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CRITICISMS OF LIFE-BOAT SERVICES.

WHEN the character of the services performed by the life-boats, and the dangers and difficulties which they have to encounter, are taken into consideration, it is rather matter for astonishment that they do not frequently fail in effecting their object, than that occasionally the utmost exertions of their brave crews are frustrated by the overwhelming force of the winds and waves.

Nevertheless, if it happens that a vessel is wrecked in the neighbourhood of a life-boat station, or within many miles of it, and those on board her perish, there are sure to be some persons, unacquainted with the subject, who at once raise an outcry, and demand loudly why they were not saved; sometimes even proclaiming the life-boat men to be cowards, or their boat to be useless; yet nothing can be more inconsistent and inconsiderate. It is inconsistent, because even in undertakings of much less uncertainty and difficulty success is never sure; and inconsiderate, because such reflections must be most painful, and most discouraging to the life-boats' crews, who may have done all that it was possible for them to do.

We are led to make these remarks from the circumstance of two or three such cases having occurred during the past year, and from our knowing that the off-hand criticisms of persons unqualified to form a correct opinion have done much harm. In justice, then, to the men who work our life-saving fleet, and in justice to the boats composing

it, we think it right to call the attention of such persons and others to some of the causes of failure, and which we feel sure will convince any fair-minded persons that they should not be too precipitate to blame either boat or men from the mere fact of want of success; or to stigmatize the latter for declining to embark on a service which their own judgment may tell them is impracticable or fraught with greater danger than they can be reasonably expected to encounter.

In the first place, as regards the boats. What is a life-boat? What can it do, and what is it incapable of doing? A life-boat is simply an insubmergible boat, which cannot founder under any circumstances. It is not, however, endowed with supernatural properties. It may be driven back by the force of the wind and sea, or be upset by an overpowering wave; and although most modern life-boats are provided with the property of self-righting when upset, yet that advantage can only be obtained by a sacrifice of propelling power, since such boats have not space for so many rowers as other boats. If steam-power could be applied to life-boats, they might possibly be propelled against any sea and wind; as yet, however, the strength of 10 or 12 men is all the force that is available, and it is not an uncommon thing for a life-boat to be hurled back 60 or 70, or even 100 yards, by a single breaking wave, in spite of the utmost efforts of a powerful crew to stem it, while there are undoubtedly seas in some localities with which no life-boat could contend.

Again, the oars of a life-boat are some-

times broken by the sea, and the boat herself is thus rendered temporarily unmanageable, when the risk of her upsetting is much increased, as she cannot then be kept head to the seas; and when life-boats are stationed on iron-bound coasts, where, in the event of their getting disabled by loss of oars or other cause, rocks are everywhere under their lee, the danger of destruction to boat and crew is of course much increased.

It may also be fairly held that darkness much augments the danger of the life-boat service; a fact that has always been recognized by the NATIONAL LIFE-BOAT INSTITUTION, which pays its life-boats' crews for night service double the amount which they would receive in the day time.

Now, we are far from implying that life-boat men should be deterred by such dangers as we have above briefly related. We all give them credit for courage, for physical endurance, and for humane feelings; and they would not be entitled to that credit if they shrunk from encountering risk when there might be any prospect of success. That they have not done so in times past has been proved by the vast number of lives which they have saved, and by the life-boats that have upset from time to time; and we may feel quite sure that our English, Scotch, and Irish boatmen will not hesitate to risk their lives in behalf of drowning men in all time to come.

We must not, however, forget that they have duties both to themselves and to others besides shipwrecked men; that they have wives and children at home who have a prior claim on them; and that a man may not recklessly throw away his own life, which his Maker has bestowed on him for his own happiness and the general good, even if he has no others dependent on him for support.

