia, California, and Greenland appear to have been almost blanks as regards total wrecks of foreign-going ships in 1867, although they supplied a few cases of constructive loss. In the British islands the number of vessels raised last year, after sinking, was 32, and in the rest of the world only 20. There were 5 cases of loss from piracy in 1867, and 18 in the year preceding.

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

**LLANELLY, SOUTH WALES.**—On the 7th January, 1867, intelligence was received here that a vessel was amongst the breakers on the Towyn Sands with signals of distress flying. The *City of Bath* life-boat was at once taken along shore on her transporting-carriage, a distance of five miles, and then launched opposite the stranded vessel, in the teeth of a heavy broken sea. The life-boat soon reached the brigantine, and found her to be the *Seraphim*, of Dunkirk, in ballast. Her crew of 8 men gladly accepted the services of the life-boat, and were safely brought ashore.

On the following morning the life-boat was again launched, during a gale of wind, to a French lugger, which, being in the midst of the breakers, was exhibiting distress signals. She was beating over the bank of the Middle Spit, with the crew in the rigging, and the sea making a complete breach over her. The life-boat succeeded in getting alongside, and in rescuing the whole of the crew of 6 men. The lugger, which afterwards became a total wreck, was the *Espoir*, of Nantes.

Upon the life-boat reaching the shore after performing this service, another vessel was seen with signals of distress flying. She was apparently riding at anchor off the Burry Holmes, at a distance of about two miles and a half. Her fore-topsail, yards, &c., were gone. The life-boat at once proceeded towards her, and, after a hard pull, succeeded in getting close to her, and found she was nearly under water, with the sea making a fearful breach over her. There was no living soul on board, and it was feared the poor fellows must have left in their own boat and been lost. She was supposed to be the brig *Zenith*, of Sunderland. The life-boat then returned to the shore. She behaved exceedingly well in the heavy broken sea she had to contend with for upwards of two miles. She was twice filled with water, but at once relieved herself.

**PORHDINLLAEN, NORTH WALES.**—On the 12th January, during a heavy gale of wind from N.N.E., the smack *Catherina*, of Barmouth, bound to that port from Liverpool, anchored too far to leeward in Porthdinllaen Bay. On seeing the dangerous position of the vessel, the *Cotton Sheppard* life-boat was quickly launched. On reaching the smack, which had parted from one of her

anchors, the master availed himself of the services of the life-boat, and some of the men from the boat were put on board. Ultimately the vessel and her crew of 4 men were brought safely into harbour. But for this timely aid, the vessel must have become a total wreck in a very short time.

**SOUTHPORT, LANCASHIRE.**—On the 2nd February a vessel was discovered, during a strong westerly wind, on the Salthouse Sandbank. The *Jessie Knowles* life-boat was promptly manned and launched, and found the crew of 2 men lashed to the rigging of the sloop *Perseverance*, of Liverpool, which had sunk. They had been thus exposed for six hours, and were very much exhausted when taken into the life-boat. The Lytham life-boat had also put off with the view of saving the poor fellows.

**NEW BRIGHTON, near LIVERPOOL.**—On the 25th February the barque *Coquimbo*, of Sunderland, was stranded during stormy weather on Jordan Flats, in Liverpool Bay. The *Willie and Arthur* life-boat was at once launched, and taken in tow by a steamer to the edge of the bank, upon which a very heavy sea was breaking. The life-boat succeeded in taking off the whole of the crew of 14 men and a pilot, and afterwards landed them in safety.

**GREAT YARMOUTH.**—On the 16th January, during a very heavy gale of wind from N.E., and a thick fall of snow, signal guns were heard from the St. Nicholas light-ship. The large life-boat was immediately launched, and proceeding in that direction, the crew observed the mast of a small vessel out of the water on the west edge of the Scroby Sand; but, after searching about for some time, no signs of the crew could be found. The life-boat then bore down to the light-ship, and saw another vessel in a disabled state, with her mainmast gone. She proved to be the brig *Mary*, of Sunderland, in ballast. The captain engaged the services of the life-boat to take the vessel into Lowestoft, which, after some hours' exertions, was accomplished.

At midnight, on the 17th January, the Yarmouth surf life-boat, the *Duff*, put off in reply to signals of distress from the barque *Chowdean*, of Sunderland, which, during a terrific gale of wind, was seen burning blue lights close to the breakers. Owing to the heavy surf, great difficulty was experienced

in launching the boat. On reaching the vessel, they found her riding and striking heavily in the breakers. The life-boat men boarded her, and, slipping her anchors, they eventually succeeded, with the aid of a steam-tug, in taking the vessel safely into Lowestoft harbour.

MOELFRE, ANGLESEY.—On the 2nd January signals of distress were observed from a vessel at anchor off this place; the wind blowing hard from E.N.E., and a heavy sea running. The life-boat was quickly manned and launched, and brought ashore the vessel's crew of 4 men. She proved to be the schooner *Mary Tatham*, of Chester. Fortunately, the weather soon after moderated, and the crew were again put on board their vessel by the life-boat.

SWANSEA.—On the morning of the 9th January, during rough weather, the life-boat *Wolverhampton* was launched, in reply to signals of distress shown by a vessel in the bay. After speaking several ships in the outer roadstead, the life-boat ultimately found a French schooner with her ensign in the rigging. She had lost two anchors, and had her sails split. Some of the crew of the boat were put on board, and the life-boat also secured the services of a steam-tug to tow the disabled vessel into Swansea. She proved to be the schooner *Jeanne D'Arc*, of Nantes.

LLANDDWYN, ANGLESEY.—On the 30th December, during a very heavy gale from the W.N.W., the brigantine *Zillah*, of Liverpool, was observed in a perilous position off this place. The Manchester life-boat, the *John Gray Bell*, was at once conveyed along shore, and launched opposite the vessel through a heavy surf. She was then taken to windward of the schooner and anchored; and, on her veering alongside, the crew were desirous to leave their vessel, although the master refused to do so. However, the wind shifted a little to the northward, and the life-boat men then slipped the cable of the vessel and brought her into Llanddwyn Roads, the vessel being leaky, and the crew entirely worn out.

DUNGARVAN, IRELAND.—On the night of the 21st January the ship *Cameronian*, of Liverpool, was observed in distress off this place, the weather being hazy, with a strong wind blowing from S.E. The Dungarvan life-boat at once put off to her assist-

ance; and some of the crew of the life-boat having boarded the vessel, she, with her crew of 20 men, was ultimately brought safely into the port of Dungarvan.

PENZANCE, CORNWALL.—On the morning of the 5th January signals of distress were seen in the direction of the village of Long Rock, between Penzance and St. Michael's Mount. It was blowing a gale from the E.S.E. at the time, and a very heavy sea on. Orders were at once given for the *Richard Lewis* life-boat to be conveyed to the spot. She was then launched, and proceeding in the direction of Long Rock, found the schooner *Salome*, of Brixham, fast drifting towards the shore. The life-boat had only just succeeded in taking off the crew of 5 men and a boy, when the vessel struck the ground, and soon afterwards went to pieces.

On the evening of the same day the life-boat again went off to the rescue of the crews of two vessels in distress. The night was intensely dark with very heavy rain, and the wind blowing a hurricane from S.S.E., causing a fearful sea. One vessel burnt blue flash lights in quick succession. In less than an hour from the time the life-boat was launched, she safely returned to the shore with the two crews, consisting of 11 men of both vessels. One vessel was the schooner *Selina Ann*, of Looe, bound to Plymouth with coals, with a crew of 5 men: she went to pieces immediately after the crew were taken off. The captain spoke in the highest terms of the management of the life-boat. On arriving alongside the vessel, she was struck by three tremendous seas, either of which, if she had not been well-handled, would have disabled her. The other vessel proved to be the schooner *Heiress*, of Teignmouth, with a crew of 6 men. The life-boat was watched by the spectators on shore with the deepest anxiety, her small light now seen mounting on high on the crest of some tremendous wave, and then sinking low again between the billows, while on her errand of mercy.

About seven o'clock on the evening of the 7th January, this valuable life-boat was again conveyed to Long Rock, intelligence having been received that a large vessel was ashore near St. Michael's Mount. The life-boat was launched into one of the most tremendous seas ever remembered on this coast, the wind being S.E. right on shore. After a long and dangerous pull the boat got near the vessel and hailed her, but

received no answer. The sea at this time was breaking completely over her. On getting nearer the vessel, however, the crew were found to be on board, and 13 of them were with great difficulty got into the life-boat. They said that the captain and 5 men were still on board the ship, which was the *John Gray*, of Glasgow, whereupon the coxswain again hailed her, and urged them to leave, as it was certain the vessel would go to pieces, and that very soon their rescue would be impossible to accomplish. However, they refused to leave before daylight; and, after every means of persuasion had been tried, the life-boat men were reluctantly compelled to leave for the shore, which was reached in safety. It appeared that the captain had at first ordered the men not to get into the life-boat, and, although the rocket apparatus had been fired successfully over the ship, he threatened to shoot any man who touched the same. The vessel subsequently became a total wreck, and the 6 poor fellows on board met with a watery grave. The life-boat was reported to have behaved admirably throughout these gallant services.

WEXFORD, IRELAND.—On the 9th January intelligence was received here that the Blackwater light-vessel had been observed to exhibit signals of distress during the night. The *Civil Service* life-boat was at once launched and proceeded out to her, in tow of the steam-tug *Ruby*. On arriving alongside, it was found there were two shipwrecked seamen on board the light-ship. They had belonged to the smack *Noah*, of Cardigan, which vessel had foundered close to the Blackwater Bank during a very strong gale of wind. The poor fellows were taken on board the life-boat, and safely brought ashore.

On the 23rd March the life-boat again went off to the assistance of the crew of the barque *Loretto*, of Liverpool, from Antwerp, in ballast, which was observed riding at anchor in great danger close to the shore in the North Bay, near Blackwater Head. The captain gladly accepted the services of the life-boat, as one of the chains had parted, and had the other given way, the ship and her crew of 14 men would in all probability have been lost, as the sea was running very high. With great difficulty the life-boat men boarded the barque, and with the aid of two steam-tugs, which subsequently arrived, she was taken safely outside the Banks.

On the 9th May this valuable life-boat was instrumental, in conjunction with two steam-tugs, in saving from destruction the crew of 4 men and the brig *Ayrshire Lass*, of Ardrossan, which had struck on the Long Bank during blowing weather from the E.S.E. Some of the life-boat men boarded the vessel, and succeeded in taking her safely into harbour.

On the 17th August the smack *Robert Hudson*, of Arklow, while making for Wexford with a cargo of fish, stranded on the south end of the Dogger Bank. A steam-tug and pilot-boat passed close to the smack as she got ashore, but owing to the heavy seas, they were unable to render any assistance. Her signals of distress, however, were observed from the shore, and the life-boat was launched without delay; and on nearing the sands, found the vessel labouring heavily. With some difficulty the life-boat got close enough to rescue the crew of 4 men, and afterwards landed them in safety.

