

THE LIFE-BOAT,

OR

JOURNAL OF THE NATIONAL LIFE-BOAT INSTITUTION.

(ISSUED QUARTERLY.)

VOL. VI.—No. 70.]

OCTOBER, 1868.

[PRICE 3d.
With Wreck Chart.

THE RESCUE OF DROWNING PERSONS.

THE summer of 1868 will long be remembered by the present generation in the British Isles as the most extraordinary within their recollection; for what with the long continuance of almost the heat of the tropics and the drought of the African desert, Old England has for awhile scarcely seemed like herself.

Amongst the phenomena which have been the perhaps natural consequence, every one who has read the journals of the day will have observed the greatly increased number of destructive fires, and the very numerous deaths from drowning, as compared with those which have occurred in ordinary seasons.

The former of those results has been occasioned by the excessive dryness to which inflammable substances have been reduced, and thereby been made more ready to ignite, as from a mere spark or even from friction. The latter phenomenon has, doubtless, arisen from the unusually large number of persons who have been tempted to bathe from the extraordinary heat of the season, whilst the number of those who could swim has not been above the average.

There can be little doubt that, almost as by a natural law, the ratio of persons able to swim is nearly proportional to the general heat of the climate. Thus there are places, in the Pacific Ocean and elsewhere, where men, women, and children alike swim off to ships nearing their shores, almost as if water were their natural element, and amongst whom no individual could be found who could not swim. And, even in the Mediterranean, travellers who have visited Malta will remember the "Heave for dive, signor!"

of the crowds of boys, some of them scarcely more than infants, who swim off to vessels on their first entering the port of Valetta, and shout in the above words to have pence thrown into the water to them; just as their dirtier congeners, the "mud larks," as they are absurdly termed, turn up their grimy faces to passengers over the London bridges at low-water and shout themselves hoarse, thus attempting to "earn an honest penny," although it be not in a useful, and certainly not in an ornamental work.

As an illustration nearer home, however, we, some years since, in conversation with a boatman on the coast, expressed our surprise that whilst many a ploughman had learned to swim in the nearest river or canal in the neighbourhood of his home, yet that by far the greater number of themselves, whose lives were often jeopardized in following their avocation, had never learned to do so. "Ah, sir, but the water is so much colder in the sea than in rivers and canals!" was his reply.

To proceed, however, with the practical part of our subject: amongst the many valuable lives that have been lost by drowning during the past few months several have been those of persons who have sprung into the water to the rescue of their friends or others who have fallen in from accident. Not a few of them have been women, who so constantly are ready to follow a generous impulse of their nature, and, utterly regardless of self, to think only of the object possessing their affection or exciting their sympathy. As in this country, however, few women can swim, and even when they can do so the female ordinary dress is most unfavourable to the free motion of the limbs in the water, and must much embarrass the wearer, it almost follows that but few cases

of attempted rescue by females, when the drowning persons are in deep water, are likely to be successful.

But several instances have occurred during the past summer of men and swimmers losing their own lives, or nearly doing so, through being clutched or dragged down by those whom they have attempted to save. A notable case in point, which excited general sympathy at the time, was that of the late Major Taylor, one of the Military Professors at Sandhurst College, who perished in the attempt to save his own child, a little girl, scarce more than an infant, who had fallen over from a boat in which he had taken his children, with their nurse, for a row on the College lake.

We are not aware if Major Taylor could swim, although it is said that he could do so; but at all events he was unable to save a small child; how much less, therefore, would he have been able to render any assistance to an adult person, struggling for life in the water. How important then is it that every male person, at least, should not only be able to swim, but also that he should know how to apply his art to the rescue of a fellow-creature in peril, with as little danger as possible to himself!

The great danger to the would-be rescuer in all such cases is that of being clutched by the endangered person, and thus rendered powerless to use his own limbs. It is an old and true proverb, that "a drowning man will catch at a straw." In fact, a person in fear of drowning will seize—nay, convulsively grasp—anything that catches his eye in the water. Indeed, persons so situated seem not only to lose their presence of mind, but all natural sense and feeling, as they will almost invariably try to climb over, and thus force under water, the benefactor who is endeavouring to aid them, even if he be their nearest and dearest relative.

It becomes, therefore, the more important that a person swimming to the aid of another should preserve his presence of mind, and not only act coolly and deliberately, but even, if necessary, to do violence to his own natural impulse, and to withhold his helping arm until a favourable moment should present itself for seizing the frantic, struggling creature before him, who would otherwise destroy the lives of both. Accordingly, the deliberate advice of a celebrated swimmer, who had saved many persons from drowning, and whose recommendations on the subject we some years since published in

this Journal, was, "To keep clear of the drowning person until he or she became somewhat exhausted and ceased to struggle."

Few persons would have the *sang froid* to act thus deliberately with a drowning person almost within their grasp; nevertheless, coolness and presence of mind in such cases is of vital importance.

Next in value to presence of mind is skill in the use of the limbs, and a knowledge of the best mode to seize and secure the person immersed. On this head the authority above referred to recommended that the swimmer, watching his opportunity, should seize the drowning person by the hair, turn him on his back, and then throwing himself on his back, that he should swim for the shore in that position, holding the rescued person at arm's-length in front.

It appears to us, however, that although an experienced swimmer who had practised the operation might find this the best mode of operating, yet that the majority of ordinary persons would be unable so to effect their object. To such we will offer some rules for their guidance; but after all, so much depends on "presence-of-mind" on such occasions, which gift so few persons, comparatively speaking, possess in great and sudden emergencies, that we cannot hope that any rules, however good, will be very generally practised. Before stating them, however, it will be well to consider the theory of flotation by swimming.

All substances in nature necessarily possess a certain "specific gravity" or weight as compared with water, and hence it follows that all bodies which are relatively heavier than water will sink in it, whilst those which are lighter will float, and those that are of the same weight will remain suspended in it. We must therefore look to some other property to float bodies which are heavier than water, and this we find in the principle that when fluid and solid bodies come in contact, the one or the other of them being in motion, the pressure of the fluid, which is always equal to the force or velocity of the contact between the two bodies, is exerted at right angles to the surface of the solid. Hence, we have only to throw a solid body heavier than water, such as a stone or a cannon-shot with sufficient velocity obliquely into the water when the upward pressure of the water on its under surface will not only prevent it from sinking, but will cause it to rebound and remount into the air again and again.

In the same manner, the swimmer is supported on the surface, and the greater the rapidity with which he swims, the lighter will he float in the water. Any one understanding this principle will then at once see the importance of a swimmer maintaining as great rapidity of motion as possible when rescuing another person, independently of the desirableness of reaching the shore or the nearest boat or vessel as quickly as practicable.

The following axioms may, we believe, with advantage be borne in mind.

1st.—Strive to remain cool and collected.

2nd.—If the person immersed be struggling, approach him with caution, watch for a favourable opportunity to seize him; do so in preference from behind, and keep as far as possible out of his sight.

3rd.—By choice, take hold by the hair of the head, if it be long enough, otherwise by the collar of the coat or other garment at the back of the neck, if the person be clothed. The drowning person can then be easily turned on his back, or he will, without an effort do so, on being drawn through the water, and his face thus remain above the surface.

Or again, if seized by one hand, or under one arm from behind, and at once towed quickly through the water, before he should have time to clutch his rescuer, he might probably in general be kept at arm's length.

4th.—Take hold with the left hand, reserving the right hand and arm to swim with; unless in the case of a left-handed person.

5th.—Having secured a hold of the drowning person, throw yourself on your side, and swim with your full force in the manner termed "side swimming," striking out with the right hand in front, and with both feet, taking the shortest course to shoal water, or to the nearest place of safety.

6th.—Supposing that the immersed person has sunk, and the water is not clear enough to see to the bottom, watch where bubbles ascend to the surface, and if you know how to dive, do so in that direction; but even under water, be cautious as to the manner in which you obtain a hold of the body, as even then, if life be not extinct, the hands will instinctively clutch at anything coming into contact with them; which may usefully be borne in mind by those who cannot swim, and who attempt to save drowning persons near the edge of the water without themselves jumping into

it. As an illustration of this fact, we may relate a case which occurred within our own knowledge, when a youth who had fallen into the water, and sunk the fatal third time, was saved by his companions pushing an oar under the water at the spot where they saw bubbles rising. They saw nothing but the bubbles, but either he saw the oar under the water, or felt it in contact with his body, and instantly grasping it, he was drawn to the shore by his frightened comrades, and soon after revived.

It has also been recommended that the swimmer, after seizing the drowning person, should *push* him towards the place of safety, holding him at arm's length in front; but it appears to us that the former would be likely to push the latter under water by this method of proceeding.

Again; we have been informed of more than one case of successful rescue, where the rescuing party has struck the drowning one violently on the head with his clenched fist and stunned him before seizing him, to prevent being clutched; but as we think that any such strong-minded as well as strong-armed persons would be more likely to act on their own impulse or knowledge than on any published rules, we think we may safely leave them to their own resources.

Trusting that these few remarks on the subject may prove useful to some persons to whom an opportunity may be afforded to save a fellow-creature from death, we will, in conclusion, ask if it does not become a duty for every male person to learn to swim? Not only because they know not how soon or how often that knowledge may enable them to save the life of another person, but because from their want of it they may at any time occasion the death of another who may come to their rescue, should accident befall themselves.

TREATMENT OF THE APPARENTLY DROWNED.

THE Committee of the ROYAL NATIONAL LIFE-BOAT INSTITUTION have recently extensively circulated the following Queries on the subject of the Treatment of Apparently Drowned Persons.

As it is thought the cause of science would be greatly benefited if the results of the treatment in such cases were collected, preserved, and occasionally published, it is hoped that answers to the following

queries may be filled in, and sent to the Institution as cases occur.

Forms of Queries, accompanied by the Instructions for the Restoration of the Apparently Drowned, will be forwarded to any one on applying to the Society for the same.

QUERIES.

1. Date and place of occurrence?
2. Sex, name, and age of person?
3. Length of time immersed?
4. Time from rescue to first sign of life?
5. Time from rescue to recovery?
6. State of the weather, if warm or cold?
7. State of the water?
8. What mode of treatment adopted, whether the rules of the NATIONAL LIFE-BOAT INSTITUTION or those of others—if the former, whether the "MARSHALL HALL" system or the "SILVESTER" was adopted, or a combination of both?

9. If treatment successful or not?
10. Length of time persevered with?
11. How long were the efforts to restore respiration continued?
12. Was much fluid discharged from the mouth, and at what intervals?
13. Was a medical man in attendance?
14. Remarks, if any?

Date _____ 186

Signature _____

Of _____

County of _____

To the Secretary of the
ROYAL NATIONAL LIFE-BOAT INSTITUTION,
John Street, Adelphi, London, W. C.

*** If practicable, it would be desirable to have these questions answered by the medical practitioner who attended the case.



We have much pleasure in publishing the following answers received from the Honorary Secretaries of the Holyhead and Maryport Branches of the Institution relative to two cases of persons apparently drowned, who were successfully treated in accordance with the Society's rules in June last at those places.

They are strikingly illustrative of what perseverance and a knowledge of these simple but valuable instructions can accomplish, in the absence of medical men, even by boatmen themselves, in matters of such vital importance, when every moment is precious:—

FROM HOLYHEAD.

ANSWERS.

1. 26th June, 1868. Old Harbour, Holyhead.
2. Owen Jones, aged 7 years.
3. Not known.
4. 1½ hours.
5. Four or five hours.
6. Warm.
7. Warm.
8. NATIONAL LIFE-BOAT INSTITUTION'S rules. A combination of the systems was adopted.

9. Yes.
10. About two hours.
11. About an hour.
12. A small quantity about every ten minutes.
13. Yes; after breathing was restored.
14. Nil.

(Signed) W. P. ELLIOTT, *Hon. Sec.*
Holyhead Branch of the

NATIONAL LIFE-BOAT INSTITUTION.

27th June, 1868.

FROM MARYPORT.

ANSWERS.

1. 18th June, 1868. Maryport.
2. Edward Donaldson, aged 11 years.
3. Twenty-five minutes.
4. Forty minutes.
5. Two hours and fifteen minutes.
6. Genial.
7. Medium temperature.
8. In the main the method recommended by the Institution was used. The body was moved on the sides and chest alternately. We then continued pressing and rubbing the back, chest, legs, and arms. In the hurry a little deviation took place from the prescribed rules, inasmuch as we began rubbing before respiration commenced. Warm cloths and brandy rubbed upon the chest, legs and arms.
9. Successful.
10. Three hours.