We claim, then, for our life-boat men, as *volunteering*, without any previous binding engagement, to perform a difficult and dangerous work—a work, moreover, requiring often great professional skill in its performance—that they must be allowed to be their own judges as to the possibility or probability of its successful accomplishment; whilst as regards the coxswains in charge of

the several life-boats, we consider it to be their duty at all times to remember that the lives of their crews are in their hands; that those lives are of as great value as the lives of the shipwrecked persons; and that, moreover, we are deliberately subjecting them to serious risk, whilst those whom we invite them to succour have been involuntarily placed in danger, and that therefore the British public is responsible for the life of every life-boat volunteer who thus perishes in its service.

We would, then, urge every volunteer censor of a life-boat or a life-boat's crew, in the first place, to make quite sure that he is a competent judge, which, as a general rule, he is not very likely to be: in the second place, to be certain that, being competent to judge, and knowing the extent of the difficulty and danger, he would have been ready to incur the same himself: and, in the third place, to remember that it is as optional to the coast boatman to undertake or to decline the danger of the life-boat service, without a neglect of duty, as it is to any other member of the community to do the same.

Finally, we think it matter for congratulation and thankfulness that the failures of life-boats and their crews have been so unfrequent that the opportunity has rarely offered for excitable or mistaken persons to commit the indiscretion which we have above noticed; whilst their invaluable services in the cause of humanity are now such an "oft-told tale" that they are almost liable to be underestimated from their constant repetition.

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#### THE TEMPEST.

*Miranda*.—"If by your art, my dearest Father,  
you have

*Put the wild waters in this roar, allay them.*  
The sky, it seems, would pour down stinking pitch,  
But that the sea, mounting to the welkin's cheek,  
Dashes the fire out. O, I have suffered  
With those that I saw suffer: a brave vessel,  
Who had, no doubt, some noble creature in her,  
Dash'd all to pieces. O, the cry did knock  
Against my very heart! Poor souls, they perish'd!  
Had I been any god of power, I would  
Have sunk the sea within the earth or ere  
It should the good ship so have swallow'd and  
The fraughting souls within her."

*Shakespeare.*

## “SAVED AT LAST,”\*

### A TALE OF THE RAMSGATE LIFE-BOAT.

BY THE REV. J. GILMORE, M.A., RECTOR OF HOLY TRINITY, RAMSGATE.

#### CHAP. I.—LIFE-BOAT WEATHER AND LIFE-BOAT WORK.

Do we not often find, in the winter's evening, that our warm rooms seem more cosy, and the flames lap more brightly and closely round the half-consumed log, as a blast of wind moans in the chimney, and perhaps the cry of some poor street-hawker tells its plain tale of toiling misery, as he goes shivering along the street? Do we not find our sensations of personal comfort increased, and our sympathy for the sufferer quickened, as the wintry gale and slashing rain beat against our well-shuttered windows, and suggest the hardships we should have to endure if we were less cared for and protected? But, if we may learn the deeper to realize our blessings, and the more to quicken our sympathies, by contrasting our respective positions with those endured by many of the poor toilers on shore, still more may we do so, as we think over the hardships suffered by the toilers at sea. I want to gain especial sympathy—and it is generally so freely given, that I know I have no hard task before me—not only for the shipwrecked, crying aloud in their quick peril and deep agony for rescue, but also for the poor brave-hearted boatmen of our coasts, who never hesitate to do all, and to dare all, when the prospect before them is that of saving life.

Let us first think of some of the features in the calling of those whom we may well call the stormy petrels of seafaring life; who not only find their bread upon the waters, but upon the stormiest waters of most troubled seas; who, the darker the night, the sterner the tempest, the more blinding the snow-drift, are the more full of expectation that their services will be needed, and, therefore, the more determined to urge their way out into the storm, to be ready to render aid at the first call for assistance, and perhaps to pluck a harvest of saved lives off the very edge of the scythe of Death.