TEIGNMOUTH, DEVON.—About midnight on the 23rd January, a telegraphic message was received here that a ship was on shore between Dawlish and Langstone Point, and that the life-boat was immediately required. The crew were at once assembled and the life-boat *China* launched. She proceeded over the bar through a heavy sea, the wind blowing from S.E., towards Langstone, and found the brig *Anne*, of Milford, in a very dangerous position—rolling heavily, with the sea breaking over her, and only 12 feet of water under her. The life-boat men boarded the vessel, and, after great difficulty, succeeded, with the assistance of her crew of 8 men, in placing her in safety, leaving 2 men on board to assist in working her off the land.

WINCHELSEA, SUSSEX. — On the 23rd January, during foggy weather, the barque *Marie Amelie*, of Quimper, got on shore near this place. The Winchelsea life-boat was at once launched to her assistance, and after some hours' exertion, succeeded, with the assistance of a steam-tug, in getting the vessel safely into Rye Harbour. The life-boat subsequently brought ashore the captain's wife.

On the 1st February this life-boat was again launched to the assistance of the brigantine *Estelle*, of Preston, which had run ashore to the east of the boat-house. Although she was making a good deal of water, the life-boat men succeeded in getting her off the sand, and placing her in safety.

The wind was S.W. by W., and weather foggy.

CAISTER, NORFOLK.—On the night of the 28th February, during blowing weather, the *Birmingham* No. 2 life-boat put off, in reply to signal-lights of distress, and found a vessel lying on the outer side of the Inner Barber Sand, in the midst of the swell of the sea, and beating on the Sand. The Scratby life-boat came up about half an hour afterwards, and with the help of the two life-boats the vessel was got off the Sand, and taken into Yarmouth by daylight. She was the fishing-smack, *Striver*, of Yarmouth, with a crew of 4 men and a boy.

On the 7th March the Prussian schooner *Louise* was observed in distress in the Wold off Winterton. The wind was blowing strong, E. by S., and squally. The Caister life-boat went off, and found the captain and crew quite bewildered by stress of weather, and ignorant of their position, with sands and breakers about them. The captain gladly availed himself of the services of the life-boat, and the vessel was subsequently safely got out of her dangerous position.

On the 21st May the services of this valuable life-boat were again called into requisition. The schooner *New Whim*, of Portsmouth, was observed stranded on the West Scroby Sands, off Yarmouth. The life-boat found her under water, only her mast and sails being seen. After cruising about for some time, they saw a small boat at the stern of a schooner riding in the roads, and ascertained that the shipwrecked men had succeeded in boarding that vessel by means of their own boat. At their own request they were landed at Lowestoft by the life-boat. The wind was blowing hard at the time, N.E. by E. While returning to Yarmouth the life-boat bore down, in reply to signals, to the brig *Rover*, of Whitby, and brought ashore from that vessel the crew of 7 men belonging to the brigantine *Union*, of Cowes, which had foundered in the "Deeps."

ST. IVES, CORNWALL. On the 17th March the schooner *Mary Lewis*, of Aberystwith, ran on shore near the Old Pier Head during a very heavy gale from E.S.E. The *Moses* life-boat reached the schooner, and succeeded in taking off the crew of 5 men, afterwards landing them in safety. The life-boat left a second time, and conveyed a line from the vessel to the Pier Head.

FOWEY, CORNWALL.—On the 17th March, during a heavy gale of wind from the S.E., the schooner *Devonia*, of Padstow, was observed to hoist signals of distress whilst riding at anchor in Polkerris Bay. The *Rochdale* and *Catherine Rashleigh* life-boat was immediately launched, and proceeded to the vessel. They found the crew had no hope of her being able to hold to her cable in such terrific weather, and as night was coming on, and there was no chance of getting out of the bay or running for Par Harbour, they resolved to quit the vessel rather than risk their lives on a lee shore. They were consequently brought ashore in the life-boat, the gale still blowing furiously. The vessel, however, fortunately held by her anchor during the night, and the next morning, the weather having moderated, the crew were again put on board of her.

THEDDLETHORPE, LINCOLNSHIRE.—On the 18th March the barque *Centurion*, of South Shields, struck on the Rose Sandbank off Saltfleet, during a heavy gale of wind from E.S.E. The *Dorinda* and *Barbara* life-boat was at once got in readiness and conveyed five miles along the shore, and then launched to the rescue of the vessel's crew. After a hard pull, and long exposure to the bitterly-cold weather, the vessel was at last reached, and her crew of 16 men, a pilot and one passenger, safely taken into the life-boat, and brought ashore. The vessel afterwards became a total wreck.

TRAMORE, IRELAND.—On the 23rd March the barque *Wild Horse*, of Windsor, N. S., was driven into Tramore Bay, and stranded on the beach. It was blowing a gale from the S.E. at the time. As soon as her perilous position was observed, the life-boat, *Cambridge University Club* and *Tom Egan*, was at once launched to her assistance, and fortunately succeeded in rescuing the whole of the crew, consisting of 10 men, and in bringing them safely ashore.

DROGHEDA, IRELAND.—On the 23rd March, during a fresh gale from S.S.E., the schooner *Mary*, of Dublin, bound from Run-corn with rock salt, drove on shore on the North Wall, Drogheda Bar. The Drogheda life-boat was thereupon promptly launched, and proceeded to the wreck, and with great difficulty succeeded in rescuing her crew of 3 men.

TYRELLA, DUNDRUM BAY.—On the 23rd March the sloop *William*, of Paimpol, was stranded, during a heavy gale of wind, about a mile from the Watch House in Dundrum Bay. The crew laid out both anchors, in hopes of getting her off, as she was stranded at low-water mark, and they could have walked ashore had they been desirous to leave their vessel, but this they would not do. As the gale increased and the tide made, it was evident the smack would probably part from her anchors or founder in the broken water, and indeed she shortly did so, and came broadside to the sea. The Tyrella life-boat was quickly launched, and proceeded to the scene of the wreck; but in the meantime, 7 of the crew had left in their own boat, and had succeeded in reaching the shore, but were unable to return for the remainder of the crew. The vessel soon foundered, and the sea washed completely over her. When near the wreck, two of the oars of the life-boat were broken, and she was driven to leeward and on to the beach in spite of all the exertions of the crew. The boat was however again taken to windward and launched, but with a similar want of success. By this time, through the severity of the weather, some of the gallant men in the life-boat were exhausted by their exertions, but volunteers were soon obtained in their place, and the boat was again launched, and proceeded through the broken water. Every sea filled her, but she behaved most nobly under these trying circumstances; and after great difficulty the vessel was reached, and the 6 men who were left in her were rescued from their perilous position and brought safely ashore in the life-boat.

#### SALVAGE OF PROPERTY BY THE LIFE-BOATS OF THE NATIONAL LIFE-BOAT INSTITUTION.

THE Committee of this Institution have found it necessary to reconsider the question regarding payments to their Life-boats' Crews, after they have rendered important assistance in saving property as well as lives, and accordingly the annexed Circular has been issued to its Branches for the information of the Local Committees, coxswains, and crews of the Life-boats.

#### "SALVAGE OF PROPERTY BY LIFE-BOATS.

"The Coxswains and Crews of the Life-boats belonging to the NATIONAL LIFE-BOAT INSTITUTION will be guided by the following Rules in all future cases when they use the Life-boats to assist in saving vessels or other property :—

"In accordance with the 19th Section of the Life-boat Regulations, the Life-boats of the Institution are not, as a general rule, to be employed to save property, so as to interfere with private enterprise. When, however, other aid is not available, their crews are at liberty to use them on the following conditions :—

"1st. On all occasions when used to save vessels or property, their crews will consider that they are lent to them for that purpose, and will look to be paid for the same by the owners of the property saved, and not by the Institution.

"2nd. They are never to be launched expressly to perform such service, when lives are not endangered, without the sanction of the Honorary Secretary or other representative of the Local Committee of Management. When, however, a Life-boat has been launched to save life, and on reaching a wrecked vessel, it is thought that the latter may be also saved with the aid of the Life-boat's crew, the Coxswain will use his own discretion in allowing his crew to afford such aid or not.

"3rd. The greatest care must be taken of the boats, and they are never on such occasions to be exposed to serious risk of damage or destruction.

"4th. Their crews are not to make exorbitant demands from the owners of property saved.

"5th. To cover risk of damage to the boats, two shares of all salvage payments received—that is, a sum equal to the shares of two men of the crew—is to be paid to the Institution.

"In those cases when vessels and their crews are saved by the Life-boats, and when the salvage payments made by the owners are less in amount than the usual award of the Institution for saving lives, the Institution will make up the deficiency to the Life-boat men.

"By order of the Committee,

"RICHARD LEWIS,

"Secretary."

ROYAL NATIONAL LIFE-BOAT INSTITUTION,  
14 JOHN STREET, ADELPHI, LONDON, W. C.  
May, 1868.

### CAPTAIN H.R.H. THE DUKE OF EDINBURGH, K.G., R.N.

FROM the moment that Her Majesty's fine frigate the *Galatea*\* left our shores in the spring of last year, under the command of the youthful Duke of Edinburgh, to visit our colonies in the southern hemisphere, and to convey to them in person the kindly greetings of his Royal Mother, her movements were watched with much interest by the people of this country.

His Royal Highness had already made himself very popular, not alone with his brother Officers in the Naval Service, but amongst all classes of his countrymen with whom he had mixed, by his kindly, frank, and amiable manners, and straightforwardness, and by the entire absence of all that hauteur and frigidity which often unnecessarily widens the barrier between those of high and low estate, and chills the sympathies which should exist between them.

On his arrival at our Australian colonies, a splendid reception awaited him, and the pent-up natural loyalty of our fellow-countrymen there, which never before had a present personal object on which to expend itself, burst forth with genuine enthusiasm, and seemed to know no bounds. His public reception was everywhere an ovation; and no one felt a moment's fear or uneasiness on his account, unless it were in the shape of a doubt whether any young man, however gifted with good sense and modesty of character, could pass unscathed through such an ordeal of popular favour.