11. Seventeen minutes.
12. Salt water discharged from the mouth at intervals of about sixteen minutes.
13. None.
14. When first brought under this treatment, had a doubt of recovery.

(Signed) J. McNEIL, *Hon. Sec.,
Maryport Branch of the
NATIONAL LIFE-BOAT INSTITUTION.*

18th June, 1868.

In this matter it is desired to secure everywhere the cordial co-operation of medical men; but they cannot of course be at every place where persons are taken out of the water apparently dead. It is, therefore, of the utmost consequence that persons who happen to witness such accidents should thoroughly understand what safe course to pursue immediately, until the arrival of a medical man.

There is one point to which we think it most important that attention should be drawn in the replies in the two cases above quoted, *viz.*, that involved in the answer to Query 12, in each case; and we think it the more important, inasmuch as that the two Codes of Instructions now prominently before the public, and each largely circulated, *viz.*, those issued by the NATIONAL LIFE-BOAT INSTITUTION and those promulgated by the ROYAL HUMANE SOCIETY, are divergent on that point: we allude to the discharge of fluid from the mouth at intervals, and which is often continued for a long time after the body has been taken out of the water.

Other striking cases have come to the knowledge of the NATIONAL LIFE-BOAT INSTITUTION where such has been the case, and notably that recorded in No. 55 of this *Journal* for January 1865, when Dr. Trollope, of Hastings, found Dr. Silvester's system for promoting respiration utterly futile, until, by placing his patient in the prone position, or face downwards, the latter was relieved, at intervals, of the large quantity of water which he had swallowed whilst immersed.

It is at this moment, we believe, an unsettled point with medical men as to what extent, if any, water finds access to the lungs in cases of drowning; but that to some extent it does so we think there is little doubt. There can, however, be no doubt that the pressure on the diaphragm of large quantities of water in the stomach impedes the action of both the heart and lungs, and must consequently greatly obstruct and often entirely prevent the recovery of drowned persons.

We desire, therefore, earnestly to implore

the very serious consideration of the ROYAL HUMANE SOCIETY and of all medical men to what we believe to be a very serious, indeed fatal, defect in any and every system of treatment of the apparently drowned which takes no steps to promote the discharge of the water which has been swallowed during immersion.

Successful treatment, in the interest of humanity must be equally the paramount object of one and all of us; and we cannot but feel it to be a grave evil that two Codes of Instructions, differing on so important a point, should be thus placed in the hands of the public for practical use.

IMPROVED LIQUID BOAT COMPASS AND BINNACLE OF THE NATIONAL LIFE-BOAT INSTITUTION.

In a former Number of this *Journal* we published a description, with illustrations, of this valuable little instrument. Subsequently, in 1867, the Committee of the Institution presented to J. MACGREGOR, Esq., the founder of the "Canoe Club," one of these Compasses, when that enterprising gentleman was about to start on his "Voyage alone in the Yawl, *Rob Roy*."

There could be no better opportunity for testing such an instrument, and discovering any defects in it, than on such a tour, when the solitary voyager, like his famous predecessor, Robinson Crusoe, was thrown entirely on his own resources, and through many nights and days had his mind continually occupied with the consideration of how he might improve them.

Accordingly, during his voyage above referred to, several improvements in this little portable binnacle and compass suggested themselves to Mr. MACGREGOR; and the same being afterwards effected, under his superintendence, by the manufacturers of them, Messrs. DENT and Co., of 61 Strand, London, another instrument, so altered, was taken on board the *Rob Roy* by Mr. MACGREGOR, during the summer of 1868, when it afforded him entire satisfaction.

We are happy to have the opportunity to bring these alterations in the instrument

to the notice of our readers, as we are of opinion that they are all of them decided improvements, and that he is entitled to credit and thanks for having devoted so much time and attention, as he has done, to so useful an object. Accordingly, we now give a description of the improved compass and binnacle, as embodied in a Paper on the subject, read by Mr. MACGREGOR before the Society of Naval Architects, in April last.

The improvements in the Binnacle all speak for themselves, on an examination of the instrument; but the Compass-card, being so complete an innovation on the established form, may at first be looked on with doubtful aspect by practical seamen. We think, however, that it is a considerable

improvement on the old form of card, as from the greater dissimilarity of the points they cannot be readily mistaken one for another, whilst it is a decided advantage that, whatever may be the steering point, the letters, which are large and legible, are always viewed in an upright position.*

It may be thought that this is a matter of not very great importance, and, as regards a ship's compass, it may not be so; but in a life-boat, where if the lamp should burn dimly, or the glass of the binnacle have become obscured by rain, or the eyesight of the steersman be bad, or his eyes be blinded by the salt-water spray beating in his face, it is most desirable that the letters on the card, indicating the course to be steered should be as legible and plain as it is possible for them to be made.

Fig. 1.

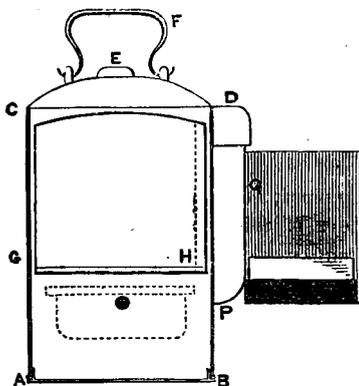
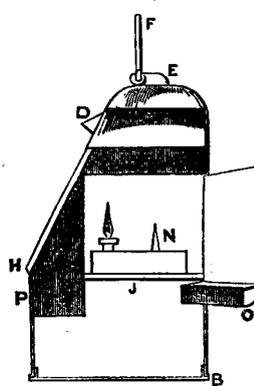
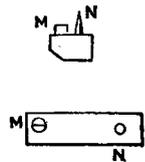


Fig. 2.



Figs. 3 and 4.



IMPROVED LIQUID BOAT COMPASS BINNACLE.

By J. MACGREGOR, Esq., M.A., Assoc. Mem. Council.

[Read at the Ninth Session of the Institution of Naval Architects, April 2nd, 1868.]

This binnacle and card have been designed to remove the defects of the liquid compass, as hitherto used by the ROYAL NATIONAL LIFE-BOAT INSTITUTION, while preserving the valuable features of the instrument. The improved compass card is applicable to all kinds of ships' compasses.

The alterations comprise the following:—

1.—The card is diagrammed, so as to be more intelligible and clear. Instead of the "north" point being a *fleur-de-lis*, and the others symmetrical, the "north" and "south" are designated by one arrow right along the card, and the east and west by two pear-shaped pointers. Instead of the letters being sideways when at the lubber's point, and very small, they are large, and placed so as to have always one readable in its proper position. (See Fig. 5.)

2.—The compass bowl is removable by the side of the binnacle, instead of the bottom.

3.—The bowl and the pivot stud are darkened, so as to direct the eye to the important spot—the lubber's point.

4.—The lantern is lower and more incorporated with the binnacle. It projects less, and yet has the same room inside. It has much better ventilation, and is less liable to catch obstacles on its corners.

5.—The lamp (which in the other binnacles always casts a shade about the lubber's point) has its wick so placed as to avoid that. Air can get into the lamp by an aperture independent of the wick, and the reflector is fixed, and not exposed when the door is opened as it was before.

6.—The match-box is not, as before, a separate drawer, liable to fall out, and very shallow, but is fixed on the door, and readily accessible.

The binnacle and compass thus improved have been tried at sea with complete success.

Fig. 1 is a front, and Fig. 2 a side elevation of the binnacle, on a scale of about one-fifth lineally (the total height 8 inches), and with the lamp-door open. The same letters refer to both figures.

A B C D the copper box with cover E, and car-

* The lettering of the cardinal and inter-cardinal points of the compass so as to face the helmsman, has been adopted in the Royal Navy for many years; but it is by no means general either in compasses of our own mercantile marine or the marine of foreign countries.

We are indebted to the courtesy of the Institute of Naval Architects for the loan of the wood-blocks of the accompanying compass illustrations.

ried by the handle F. This is closed by a strong plate-glass inclined front, C D G H, and at one side is the lantern, projecting inwards $\frac{1}{2}$ -inch (as the dotted line D H, Fig. 1), where a pane of glass allows the light of the lamp J (Fig. 2) to shine on the compass-bowl (dotted Fig. 1), carried on gimbals. The lower part of the lantern projecting inwards is bevelled upwards near H, so as to allow the bowl a full swing, and yet to permit the lamp to have its wick M (Figs. 3 and 4) so far forward and inward as to throw light on the com-

pass-card without any shadow from the rim of the bowl. The lamp is of copper, 3 inches long, $1\frac{1}{2}$ inch broad, bevelled off at one side below, and $1\frac{1}{2}$ inch deep, holding oil for 8 hours' burning. The wick is near one end and near one edge, see ground-plan, Fig. 4. Air enters through a tube in the stopper N, which can be unscrewed to allow oil to be poured in, but which, as shown in Fig. 2, affords a good handle for holding the lamp when it is to be removed. This wick is flat, with its larger side towards the glass window. A silvered reflector, inclined downwards and inwards at the side at the lantern D H, throws the lamp-light towards the lubber's point of the card, where most light is required.

Fig. 5.

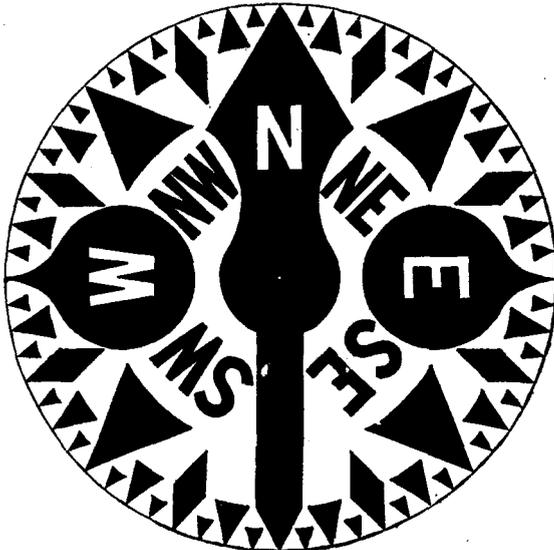
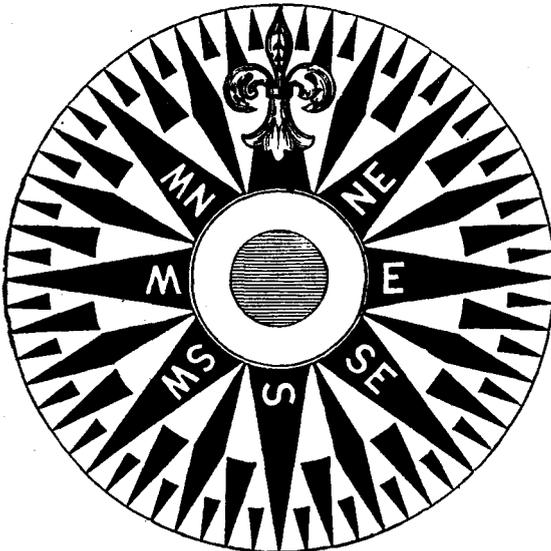


Fig. 6.



The card itself is marked according to the ordinary card is represented below for comparison, both being of natural size.

The door of the lantern opens backwards, on hinges, and carries at the bottom a match-box (with cover), the lower part of which is curved, so as to fit in with the curve, as at O in Fig. 2, and P in Fig. 1.

The upper part of the binnacle at E is domed with a brass-covered air-passage and a projecting eave, curved upwards in the middle, so that rain or spray runs to each side. The roof continues over the top of the lantern, and the outer side of the lantern comes within this upper curved hood, so that air can escape all round above the lamp, though neither water nor wind enter. The fixed part of the lantern (shaded in Fig. 2) has perforations at the back, and in the curved bottom near P, to admit fresh air below.