Yes, my readers, I would carry you in thought far away from quiet home-scenes

\* From *Macmillan's Magazine* for August. We are indebted to the courtesy of the Author and the Publishers for permission to reprint in our columns this very interesting article.

and associations; from the pleasant nooks and sunny corners of memories which you delight to recall, upon which you love to let your thoughts half-consciously ponder; but I ask you to take the joy of your home-peace, the gladness of your blessings with you, that you may be quickened in every chord of sympathy, as you let me carry your thoughts away into the dread darkness, which is broken only by spectral sheens of light shed by flying foam, and to picture the rolling sea-mountains hurling along their avalanches of white spray; to listen to the dread discords of a howling tempest; to hover in fancy mid a scene of fierce turmoil and strife, where the elements in their rage seem to have loosened all bounds of fury, and determined to sweep from their path every vestige of man and his works; and now to let your eyes centre upon a shattered wreck, to which are clinging a few storm-beaten sailors, trembling upon the very verge of a grave. Look where a fitful light gleams in the darkness, now rides high on the crest of a huge wave, now falls buried in the trough of the sea, shines out again, is hidden in a cloud of spray, but gets nearer and nearer to the shipwrecked. The light gleams from a life-boat, in which a small band of men are battling—battling on in the teeth of the fierce storm, checked by no terrors, dismayed by no failures, with no other hope than that of saving life, but in that holy hope strong in perseverance, and undaunted in courage.

In such scenes we see the men actually at their work in their efforts to save life and property; but the life-boat and hovelling work does not merely consist in performing it at the moment of its necessity, but also in the unwearying watch and readiness which it necessitates. Many a Ramsgate boatman leaves his poor but warm and comfortable home, his humble but loving home-circle, to pace Ramsgate Pier for hours; and this night after night for many winter months, and for the mere chance of being among the first to make a rush for the life-boat, when the signal is given to man her—a chance that may not come a dozen times in the season, and

which, when it does come, may afford, indeed, a great opportunity for daring all and doing all for the saving of life, but not much in the way of refilling the half-empty cupboards at home, or rubbing off much of the growing score at the baker's, or with the landlord.

Other boatmen go out "hovelling," or cruising, in their fine luggers, seeking for vessels in distress. Night after night, in the worst weather, they hang about the dread and gloomy Goodwin Sands, generally returning without having earned a penny for all the peril and hardship they have endured. In spite of the outcry sometimes raised against our boatmen, certain it is that few men lead harder lives, follow a more hazardous calling, and, upon the whole, are worse paid.

Owners of ships and cargoes often think it a shameful thing that they should be called upon to pay more than a modest sum for actual service rendered; forgetting that the men must be paid, in one way or another, for being at sea night after night, storm after storm; persevering often through months of disappointment, in order that they may be ready to render assistance directly it is required—for the Goodwin Sands, and the broken seas which scourge them, are fierce and fatal enough in their power, to give but short time for hope of safety to any vessel or crew that is wrecked there. The only thing that encourages the men to persevere in their hazardous calling is the hope, constantly before them, of obtaining a "hovel," as it is termed,—that is, salvage for rescuing a ship or cargo,—which shall repay them, not only for their toil and risk at the time, but also somewhat for all their past unprofitable labour. It may sometimes seem hard upon the owners of property thus saved, that so heavy a charge should rest upon them; on the other hand, the amount paid for salvage generally bears but a small proportion to the value of the property saved. The men are necessary; they must be encouraged and kept afloat; if not, there will be many a sad addition to the already too tragic catalogue of brave men, and gallant ships, and rich cargoes, lost on the Goodwin Sands.

And now I have a tale to tell of deeds done by these brave boatmen, of acts of daring and determination, for which I claim a place amid the records of the bravest, grandest deeds of heroism of the age; a tale to tell, which, unless I fail utterly in the telling,—and this, "God forbid," I reve-

rently pray, and pray it for the sake of the noble deeds done, and the good life-boat cause;—a tale which must move the hearts to sympathy for the suffering and endangered; to sympathy for the daring and unselfish workers of brave works; a tale the echoes of which may well stir, as a trumpet peal, stout hearts to perseverance and brave deeds, to do and dare all, whatever the storm of opposition, in God's name and for the right.

#### CHAP. II.—THE FATAL GOODWIN SANDS.

THE early days of last year were bleak and cold: strong northerly and easterly winds swept over land and sea; people on shore spoke of the weather as being seasonable, but shuddered over the word.