Yet how little do we know what is in store for any one of us! Here was a young and favourite Prince, unassociated with political parties, employed on a friendly mission—actually engaged at the moment in promoting a benevolent object, and not supposed to have an enemy in the world, yet suddenly stricken down by the cowardly hand of an assassin. The Prince, as the public are aware, was shot in the back, at Port Jackson, by a dastardly ruffian, said to have been commissioned to do so from Ire-

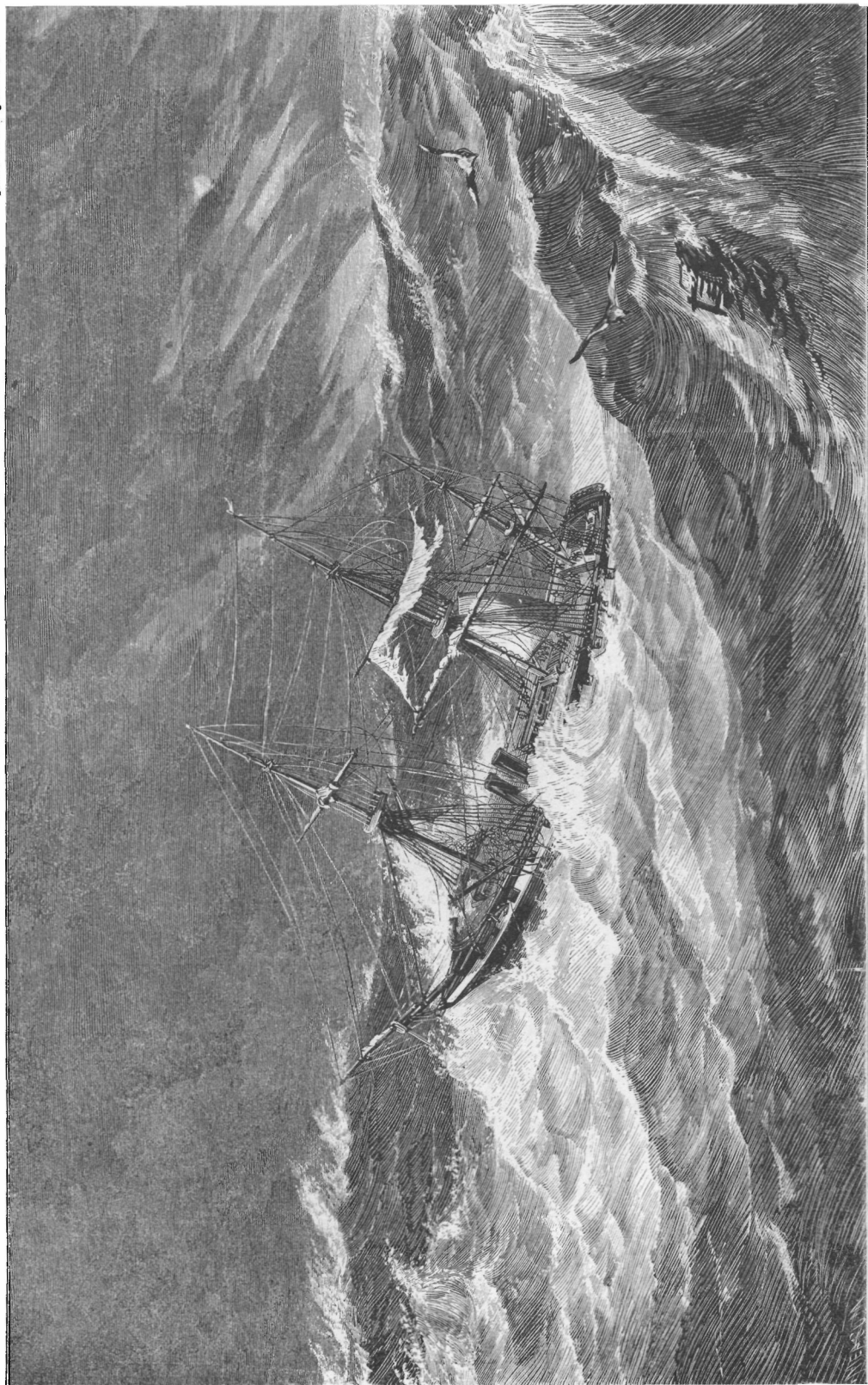
land by a body of ruthless scoundrels like himself, in the vain and senseless hope thereby to promote their treasonous ends, or in revenge for the righteous punishment that had been legally inflicted on other assassins engaged in the same hopeless and infamous cause.

However, happily and providentially, the will of the evil-doer does not always prevail, and the murderous bullet was diverted from its course, and glancing from a rib, passed round and outside the vital organs, instead of through them; and thus, by God's mercy, the useful and honourable life of the young prince has been preserved to his affectionate and royal parent, and to his country.

We earnestly trust that in a few days His Royal Highness will be amongst us again; and, in tendering to Her Majesty the Queen, and to himself, on his arrival in England, in the name of the NATIONAL LIFE-BOAT INSTITUTION, and all who support and befriend it, which we feel that we may properly do, their earnest and respectful condolence and sympathy, we venture to express the hope that His Royal Highness may have a long, happy, and useful career before him, and that this Institution may yet have the honour, which it has long looked forward to, of his presiding at one or more of its annual commemorations.

We should not, however, do justice to our loyal colonists and fellow-countrymen in Australia if we were not to make special allusion to the universal expression of sorrow, abhorrence, and indignation which burst forth from them when this atrocious and cowardly act became known. Never before, it is stated, had the sensibilities of the Australian colonies been so thoroughly stirred. "Indignation meetings" were everywhere held, and addresses of sympathy to the PRINCE drawn up and presented to him; and just before his departure from Sydney the Duke was entertained at luncheon at Government-house, a number of the leading gentlemen of the colony having been invited to meet him. In reply to the toast of his health, which was proposed by His Excellency Governor-General the Earl of Belmore, his Royal Highness, who, the report states, was so much affected as to be unable to speak for several seconds, said (as soon as the cheering had subsided):—

\* We are indebted to the Publishers and Editors of that admirable serial, the *Leisure Hour*, for an electro block of the accompanying engraving of H.M.S. *Galatea*.



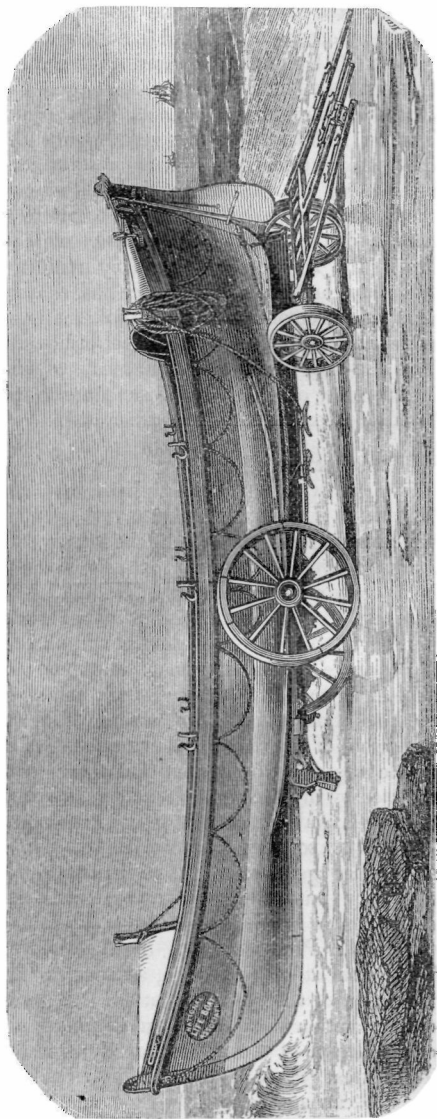
From the Leisure Hour.]

H.M.S. GALATEA IN A GALE.  
CAPTAIN HIS ROYAL HIGHNESS THE DUKE OF EDINBURGH, K.G., R.N.

"Gentlemen, I have no doubt you will allow me to read the few words that I desire to say to you, as I do not feel equal to the task of speaking extempore. In returning you my best thanks for drinking my health, I must express my regret at having to bid you farewell; and I take this opportunity of thanking you for the enthusiastic and hospitable manner in which I have been received and entertained in this as well as all the Australian colonies. The universal manifestations of loyalty to the Queen and attachment to her person and throne have ere this been made known to her Majesty, and cannot fail to have given her the liveliest pleasure. I must now, however, allude to the unfortunate occurrence connected with myself, which marred your festivities, and cast a temporary gloom over the community. I sincerely regret, on your part, that there should have occurred any one incident during my sojourn amongst you which should have detracted from the general satisfaction which I believe my visit to Australia has given. The event, however, cannot in any degree shake my conviction of the loyalty of the colonists at large, nor her Majesty's confidence in her Australian subjects. Indeed, the meetings and expressions of sentiment which have been called forth by the recent attempt on my life will show their fellow-subjects at home, and the world at large, that they not only have loyalty, but affection for the Queen and her family. If there is any disaffection tending to disloyalty amongst any community in any section of this portion of her Majesty's dominions, it will be the duty of the government to put it down, and I am certain that here it will receive every support from all classes. Through the merciful interposition of Providence, the injury I received was but slight, and I believe no further evil consequences are to be anticipated from the wound. It has, however, been considered that I shall be unequal to any great exertion for some time, and therefore it has been decided that it would be most advisable for me to return home direct. It is a great disappointment for me not to be able to visit New Zealand, and I am afraid it will also very much disappoint the people there. In thanking you once more for your kindness to me during my visit, I must tell you how much I have enjoyed it, and regret that it comes to an end to-day. Before I conclude, I will ask you to join me in a toast. I propose—'Prosperity to the colony of New South Wales;' and as this is the last opportunity I shall have of addressing an assembly of Australians, I beg to couple with it the toast—'Prosperity to all the Australian colonies.'"

We trust that the general expression of reprobation and disgust which has been pronounced, not only in this country and its colonies, but in all civilized nations, at the commission of this dastardly act, may have the effect of deterring from the perpetration of similar atrocities the reckless and deluded men, who seem able to persuade themselves that they can serve their country by the commission of deeds of blood, which have in all times been execrated by all good men, and denounced by God himself.

As is generally known, the would-be assassin has since paid the righteous penalty of his crime by the forfeiture of his own life.



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

SHERINGHAM, NORFOLK.—The NATIONAL LIFE-BOAT INSTITUTION has formed a life-boat station at this place. The life-boat is 36 feet long, 9 feet wide, and rows 12 oars double-banked. A commodious and substantial boat-house has been erected, with a reading-room above it for the use of the fishermen of the place. The cost of the life-boat was presented to the Institution by

a lady residing in Bath, the boat being named by her the *Duncan*. The Institution is much indebted to the kind co-operation of HENRY R. UPCHER, Esq., and to the Rev. LETHBRIDGE MOORE, the latter acting as the Hon. Secretary of the Branch. The Great Eastern Railway Company readily gave the life-boat and transporting-carriage a free conveyance to the Fakenham Station, whence the boat was drawn on its carriage to Sheringham, a distance of 18 miles. On the following day the boat was publicly exhibited and launched in the presence of a large number of persons, and, after trial, the crew were much pleased with its performances. This life-boat was happily the means of saving the crew of 3 men of the schooner *Hero*, of Maldon on the 3rd December last.

HUNSTANTON, NORFOLK. — A life-boat has recently been placed here by the NATIONAL LIFE-BOAT INSTITUTION, a shipwreck having taken place in the locality last January twelvemonth, and the inhabitants being very anxious to have a life-boat. The boat is 32 feet long, 7 feet 6 inches wide, pulling 10 oars double-banked. A transporting carriage is also supplied for its conveyance along the shore. A well-built and commodious house has been erected for the reception of the boat and carriage. The whole cost of this station has been contributed by the Licensed Victuallers, through the indefatigable exertions of W. SMALLEY, T. WINTERBOTHAM, JAMES WYLD, Esqs., and other gentlemen. The Institution is also very much indebted for valuable co-operation to H. S. LE STRANGE, Esq., and to C. W. PREEDY, Esq., of Hunstanton, who, with other gentlemen, assisted in the formation of the life-boat station. A grand demonstration and public launch took place on the arrival of the life-boat at Hunstanton. The Great Eastern Railway conveyed it and its carriage free of charge, and ran a special excursion train from London. A very large number of licensed victuallers and others from the metropolis were present to witness the launch. The life-boat was drawn on its carriage through the principal streets, accompanied by a large procession, including the local volunteer corps. After being formally presented to the Institution, it was launched and exercised under oars and sails. The boat was afterwards capsized with its crew on board to show the spectators its self-righting powers, and the facility with which the crew could again get on board after being thrown out. Everything passed off

in the most admirable manner, and the performances of the boat elicited the admiration of all present. Since this life-boat has been on its station it has been instrumental in saving 16 persons from the barque *Thetis*, of Gothenburg, and 15 from the S.S. *Harmonia*, of Hamburg.