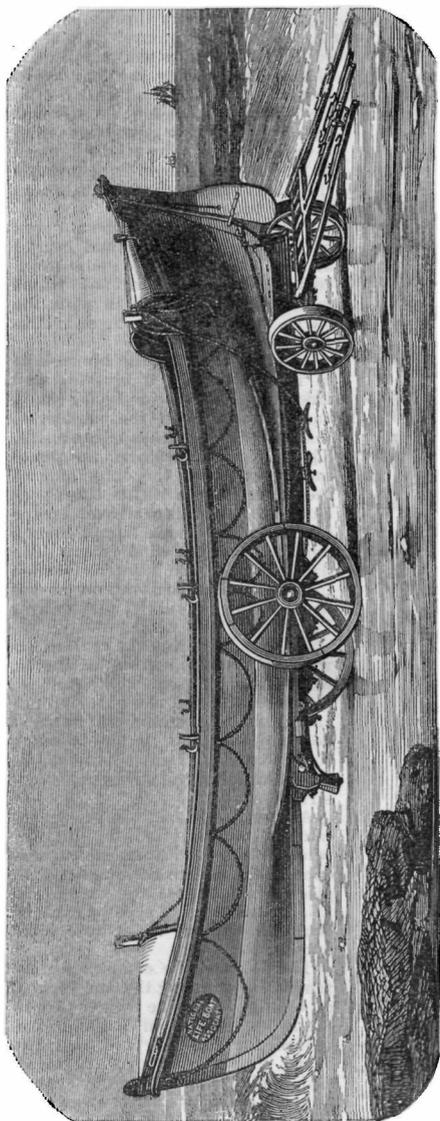
By thus intruding the lantern inwards, it projects less on the outside, while its inner part does not at all interfere with the clear view of the card; and by rounding the top and bottom it is less liable to catch ropes, &c., by angular projections, and is simpler and stronger in construction.

As an additional improvement (already adopted and in use), the whole lantern, with its glass pane, opens back on hinges, so that both glasses can be readily wiped. In this modification the bowl can be removed without a separate side-opening.

The bowl of the compass can be removed by opening the door hinged, at G, Fig. 1. In the former plan of binnacles, the bottom had to be removed for this purpose, and two loose screws were thus required. The gimbal may be fixed by a small stud instead of by a screw awkwardly projecting. The bowl of the compass is that of Mr. Dent's usual make, but the rim is blackened except at 1 inch near the lubber's point. The interior of the bowl also is black, and no engraving or printing is placed so as to distract the eye.

The compass-card has the stud on its centre bronzed, so as to avoid the bright gleam of light from the polished brass stud usually employed.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.



MULLION, CORNWALL.—The Institution has formed a life-boat establishment at Mullion Cove, several wrecks, with loss of life, having recently occurred in the locality. The boat is 33 feet long, and rows 10 oars double-banked. A commodious and substantial house has been erected for its reception, on a suitable site of ground granted by T. J. AGAR ROBERTS, Esq., M.P. The whole cost of the establishment has been defrayed from a fund raised

through the medium of the *Methodist Recorder*, amongst Wesleyans in various parts of the United Kingdom, to perpetuate the memory of the late Rev. D. J. DRAPER, who unhappily perished in the steam ship *London*, in the Bay of Biscay, last year. Mr. DRAPER was at the time on his way to Australia, in which colony he had for many years been an active and zealous minister of the Wesleyan Methodists. The fund had the valuable co-operation of the Rev. LUKE H. WISEMAN and Mr. THOS. SMITH, the conductors of the above-named journal. A grand demonstration and public launch took place with the life-boat on her arrival at Penzance. A procession, consisting of the Coastguard and Naval Reserve, the Mayor and Corporation, the 1st company of the Duke of Cornwall Volunteers, with bands of music, escorted the boat through the principal streets to the beach. It was then named the *Daniel J. Draper*, by the Mayoress, and launched. It being the occasion of the opening of the public buildings at Penzance, a general holiday was observed in the town. The neighbouring life-boats from Sennen Cove, Porthleven, Hayle, and other stations also took part in the proceedings of the day. The Institution is much indebted to the Rev. E. G. HARVEY, Vicar of Mullion, for his valuable and zealous co-operation as the Honorary Secretary of the Branch. A free conveyance was kindly given to the life-boat, by the Bristol and Exeter, South Devon, Cornwall, and West Cornwall Railway Companies. This life-boat was fortunately the means of saving three of the crew of the barque *Achilles*, of Glasgow, on the 21st October last.

CADGWITH, CORNWALL.—A life-boat establishment has been organised by the Institution at this place, which is situate about two miles from the Lizard station. As most of the crew of the latter boat reside at the village of Cadgwith, they would be enabled to man either boat. In gales of wind, the boat at Cadgwith can be more readily launched from Polpear Cove. A powerful life-boat has been stationed here, being 33 feet long, 8½ feet wide, and rowing 10 oars double-banked. On the arrival of the boat at its station, it was publicly launched, and gave great satisfaction to its crew. A commodious house has also been built for it. The cost of the life-boat has been contributed by the Commercial Travellers in the West of England, the fund having been raised through the kind

co-operation of THOMAS DAVIES, Esq., of Chippenham. The Institution is also much indebted to the Rev. F. C. JACKSON, who performs the duties of Honorary Secretary to the Branch. The Bristol and Exeter, South Devon, Cornwall and West Cornwall Railway Companies, readily conveyed the boat over their lines free of charge.

DUNDALK, IRELAND.—The Institution has thoroughly reorganized this life-boat station, and placed here a new 32-feet 10-oared double-banked life-boat, with transporting-carriage, in lieu of the old boat. The whole cost of the life-boat, carriage, and equipment has been defrayed by the children of the Stockport Sunday School, and by their teachers and friends, assisted by the contributions of old scholars outside the establishment, which we believe is the largest in the kingdom. The life-boat was publicly exhibited and launched at Stockport before going to its station. The crew of the Southport life-boat were present to man the boat—and they were taken into the large room of the school and introduced to the children, when the enthusiasm and delight of the latter, as the veteran coxswain and his hardy crew, with their life-belts on, entered the room, was a most interesting sight. The perfect storm of cheering from the children was again and again renewed on their being told that the brave fellows before them had all of them many times saved the lives of shipwrecked sailors, and that the coxswain, WILLIAM ROCKLIFFE, had assisted to save between 200 and 300 lives. The scholars, nearly 5,000 in number, were then formed in procession, and followed by the boat, drawn by 6 fine horses lent by Messrs. PICKFORD and Co. They then proceeded to Mr. RICHARD SYKES' lake, which had been kindly offered for the occasion, where, after the usual ceremony of presentation, Miss SYKES named the boat the *Stockport Sunday School*. It was afterwards launched in the presence of from 15,000 to 20,000 persons, and was capsized, to show the properties of self-righting, &c. Everything went off well, and everybody seemed gratified with the proceedings.

KINGSTOWN, IRELAND.—The life-boat on this station having been reported to be unfit for further service, the Institution has replaced it by a new 32-feet 10-oared boat,

built of mahogany. The cost of the first boat was presented to the Institution by Miss S. H. BERTIE CATOR, who had collected its cost amongst her friends. At her desire the boat was named the *Princess Royal*, and the new boat also bears the same name. The station is again in a thoroughly efficient state. The British and Irish Steam Packet Company liberally conveyed the life-boat free of charge to its station.

EXMOUTH, DEVON.—The six-oared life-boat on this station having been found hardly powerful enough to contend with the heavy surf often encountered on the shoals off the entrance to the river Exe, the crew expressed a wish to have a double banked boat in its stead. The NATIONAL LIFE-BOAT INSTITUTION has accordingly placed here a 32 feet 10-oared life-boat and transporting-carriage in the place of the others. The London and South Western Railway Company obligingly carried them free over their line. The cost of the original boat on this station was defrayed about eight years since by Lady ROLLE, the boat being at her request named the *Victoria*, after her Majesty the Queen; and the new boat bears the same beloved name. Since this boat has been on its station, it has gone through a very trying ordeal in a strong gale and heavy sea, when it acquitted itself to the great admiration of the crew.

SEATON CAREW, DURHAM.—This life-boat was thought not powerful enough for the locality; the Institution has accordingly sent there a new boat of larger build containing the latest improvements, and provided with a transporting-carriage, as now used with the life-boats of the Society. The boat sent is 33 feet long, $8\frac{1}{2}$ feet wide, and rows 10 oars double banked. It was taken to Middlesborough free of charge by the London and Middlesborough Steam Shipping Company. The cost of the original life-boat on this station was the gift to the Society of WILLIAM MCKERRELL, Esq., late of Hill House, Ayrshire, N.B., and the new boat, like the old one, is named the *Charlotte*, at his request, that being the Christian name of Mrs. MCKERRELL. The old boat, during its sojourn of ten years at this station, had happily been the means of saving the lives of 49 persons from various shipwrecks.

A SINGULAR COINCIDENCE.*

["A curious and interesting coincidence has been communicated to me by Capt. McKERLIE, of the Coastguard, Stranraer. The *Edinburgh* life-boat, it may be remembered, was exhibited in Glasgow on the 16th Dec., 1866. The wife of the captain of the *Strathleven*, accompanied by her children, went to see the boat, and put an offering into the subscription-box. Exactly one year after, on the 16th Dec., 1867, the captain's vessel was wrecked, and on the morning following (the 17th) he and his crew of 14 men were providentially rescued by the very boat which his wife had contributed to support.—R. M. BALLANTYNE."]

ON the 16th of December, 1866, there was to be seen in Glasgow, near the Broomielaw, a life-boat named the *Edinburgh and R. M. Ballantyne*. It bore this composite title—only, perhaps, to be matched by that of "Mr. Ten-thousand-topsail-sheet-blocks"—because the working men of the Scotch capital had clubbed their money to build it, and had then wished to associate with its services the honoured name of the author of the "Life-boat." There it was, however, name and all, on show at Glasgow; and suspended also upon the wall, in the place of exhibition, was a money-box for the contributions of those visitors who should call in to look at the "boatie," and should wish to lend a hand towards completing her outfit, and providing to keep her afloat. Among the number of such as came to see the little craft before she went to her station at Port Logan, on the Wigtonshire coast, was the wife of the captain of the Glasgow barque *Strathleven*, accompanied by her children. A sailor's wife and a sailor's little ones would naturally look at the boat with other feelings than those of a landsman's household. One can imagine how she would tell her small companions of the awful scene, when the ship comes upon the cruel rocks, and the bilge grinds, and the masts lash like a whip, and crack, and go over the sides, and the grey and white seas sweep the deck; while there is no hope for the crew unless a boat like this be nigh at hand. And then the thought would and did come, "If 'father' were ever in such a strait, and his life were hanging on the gallant strokes of the life-boat men as they fought with the winds and waves to save him!" Whereat the heart of the sailor's wife sent her hand to her pocket purse, and one of the little ones was hoisted "aloft" to drop something kind and helpful into the box for the fund of the *Edinburgh and R. M. Ballantyne* life-boat. A simple incident enough, the public will say. But

* From the *Daily Telegraph*.

exactly a year afterwards, on the 16th of December, 1867, a barque, with a captain and crew of fourteen men aboard, was caught in the cold wild weather off the Wigtonshire coast, and driven upon the rocks. The situation of the men was desperate: the vessel would soon break up; the fifteen souls, who clung about the rigging, knew that, unless they were quickly seen by the watchers at some life-boat station, their fate must be death. Happily they were seen, and very soon the captain of the *Strathleven* observed the boat coming; for the vessel was none other than the Glasgow barque, and the captain was the husband of the kindly lady who had gone to visit the *Edinburgh and R. M. Ballantyne*, and had helped to set the craft at its work. But that was not all the marvel of the strange coincidence. When the life-boat warped alongside, and took the fifteen helpless mariners safe off the wreck and out of the jaws of death, she proved to be none other than the Port Logan boat, with that sesquipedalian and well-remembered name painted on the stern-sheets. And so, when the captain of the *Strathleven* came to his home safe and sound, instead of drifting a corpse out into the rolling North Sea, with all his ship's company, he had to tell his glad and happy spouse, and that tiny public who had heard "Mother's" little lecture upon life-boats, that on the very same day of the year on which they gave their money for love and charity to the boat, that self-same boat had saved him from death, and sent him alive and grateful to their arms.

Not once in a million times shall we see good deeds thus visibly and directly rewarded. If sailors' wives could buy the lives of their dear ones so, how full the boxes of the life-boats would be! Of course this is only what we call a "coincidence;" and mathematicians, given the data of the problem, would tell us how many almost infinite chances to one it was against such an extraordinary interest being paid by Providence upon such a principal. But in this world there is no "coincidence" and no "chance"—these are but names for effects whereof the causes are rendered inscrutable by their number and complexity. We may really take the children's view—the poet's view—the fairy-story book's view of such a lovely piece of "accident," and be very many times nearer to the truth than the mathematicians. For that ancient Greek said a good and a true thing when he wrote, "The Fates sell everything at a fair price."