At Ramsgate, on the 5th of January, it was a fresh breeze from the east-south-east, and, as usual, the anxious boatmen were keeping a good look-out. About half-past eight in the morning, the boomings of the signal-guns were heard, both from the Goodwin and Gull light-ships.

The boatmen, who had been watching all night in momentary expectation of such a signal, made the usual rush for the life-boat.\* The steamer, the *Aid*, was speedily ready, and taking the boat in tow, away they went steering for the North Sands Head light-vessel. As they were making across the Gull stream, they saw what proved to be a shipwrecked crew in their own boat: they took them on board the steamer, and found they were the crew, eight in number, of the schooner *Mizpah*, of Brixham. The schooner had stranded on the Goodwin, in a thick fog, the night previously; the weather was still thick, and the men could give no account of the position of the schooner, and thought it hopeless to try and find her, or to get her off, if they did find her, and so the steamer took the boat in tow, and returned to Ramsgate.

It proved afterwards, that as the tide rose it lifted the vessel, and she floated off the Sands. A Broadstairs hovelling-lugger, while cruising about, fell in with her, and succeeded in bringing her into Ramsgate. The vessel and cargo were worth 6,000*l.* or 7,000*l.*; the men obtained 350*l.* as salvage.

The life-boat men were glad, after their night's watch and morning's work, to rest a few hours, but plenty of boatmen remained

\* The *Bradford*, a gift from the people of Bradford to the NATIONAL LIFE-BOAT INSTITUTION, and by it placed at Ramsgate, under the control of the Harbour Authorities; she is one of the finest boats in the life-boat fleet.

on watch, ready at any moment to make up a crew. The cold became hour by hour more intense, and the fresh breeze steadily grew into a gale; the sea at high tide broke in flying volumes of spray against the pier, thundered down upon it, and poured over it, in foaming cascades, into the harbour. As the evening grew on, the gale became terrific in force; heavy snow-storms went sweeping by; showers of freezing sleet came rushing along; and the night was dreary and dismal, dark and cold in the extreme. At about half-past ten the storm was in its full fury, and the sea a very howling wilderness of raging waters. At that moment, mid the roar of the wind and sea, the signal-guns were heard, and rockets were seen in the direction of the Gull light-ship. "The life-boat was manned with despatch," would be the short report the coxswain of the boat would afterwards make to the harbour-master—this means, that the boatmen, in spite of the piercing cold and terrific gale, rush along the pier, hurry down the harbour steps and into the boat, to face the dread peril of the wild sea, as readily as school-boys bound down the school-stairs and out on to the common for the joy of a summer holiday. It takes the steamer and life-boat about one hour and a half to urge their way out to the Gull light-ship; they speak her about one in the morning, and are told that the men on board saw, some time since, a large light burning south-east by south, but they lost it about twenty minutes ago. The steamer at once tows the boat in the direction, a careful look-out is kept, the snow-storms come down more wildly than ever, the cold is very bitter, the sea running mountains high; still on, and no signs of a light. The crew hold a consultation as to what is best to be done; there appears no possibility of one of the crew of the vessel being still alive, clinging to any floating wreckage; still, some other vessel may be in danger, they will wait and watch for any light or signal of distress, and, not seeing it, at all events remain there until daylight, that they may be sure they are not leaving behind them any who may be perishing for want of their aid; and so, while most, if not all of you, my readers, were comfortable in your beds, (the wakeful ones of you perhaps listening wistfully to the storm, and perhaps having your hearts moved with pity and to prayer for the poor fellows at sea,) these brave men—from choice, not for hope of money reward, but for the far dearer hope of saving life—waited on and on, by those

gloomy Sands, a prey to all the fierceness of the gale, the raging seas, and deadly cold. Time after time, the mad rushing waves break over the boat, burying her in clouds of spray and foam, or, coming in heavier volume still, put the men for a moment or two completely under water; the sufferings of the crew become very severe, they encourage each other, and still let the boat lay to. Willing as every man is to endure to the utmost, they soon feel that it is getting beyond their strength; they are frozen through and through, and rapidly getting numbed and exhausted with the continual wash of heavy seas, and at last they are compelled to make a signal for the steamer, and are towed back to Ramsgate, arriving between four and five in the morning.