#### NEW BRIGHTON, NEAR LIVERPOOL. —

The life-boat establishment at New Brighton, at the mouth of the Mersey, has recently been completely reorganized, and is now in a satisfactory and efficient state. There are two life-boats in connection with the Institution on this most important station, and their services are very frequently called into requisition: one is a tubular boat, from the design of the late HENRY RICHARDSON, Esq., of Aber Hirnant, and the other is on the plan adopted by the Society. The former boat is 40 feet long, 11½ feet wide, and pulls 14 oars. It is usually taken out to wrecks in tow of one of the numerous steam-tugs that are generally to be found in the vicinity of the life-boat station. It has lately been nearly rebuilt, in Liverpool, and was replaced on its post in August last, and is now reported to be much liked by the crew. It is always kept moored afloat near the landing stage at New Brighton in readiness for instantaneous service. A new self-righting life-boat was likewise placed on the same station in April last by the Institution. This boat, which is a 32-feet medium 10-oared one, has a transporting-carriage, and the boat and carriage have been placed in a commodious wooden boat-house erected in a very good position at the sole expense of J. C. EWART, Esq., a Vice-President of the Branch. This latter boat, after being tried, made a favourable impression on the coxswain and crew. The cost of the tubular, and of the new self-righting boat, has been liberally defrayed by JOSEPH LEATHER, Esq., of Cheveley, who had previously given the Society the life-boat stationed at Holyhead. At his request, the tubular boat is named the *Willie and Arthur*, and the other boat, the *Lily*.

CAISTER, NORFOLK. — The boatmen at this place applied to the Institution for a small surf life-boat for in-shore work, on account of the great difficulty they experienced in reaching wrecked vessels in such positions in the large life-boat from want of sufficient depth of water. Two cases had recently occurred in which lives were nearly lost for

the want of a smaller life-boat. The Institution has accordingly furnished this station with a 32-foot surf life-boat, similar to the one at Yarmouth. The new life-boat is named the *Boys*, its cost having been contributed by the readers of *Routledge's Magazine for Boys*, through the valuable exertions of its able editor, E. ROUTLEDGE, Esq. When the life-boat was first launched on the 10th September, Mrs. ROUTLEDGE was present, having previously performed the ceremony of naming the boat. We should add, that the Institution is deeply indebted for the continued valuable co-operation of the Rev. G. W. STEWARD, who has the management of this and the large life-boat. The cost of the large life-boat was contributed by the working men of Birmingham, and it was stationed at this place in October, 1865; since that period it has been the means of saving 107 persons from different wrecks.

**KESSINGLAND, SUFFOLK.**—The Institution has formed a life-boat station at this place. Shipwrecks frequently occurred on the Barnard Shoal, about half a mile off the land, and also on the mainland near Kessingland. Eight wrecks had occurred within 12 months, 2 with loss of life. As the boatmen refused to work one of the Institution's self-righting boats, the new life-boat placed here is built on the Norfolk plan, being 33 feet long, 10 feet wide, and pulling 12 oars. A substantial house has been erected on a suitable site for the life-boat. The expense of this establishment was munificently defrayed by JOHN HARGREAVES, Esq., of Broad Oak, Lancashire, and the boat is named the *Grace and Lally of Broad Oak*, after his late wife and daughter. On the arrival of the life-boat on its station, it was taken afloat, and the crew exercised in its management.

**BRIGHTON, SUSSEX.**—The Institution has thoroughly reorganized this life-boat station by replacing the old boat by a fine new 33 feet one, rowing 10 oars double-banked, and building a handsome and commodious new life-boat house, which was much required, upon a site of ground granted by the Town Council, on the beach near the New West Pier. A new transporting-carriage has also been supplied. The cost of this life-boat had been defrayed by the children in the Sunday Schools of London and its neighbourhood, the fund having been raised chiefly through the kind and zealous exertions of CHARLES SEARE, Esq., J. R.

BURCHETT, Esq., and other gentlemen. The boat is named the *Robert Raikes*, after the original founder of Sunday Schools. On the arrival of the life-boat at Brighton, it was drawn on its carriage through the principal streets of the town, preceded by the band of the 1st Sussex Artillery Volunteer Corps, a large body of Coastguard men, and by the Brighton Sunday School children, the latter having contributed a portion of the cost of the new boat-house. The boat was afterwards named by the Mayoress of Brighton, Mrs. HALLETT, and launched from the beach with the crew on board. After going through various evolutions, the life-boat, at the request of the crew, was capsized twice, with themselves in it, to test its self-righting powers; they easily regained it when it righted, by means of the life-lines round the sides. The Esplanade and the new pier were thronged by about 20,000 persons, who seemed highly pleased with the performances of the boat, especially with its self-righting properties. The crew expressed themselves much gratified with the results of the experiments. The Sunday School children were afterwards entertained at the Pavilion, and the Life-boat's crew at a neighbouring Inn. The Institution is much indebted to Lord SUSSEX LENNOX, J. CORDY BURROWS, Esq., Dr. A. W. SEYMOUR, and other gentlemen, for their valuable co-operation in the management of this life-boat station. A free conveyance was readily given to the boat and carriage, by the London, Brighton, and South Coast Railway Company over their line.

**BEMBRIDGE, ISLE OF WIGHT.**—It having been recommended that a life-boat should be placed on the east coast of the Isle of Wight, the Institution, after making some inquiries, established a life-boat station at Bembridge. Shipwrecks not unfrequently occurred in the locality; and in consequence of the removal of the Nab Light to a greater distance from the shore, it was thought they might in future probably increase. The life-boat is 32 feet long, 7½ feet wide, and rows 10 oars double-banked. A transporting-carriage is also supplied for its conveyance. The boat is named the *City of Worcester*, the cost of the same having been contributed by the inhabitants of the city and county of Worcester and other friends, mainly through the indefatigable exertions of Capt. F. SAUMAREZ-FRASER, R.N., of Worcester. The establishment has received the valuable co-operation of LORD HENRY CHOLMONDELEY,

Chairman of the Branch and an active member of the Committee of the Parent Institution, Capt. M'DONALD, R.N., the Hon. Secretary, and a local committee of resident gentry. A commodious and well-built house has been erected on a suitable site of ground, for the reception of the boat, &c. On its arrival at Bembridge, it was publicly presented to the Institution by JOHN STALLARD, Esq., the Mayor of Worcester, and afterwards launched and put through various evolutions, in the presence of a large number of the residents of Bembridge and its neighbourhood, by Captain WARD, R.N., Inspector of Life-boats to the Institution.

SILLOTH, CUMBERLAND.—The life-boat on this station having been found unfit for further service, the Institution has recently placed here a new 32-feet 10-oared one. The first boat was presented to the Institution by Miss BURDETT COURTS, and was named, after herself and sister, the *Angela and Hannah*, and the new boat also bears the same name. The life-boat station is now again in a thoroughly efficient state, Mr. JAMES BARNES, the Collector of Customs, acting as the zealous Honorary Secretary of the Branch. The London and North-Western, and North British Railway Companies, kindly conveyed the life-boat to its station free of charge.

AYR, N.B.—The Institution has recently sent a new 32-feet life-boat to this station, in lieu of the previous one, which was found unfit for further service. A new transporting-carriage has also been supplied for the new boat. The cost of this life-boat has been defrayed from the Glasgow Workmen's Life-boat Fund, collected mainly through the exertions of Mr. G. NORVAL. It was publicly exhibited in Glasgow on the way to its station, and elicited the admiration of large crowds of people, who followed in procession through the principal streets. The boat was afterwards named by Miss NORVAL, and launched into the Clyde. It was then put through various evolutions, including capsizing. The London and North Western, Caledonian, and Glasgow and South Western Railway Companies readily gave the boat and carriage free conveyance over their respective lines to Ayr, *via* Glasgow. This life-boat contributed to the saving of the crew of 5 men of the schooner *John C. Wade*, of Newry, on the 29th of April last.

## SUMMARY OF THE MEETINGS OF THE COMMITTEE.

THURSDAY, January 2nd, 1868. THOMAS CHAPMAN, Esq., F.R.S., V.P., in the Chair.

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

Read and approved the Report of Captain J. R. WARD, R.N., the Inspector of Life-boats to the Institution, on his recent visits to Rhyl, Holyhead, Rhosneigr Bay, Abergele, Milford Haven, and Great Yarmouth.

Also the Report of Captain D. ROBERTSON, R.N., the Assistant-Inspector of Life-boats on his recent visits to Falmouth, Fowey, St. Ives, Looe, Plymouth, Brixham, Torquay, Teignmouth, Exmouth, and Lyme Regis.

Also a Draft of the Annual Financial Statement of the Institution to the 31st Dec., and ordered the account-books of the Society to be sent to G. C. BEGRIE, Esq., Public Accountant, for the usual yearly audit.

Reported the receipt of an additional contribution of 80*l.* from BENJAMIN BOND CABELL, Esq., F.R.S., which, with his previous contributions, made 1,000*l.* that he had given to the Institution, to defray the cost of the complete renovation of the Cromer Life-boat Establishment, including the expense of new life-boat, transporting-carriage, boat-house, slipway, and extension of the sea-wall at that place.

Decided that the Manchester and Salford Sunday School Life-boat Fund, which had been contributed through the Manchester Branch, be appropriated to Douglas, Isle of Man, and that the life-boat be named the *Manchester and Salford Sunday School*.

Reported the receipt of the following special contributions:—Manchester Branch, per ROBT. WHITWORTH, Esq., 200*l.*; Glasgow Branch, per Capt. SMALL, 450*l.*; Edinburgh Branch, per G. MATHIESON, Esq., 255*l.*; Wolverhampton Branch, per Capt. SEGRAVE, including 20*l.* proceeds of the usual annual entertainment liberally given by Mr. BREWSTER, of the Prince of Wales Concert Hall, 52*l.* 10*s.*; Lytham Branch, per JOHN EDMONDSON, Esq., 30*l.*; North and South Shields Life-boat Committee, per J. WILSON, Esq., 25*l.*; Newcastle, Tynemouth, and Cullercoats Branch, per HUGH TAYLOR, Esq., 100*l.*; a Sailor's Daughter, per Messrs. DRUMMOND, 5th don., 100*l.*; ALEXANDER BOETEFEUR, Esq., 14th don., 10*l.* 10*s.*; Two Friends, 1*l.* 4*s.*; Collected in the alms boxes at St. Gabriel's, Pimlico, on 8th Dec., per Rev. B. BELCHER, 9*l.* 5*s.*; Collected on board the R.M.S.S. *Anglian*, on her last voyage to the Cape of Good Hope, per Lieut. KER, R.N.R., 4*l.* 18*s.* 9*d.*; Collected on board the S.S. *Malta*, per W. MAC-KAN, Esq., through *The Times* Office, 3*l.* 5*s.*; and Contents of contribution box at the Crystal Palace High Level Station, per Mr. G. A. BERREY, additional, 1*l.* 7*s.* 6*d.*—*To be severally thanked.*

Reported also the receipt of the legacy of 100*l.* of the late Mrs. MARIA DEANE, of Cheltenham, to the Society.