Here, in this "coincidence," we almost catch the Divine administration of good for good and evil for evil; the Destinies—chapters of Heaven's compensations and most just bargains—sitting at their "receipt of custom," busy with the golden scales wherein all our deeds and words and thoughts are weighed and paid for. What was it that the Scotch lady's silver actually furnished? what connected the first shining link of pity and womanly feeling and wifely yearning, with the last link of manly gallantry and timely service at the other end of the chain of events? If we knew all, as the angels know it, should we know enough? should we see that the very coin dropped into the box paid for a halliard or a tow-line which had to do with the rescue; or for a spare rowlock which saved a vital minute in starting; or for something or other which somehow led, with fifty thousand consenting causes, directly to this beautiful issue? Or if we looked with angel eyes, should we see greater wonders far than lucky halliards or tow-lines, or timely rowlocks? should we see that the human love and pity which prompted the gift of the mother and children are really vast and potent forces, passing forth into the world like commissioned influences—subtler than the most ethereal of the imponderable elements; infinite in power and result, like all force; contributions, for ever and ever, to the growing eternity of good—which must and will bear their fruit of blessed ripening, to scatter, in turn, for ever, fresh seeds of fresh fruits? Had we angel eyes, we might believe, as the children believe, that these emitted forces of sweet and noble thought and wish were angels too; and we might see a very marvellous spectacle, in the *Strathleven* drifting upon her fate amid the rocks. To ordinary vision she was a doomed ship, drifting helplessly, with no hope for the poor souls on board but "chance" and the luck of the lead-fall. To the opened wiser sight she was a lovely and glorious spectacle! for though the ship must perish, at the helm the wife's embodied gift of mercy stands like an angel, smiling, and beckoning the lost bark to the right spot for her grave; and at the life-boat station the children's innocent pity for poor sailors, soft and fair in form, and visible, stoops at the ear of the look-out man, and whispers words of guidance.

There is a Norse legend, much to the point, of a bad Viking, who cruelly used a peasant woman, and as she died she gave

her sister three long golden hairs from her head to have them woven into the Viking's hempen cables. He was caught in a storm, and cast anchor to try to ride it out; but as soon as he veered his tackle to ease the galley, and brought the strain upon the bights wherein the golden hairs were woven, the hawsers cracked one after another, and the galley went ashore, and the bad Viking was miserably drowned. Shall such a fable, with a modern tail-piece to it like the Glasgow life-boat box, be called mere folly? The evil and the good are verily both sold and bought at a fair price "by the Fates." We can none of us quote the market tariff, nor follow the sublime exactitude of that one and only perfect law of "supply and demand;" but whether the golden hairs of the Norse girl could break the cables, and whether the chain of events was direct and inevitable between the aid to the life-boat and the aid from the life-boat, this is sure: that no good deed or word in all the world is without payment, and no ill deed or ill word without penalty. These "Fates who buy and sell so fair" have the universe for their shop, and eternity wherein to balance accounts; their auditor is "Omniscience," their collecting clerk "Omnipresence;" and Justice,—utter, infinite, unswerving justice,—is the commercial code which rules their business. Here, for once, in the Glasgow story, we well nigh detect them "at office" in their great counting-house, paying over the counter the superb, the lavish interest which good deeds always bring. But does any man think, if the Captain of the *Strathleven* had been drowned, with all hands, as he came back in the life-boat which his wife helped to launch, that her charity would on that account have been mocked or forgotten in Heaven? No! these equitable Fates on the Great Bourse of Good and Evil cash cheques and honour drafts in many other banks besides this poor "bank and shoal of time." No good dies, and no evil survives. All the forces of the infinite universe, from this speck of it to that unseen vast sun round which Sirius moves, are on the side of a noble deed or word; and all the invisible police of the intense eternity of life are equipped to lay hands on evil, and chastise it out of existence. In the gingham mill, as EMERSON writes, a broken thread or a scamped warp spoils the web through a piece of a hundred yards, and is traced back to the spinner, and docks his wages. "A day is a more magnificent cloth than any muslin;" and, while we weave our lives,

Heaven pays the wages gloriously for true and loving work, and will not be cheated of one inch of the task which we were set to do, by the selfish faults or bad acts and thoughts that we slip into the purple tapestry of life, while, as we think, no eye is noting our misdeed.

THE WRECK REGISTER AND CHART FOR 1867.

It appears from the *Annual Wreck Register of the British Isles*, just published under the auspices of the Board of Trade, that 2,513 shipwrecks, representing a registered tonnage of 464,000 tons, took place in the seas and on the coasts of Great Britain during the past year, with a loss of 1,333 lives; and that, taking the average of the last nine years, no less than 1,961 shipwrecks have annually occurred on our shores.

Certainly this is a lamentable state of things; yet, as we have previously shown, when it is remembered that nearly 500,000 vessels pass to and from our ports every year, bearing a tonnage probably of 70,000,000, and cargoes to the value of not much short of our National Debt, with crews, including men and boys, of nearly two million souls, the average loss is after all comparatively small indeed.

We do not presume to say that a very large proportion of the shipwrecks and the loss of life that took place on our coast last year might not have been prevented; indeed, that fact is made evident by the *Register*, which clearly shows that 447 vessels were lost entirely by man's carelessness.

As our commerce increases, we must naturally expect a corresponding augmentation of shipwrecks and loss of life; but we contend that both these classes of disasters might be largely diminished if the masters of the vessels only possessed the activity and intelligence which we have a right to demand from all persons who are placed in responsible positions, and under whose charge is confided not only valuable property, but precious lives, and if shipowners took the same precautions to insure the seaworthiness and safety of their vessels as they

in most cases would do if they had to risk their own lives on board them.

The latter part of 1867 was, as will be remembered, unusually productive of shipwrecks on our coasts. During the heavy storms of last November and December alone, the life-boats of the NATIONAL LIFE-BOAT INSTITUTION rescued 259 persons from different shipwrecks; and during the fearful gale which continued from the 1st to the 3rd December—and which was the most serious one of the year—326 vessels were lost or damaged, and the lamentable loss of 319 lives took place; thus making this latter storm nearly equal in intensity to the great gale of the *Royal Charter*, in October 1859, when 343 vessels were lost.

Again, the gales in January, February, March, October, November, and December, in 1866, produced a total number of 793 shipwrecks. Of that number 279 occurred in the month of January of that year, and it will be remembered that on the 11th—the most disastrous gale of that month—Torbay was visited by a hurricane, in which 61 vessels were totally destroyed, or seriously damaged, accompanied by a loss of 35 lives. There were also numerous minor casualties on different parts of the coast on that disastrous day.

Of the 2,513 wrecks which took place during the past year, 2,113 are known to have been those of ships belonging to Great Britain and its Colonies, with British certificates of registry, and 338 are known to have been those of Foreign ships. Of the remaining 62 wrecked vessels the country and employment are unknown. Of the British ships, 1,551 were employed in the British coasting-trade, and 562 in the (over sea) foreign and home trade. Of the Foreign ships, 17 were employed in the British coasting-trade.

We have already stated that the number of ships lost or damaged on our coasts during the past year amounted to the distressing total of 2,513; and, notwithstanding the attention this great and national subject has received in the last eighteen years, we are grieved to add that this number is 224 in excess of that in 1866; and, indeed, the total number (2,513) is larger than any number

of shipwrecks on our coasts in one year hitherto published in this country.

It should here be observed that the number of ships (2,513) is greater than the actual number of disasters (2,090) reported, inasmuch as in cases of collisions, when two or more ships come in contact with one another, such disaster is always reckoned in the *Register* as one casualty.

Thus from a table in the *Register* which only speaks of 2,090 wrecks, casualties, and collisions, we observe that 414 collisions took place, and 1,676 wrecks and casualties other than collisions. Of these casualties other than collisions, 656 were wrecks resulting in total loss, and 1,020 were casualties resulting in partial damage more or less serious. The whole number of wrecks and casualties other than collisions reported in 1866 was 1,438, and that was more than the number reported in any year since 1858. But 1,676, the number of wrecks and casualties other than collisions in 1867, is unhappily in excess of the wrecks and casualties of all former years.

The annual average for twelve years, including 1867, is, for wrecks resulting in total losses other than collisions 471, and for casualties resulting in partial damage 681. As against this, the numbers for the one year 1867 are for total losses 656, and for partial damage 1,020.

It is a noteworthy and lamentable fact that, according to this register, no less than 411 vessels appear to have foundered, or to have been otherwise totally lost on our coasts from absolute unseaworthiness, unsound gear, &c., during the last nine years; and the number of casualties arising from the same causes during the same period, and resulting in partial damage, is 449. Few vessels are more skilfully and deftly handled than our fishing smacks, and yet 188 of these were lost during the fearful storms of the past year, showing clearly how violent these gales were. But apart from these 188 fishing vessels, it will be seen that the number of vessels employed in the regular carrying trade that have suffered from wreck or casualty during the year is 2,325. Again, it is a distressing reflection that, on subdividing that number, about one half is re-

presented by unseaworthy, overladen, or ill-found vessels of the collier class, which are chiefly employed in the coasting trade. For the five years ending 1867 the number is more than half.

This is made apparent by the following table:—

Vessels.	No.
Fishing Smacks	188
Colliers laden	713
Colliers in ballast	242
Vessels with metallic ores	110
Ditto stone ores	150
Ships with other cargoes, and } other Ships in ballast	1,110
Total Vessels	2,513

Thus it is seen that in a large number of cases a shipwreck means not a tempest-torn craft, riven after a noble contention with the elements, but the wretched collapse of a rotten vessel which ought never to have been sent to sea, and the destruction of which hardly causes a pang to its owner.

These are startling facts reflecting no credit on us as a people, and eminently deserving that public attention should prominently and continuously be drawn to them.

But it is not decayed ships alone that thus come to an untimely end, for we find that during the nine years ending 1867, disasters to comparatively new ships bear a very heavy proportion to the whole number. Thus 209 wrecks and casualties have happened during the past nine years to nearly new ships, and 322 accidents have occurred to ships from three to seven years of age. Then there are wrecks and casualties to 500 ships from seven to fourteen years old, and to 747 from fifteen to thirty years old. Then follow 327 old ships from thirty to fifty years old. Having passed the service of half a century, we come to the very old ships, viz., 60 between fifty and sixty years old; 36 from sixty to seventy; 9 from seventy to eighty; 3 from eighty to ninety; 1 from ninety to one hundred; and 1 upwards of one hundred and one years old. The ages of 298 are unknown. The state of rottenness and of want of repair of some of the ships above twenty years old often calls for remark. Even at the age of twenty-five to thirty it sometimes happens that a ship is so rotten as to fall to pieces



SUMMARY.

In 1867 the Number of Vessels wrecked on the coasts and in the seas of the United Kingdom was 2,513. Of these 1,56 were total wrecks, 97 sunk by collision, making number totally lost 153. Vessels stranded and damaged so as to require to discharge Cargo 1020 by Collision 740 total 1760 making the whole number of Vessels lost or damaged by Wrecks & Casualties at Sea 2,513 and the Loss of Life as far as can be ascertained 1,333.

	Life Boats	Morser and Rocket Stations	
There are	153	136	in England.
"	27	40	Scotland.
"	27	48	Ireland.