The name of the vessel that was lost was never known, the greedy Sands soon swallowed every vestige of the ship; her name may perhaps be found among the list of missing ships at Lloyd's; hope doubtless long lingered, may still linger, in many mournful homes, still the story be told to the children, how their father or their brother sailed from a foreign port for home on such a day, and has not since been heard of, but no clue ever be found, as to which of the many missing vessels it was, that came to such sudden destruction on the Goodwin Sands.

Shall we linger another moment or two, in thought, over the poor fellows thus lost in the fierce seas? We fancy that the bronzing of a tropical sun was still ruddy upon their cheeks: a few weeks since they were ready to loll in the shadow of the sails, and lie about the deck at night; and then speeding home, they were met in the chops of the Channel by the rough welcome of the strong adverse wind, against which, day and night, they sought to beat their way, while the sails and cordage grew hard and stiff with frozen rain and spray. Favoured at last with a slant of wind, the vessel finds her way up-channel; the crew count the hours until when they shall be in dock; night falls as they pass the South Foreland. The wind goes moaningly back to its old direction; hour after hour it increases, a gale sweeps along in dread force, the blinding snow bewilders the pilot, who can now see no guiding light, and soon in the darkness of the night, the force of the wind, and the swirl of the tide, the vessel is driven through the raging surf on to the Sands. The men make a rush for the boat: useless; she would not float a minute in such a boil of

sea. The waves fly over the vessel, now lift her to crash her down with the force of all her weight upon the Sands, now thunder against her, and shake her each moment to her keel; the captain burns a blue light, the spray washes it out; the men get a tar-barrel on deck, knock in the top, fill it with combustibles, and light it; it flares up, and for a time resists the rush of spray; the light-vessel sees the signal, fires a gun and a rocket; the life-boat starts upon her mission, but the waves lift the vessel and crash her down again time after time; the decks are swept of everything that the force of the water can tear from them, the tar-barrel is washed out, the men are unable to move on the deck, but have to lash themselves to the mast, and wait on in darkness and despair; a tremendous wave comes boiling along, it lifts the vessel, half rolls her over, the masts snap like reeds, the ship fills, and sinks in the hole she has made in the quicksand; another half-hour perhaps, and the life-boat is there: too late!—only the tangled spars and cordage float near, tokens of the death and destruction that have been wrought:—and all living things on board have thus swiftly been engulfed, and found their grave in the rush of the boiling sea.

### CHAP. III.—“WE WILL NOT GO HOME WITHOUT THEM.”

AS soon as it is daylight on Sunday morning, the coxswain of the life-boat and others of the boatmen feel very anxious; fearing that, after all, there may be some poor fellow clinging to a remnant of wreck, or perhaps a ship on the Sands, lost in the darkness of the night, and unable in the rush of the sea to make any signal of distress: they cannot rest; and although the life-boat has been in only a few hours, the coxswain of the boat and the mate of the steamer go to the harbour-master, and ask his leave to go to sea again, and search round the Sands. This permission is readily given, “Go, by all means.” Ten fresh hands join the coxswain and bowman of the life-boat, and soon after light on Sunday morning they start on their dangerous but hopeful mission. They are towed again by the steamer *Aid*, and make for the North Sands Head light-vessel, keeping a good look-out for the faintest signal of distress. The men seeing nothing on this side of the Sands, it is determined to round the light-vessel, and search at the back, or the French side of the Sands. Soon they discover in the misty