Also that the late Mrs. MARIA RAWSON of Sheffield, had left a legacy of 100*l.* to the Institution, and the late E. WESTON, Esq., of Leicester, 19*l.* 19*s.*

Decided, on the application of the local residents, to form a life-boat station at Broadstairs, Kent. The Harbour Commissioners had kindly given permission for the life-boat to be kept

on the pier, there being no available spot on which to build a life-boat house. A small shed would be placed at the disposal of the Institution for the reception of the boat's stores.

Reported that, on the application of the Crystal Palace Company, a full-sized spare life-boat of the Institution had been exhibited in the Palace during the Christmas Holidays, and had attracted much attention from the visitors.

Reported the lamented death of Mr. MATTHEW BUTCHER, of Great Yarmouth, who had for many years past been the valuable Hon. Sec. of the Yarmouth and Caister Branch of the Institution.

Decided that the deep sympathy and condolence of the Committee be expressed to Mrs. BUTCHER and her two Sons on the occasion of their great bereavement.

Read letters from Captain G. J. COOMBES and Mr. G. MURRAY, both of Liverpool, calling attention to their respective plans of life-boats.—*To be acknowledged.*

Decided, on the application of the local residents, and on the recommendation of the Inspector of Life-boats, to form a Life-boat Establishment at Cleethorpes, on the Lincolnshire Coast.

Paid 2,109*l.* 14*s.* 4*d.* for sundry charges on various life-boat establishments.

Voted 176*l.* 10*s.* 6*d.* to pay the expenses of the under-mentioned life-boats of the Institution, in going off during heavy gales of wind, and saving the crews, consisting of 66 persons, from the following wrecked vessels:—

Schooner *Esk*, of Montrose, 6 men saved by the Donna Nook life-boat.

Sloop *Aunt*, of Boston, 2 men saved by the Skegness life-boat.

Schooner *Elizabeth*, of Louth, 1 man saved by the Skegness life-boat.

Brigantine *Vitruvius*, of Liverpool, 6 men saved by the Portrush life-boat.

Ship *Thornton*, of New York, 13 men saved by the New Brighton life-boat.

Sloop *Christian and Charlotte*, of Peterhead, 4 men saved by the St. Andrew's life-boat.

S.S. *Harmonia*, of Hamburg, 15 men saved by the Hunstanton life-boat.

Sloop *Telegraph*, of Port Isaac, 3 men saved by the Padstow life-boat.

Barque *Strahleven*, of Glasgow, 15 men saved by the Port Logan life-boat.

Brig *John*, of Hartlepool, 1 man rescued by the Whitburn life-boat.

Reported that the Aberdovey life-boat had been the means of bringing safely into harbour the schooner *Jane Sophia*, and smack *Hope*, both of Aberystwith, with their crews, consisting of 8 men.

The particulars of these various life-boat services will be found detailed in the Annual Report of the Institution, published in April.

Voted also 102*l.* 13*s.* to pay the expenses of various life-boats of the Institution in going off in reply to signals of distress from vessels which did not, however, ultimately require the assistance of the boats.

Also the thanks of the Institution to Mr. THOMAS LAPENOTIERE, Inspecting Officer of Coastguard at Cromarty, N.B., and 2*l.* 15*s.* to his boat's crew for putting off on the 26th November, and saving the crew of 2 men of a fishing boat belonging to Cromarty, which, while proceeding across Cromarty Firth, was suddenly upset by a squall of wind.

Also a reward of 3*l.* each to 3 men, and 10*s.* each to 12 other men, for wading into the surf, and, by means of ropes, saving 22 persons from the ship

*T. J. Southard*, of Richmond, U.S., which, during a heavy gale from the N.E., became a total wreck close to the Menai Lighthouse, on the Anglesey coast, on the 6th December.

Also a letter of thanks and 1*l.* to Mr. JOHN DAV, Master of the smack *George and Elizabeth*, of Hull, and 2*l.* each to 2 other men, for saving in a small boat, in two trips, the crew of 11 men of the smack *Richard Cobden*, of Grimsby, which was in a sinking state near the Dogger Bank, during a gale on the 3rd December.

Also 5*l.* to 4 men for putting off in a shore boat in a heavy sea, and saving the crew of 8 men of the lugger *Noah*, of Peel, which ran ashore on a reef of rocks, and afterwards sunk on Kearney Point, during a strong breeze on the 14th November.

Also 5*l.* to the crew of the yawl *Eclat*, of Caister, for going off on the 11th December, during a fresh breeze, and bringing ashore the crew of 9 men, who had taken to their boat after being wrecked in the brig *Ferris*, of Whitby, on the Hasborough Sands.

Also 4*l.* 10*s.* to 7 men, for saving, principally by means of ropes, 4 of the crew of the brig *Alexander Steward*, of Belfast, which, during a heavy gale from the north, became a total wreck about one mile west of Cemlyn Point, Anglesey, on the 2nd December.

Also 4*l.* to 4 men for putting off in a small boat from the Pilot cutter *Blonde*, of Cowes, and rescuing 4 persons belonging to the smack *Choice*, of Yarmouth, Isle of Wight, which was wrecked during a fresh gale from the E.N.E., on the 16th November.

Also 2*l.* to 2 men, for going off in a small boat, during a heavy gale from the S.W., and bringing safely ashore 4 out of 5 of the crew, who were clinging to the masts and rigging of the steamer *Isabella*, of Monte Video, which was wrecked on the 27th October, off Milford Pier.

Thursday, 6th February. THOMAS BARING, Esq., M.P., F.R.S., in the Chair.

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

Read letter from His Grace the President, of the 14th ult., stating that he should not be able to attend any of the Meetings of the Institution for some months, as he was about to leave England for Italy.

Read and approved the Report of the Inspector of Life-boats to the Institution, on his recent visits to Lowestoft, Pakefield, Kessingland, Cromer, Hunstanton, and Cleethorpes.

Also the Report of the Assistant Inspector of Life-boats, on his recent visits to North Berwick, Broughty Ferry, Arbroath, and Rhyl.

Read and approved of a Draft of the Annual Report of the Institution for the current year.

Reported the receipt of the following special contributions: Norfolk Branch, per F. J. BLAKE, Esq., 183*l.* 15*s.* 9*d.*; Hull Branch, per W. DYSON, jun., Esq., 109*l.* 9*s.* 3*d.*; Huntingdon Branch, per Porto Brown, Esq., 102*l.* 18*s.*; Southport Branch, per Admiral BARTON, 66*l.* 12*s.* 11*d.*; Weymouth Branch, per R. G. CHEESMAN, Esq., 56*l.* 10*s.*; Chichester Harbour and Selsey Branch, per the Rev. H. MITCHELL, 55*l.*; Liverpool and New Brighton Branch, per the Rev. R. D. FOWELL, 20*l.*; Bembridge Branch, per Captain McDONALD, R.N., 48*l.* 9*s.* 5*d.*; Northampton Branch, per MARK DORMAN, Esq., 36*l.* 17*s.* 8*d.*; Dawlish Branch, per Admiral CRAIGIE, 36*l.* 8*s.* 4*d.*; Scarborough Branch, per Major WOODALL, 30*l.*; Fraserburgh

Branch, per W. WALLACE, Esq., 45*l.*; Ayr Branch, per D. HUNTER, Esq., 30*l.*; Isle of Purbeck Branch, per Capt. BURGESS, R.N., 23*l.*; Bradford Branch, per Mr. J. M. JOWETT, 22*l.* 2*s.* 9*d.*; Greenock Branch, per E. MAXWELL, Esq., 50*l.*; Newark Branch, per Commander PARKER, R.N., 8*l.* 9*s.* 2*d.*; Worshipful Company of Fishmongers, per the late W. B. TOWSE, Esq., 105*l.*; Worshipful Company of Grocers, per W. RUCK, Esq., 100*l.*; Worshipful Company of Clothworkers, per O. ROBERTS, Esq., 52*l.* 10*s.*; Worshipful Company of Drapers, per W. H. SAWYER, Esq., 21*l.*; Worshipful Company of Cordwainers, per H. D. FRANCIS, Esq., 10*l.* 10*s.*; Bristol Society of Merchant Venturers, per W. CLAYTON, Esq., 10*l.* 10*s.*; J. SCARTH, Esq., 100*l.*; E. BIRKBECK, Esq., Eighth Donation, 52*l.* 10*s.*; A. B., per Messrs. WILLIAMS, DEACON, and Co., Third Donation, 20*l.*; M. B., per Messrs. WILLIAMS, DEACON, and Co., Second Donation, 20*l.*; Chester Custom-House Collection, per C. HEYWARD, Esq., 20*l.* 1*s.* 9*d.*; Liverpool Custom-House Collection Box, per W. P. GARDNER, Esq., 15*l.* 8*s.*; Reigate Life-boat Fund, per E. CHAMBERS, Esq., 12*l.* 12*s.* 6*d.* additional; "A Lady in Wales," Annual Subscription in aid of the Bull Bay Life-boat, presented by her to the Institution, 10*l.*; Boston Shipwreck Society, per THOMAS SLATER, Esq., Annual Subscription, 5*l.*, and Donation, 5*l.*; Officers of H.M.S. *Valorous*, per Lieut. F. C. LAW, R.N., 2*l.* 8*s.*; Civil Service Life-boat Fund, per J. A. DOW, Esq., additional, 50*l.*—*To be severally thanked.*

Reported also the receipt of 89*l.* 6*s.* 8*d.*, being the amount of the legacy of the late Miss JANE SHARPE, of Whitburn, to the Institution.

Also that the late WILLIAM LANCE, Esq., of Coventry, had left the Society a reversionary legacy of 200*l.* The late THOMAS ROGERS, Esq., of Derby, had bequeathed it 300*l.*; and the late Miss BOLTON, of Chelsea, 500*l.* Stock.

Read letter from Mrs. BOYS, of Brighton, of the 28th ult., forwarding a further contribution of 150*l.* from the surplus funds of her late husband's estate. She added, that at her death the Society would receive a liberal share of his personal property. She suggested that a life-boat might be named the *Thomas Boys, of Brighton*, after her husband, who had taken great interest in the welfare of the Institution.

Decided that the life-boat stationed at Rhoscolyn, on the Anglesey Coast, be named accordingly.

Also that the Salburn life-boat be named the *Appleyard*, after the late JOHN APPLEYARD, Esq., of Warley, Halifax, who had left the Institution a legacy of 2,000*l.*

Reported the transmission of the Abergele new life-boat to Rhyl, where she was to be temporarily stationed while the tubular boat was being repaired in Liverpool.