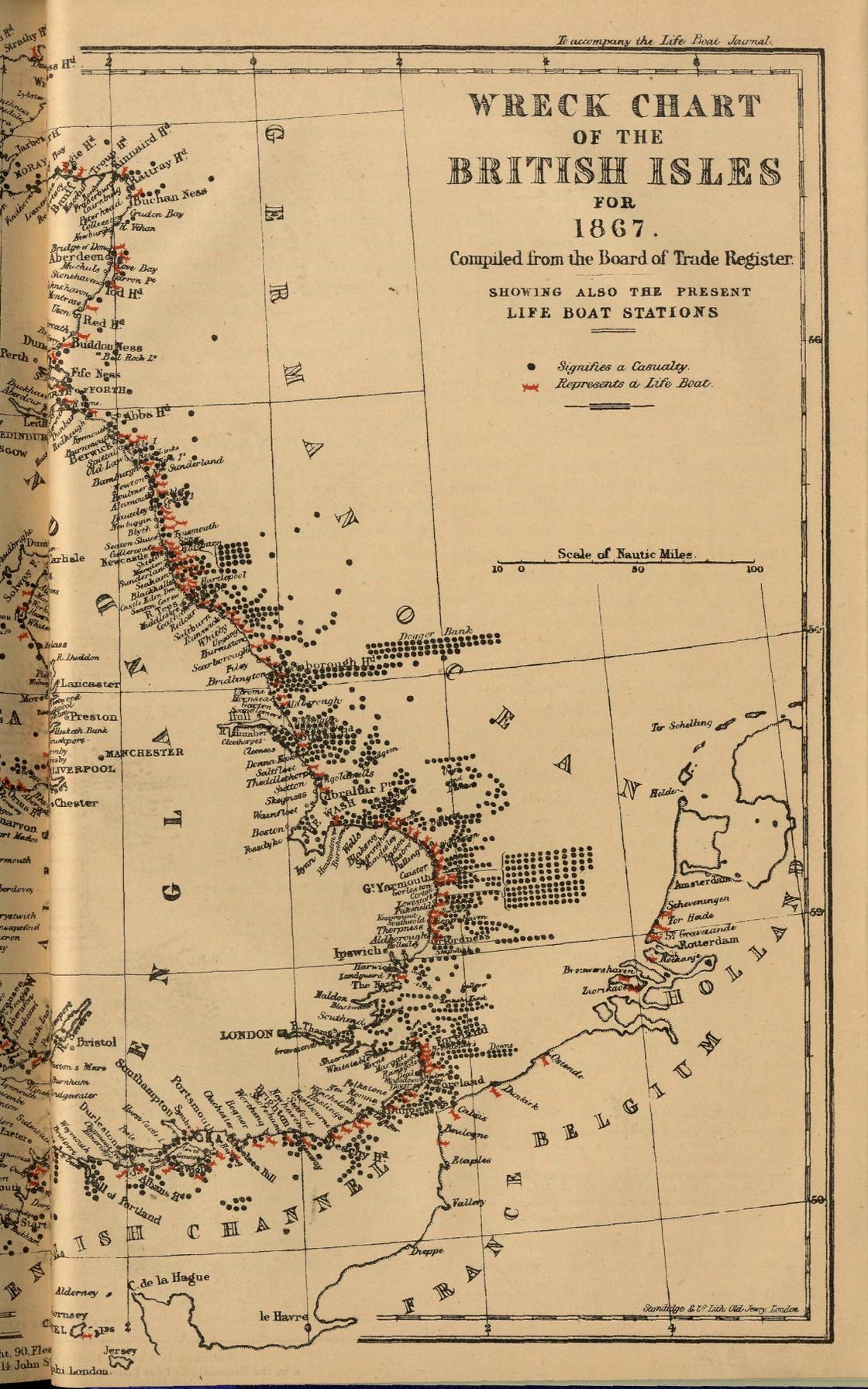
WRECK CHART OF THE BRITISH ISLES FOR 1867.

Compiled from the Board of Trade Register.

SHOWING ALSO THE PRESENT
LIFE BOAT STATIONS

- Signifies a Casualty.
- ⚓ Represents a Life Boat.

Scale of Nautic Miles.
10 0 50 100



immediately on touching the ground, without giving the crew the slightest chance of getting out their boats, or to be saved by life-boats or the rocket apparatus.

Of the 2,513 vessels lost or damaged in 1867, 89 were rigged as ships, 141 were steam-ships, 727 schooners, 429 brigs, 277 barques, 287 brigantines, and 241 smacks; the remainder were small vessels, rigged in various ways. Of the 2,513 vessels referred to, 1,147 did not exceed 100 tons burden, 961 were from 100 to 300 tons, 286 were from 300 to 600 tons, and 119 only were above 600 tons burden.

The scenes of the distressing disasters are thus given:—East Coast, 1,101; South Coast, 259; West Coast, 411; N.W. Coast of Scotland, 46; Irish Coast, 214; Isle of Man, 22; Lundy Island, 18; and Scilly Isles, 19. It will be observed that, as usual, the greatest number of wrecks occurred on the East Coast.

The directions of the gales of 1867 are thus given according to the months:—

January, from south-east, south-west, south-south-east, and north-east; February, from the west, north-west, south-west, and west; March, from the east-south-east, south-east, and east; and April, north-west, west, south-west, and west-south-west. During the months of May, June, July, and August, no serious gales occurred. The September gales were from the south-west and west, October, from the south-west, west-south-west, west and north-west; November, from the east-north-east, north-east, south-south-west, and north-west; and in December, from the north, north-north-east, north-east, north-north-west, and north-west. It will be observed that during December, in which month the most terrific gale of the year occurred, the winds were northerly in their character.

Having thus, as briefly as practicable, recapitulated a few facts contained in this interesting document, we must now draw attention to the loss of life from the 2,513 shipwrecks during the past year.

As we said before, 1,333 lives were lost from these vessels. This is in excess of the number lost in any year except 1859

(the *Royal Charter* year), when the number reached 1,647.

The loss of life thus recorded took place amongst 279 vessels; of these, 170 were laden ships, 90 were in ballast, and in 19 cases it is not known whether the ships were laden or light. Of these, 217 were entirely lost, and 62 sustained partial damage. Of the 1,333 lives lost, the very great number of 637 were lost in vessels that foundered, 160 on board vessels in collision, and 445 in vessels stranded or cast ashore. Nearly 300 lives were lost in fishing-boats alone.

The work of the NATIONAL LIFE-BOAT INSTITUTION here stands prominently forward, for it can show a glorious roll of 1,086 lives saved mainly through its instrumentality during the past year.

Another incident connected with the *Wreck Register* is the startling fact that, while the largest number of shipwrecks have happened on the east coast of England, the largest loss of life in the past nine years has occurred in the Irish Sea, it actually being last year more than double the number lost on any other part of the coasts. This is accounted for in some measure by the fact that the largest ships from Liverpool and other ports pass down the Irish Channel; and when an accident happens to any of them, the loss of life is usually large, especially in the case of emigrant ships, as in the wreck of the American barque *Pomona*, some years since, when no less than 385 persons perished, and in other lamentable instances.

It appears that 729 vessels were wrecked when the wind was at force 6 or under—that is to say, when the force of the wind did not exceed a strong breeze, in which the ship could carry single reefs and top-gallant sails; that 171 happened with the wind at forces 7 and 8, or a moderate to a fresh gale, when a ship, if properly manned and navigated, can keep the sea with safety; and that 1,099 happened with the wind at force 9 and upwards—that is to say, from a strong gale to a hurricane.

We had hoped this time to omit the annexed table, but really the facts disclosed in it are so interesting and instructive,

that we feel our Paper would be incomplete without it. Accordingly, we find that during the last nine years the number of wrecks at different forces of the wind are thus strikingly given. We have added the last column in which the per centages of the wrecks in the nine years according to the varying force of the wind are given:—

Force of Wind.	1859	1860	1861	1862	1863	1864	1865	1866	1867	Total.	Per Centages on each force of Wind.
0	21	8	10	23	15	21	20	18	12	149	.57
1	42	23	14	28	28	19	22	26	26	228	1.24
2	60	47	51	56	39	97	100	73	63	686	3.61
3	33	14	43	27	36	24	23	28	28	271	1.34
4	93	90	103	110	100	142	146	170	180	1,114	7.66
5	174	151	171	187	174	220	203	225	223	1,728	10.67
6	180	171	149	196	174	185	163	197	217	1,631	10.38
7	71	90	66	75	57	35	47	62	66	569	3.16
8	102	137	124	170	195	39	69	60	105	1,001	5.02
9	209	193	230	199	269	221	552	683	603	3,159	23.85
10	182	108	311	218	224	221	120	130	364	1,938	17.42
11	88	101	102	63	82	30	39	21	52	578	2.49
12	87	139	52	89	205	42	99	120	80	893	3.83
Variable.	7	5	20	6	1	9	2	1	2	53	.10
Unknown.	67	42	48	46	74	73	50	50	89	539	4.26
Totals.	1,416	1,379	1,494	1,488	1,684	1,390	1,656	1,860	2,080	14,437	100.

The accompanying tables which we have prepared on an admirable plan suggested by HENRY JEULA, Esq., the Hon. Sec. of the Statistical Committee of Lloyd's, give the different percentages of wrecks in the same period according to the various directions of the wind, and the parts of the coasts of the United Kingdom where it blew:—

THE PER CENTAGES FOR THE DIFFERENT DIRECTIONS OF THE WIND.

Points of Compass.	Per Centage.
S.W.	8.66
S.E.	7.84
N.E.	7.33
N.	6.51
N.W.	6.03
N.N.E.	5.55
Unknown	5.26
E.S.E.	5.12
W.	4.92
W.S.W.	4.88
S.S.W.	4.45
W.N.W.	4.40
S.S.E.	4.02
E.	3.97
N.N.W.	3.82
E.N.E.	3.60
S.	2.92
W. by N.	1.20
S.W. by W.	1.15
N. by E.	.96
N.E. by E.	.77
W. by S.	.62
E. by N.	.57
E. by S.	.57
S.E. by S.	.57
Calm.	.57
S. by W.	.53
N.W. by W.	.53
Variable	.53
S.W. by S.	.43
N.E. by N.	.33
S.E. by S.	.38
S. by E.	.34
N. by W.	.33
N.W. by N.	.29

100.

THE PER CENTAGES FOR DIFFERENT PARTS OF THE COASTS OF THE UNITED KINGDOM.

Parts of the Coasts.	Per Centage.
EAST COAST: Dungeness to Duncansby Head (inclusive)	52.68
WEST COAST: Land's End to Mull of Cantyre (inclusive)	19.67
SOUTH COAST: Dungeness to Land's End (exclusive)	12.39
IRISH COAST	10.24
North and West Coasts of Scotland, from the Mull of Cantyre to Duncansby Head; including the Northern Islands, Hebrides, Islay, Orkney, Shetland, &c.	2.20
Isle of Man	1.05
Scilly Islands	.91
Lundy Island	.86

100.

The accompanying Wreck Chart tells its usually doleful tale, dotted all round, as it is, from the Land's End to the Foreland, and northward by the Farne Islands to Wick,

and round by the Hebrides to the Irish Channel. It is sad to think that every black dot represents as usual a wreck on our coasts or in our seas, and thus a dark shadow is cast on the commerce of the year. Not a coast that has not its dot; but it is clear these symbolical spots most thickly gather along the highways of our commerce which are whitened with the sails of all nations the whole year round.

We have thus endeavoured, as briefly as we could, to analyse the *Wreck Register*, and to place before the public the means of appreciating succinctly this elaborate statistical record of shipwrecks.

This document, which is of national importance, reveals a most lamentable state of things. Here are the facts minutely detailed of 2,513 shipwrecks, with the appalling loss of 1,333 lives, clearly and incontrovertibly put before us as having taken place on the coasts and in the seas of the British Isles during the short period of twelve months.

The loss of property, including ships and cargoes alone, can hardly be represented at less than three millions sterling!

We, however, are principally concerned, as we before said, in the loss of life, which is far beyond any money value. By the great unceasing and noble efforts to save life that were made not only by the boats of the NATIONAL LIFE-BOAT INSTITUTION, but also by the Rocket Apparatus under the control of the Board of Trade, and by shore-boats, whose crews are stimulated by the liberal

rewards of the NATIONAL LIFE-BOAT INSTITUTION to use every exertion to save life, the number of lives saved last year can hardly have been less than 2,000 in all; and in the great majority of these cases the shipwrecked persons must have perished in the absence of the exertions which were thus used, and particularly so in respect to the services of the life-boats. The *Register* states that the total number of lives saved last year by all means was 5,845.

Thus our country is now honourably distinguished above others for its practical and successful appliances in saving life from shipwreck; and it is right it should be so, for the sea has made us what we are, and has borne our countrymen to all parts of the world. It is our naval preponderance, and the enterprise of our merchants, which have raised us to our present high position amongst the nations of the earth. It is upon the prowess, skill, and adventure of our people that the fabric of British power firmly and incontrovertibly stands.

The NATIONAL LIFE-BOAT INSTITUTION has hitherto unceasingly and untiringly discharged the duty which the British public has with such confidence and generosity reposed in it. We therefore think it is only legitimate and right that we should again appeal to the country at large to help a Society which has thus charged itself with the great and national work of saving lives from shipwreck by life-boats and other means, in carrying out with renewed vigour its sacred duty.

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

DONNA NOOK, LINCOLNSHIRE.—On the 10th March, 1867, the schooner *Squire*, of Yarmouth, was observed making for the shore in a disabled state, a heavy gale blowing from E.N.E. at the time. The *North Briton* life-boat was soon launched, and gallantly pulled through a very heavy sea to the rescue of the crew. The vessel struck the ground immediately on reaching the breakers, heeled over, and began to break up. The crew took to their own boat, and when picked up by the life-boat she was half full of water, and the poor fellows quite

exhausted. Had it not been for the prompt arrival of the life-boat the boat must have been swamped, and the crew of 4 men lost.

APPLEDORE, NORTH DEVON.—About midnight on the 29th March a vessel was reported on shore on the South Tail, Bideford Bar, wind blowing strong from N.N.W., and a heavy sea on. The *Hope* life-boat was immediately launched, and succeeded in saving the crew of 3 men in a very exhausted state. They had taken to the rigging, the

vessel being full of water, and the sea breaking over her. She proved to be the brig *Harmony*, of Bideford.

PALLING, NORFOLK.—On the night of the 30th March the *Parsee* life-boat went off during a fresh wind from N.N.W. and rough weather, and saved the crew of 6 men from the schooner *La Prudence*, of Algiers, which was totally wrecked on Palling Beach.

HOLYHEAD.—On the night of the 31st March, during a gale of wind from the N.W., the *Princess of Wales* life-boat went off in reply to a signal from the Austrian schooner *Nicolo*, which had stranded near Penial, Anglesea, to the assistance of some boatmen, who were on board employed in stripping the vessel, but in consequence of the heavy weather were unable to reach the shore. The life-boat took the schooner's crew of 10 men, and 4 workmen, into the life-boat, and brought them safely ashore.

BLACKPOOL, LANCASHIRE.—Early on the morning of the 11th April, during a heavy gale of wind from W.N.W., the *Robert William* life-boat proceeded to the rescue of the crews of two vessels in distress off this place. On reaching the nearest vessel—the barque *H. L. Routh*, of New York—the life-boat put a pilot on board, and as she was in no great danger, the boat went on to the barque *Susan L. Campbell*, of Weymouth, Nova Scotia, which was evidently becoming a total wreck on the Salthouse Bank. On arriving alongside, after nearly three hours' hard conflict with tremendous breakers, the whole of the crew of 14 men were safely got into the life-boat. Owing to the ebbing of the tide, however, on the banks, and the unabated fury of the surf, the life-boat could not land at Blackpool, and was obliged to run before the sea to Lytham, and there land the shipwrecked sailors. The *H. L. Routh* fortunately succeeded in getting off the bank, and with the assistance of the Lytham life-boat, which had also put off, and the weather subsequently moderating, she got out of danger. The Blackpool and Lytham life-boats were reported to have behaved admirably throughout these gallant services.

ILFRACOMBE, NORTH DEVON.—On the 20th April, the ship *Nor' Wester*, of Boston, U.S., with a crew of 24 men, bound from Cardiff to Monte Video with a cargo of

coals, was passing this place in tow of a powerful steam-tug, when the wind suddenly shifting from S.S.W. to N.W., a heavy sea quickly rose, and the ship went on a lee-shore, and was quite beyond control of the tug. Her two anchors brought her up about a cable's length from the rocks, in a very dangerous position. Two other tugs went to her assistance, but they were as powerless to help her as the first had been. Under these circumstances both ships and tugs hoisted signals of distress. The life-boat *Broadwater* was at once launched, and made for the ship through a very heavy sea. The tug, on the approach of the life-boat, steamed to meet her, and towed her ahead of the ship. The boat then let go her anchor, veered down to the port side of the ship, and at the captain's earnest request took out of her the captain's wife, three children, and a servant girl. This was a most difficult service, one of the children being of very tender age, and all having to be lowered in a basket. After landing them in safety, the life-boat again put off, and assisted to get the vessel out of her dangerous position, and she was then taken to Cardiff for a refit.

SCARBOROUGH, YORKSHIRE.—Early on the morning of the 21st May, the smack *Choice*, of Hull, drove from her anchor at the entrance of the harbour, and fired a gun as a signal of distress. The Scarborough life-boat was immediately launched, and took off 3 of the vessel's crew, the remaining 2 men being rescued by the rocket apparatus. The wind was blowing strong from N. by E. at the time, and a heavy sea was running.

LOWESTOFT AND PAKEFIELD, SUFFOLK.—On the 23rd May, during a strong breeze from the N.E. by E., the brig *Amicizia*, of Genoa, was observed to take the ground in the Stanford Channel. The Lowestoft and Pakefield life-boats both put off to the rescue of the crew. The first-named boat arrived alongside the wreck first, and took off 10 men from the rigging, afterwards landing them in safety. The Pakefield life-boat succeeded in rescuing the remaining 4 men. The vessel soon afterwards became a total wreck.

CARNSORE, IRELAND.—On the 26th May, the *Gertrude* life-boat on this station put off, and succeeded in rescuing the whole of the crew of 36 men, belonging to the ship *Blanche Moore*, of Liverpool, which was totally wrecked during a strong wind and squally weather on the Long Bank, off Wexford.

Had it not been for the prompt services of the life-boat, many of the poor fellows must have perished, as at daylight on the following morning the vessel was seen to be full of water, and had settled down on the sands.

RHOSCOLYN, ANGLESEY.—On the 5th June, whilst the life-boat on this station was returning after her quarterly exercise, the crew observed the schooner *Hope*, of Beaumaris, riding at anchor in a very perilous position in Cymmuran Bay. There was a gale of wind blowing at the time, and a heavy sea running. The life-boat bore down to the vessel, and succeeded in getting her out from her dangerous position near the rocks. While assisting to raise the vessel's anchor, one of the life-boat men unfortunately had his arm broken.

SWANSEA.—On the 14th April, during a very severe gale of wind, a brig was seen to part from her anchors in the Mumbles Roads, and to burn signals of distress. The *Wolverhampton* life-boat was promptly launched, and remained by the vessel until, the tide rising, she again broke from her moorings. The life-boat then returned to Swansea, and obtained the assistance of a steam-tug, by which means the vessel was subsequently brought safely into harbour. She proved to be the brig *Wellington*, of Aberystwith.

SUMMARY OF THE

MEETINGS OF THE COMMITTEE.

Thursday, 2nd April, 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.

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

Read and approved the Report of Capt. J. R. WARD, R.N., the Inspector of Life-boats to the Institution, on his recent visits to Scarborough, Whitby, Uppang, Runswick, Aberdeen, Stonehaven, Ross Links, Whitehaven, Sunderland, Whitburn, and Seaton Carew.

Also the Report of Capt. D. ROBERTSON, R.N., the Assistant-Inspector of Life-boats, on his recent visits to Barmouth, St. Tudwell's, Porthdinllaen, Portmadoc, Llanddwyn, Penmon, Moelfre, Amlwch, Rhoscolyn, Holyhead, Rhos-neigr, Cemlyn, Llandudno, Rhyl, Llandulas, and Bull Bay.

Reported that Capt. FISHBOURNE, R.N., C.B., had intimated that a lady whom he knew was prepared to give the Institution 350*l.*, to pay for the life-boat and equipment about to be sent to Broadstairs, provided she was allowed to name the boat after her deceased son.

Decided that the offer be accepted with thanks.

Reported that two sisters (the Misses H.) had presented to the Institution at different times 420*l.*, and that they requested that a life-boat might be named the *Sisters*.

Decided that the ladies be thanked, and that the life-boat stationed at Pakefield, Suffolk, be named accordingly.

Reported the receipt of the following special contributions:—Plymouth Branch, per THOMAS STEVENS, Esq., 100*l.*; Mercers' Company, per H. E. BARNES, Esq., 52*l.* 10*s.*; Alloa Branch, per G. C. COATS, Esq., Collector of Customs, 40*l.* 14*s.* 5*d.*; Ipswich Branch, per G. C. E. BACON, Esq., 39*l.* 5*s.* 11*d.*; Glasgow Workmen's Life-boat Fund, per Mr. G. NORVAL, additional, 35*l.*; Staffordshire Branch, per J. G. WALKER, Esq. (annual), 21*l.*; Rochdale Branch, per R. T. HEAPE, Esq. (annual), 20*l.* 19*s.*; Amateur Dramatic Entertainment at the Lyceum Theatre, Rochester, per Messrs. J. E. LITTLEWOOD and J. H. CROCKFORD, 14*l.* 2*s.* 6*d.*; the Right Hon. H. T. L. CORRY, M.P., First Lord of the Admiralty, 10*l.*; collected by a Lady, per H. NORSWORTHY, Esq., 5*l.* 5*s.*; collected at Antigua, by M. W. GRAY, Esq., and Capt. N. MARQUAND, of the barque *Matchless*, of Guernsey, 30*l.*; moiety of Collection made in Messrs. BAGNALL'S School Church, Golds Hill, West Bromwich, per Rev. F. P. B. N. HUTTON, 5*l.* 17*s.* 8*d.*—*To be severally thanked.*

Reported also the receipt of 19*l.* 19*s.*, being the amount of the legacy to the Institution of the late EDWARD WESTON, Esq., of Leicester.

Also that the late ROGER BARROW, Esq., of Newcastle-on-Tyne, had left a legacy of 100*l.* free of duty to the Society.

Reported the transmission of the Holy Island No. 2, Penarth, Bull Bay, and Stonehaven life-boats to their several stations.

A successful demonstration had taken place with the Stonehaven boat on the 12th inst.

Reported the lamented death of the Rev. R. R. REDMAN, who had been the zealous Honorary Secretary of the Blackpool Branch of the Institution since its formation.—Decided that the deep sympathy of the Committee be conveyed to Mr. REDMAN'S family.

Decided also that the Thanks of the Institution, inscribed on vellum, be presented to J. P. HODGSON, Esq., on the occasion of his retirement from the office of Honorary Secretary of the Leeds Branch of the Society.

Reported that Mr. BROOKS, the artist, who had already painted a picture of a life-boat service, had just finished another picture of the Launch of a Life-boat, which was now occupying a prominent place in the Exhibition of the Royal Academy.

Paid 1,026*l.* 19*s.* 10*d.* for sundry charges on various life-boat establishments.

Voted 25*l.* to pay the expenses of the Caister large life-boat, in going off during a heavy gale of wind, and, after considerable difficulty, bringing ashore 15 men and a large ship's dog from the barque *Sparling Wave*, of Sunderland, which had stranded and afterwards become a total wreck, on the South Scroby Sand, on the 8th March. The same life-boat also went off on the 28th idem, and was the means of saving the schooner *Wave*, of Boston, and her crew of 4 men, that vessel having stranded on the south part of the Inner Barber Sand, during a strong N.E. wind.

Also 22*l.* to pay the expenses of the Penmon life-boat, in going off during a fresh gale of wind to the assistance of the crew of the brig *Jabez*, of Scarborough, which had stranded on the Dutchman's Bank, off the Anglesey coast, on the 23rd March. The life-boat, after taking 5 of the shipwrecked men on board, capsized, but all the men succeeded in regaining her. The life-boat

subsequently picked up 3 more of the brig's crew, who had got into the long-boat. The master, having failed to do so, was left on board the vessel; he afterwards took to the dingy, but was unable to reach the life-boat, and unfortunately perished.

Also 13*l.* 18*s.* to pay the expenses of the Lizard life-boat, in putting out during a N.N.E. wind, and taking 2 men from off the fore-topmast of the schooner *Selina*, of Swansea, which was totally wrecked on the Outer Stag Rocks, near the Lizard, on the 27th March. The master of the schooner and a boy had, unfortunately, been drowned before the arrival of the life-boat.

Reported that the Wexford and Cahore life-boats had gone off on the 22nd March, during a fresh gale of wind, to the assistance of the crew of the ship *Conway Castle*, of Liverpool, which had stranded on the north end of the Blackwater Bank. The two life-boats remained alongside the vessel, and their crews assisted in throwing some of her cargo overboard, and, ultimately, with the assistance of some steam-tugs, the vessel was got off the bank.

Reported also that while the Looe life-boat was out for her usual quarterly exercise, on the 27th March, she fell in with a small boat containing two fishermen belonging to Looe, who were in great distress, as they were quite unable to pull against the strong wind, and were rapidly driving off the coast. The life-boat at once took the boat in tow, and brought her and the two men safe to land.

Reported also that the crew of the Howth life-boat had assembled on the 4th March, with the view of rendering assistance to the crew of the smack *Margaret*, of Wicklow, which, during a heavy gale, had exhibited signals of distress in the harbour. The services of the life-boat were not, however, eventually required.

Voted also 54*l.* 14*s.* 6*d.* to pay the expenses of the life-boats of the Institution at Padstow, Winchelsea, Campbeltown, Southport, Lytham, Courtown, and Fraserburgh, in either assembling or putting off, in reply to signals of distress from vessels, which did not, however, ultimately require the assistance of the boats.