Read letter from ROBERT WHITWORTH, Esq., Treasurer of the Manchester Branch, of the 27th ult., reporting the lamented death, on the 25th January, of HENRY NIXSON, Esq., who had just presented to the Institution the cost, amounting to 470*l.*, of the Abergele life-boat. In 1865 he gave the Society 550*l.* to pay for the Maryport life-boat.

Decided that the deep condolence of the Committee be conveyed to Mrs. NIXSON and her family.

Reported the death, on the 26th ult., of W. J. EGAN, Esq., Secretary of the British and Irish Steam Packet Company, and one of the Honorary Secretaries of the Dublin Branch of the Institution. He had for many years past rendered every possible assistance to the Society.

Decided that the deep sympathy of the Com-

mittee be expressed to the family of the late Mr. EGAN.

Read letter from Mr. JOHN GOOP, of Brighton, of the 4th ult., calling attention to his plan of Ship's Rocket Apparatus.—*To be acknowledged.*

Decided that the thanks of the Institution, inscribed on vellum, be presented to Mr. JAMES BUND and Mr. RICHARD WHITE, on the occasion of their retirement from the offices of Honorary Secretaries of the Tramore and Filey Branches of the Institution, in acknowledgment of their long and cordial co-operation.

Also that the Thanks of the Institution be presented to Capt. LODDER, R.N., for his services during the period he had occupied the office of Honorary Secretary of the Newcastle (Dundrum) Branch of the Society.

Paid 3,003*l.* 12*s.* 10*d.* for sundry charges on various Life-boat Establishments.

Voted 133*l.* 3*s.* to pay the expenses of the under-mentioned life-boats of the Institution in going off during heavy gales of wind, and saving the crews, consisting of 72 persons, from the following distressed vessels since the 1st of January:—

Sloop *Industry*, of Whitby, 2 men saved by the Whitby life-boat.

Schooner *Mulgrave*, of Whitby, 2 men saved by the Whitby life-boat.

Schooner *Seven Brothers*, of Wicklow, 3 men saved by the Howth life-boat.

Ship *Oasis*, of Liverpool, 21 men saved by the Tramore life-boat.

Ketch *Kate*, of Ipswich, 4 men, and vessel assisted to be saved by the Lyme Regis life-boat.

Schooner *The Maria*, of Newport, Monmouthshire, 5 men saved by the Castletown life-boat.

Schooner *Avenie*, of Nantes, 1 man saved by the Howth life-boat.

Schooner *Douglas Pennant*, of Carnarvon, 4 men saved by the Moelfre life-boat.

Schooner *Edward Stoward*, of Lancaster, 5 men saved by the Anstruther life-boat.

Schooner *Denbighshire Luss*, of Beaumaris, 4 men saved by the Porthdinllaen life-boat.

Schooner *Sarah Caroline*, of Girvan, 5 men saved by the Porthdinllaen life-boat.

Schooner *Anne*, of Aberystwith, 4 men saved by the Skerries life-boat.

Smack *Clipper*, of Great Yarmouth, 6 men and vessel saved by the Great Yarmouth life-boat.

Schooner *Mischief*, of Carnarvon, 6 persons saved by the Holy Island life-boat.

Reported that the *Bradford* life-boat, stationed at Ramsgate, had also gone off during a heavy gale from the S.W., and brought safely into harbour the brig *Britain's Pride*, of Falmouth, and her crew of 8 men, which vessel, on the night of the 24th January, had gone ashore on the South Brake Sand, near the Goodwin Sands.

Also that the life-boats at Abergele, Ramsgate, Anstruther, and Padstow, had rendered various services to distressed vessels during the gales of the past month.

Voted also 245*l.* 14*s.* 9*d.* to pay the expenses of the life-boats of the Institution at Hasborough, Caister, Hunstanton, Skegness, Sutton, Walmer, Kingsdowne, Great Yarmouth, Cadgwith, Holyhead, Ormes Head, Penzance, Poole, Falmouth, Wexford, Winterton, Thorpeness, Campbeltown, Girvan, Banff, and Swansea, in either assembling or putting off during the recent heavy gales, in reply to signals of distress from various vessels, which fortunately, however, succeeded in getting out of their dangerous positions, and did not ultimately require the services of the boats.

Voted also the thanks of the Institution, inscribed on vellum, to Capt. J. R. PRIM, the Second Service Clasp to Mr. R. O. JOHNS, Coxswain of

the *Tramore* life-boat, and the Silver Medal of the Institution to MARTIN NORRIS, in acknowledgment of their highly meritorious and persevering services in going off in the *Tramore* life-boat and assisting to save 21 persons from the ship *Oasis*, of Liverpool, which was wrecked during a strong gale of wind in Brown's Bay on the 12th Jan.

Also the Silver Medal of the Institution to WILLIAM JUNIPER, in acknowledgment of his gallant conduct in plunging into the sea from the *Mundesley* life-boat, and saving the life of a man who was floating on a plank after the breaking up of his vessel, the brig *George*, of Sunderland, which was wrecked off *Mundesley*, Norfolk, on 17th Nov.

Also the Silver Medal of the Institution to FREDERICK HARRIS, Esq., Inspecting Officer of Coast-guard at Seafeld, Co. Clare, 3l. to MICHAEL BOYLE, and 2l. each to 5 other men, in acknowledgment of their gallant and persevering conduct in going off in shore-boats through a very heavy sea, and after two attempts saving 2 men who had been left on board the brigantine *Henriette*, of Havre, which, during a heavy gale of wind, became a total wreck near Mutton Island on the 25th Nov.

The Silver Medal of the Institution was also voted to Lieut. H. M. M. MACMAHON, of the East Clare Militia, for his gallant exertions on the above occasion in putting off in a canoe or curragh to the assistance of the above-named men. Owing, however, to the heavy sea, he was driven back again; but he afterwards materially encouraged the other persons to go off to the help of the rescued men.

Also the thanks of the Institution, inscribed on vellum, to Mr. JOHN WALKER, in acknowledgment of his praiseworthy conduct in going off in the *Campbeltown* life-boat, on the occasion of the wreck of the brigantine *Jeune Heloise*, of Nantes, off the entrance to *Campbeltown* Harbour, on the 24th January.

Also 20l. to the crew of the *Scrathy* life-boat, for putting off on the 3rd January, during a strong E.N.E. gale, and, after considerable difficulty, saving 2 men belonging to the brig *Paul Friedreich*, of Wismar, which became a total wreck on the *Hasborough* Sands.

Also 6l. to some men for going off in a small open boat during a strong gale from the S.W., and after three attempts saving 4 persons from the barge *Anne*, of Harwich, which had stranded at *Orford* Haven on the 24th January.

Also 5l. to the crew of the yawl *Happy Return*, of *Pakefield*, for putting off in an E.N.E. gale and heavy sea, and saving the crew of 6 men of the brig *Sally*, of Sunderland, which became a total wreck off *Pakefield* on the 7th December.

Also 5l. to 11 men who assisted to save 7 of the crew of the barque *Guardian Angel*, of Liverpool, which was wrecked near *Abergele*, North Wales, during a gale from the N.E. on the 2nd December.

Also 4l. to some men who assisted to save, by means of a hawser, the crew of 5 men of the brigantine *Catherine Hughes*, of Liverpool, which, during a strong wind from the N.N.W., and in a high surf, became a total wreck in *Colont* Bay, Co. Derry, on the 17th December.

Also 3l. 10s. to some men for assisting to save the crew of 12 men of the barque *Pannure*, of Newcastle, which was wrecked on *Burnham* Flats on the 3rd January, during a fresh gale from the N.E.

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

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

Read letter from ALBERT DIXON, Esq., solicitor, of Bedford Row, of the 4th inst., stating that the late Dr. MONTAGU MARTIN MAHONY, of Chelsea, who died on the 25th January, had bequeathed to the NATIONAL LIFE-BOAT INSTITUTION, subject to certain specific legacies, and to the life interest of his niece, the residue of his estate. When realized, the fund was to be called "The Sir Edward Blakeney Fund," and to be applied in establishing and maintaining life-boats on the Irish coast.—*To be acknowledged.*

Read and approved the Report of the Inspector of Life-boats to the Institution, on his recent visits to Manchester, Liverpool, Castletown, Douglas, New Brighton, Withernsea, Hornsea, Bridlington, Filey, and Scarborough.

Also the Report of the Assistant-Inspector of Life-boats, on his recent visits to Penarth, Porthcawl, Swansea, Pembrey, Llanelly, Ferryside, Tenby, Milford, Fishguard, Cardigan, Newquay, Aberystwith, and Aberdovey.

The Assistant-Inspector on visiting Penarth had found the life-boat there unfit for further service.

Decided that the boat be at once replaced, and named the *George Gay*, after the donor of the old life-boat.

Reported the transmission and safe arrival of the Manchester and Salford Sunday School Life-boat at her station at Douglas, Isle of Man.

Read letter from Capt. T. BRANDRETH, R.N., of the 21st ult., stating, in reply to the application of the Institution, that the Right Honourable H. T. L. CORRY, M.P., First Lord of the Admiralty, would have much pleasure in taking the Chair at the forthcoming Annual Meeting of the Society.

Decided that arrangements be made accordingly to hold the Meeting at the London Tavern, on Tuesday, the 10th March.

Read letter from the Secretary of the Independent Order of Odd Fellows, of the 17th ult., forwarding a cheque for 620l. to defray the cost of a life-boat station.

To be thanked, and decided that the life-boat be stationed at Cleethorpes, Lincolnshire, and be named the *Manchester Unity*.

Reported that Mr. B. L. JUDKINS, the treasurer, and Mr. H. K. JACKSON, the honorary secretary, of the Mark Lane Life-boat Fund, had handed the Institution a cheque for 500l., to defray the cost of a life-boat to be named the *Mark Lane*, the amount having been contributed by the members of the Corn Exchange and of the London Corn Exchange, Mark Lane.

Decided that the large life-boat at Great Yarmouth be appropriated to the donors, and named the *Mark Lane*. (Since the life-boat had been so named, she saved, on the 23rd February, 5 of the crew of the ship *Omega*, of Newcastle, which was wrecked about fourteen miles S.E. of Lowestoft.)

Reported the receipt of the following special contributions:—Anonymous, 100l.; Berkshire Branch, per Captain STEPHENS, 62l. 16s. 2d.; FRANK MORRISON, Esq., annual subscription, promised for five years, 50l.; Leeds Branch, per J. P. HODGSON, Esq., 30l. 11s. 6d.; Blackheath (Hartley) Amateur Dramatic Corps, proceeds of entertainment, per H. R. DUKE, Esq., 25l. 14s. 2d.; N. E. VAUGHAN, Esq., 25l.; Henley-on-Thames Branch, per Mr. B. EDMAN, 18l. 12s. 10d.; Guernsey Branch, per Captain T. H. FLÈRE, 15l.; Lord FALMOUTH, annual subscription, 5l.; collected by Mr. W. R. DOHERTY, per Kingstown Branch, additional, 1l. 16s. 9d.; THOMAS WATERFIELD, Esq., a passenger saved by the Holyhead life-boat from the wreck of the ship *Lydia Williams*, 1l. 1s. annual; Proceeds of ball by the working people of Barnard Castle, 3l.—*To be severally thanked.*

Reported also the receipt of 50*l.*, being the amount of the legacy to the Institution of the late Miss J. M. LAING, of Abergelle, North Wales.