Also 10*l.* to 16 pilots for assisting, during a strong N.E. wind, to save 25 men, being the crews of several vessels which had either stranded or become total wrecks off Burry Holmes, Carmarthenshire, on the 22nd January.

Also 5*l.* to 6 Coastguardmen for putting off in a small boat, on the 20th February, during a fresh gale from the S.S.W., and saving 7 persons belonging to the fishing boat *Mary and Will*, which had stranded on the rocks at the back of Banff Harbour, N.B.

Also 4*l.* to 3 men for wading into the surf, during a strong westerly gale, and saving 4 persons belonging to the barque *Wapella*, of Bath, U.S., which had stranded and afterwards become a total wreck on Dyffryn Beach, N. Wales, on the 24th January.

Also 1*l.* 15*s.* to 5 men for saving, by means of ropes from the shore, during a strong northerly gale, the crew of 3 men of the flat *Chester*, of Chester, which had stranded on the west side of Wylfa Head off the Anglesey coast on the 18th February.

Thursday, 7th May, 1863. HIS GRACE THE DUKE OF NORTHUMBERLAND, P.C., President of the Institution, in the Chair.

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

The Committee expressed their abhorrence and

indignation at the attempt that had been recently made in a distant colony on the life of Captain HIS ROYAL HIGHNESS THE DUKE OF EDINBURGH, K.G., R.N.

HIS GRACE, the President, was thanked by the Committee for his munificent contribution of 100*l.* to the Institution.

Read and approved the Report of the Inspector of Life-boats to the Institution, on his recent visits to Broadstairs, Weymouth, Portland Island, and Guernsey.

Also the Reports of the Assistant-Inspector, on his recent visits to Settle, Penmon, Rhyl, and Eastbourne.

Reported the lamented death, on the 20th April, of Mr. THOMAS FORRESTER, who had been the life-boat builder to the Institution for the past sixteen years.

Decided that the deep sympathy and condolence of the Committee, and their recognition of the late Mr. FORRESTER'S professional services to the Institution, be conveyed to his family.

Read letter from the Rev. EVAN JONES, of Tyddwyn, Pentraeth, Anglesey, of the 4th April, reporting the death on the second idem of the Rev. W. WILLIAMS, who had been for many years the Honorary Secretary of the Moelfre life-boat station of the Institution.

Decided that the sympathy of the Committee be expressed to his family.

Ordered that the thanks of the Institution be given to the following gentlemen on their retiring from the office of Honorary Secretaries of the following Branches of the Society:—Rev. E. N. MANGIN, Newbiggin; Mr. OWEN L. JONES, Holyhead; and A. H. STEWART, Esq., Assistant-Honorary Secretary of the Londonderry and Greencastle Branch.

Read letter from Mr. A. W. SCOTT, of Halifax, Nova Scotia, of the 26th March, stating that, on the application of himself and others, the authorities of that colony were about to take measures for providing that coast with life-boats and the rocket apparatus.

Read letter from Miss MARY OLIVER, of Edinburgh, of the 20th April, forwarding a first instalment of 650*l.* from the ladies of that city, in aid of the fund for the endowment of the *Edinburgh and R. M. Ballantyne* life-boat stationed at Port Logan.

Miss OLIVER added that Miss LOCKHART, who had been mainly instrumental in raising this amount, had just died.

Decided that Miss OLIVER and the other contributors be thanked; and that the condolence of the Committee be expressed to the family of the late Miss LOCKHART.

Reported that a lady who did not wish to have her name mentioned had, through Miss PRINCE and Mrs. PILGRIM, of Brixton, given the Institution 620*l.* to defray the cost of a life-boat station. The donor wished the life-boat to be named the *Latitia*.

Decided that the lady be thanked, and that the Lowestoft life-boat be named accordingly.

Reported the receipt of the following special contributions to the Institution:—Society for the "Discharge and Relief of Persons Imprisoned for Small Debts," per W. A. B. LUNN, Esq., 50*l.*; Brighton Branch, per Dr. SEYMOUR, 40*l.*; Kingsgate Branch, per Captain ISACKE, 30*l.*; proceeds of an entertainment given by the employes of Messrs. S. NORTHCOTE & Co., per Mr. R. FRANKLAND, 27*l.* 10*s.* 10*d.*; Sunderland and Whitburn Branch, per Captain DUFF, R.N., 24*l.* 14*s.*; Vintners' Company, per G. LOMAS, Esq., 10*l.* 10*s.*; Royal Thames Yacht Club, per Captain P. C. S. GRANT, 10*l.*; officers and passengers of the Cape R.M.S.S. *Briton*, per Lieut. KER, R.N.R. 5*l.*; contents of contribution boxes on South Devon

Railway, per ALBERT P. PROWSE, Esq., 2*l.* 11*s.* 1*d.*; and Bristol Marine Office, per Captain SMITH, 17*l.*—*To be severally thanked.*

Produced extracts from the following wills, in which legacies were bequeathed to the Institution:—The late FELIX SLADE, Esq., of Walcot Place, Lambeth, 300*l.*, duty free; R. S. FYDELL, Esq., of Rutland, 100*l.*, duty free; Mr. GEORGE BERGER, of Newcastle Street, Strand, 10*l.* 10*s.*; and Mr. EDWARD DAVIES, of the same street, 20*l.*, free of duty.

Reported the transmission of the Penmon and Broadstairs new life-boats to their destinations.

A successful demonstration had taken place with the Penmon life-boat at Settle on the 14th ult.

Approved of the acceptance of the estimate amounting to 175*l.*, of Messrs. Nottingham & Conder, for erecting the Cleethorpes life-boat house.

Reported that the Rev. J. SCARTH, the Assistant Chaplain and Secretary of the Gravesend St. Andrew's Waterside Mission, had applied to the Institution for some odd numbers of the *Life-boat Journal* for the purpose of distributing on board ships leaving for distant parts.

The journals would be made up in boxes, and continue to be distributed for many years to come, amongst different ships' crews.—*Approved.*

Read letter from Mr. CHARLES GUNNER, of Kennington, of the 17th ult., calling attention to his plan of life-boat.—*To be acknowledged.*

Decided, on the application of the Llanelly Branch and of the local residents, that a life-boat, 26 feet long, be placed on board the pilot-ship off Llanelly.

Also that Miss WHRRE, of Plymouth, be thanked for her munificent contribution of 420*l.*, in memory of her late parents, to defray the cost of this boat.

Read letter from the Secretary of the Odd Fellows' Society of the 4th inst., suggesting that their life-boat might be exhibited at the Crystal Palace in August, on the occasion of their usual annual demonstration.—*Approved.*

Paid 2,156*l.* 7*s.* 3*d.* for sundry charges on various life-boat establishments.

Voted 8*l.* 10*s.* to pay the expenses of the Blakeney life-boat in going off in reply to signals of distress, on the 8th of April, during a strong N.E. gale, and bringing ashore the crew of 3 men of the sloop *Richard*, of Goole, which had stranded on the West Sands, about half a mile from Blakeney harbour.

Also 10*l.* 7*s.* 6*d.* to pay the expenses of the Cromer life-boat in putting off on the 9th April, during a heavy N.E. gale, and bringing ashore the crew of 5 men of the brigantine *Agenoria*, of Lowestoft, which was totally wrecked opposite Cromer gangway.

Also 7*l.* 10*s.* to pay the expenses of the Withernsea life-boat, in putting off twice on the 7th April and bringing ashore through a heavy sea the crews of 9 men of two Withernsea fishing-boats which had been previously warned off the shore, it not being safe for them to attempt to land.

Also 8*l.* 8*s.* to pay the expenses of the Ayr life-boat, in going off on the 29th April and rescuing the crew of 5 men of the schooner *John C. Wade*, of Newry, which during a heavy N.W. gale had stranded off Troon harbour, N.B.

Also 4*l.* 13*s.* to pay the expenses of the Moelfre life-boat in putting off during a strong easterly wind and bringing ashore the crew of 2 men of the smack *Cymro*, of Amlwch, which had exhibited signals of distress, and afterwards became a total wreck in Moelfre Bay, on the 8th April.

Reported the services rendered by the Pakefield life-boat, in going out on the 8th April during a very strong N.E. gale, and taking off part of the

crew of the brigantine *Douglas*, of Guernsey, which had sprung a leak, and exhibited distress signals in Pakefield Roads. Shortly afterwards the life-boat returned to the vessel, and, with the assistance of a steam-tug, she was freed from water and towed into Lowestoft harbour.

Reported also that the Howth life-boat had been the means, on the 19th April, of bringing safely into harbour the brig *Arran*, of Irvine, and her crew of 5 men, that vessel having stranded during a fresh gale of wind on the bank between the Main and Ireland's Eye, off Howth.

Voted 6*l.* 10*s.* to pay the expenses of the Barmouth life-boat in going off, on the 21st April, during a fresh gale of wind, and assisting into harbour the schooner *Dasher*, of Amlwch, which had brought up about a mile from shore near the St. Patrick's Causeway.

Reported also that the Thorpeness and Ramsgate life-boats had recently gone off to the assistance of two stranded vessels, which had, however, got into safety before the arrival of the life-boats.

Voted 46*l.* 9*s.* 2*d.* to pay the expenses of the life-boats at Wexford, Hunstanton, Worthing, Great Yarmouth, Aberystwith, and Campbeltown, in either assembling or putting off, in reply to signals of distress, with the view of rendering assistance to different distressed vessels.

Also the Silver Medal of the Institution to Mr. WILLIAM T. QUIGLEY, Chief Officer of the Coastguard, at Whitby; and 5*l.* to ten other men in acknowledgment of their gallant services in descending, during a dark and stormy night, a precipitous cliff, and saving, by means of hawsers, the crew of 3 men of the schooner *William Barker*, of Whitby, which had become a total wreck behind the East Pier at that place on the 23rd February.

Also 5*l.* to some men for assisting to save, during a fresh gale and squally weather, the crew of 4 men of the brigantine *Lapwing*, of Sunderland, which had foundered about two miles off Berwick Pier on the 8th March.

Also 4*l.* 10*s.* to 8 men for putting off in a shore-boat, during a strong easterly gale, and bringing ashore, through a very heavy sea, the crew of 3 men of the smack *Garibaldi*, of North Shields, which became a total wreck in Wick Bay, N.B., near the mouth of the river on the 20th April.

Also 2*l.* 10*s.* to 5 men for putting off in a fishing-boat and saving 3 out of 5 men whose boat had capsized during a fresh breeze and squally weather off Muchals, N.B., on the 8th April.

THURSDAY, 11th June. THOMAS BARING, Esq., M.P., F.R.S., V.P., in the Chair.

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

Reported the lamented death, on the 4th June, of Admiral the EARL OF SHREWSBURY and TALBOT, C.B., who had been, during the past sixteen years a Vice-President, a kind supporter, and a warm friend of the NATIONAL LIFE-BOAT INSTITUTION.

Decided that the sincere condolence of the Committee be expressed to the present Earl and members of his Lordship's family.

Read and approved the Report of the Inspector of Life-boats on his recent visit to the Dunbar, North Berwick, and St. Andrew's life-boat stations.

Also the Reports of the Assistant-Inspector on his visit to the following places on the Irish Coast:—Duncannon, Waterford, Tramore, Dungarvan, Ardmore, Youghal, Queenstown, Ballycotton, Courtmacsherry, Valentia, Carnsore, Wexford, Rosslare, and Kilmore.

Read letter from the Chief Commissioner of Police at Melbourne, Australia, of the 26th March, expressing his thanks to the Institution for presenting him with two thousand copies of the pocket instructions of the Institution for the Restoration of the Apparently Drowned for the use of the policemen in the Colony.

Approved of a series of Queries relative to the treatment used in cases of apparently drowned persons, and ordered the same to be printed and circulated (*vide* page 734).

Reported the receipt of the following special contributions: Gloucestershire Branch, per E. L. KENDALL, Esq., J.P., 80l. 5s.; Dublin Branch, per Mr. S. B. TAYLOR, 50l.; Rochdale Branch, per R. T. HEAPE, Esq., 23l. 11s.; Bristol Historic Life-boat Fund, per E. AUSTIN, Esq., additional 50l.; Miss HANNAH HARVIE, additional 50l., besides a beautiful barometer presented to the Anstruther fishermen; Solicitors' and Proctors' Life-boat Fund, per W. M. WILKINSON, Esq., additional, 46l. 17s. 6d. Proceeds of Private Ball at Hanover Square Rooms, per Mr. BOCKING, 35l.; Anstey Bay Regatta Committee, per Dr. G. P. M. WOODWARD, 8l. 8s.—*To be severally thanked.*

Produced extracts from wills containing the following bequests to the Institution: the late Miss LOUISA HALL, of Maida Vale, 1,000l. stock; the late E. A. BROMEHEAD, Esq., of Lincoln, 100l.; the late Dr. G. E. ALDRED, of Richmond, 100l.; and the Mrs. MARY CHAPMAN, of Aldborough, 60l.

The Secretary of the Institution reported that, on the invitation of the Mayor of Falmouth and other gentlemen, he had visited that town on the 3rd June, to assist at the Life-boat Race on the occasion of the Bath and West of England Agricultural Society's Show at Falmouth. The life-boats stationed at Falmouth, Cadwith, Lizard, Mullion, Penzance, Sennen Cove, Looe, Fowey, and Porthleven, took part in the race, which passed off most satisfactorily, the winning boat being the *Oxfordshire*, stationed at Looe. Prizes to the amount of 21l. were distributed amongst the life-boats' crews. The race was enlivened by the presence of upwards of 500 sailor-boys from H.M. training ship *Ganges*. These lads were addressed by the MAYOR of FALMOUTH and by Mr. LEWIS. The latter in a few earnest and forcible remarks pointed out that the same courage and noble indifference to danger, when duty called, which English seamen manifested in times of war, were displayed in times of peace in the services rendered to humanity by the boats of the NATIONAL LIFE-BOAT INSTITUTION. The boys gave three hearty cheers for the Institution before they separated.

Mr. LEWIS afterwards visited the nine life-boats, and was most cordially received in succession by their crews.

Decided, on the application of His Excellency the Governor of the Isle of Man, to station a life-boat at Ramsay as soon as practicable. Mr. JAMES RYDER, a member of the Manchester Corporation, had, through the Manchester Branch of the Institution, liberally promised to defray the cost of the boat.—*To be thanked.*

Approved also of the life-boat, *Manchester Unity* of the Independent Order of Odd Fellows being exhibited at the Crystal Palace and at Windsor, on the occasion of the *fêtes* given at those places by the Order.

Ordered that the thanks of the Institution be presented to the following gentlemen, who had been compelled to resign the office of Hon. Secs. of the several Branches of the Society:—Mr. A. GORDON BROWN, Stonehaven; Mr. WILLIAM ANDERSON, Lossiemouth; and Mr. G. H. PRICE, Arbroath.

Also to Rear-Admiral G. A. HALSTED, late

Secretary of Lloyd's, in acknowledgment of his long and valuable co-operation while holding that appointment, in assisting to carry out the objects of the Society.

Also to ROBERT MOSELEY, Esq., late General Manager of the Great Eastern Railway Company, for his kind and valuable co-operation, under the instructions of his Directors, in arranging the transport over their line of Railway of the life-boats of the Institution to the Eastern Coast.

Ordered a new life-boat house, to be erected at Milford Haven, at an expense of 176l.

Paid 915l. 3s. 5d. for sundry charges on various life-boat establishments.

Reported that the Caister life-boat (*The Birmingham No. 2*) had gone off at midnight on the 23rd May, and saved the Swedish barque *Balder*, which, four days previously, had gone on the north part of Hasborough Sands. Upon the vessel stranding, some Palling beachmen, two fishing-luggers, and steam-tugs were engaged to get her off the Sands, but they were quite unable to do so. As a last resource the Swedish Consul at Great Yarmouth applied for the assistance of the crew of the Caister life-boat, who succeeded in about two hours in getting the barque afloat, and afterwards, with the assistance of a steam-tug, in beaching her beside the Britannia Pier at Great Yarmouth.

Voted 7l. 5s. to pay the expenses of the Wexford No. 2 life-boat, in going off during a moderate breeze on the 7th May, with the view of rendering assistance to the schooner *Maggie*, of Berwick, which was observed to strike on the south end of the Long Bank; before the life-boat could reach the vessel, she drove over the sand-bank and out to sea.

Also 2l. 2s. 6d. to the crew of the Mullion life-boat, for getting out the life-boat on the evening of the 29th April, during foggy weather, with the view of rendering assistance to a vessel which was heard making signals of distress in the bay; upon the fog clearing, the ship was discovered making away without requiring assistance.

Reported that the Silloth life-boat had gone off during a strong gale of wind on the 25th May, with the view of rendering assistance to the crew of the brigantine *Thomas Connolly*, of Maryport, which had parted her cables, and was exhibiting signals of distress in the roadstead. The life-boat proceeded towards the vessel, but finding that she had ran ashore in smooth water, and that no real danger need be apprehended, she returned to her station.

Also voted 2l. 10s. to some fishermen for putting off in a small boat during squally weather, and saving 3 men from a fishing-boat which was in a most dangerous position, having drifted amongst the breakers on the coast of the Island of Papa Stowe, in the Shetlands, on the 28th March.

Also a reward to 4 men for saving, during squally weather, the crew of 2 men of the Broadstairs lugger, *Lightfoot*, which had been in collision with the schooner *William Thornborough*, of London, and afterwards sunk off the North Foreland on the 27th April.

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

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

Also the Report of the Inspector of Life-boats on three of the Scotch safety fishing-boats of the Institution, and on his recent visits to Nairn and Wick, and to the following life-boat stations of the Society on the Scotch coast:—Anstruther, Broughty Ferry, Buddon Ness, Arbroath, Stone-

haven, Peterhead, Fraserburgh, Banff, Buckie, Lossiemouth, Stromness, and Thurso. Capt. WARD reported that, with one exception, he found the life-boats on the Scotch coast in a state of thorough efficiency.

With regard to the safety fishing-boats which the Society had built as model boats, and placed on the Scotch coast, he found that the experiment was most successful. The fishermen on the coast were alive to the advantage of these boats, and were already building boats after them. Altogether it was hoped a permanent improvement in this style of boat would be established.

Read and approved also the report of the Assistant Inspector of Life-boats on his recent visit to Portrane, and to the following life-boats on the Irish coast:—Cahore, Courtown, Arklow, Wicklow, Poolbeg, Kingstown, Howth, Skerries, Drogheda, Dundalk, Newcastle (Dundrum), Tyrella, Ballywalter, and Groomsport. Capt. ROBERTSON reported that, without exception, he found the life-boats on the Irish coast, all of which belong to the Institution, in admirable order.

These reports gave great satisfaction, inasmuch as they showed clearly that the system of the Society, even in the remotest districts, was thoroughly observed. The crews of the life-boats had the utmost confidence in their qualities, and vied with each other in keeping the boats in perfect order, and in readiness for instantaneous service.

Reported the receipt of 1*l.* 12*s.* 6*d.* from the Pupils of H. V. PEARSON, Esq., of Southgate Villas; and 15*l.* 13*s.* 6*d.* from Sir WILLIAM CLAYTON, Bart., 5*l.* of the latter amount was Sir WILLIAM'S own liberal annual subscription, and the remaining sum he had obligingly collected for the Institution as follows:—1*l.* 3*s.* in pence, 4*l.* 0*s.* 6*d.* in various sums, 2*l.* 10*s.* from the Harleford boat crew, and 3*l.* won in a Rifle Match.—*To be thanked.*

Also the receipt of 100*l.* legacy of the late Miss SARAH HARRISON, of Edge Hill, near Liverpool; and 54*l.* 4*s.*, being an additional share of the residue of the estate of the late Miss BEBB, of Bootham, York.—*To be acknowledged.*

Also the receipt of 25*l.* from X. Y. Z., the donor of the Yarmouth surf life-boat, being the second moiety of his second yearly contribution of 50*l.* in aid of the maintenance of that boat.—*To be thanked.*

Produced also extracts from wills, in which the following legacies were left to the Institution:—The late JOSEPH HUDSON, Esq., of Barrow-upon-Soar, 100*l.*; and the late Mr. F. HOAR, of Ashburnham, 10*l.*

Reported also that ROBERT KER, Esq., of Auchinraith, N.B., and the members of his family were about to present a life-boat to the Institution, along with a sum of money to endow it, in memory of Mr. KER'S eldest son, who was unhappily drowned on the coast of Argyllshire.—*To be thanked.*

Read letter from Dr. C. MOREHEAD, of Edinburgh, of the 13th and 20th June, requesting to be furnished with copies of the Society'S Instructions for the Restoration of the Apparently Drowned, for circulation in his neighbourhood. He urged that these Instructions should not only be explained by medical men, clergymen, and others, to all classes of the community, and posted in conspicuous places in localities adjoining the sea, lakes, and rivers, but that every opportunity should also be taken by masters of schools and the heads of other large establishments of impressing them on the minds of all who were subject to their influence and control.—*To be thanked.*

Read also letters from W. P. ELLIOTT, Esq., the Hon. Secretary of the Holyhead Branch, and

JAMES McNEIL, Esq., Hon. Secretary of the Maryport Branch of the Institution, of the 27th and 29th June, forwarding answers to the queries of the Society as to the treatment of the Apparently Drowned in two cases.—*To be acknowledged.* (Vide page 734.)

Read letters from C. SHEPHERD, Esq., of the Aberdeen Steam Wharf, Wapping, of the 25th June, transmitting, for the inspection of the Committee, a model of a life-boat by a working man in Aberdeenshire.—*To be acknowledged.*

Also from Mr. GEORGE FAWCUS, of North Shields, of the 29th June, forwarding two drawings of his proposed plan to enable passenger vessels to carry a larger supply of life-boats than at present, by having them packed together in groups of uniform size.—*To be acknowledged.*

Ordered a new life-boat house to be erected at Weymouth, at a cost of 189*l.*

Paid 1,237*l.* 8*s.* 5*d.* for sundry charges on various life-boat establishments.

Voted 3*l.* to the crew of 4 men of the fishing yawl *M. L.*, for saving, during a moderate gale of wind, 4 other men from the fishing yawl *Muggy*, of Passage East, which, in consequence of a heavy sea striking her, capsized off Broomhill, co. Waterford, on the 20th May.

Also 1*l.* to 2 men for putting off in a small boat on the evening of the 2nd May, and saving Capt. JOHN ATKINSON, who, with 5 other men, was returning in a small boat from Kirkwall, N.B., to the bark *Excelsior*, of Sunderland, then at Pan Hope, in the island of Flota, when the boat was suddenly capsized by a gale of wind about half way to the vessel.

Thursday, July 30th. THOMAS CHAPMAN, Esq., F.R.S., V.P., in the Chair.

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

Also the Report of the Inspector of Life-boats, of the 27th July, on his visits to Campbeltown, Southend (Cantyre), Isle of Arran, Ayr, Irvine, Girvan, Port Logan, Kirkcudbright, Sillioth, Maryport, Whitehaven, Piel, Fleetwood, Blackpool, Lytham, Southport, Liverpool, and New Brighton.

Also the Report of the Assistant-Inspector of Life-boats, of the 8th July, on his visit to the Portrush and Greencastle life-boat stations.

Reported the receipt of the following special contributions in aid of the funds of the Institution since the last meeting:—WALTER CAVE, Esq., fourth donation, 100*l.*; Shipwrecked Fishermen and Mariner's Society, per FRANCIS LEAN, Esq., R.N., additional amount collected by the agents from seamen and others, 74*l.* 11*s.* 9*d.*; Swansea Branch, per ALFRED STERRY, Esq., 40*l.*; Settle Branch, per C. BROWN, Esq., 37*l.* 10*s.*; Collected after a Sermon preached in the Encampment of the 3rd Administrative Battalion of the Lancashire Rifle Volunteers, per Lieut.-Colonel HARGREAVES, 20*l.* 0*s.* 8*d.*; Bannockburn Branch, per E. L. WILSON, Esq., 15*l.*; Collected on board the *Queen of the Thames*, on her passage from Harwich to London, on the 11th inst., per Mr. F. HONEYMAN, through the "Daily Telegraph," 5*s.*—*To be severally acknowledged.*

Reported also the receipt of 60*l.*, being the amount of the legacy to the Institution of the late Mrs. MARY CHAPMAN, of Aldborough.

Also that the late THOMAS TEMPLE SILVER, Esq., of Woodbridge, Suffolk, had left the Society a legacy of 650*l.*, free of duty.

Reported that Brevet-Colonel MIDDLETON, C.B., Assistant Adjutant-General, Royal Artillery, had requested to be supplied with 50 copies of the