Also that the late Miss SARAH HARRISON, of Edge Hill, near Liverpool, had left the Society a legacy of 100*l.* free of duty.

Decided that the thanks of the Institution, inscribed on vellum, be presented to J. T. WATSON, Esq., on the occasion of his retirement from the office of Hon. Sec. of the Bridlington Branch of the Society.

Paid 1,978*l.* 1*s.* 7*d.* for sundry charges on various life-boat establishments.

Voted 18*l.* 7*s.* to pay the expenses of the St. Ives life-boat in going off during a strong northerly gale, and saving a pilot and the crew of 5 men of the schooner *Gipsy* of Chepstow, which was wrecked on St. Ives Ridge on the 19th February. The life-boat was launched as soon as the schooner was seen running for St. Ives, and reached the vessel by the time she had grounded on the Ridge. Just as the grapnel was about to be thrown, a tremendous sea struck the boat, carrying her away along with it, washing out the coxswain and 3 men, and causing the loss of 2 oars. After picking up the men, the life-boat again proceeded to the vessel, and then succeeded in taking off the crew of 5 men. Three pilot gigs which were under the shelter of the new pier were overtaken by the same sea that washed the men out of the life-boat; one of the gigs was capsized, and the crew of 7 men were thrown into the sea; with the greatest difficulty the other two gigs picked up 5 of the men. Another of the men clung to the gig, and drifted quickly to leeward. The life-boat men, in returning from the ship, perceived the man, and picked him up. The remaining gigsman (Nicholas Jacobs), however, unfortunately perished.

The Committee expressed their deep sympathy with the widow and orphans of Jacobs, and voted 10*l.* in aid of the fund that was being raised at St. Ives in their behalf.

Also 40*l.* to pay the expenses of the Great Yarmouth and Caister Life-boats, in going off during a strong northerly wind, in reply to signals of distress, and saving 7 of the crew of the ship *Omega*, of Newcastle, which had stranded on the Cockle Sand, and afterwards drifted, and sank about fourteen miles S.E. of Lowestoft, on the 23rd February.

Also 8*l.* 6*s.* to pay the expenses of the Irvine Life-boat, in putting off on the 10th February, during a strong W.N.W. wind, and bringing ashore, in two trips, 14 persons from the barque *Kate Agnes*, of St. John's, N.B., which came broad-side on to the beach, about a mile from the river's mouth.

Also 5*l.* 2*s.* 6*d.* to pay the expenses of the Fishguard Life-boat, in going off on the 19th February, and bringing safely ashore the crew of 2 men of the smack *Gloucester Packet*, of Cardigan, which, during a strong northerly gale, had exhibited signals of distress in the roadstead.

Also 9*l.* to pay the expenses of the Moelfre Life-boat, in putting off in reply to signals of distress, during a heavy gale of wind from the N.E., on the 19th February, and saving the crews of 3 men each of the schooners *March*, of Liverpool, and *Richard*, of Bangor, which had stranded in Moelfre Bay.

Also voted 149*l.* 2*s.* 6*d.* to pay the expenses of the life-boats of the Institution at Caister, Portmadoc, Maryport, North Deal, Buckie, Donna Nook, New Brighton, Hayle, Padstow, Appledore, Newquay (Cardigan), Porthcawl, and Southport, in either assembling, or going off during the late stormy weather, in reply to signals of distress from

vessels, which, however, did not eventually require the assistance of the life-boats.

Reported that the Portmadoc Life-boat had gone off during a fresh breeze, on the 27th January, and assisted to a place of safety the schooner *Kate*, of Liverpool, which had stranded off Criccieth Castle.

The Holy Island No. 1 life-boat also went out on the 8th February, during a strong breeze, and took off the crew of 3 men of the schooner *Exchange*, of Goole, which had stranded on the Pecten Stiel Rocks. The life-boat remained by the vessel for two or three hours, and, upon her floating off the rocks, placed the men on board again.

The Southwold No. 1 Life-boat, during a strong breeze, on the 21st February, placed five life-boatmen on board the brig *Phabe*, of Scarborough, and those men afterwards assisted to get the vessel off the bank upon which she had stranded, near Covehithe.

The Ramsgate Life-boat also went out on two occasions, with the view of rendering assistance to the crews of distressed vessels, but fortunately her services were not ultimately needed.

Voted also the Thanks of the Institution, inscribed on vellum, and 2*l.* to Mr. THOMAS DAVID, of Porthcawl, South Wales, in acknowledgement of his highly meritorious and praiseworthy conduct in wading into the surf, and saving a man from the smack *Ann*, of Rosyth, which, during a heavy W.N.W. gale, became a total wreck, near Porthcawl, on the 19th February.

Also 5*l.* to the crew of a fishing-boat, for putting off on the 24th January, during a hurricane from the S.S.W., and bringing safely into Lossiemouth Harbour, a Buckie fishing-boat and her crew of 8 men, which was observed at anchor in a dangerous position, about two miles north of the Skerries, with all her canvas blown away.

Also 5*l.* to 6 men for saving, by means of ropes from the shore, 5 of the crew of the brigantine *Onward*, of Llanelly, which, during a strong N.E. wind, became a total wreck near Burry Holmes, Carmarthenshire, on the night of the 22nd January.

Also 3*l.* to 5 men for putting off in a common shore-boat, during a strong wind and in a very heavy sea, and saving 1 man from the brigantine *Jane*, of Coleraine, which became a total wreck on West Island, off Portrush, County Antrim, on the evening of the 8th February.

Tuesday, 10th March.—The Annual General Meeting of the friends and supporters of the ROYAL NATIONAL LIFE-BOAT INSTITUTION was held this day at the London Tavern, the Right Honourable H. T. CORRY, M.P., First Lord of the Admiralty, in the Chair.

Mr. CORRY having opened the Meeting with some appropriate remarks on the important and national character of the operations of the Institution, its Officers for the current year were chosen.

The Secretary then read the Annual Report of the Committee.

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

The Report and Resolutions will be found in the April number of the *Life-boat Journal*, page 529.

## SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY.



THE Twenty-ninth Annual Meeting of this truly important and national Society was held at the United Service Institution, Whitehall Yard, London, on the 18th of May. In the absence of His Grace THE DUKE OF MARLBOROUGH, K.G., its President, the Chair was taken by Capt. the Hon. FRANCIS MAUDE, R.N.

Amongst the company present were—G. A. BROGRAVE, Esq., V.P. (son of the founder of the Society); Rev. HUGH ALLEN, D.D.; Dr. MORGAN, Capt. JOHN HARRIS; Messrs. W. HOSKIN, C.E., SAM. TOMKINS, and others. Captains Royal Navy: MONTAGU PASCO, J. S. LEAN, and W. H. SYMONS. A number of ladies, and thirty old and worn-out merchant seamen from the Belvedere Institution, were also present.

The Chairman having forcibly detailed the nature and working of the Society, called upon the Secretary, FRANCIS LEAN, Esq., R.N., to read the Annual Report. It stated that the Society had relieved during the past year, including the crews of twelve foreign nations,—7,520 shipwrecked fishermen and mariners, and ministered to the comfort of 3,969 widows, orphans, and aged parents in the time of their greatest need, making a total of 171,428 persons relieved since the formation of the Society in 1839; that

50,752 seamen voluntarily subscribed 3s. each per annum; and that the income had been 23,448*l.*, in connection with which certain liberal donations were mentioned.

It was stated that the Belvedere Institution, which is an offspring of the Shipwrecked Mariners' Society, had now taken root amongst the charities of the land, and that 50 worn-out and disabled seamen had been received into the house, and 25 old men pensioned out with their relatives.

The Report concluded with offering their humble thanks to the great Giver of all good for His guidance and blessing on the labours of the Society during the past year.

The Report was unanimously adopted, and the claims of the Institution were forcibly advocated by several gentlemen.

Mr. LEWIS, the Secretary of the NATIONAL LIFE-BOAT INSTITUTION, testified to the great value of the Shipwrecked Mariners' Society in promptly relieving the shipwrecked sailors rescued by the life-boats of the Institution, and paid a well-merited compliment to its officers for the admirable manner in which they conducted its affairs.

A cordial vote of thanks having been given to the 865 honorary agents of the Society, who were acting for it on every part of the coast, the proceedings closed.

### SERVICES OF FRENCH LIFE-BOATS.

WE have much pleasure in extracting from the French *Life-boat Journal* the following interesting account of services performed by the life-boats of the "Société Centrale de Sauvetage des Naufrages," during the first quarter of the present year :—

"Since January 1st this year (1868), our life-boats have, on ten occasions, been out, in answer to signals from vessels in distress; they have saved 80 persons and 5 vessels from certain loss, and have given aid to 38 other vessels. These boats are stationed at Audierne, Omonville, Ile de Groix, Ile de Molène, Portriex, Carteret, Etel, and St. Malo. Those of Audierne and Etel have been out on two occasions. The crew of St. Malo saved a brig from shipwreck, having 58 persons on board, of which 24 were passengers.

"The services of the boats of Molène, Carteret, and Etel deserve to be specially mentioned, on account of the dangers incurred and the difficulties surmounted by their crews. In the first case the object was to rescue from death 2 fishermen, thrown on a rock, rendered inaccessible by the tempest. At Etel, the courageous rescuers, repulsed by the violence of the wind and the sea, were obliged to renew their efforts several times before reaching 3 unfortunate sailors lashed to the masts of their vessel, and threatened at every moment to be carried off by the waves.

"The service of the Carteret life-boat has been related in the March number of this Journal. An English vessel, the *Fanny Palmer*, having been perceived in distress, and the state of the sea not permitting any other boat to leave the port, the life-boat put out immediately, taking a pilot and a sailor, who piloted the ship to the port of Jersey. We owe to the kindness of His Excellency the Ministre de la Marine the communication of the report, addressed on this occasion by Lieutenant ARAGO, commander of the state cutter *Alcyone*. This report consists of new details of the greatest interest; the following are a portion of them :—

"The head quartermaster DUVAL, second in command of the *Alcyone*, and an excellent pilot of the coast, asked me, as a special favour, to allow him to embark in the life-boat, in order to offer the benefit of his knowledge to the English captain. The

boat was directed towards the brig, and succeeded in boarding her, thanks to the energetic efforts of its valiant crew, stimulated by the imminence of the danger at the moment when the Captain, FITZGERALD, was on the point of deciding to run his vessel ashore with the faint hope of saving his men.

"The pilot DUVAL, and the sailor DUTOT, of the *Alcyone*, succeeded in getting on board, and flew to the rudder, in order to change the vessel's course. The *Fanny Palmer* would have been infallibly lost, both the ship and all on board, if she had gone a cable's length farther in the same direction. The English crew was entirely demoralized at the sight of the life-boat, which had again left. '— Save us! Save my vessel! Take us where you like!' said the English captain to DUVAL; 'I promise you two hundred pounds if you will get us out of this danger.'

"Thanks to the able dispositions taken by my assistant; thanks to the precious aid of the sailor DUTOT; thanks, above all, to the calmness and self-possession of these two superior men, the English crew renewed their energy a little in order to work her; and, towards six o'clock in the evening, the pilot DUVAL was fortunate enough to moor the *Fanny Palmer* in the port of Gorey (Jersey). As for the life-boat, after having attempted in vain to return to Carteret, the coxswain steered it before the wind, into the entrance of Port Bail, situated about two miles to leeward. The sea was tremendous at the entrance of the passage; the boat was raised so high by a wave that it upset, and its mast stuck in the sand. The breaking of the mast alone allowed it to self-right; it capsized again, and was at last, without further damage, rowed into port by its brave crew. The head pilot DUVAL and the sailor DUTOT were conveyed to their vessel the next day by the *Bécassine*, which I had despatched to look for them. These two excellent men refused the generous recompense, which had been offered to them, and brought back a very eulogistic certificate from Captain FITZGERALD, testifying to their great disinterestedness, and declaring that, without their help, his vessel and his crew would have been lost.

"The head pilot DUVAL, and the sailors DUTOT, VIGOT, and MENAGE, of the *Alcyone*, who formed part of the life-boat's crew, have received the sum of 55 francs by way of indemnity from the hands of M. DU CHATEL, President of the Committee of the

Central Society at Carteret. These sailors have just begged me to give this sum as a gift, in their name, to the 'Société Centrale de Sauvetage des Naufrages.'"

In acknowledgement of his brave and disinterested conduct, the French Society has bestowed its silver medal on the pilot DUVAL, and on the rest of the life-boat's crew, its medal of bronze; and the Emperor Napoleon has since decorated DUVAL with the Legion of Honour.

We notice, in connection with the distribution of these honorary distinctions to life-boat men, a custom, which does not exist in this country, viz., that the French Society

awards its medals to the life-boats themselves as well as to their crews; having, in the cases here narrated, given its silver medal to the life-boat at Carteret, and its medal of bronze to the one at Etel.

In referring to these services of the French life-boats and their brave crews, we congratulate the "Société Centrale de Sauvetages des Naufrages," on the rapid progress it is making in the humane and honourable work which it has undertaken, and in which we shall always rejoice to see it the successful rival of the English NATIONAL LIFE-BOAT INSTITUTION, on whose model it has been organised.

## THE VOYAGE.

BY ALFRED TENNYSON, ESQ.

We left behind the painted buoy  
That tosses at the harbour-mouth;  
And madly danced our hearts with joy,  
As fast we fled to the South;  
How fresh was every sight and sound  
On open main or winding shore!  
We knew the merry world was round,  
And we might sail for evermore.

Warm broke the breeze against the bow;  
Dry sang the tackle, sang the sail;  
The Lady's-head upon the prow  
Caught the shrill salt, and sheer'd the gale.  
The broad seas swell'd to meet the keel,  
And swept behind: so quick the run,  
We felt the good ship shake and reel,  
We seem'd to sail into the Sun.

How oft we saw the Sun retire,  
And burn the threshold of the night,  
Fall from his Ocean-lane of fire,  
And sleep beneath his pillar'd light!  
How oft the purple-skirted robe  
Of twilight slowly downward drawn,  
As thro' the slumber of the globe  
Again we dash'd into the dawn!

New stars all night above the brim  
Of waters lighten'd into view;  
They climb'd as quickly, for the rim  
Changed every moment as we flew.  
Far ran the naked moon across  
The houseless ocean's heaving field,  
Or flying shone, the silver boss  
Of her own halo's dusky shield.

The peaky islet shifted shapes,  
High towns on hills were dimly seen.  
We pass long lines of Northern capes  
And dewy Northern meadows green.  
We came to warmer waves, and deep  
Across the boundless east we drove,  
Where those long swells of breakers sweep  
The nutmeg rocks and isles of clove.

By peaks that flamed, or, all in shade,  
Gloom'd the low coast and quivering brine  
With ashy rains, that spreading made  
Fantastic plume or sable pine:

By sands and steaming flats, and floods  
Of mighty mouth we scudded fast,  
And hills and scarlet-mingled woods  
Glow'd for a moment as we past.

O hundred shores of happy climes,  
How swiftly stream'd ye by the bark!  
At times the whole sea burn'd, at times  
With wakes of fire we tore the dark;  
At times a carven craft would shoot  
From havens hid in fairy bowers,  
With naked limbs and flowers and fruit,  
But we ne'er paused for fruit nor flowers.

For one fair Vision ever fled  
Down the waste waters day and night,  
And still we follow'd where she led  
In hope to gain upon her flight.  
Her face was evermore unseen,  
And fixed upon the far-sea line;  
But each man murmur'd 'O my Queen,  
I follow till I make thee mine!'

And now we lost her, now she gleam'd  
Like Fancy made of golden air,  
Now nearer to the prow she seem'd  
Like Virtue firm, like Knowledge fair,  
Now high on waves that idly burst  
Like Heavenly hope she crown'd the sea,  
And now, the bloodless point reversed,  
She bore the blade of Liberty.

And never sail of ours was fur'd,  
Nor anchor dropt at eve or morn;  
We loved the glories of the world,  
But laws of nature were our scorn;  
For blasts would rise and rave and cease,  
But whence were those that drove the sail  
Across the whirlwind's heart of peace  
And to and thro' the counter-gale?

Again to colder climes we came,  
For still we follow'd where she led:  
Now mate is blind and captain lame,  
And half the crew are sick or dead;  
But blind or lame, or sick or sound,  
We follow that which flies before:  
We know the merry world is round,  
And we may sail for evermore.

# Royal National Life-Boat Institution.

INCORPORATED BY ROYAL CHARTER. SUPPORTED BY VOLUNTARY CONTRIBUTIONS.

Patroness—Her Most Gracious Majesty the Queen.

Vice-Patron—H.R.H. 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.



## APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that, during the first six months of 1868, the ROYAL NATIONAL LIFE-BOAT INSTITUTION has expended £9,112 on various Life-boat Establishments on the Coasts of England, Scotland, and Ireland. During the same period the Life-boats of the Institution have also been instrumental in rescuing the crews of the following Wrecked Vessels:—

Sloop <i>Industry</i> , of Whitby .....	2	Schooner <i>Kate</i> , of Liverpool—Ren-		Smack <i>Cymro</i> , of Amlwch.....	2
Schooner <i>Mulgrave</i> , of Whitby....	2	dered assistance.		Sloop <i>Richard</i> , of Goole .....	3
Schooner <i>Seven Brothers</i> , of Wick-		Barque <i>Kate Agnes</i> , of St. John's,		Two Withernsea Fishing Boats ...	9
low .....	3	N.B. ....	14	Brigantine <i>Agenoria</i> , of Lowestoft.	6
Ship <i>Oasts</i> , of Liverpool.....	21	Smack <i>Gloucester Packet</i> , of Car-		Schooner <i>Athol</i> , of Ardrossan—	
Schooner <i>The Maria</i> , of Newport,		digan.....	2	Rendered assistance.	
Monmouthshire .....	5	Ship <i>Omega</i> , of Newcastle.....	7	Brigantine <i>Douglas</i> , of Guernsey—	
Schooner <i>Edward Stoward</i> , of Lanc-		Schooner <i>Gipsy</i> , of Chepstow.....	5	Assisted to save vessel and crew.	7
caster .....	5	Pilot Gig belonging to St. Ives.....	1	Brig <i>Arran</i> , of Irvine—Saved vessel	
Several Fishing Boats belonging to		Schooner <i>March</i> , of Liverpool.....	3	and crew .....	5
Pittenweem and St. Morman—		Schooner <i>Richard</i> , of Bangor.....	3	Schooner <i>Dasher</i> , of Amlwch—As-	
Rendered assistance.		Brig <i>Phæbe</i> , of Scarborough—Ren-		sisted to save vessel and crew....	4
Schooner <i>Mischief</i> , of Carnarvon...	6	dered assistance.		Swedish Barque <i>Balder</i> —Saved	
Schooner <i>Douglas Pennant</i> , of Car-		Schooner <i>Avenir</i> , of Nantes.....	1	vessel.	
narvon .....	4	Schooner <i>Exchange</i> , of Goole.....	1	Schooner <i>John C. Wade</i> , of Newry.	5
Smack <i>Clipper</i> , of Great Yarmouth		Barque <i>Sparkling Wave</i> , of Sunder-			
—Saved vessel and crew.....	6	land.....	15	Total Lives saved by Life-boats, in	
Schooner <i>Anne</i> , of Aberystwith....	4	Ship <i>Nictauz</i> , of St. John's, N.B.—		the first six months of 1868....	189
Brig <i>Ellen</i> , of Sunderland—Ren-		Rendered assistance.		During the same period the Institu-	
dered assistance.		Brig <i>Tabez</i> , of Scarborough.....	8	tion has granted rewards for saving	
Brig <i>Britain's Pride</i> , of Falmouth		Schooner <i>Selina</i> , of Swansea.....	2	Lives by fishing and other boats.	169
—Saved vessel and crew.....	8	Schooner <i>Wave</i> , of Boston—Saved			
Schooner <i>Denbighshire Lass</i> , of		vessel and crew .....	4	Grand Total of Lives	
Beaumaris .....	4	Ship <i>Conway Castle</i> , of Liverpool—		saved in Six Months..	358
Schooner <i>Sarah Caroline</i> , of Girvan		Rendered assistance.			
Smack <i>Kate</i> , of Ipswich—Assisted		Fishing Boat belonging to Looe—			
to save vessel and crew.....	4	Saved boat and crew.....	2		

## GENERAL SUMMARY for 1867.

	£.	s.	d.
Number of Lives rescued by Life-boats, in addition to 35 vessels saved by them ..	783	..	..
Number of Lives saved by Shore-boats, &c. ....	303	..	..
Amount of Pecuniary Rewards for Saving Life during the Year .....	..	3,189	2 8
Honorary Rewards:—Gold and Silver Medals .....	13	..	..
Votes of Thanks on Vellum and Parchment .....	13	..	..
Total .....	26	1,086	3,189 2 8

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 17,345; for which services 83 Gold Medals, 786 Silver Medals, and £27,716 in cash have been paid in rewards. The Institution has also expended £203,120 on its One hundred and Eighty-six Life-boat Establishments.

The expense of a Life-boat, its equipment, transporting-carriage, and boat-house, averages £640, in addition to £50 a-year needed to keep the station in a state of efficiency.

Donations and Annual Subscriptions are earnestly solicited, and will be thankfully received by the Bankers of the Institution, Messrs. WILLIS, PERCIVAL, and Co., 76 Lombard Street; Messrs. COULTS and Co., 59 Strand; Messrs. HERRIES, FARQUHAR, and Co., 16 St. James's Street, London; by all the other Bankers in the United Kingdom; and by the Secretary, RICHARD LEWIS, Esq., at the Office of the Institution, 14 JOHN STREET, ADELPHI, London, W.C.—1st July, 1868.