distance what seems to be a large vessel on the south-east spit of the Sands; they tow with all speed in her direction, they are going along the edge of the sand, just outside of the broken water. The waves are beating down on the Sands with tremendous force, the surf flying up in great sheets of foam, and the roar of the breakers like loud quivering thunder; the scene is enough to make the stoutest heart quail, but, without any thought of flinching, the men cling to the life-boat, as the seas break over her, and patiently bear all the cold and storm and wash of water, as they are towed on in the direction of the wreck. One said, in answer to questions as to what his feelings were as he watched the tremendous seas, and knew that shortly he would be battling in the midst of them, “Well, sir, I think every man has his inward feelings; soldiers say they have theirs when they go into battle, and I am sure we have ours; a man can’t help knowing the danger, and thinking about it, and feeling about it too; but we are not going to be made cold-hearted about it, or we shouldn’t be out there. We can’t help seeing that we’ve got our work cut out for us, and we determine, by God’s help, to do it, and won’t flinch. We hope to save others, and feel we shall do our best; but we know that we may lose our own lives. We think about this sometimes as we are sitting in the boat, holding on against the wash of the seas; but when we get to the wreck we forget all about ourselves, and think only about saving the others.”

The seas become heavier and heavier as they get nearer the vessel, and approach a more exposed part of the Sands; they have to encounter one great rush of water, which, urged by the hurricane of wind and strong tide, comes raging along through the Straits of Dover.

They find the vessel to be a large barque; she has settled down somewhat in the Sands, heeled over a good deal, and huge waves are foaming over her. The men look at the awful rage of sea, hear the tremendous roar with which the seas break upon the sand, and say to each other, “We have indeed our work cut out for us!” They can see no signs of any one being left on board—the crew may have been swept away, or have vainly attempted to get to land in their own boat. The flag of distress is still flying, and they go in nearer to the Sands, until they are almost abreast of the wreck; they can now make out the crew crouching down under cover of the deck-house, while the

wild waves make a complete breach over the vessel, and threaten every moment to wash the deck-house and the crew away.

The steamer now tows the boat up to windward; the life-boat men feel their turn for the battle has come, and make every preparation—sails are got ready to hoist, the cable is made all clear for paying out, the coxswain sees that they are far enough to windward, the steamer's tow-rope is cast off: the boat lifts on a huge wave as the strain of the rope is taken off her, they hoist her sail, round she flies in answer to her helm, and she makes in for the wreck; they mount on the top of huge seas, go plunging down into the trough of the waves; the spray flies over them, as the gale catches the crests of the towering breakers, and fills the air with the flying foam; a minute more, and they are in broken water, the seas rush and recoil and leap together, fly high, and fall in tangled volumes of foaming water over the boat; she is almost unmanageable; tossed in all directions as the seas pour over her. The men have to cling with all their strength to the thwarts. They get within about sixty yards of the wreck, the anchor is thrown overboard, the cable payed out swiftly; the sea is rushing with tremendous force over the ship, the boat sheers in under her lee-quarter; the men cheer to the poor half-dead sailors whom they see on board. All is hope: "A minute or two more," they think, "and we shall have saved them." A shout, "Hold on, men, for your lives hold on!" A glance up, a huge towering wave like a wall of water comes swiftly on, its crest curls, breaks, falls—the men and boat are carried down by the tremendous weight of water. Some of the men seem almost crushed by the pressure and blow of the falling wave; they do not know whether the boat is upset or not, they cling convulsively to her; she floats, and frees herself. The men find that the wave that thus buried them has taken the boat in its irresistible flood, and, dragging the anchor with it, has carried it more than one hundred yards away from the ship.

The men shake themselves free from the water, and look at the vessel; they cheer to the crew, and determine, please God, they will have them safe yet. They hoist sail, and try and sheer the boat to the ship. In vain: sea after sea breaks over them; the boat is thrown by the broken seas in all directions, sometimes the coxswain feels as if he would be thrown bodily forward on the men, as the waves lift her almost end on

end. Again and again are they buried beneath the water; but after each time the boat floats buoyantly, and the men bear up bravely, and all are once more ready for a fresh struggle. They labour on, but in vain; they get the oars out, the waves take them and send them leaping from the rowlocks, and out of the men's hands; they must give it up for this time. All their thoughts are for the poor shipwrecked crew, and the bitter, bitter disappointment they must feel. Again they cheer to them, and shout to them "to keep their hearts up, they will soon be at them again;" and then make the best of their way to the steamer. They have failed in their first attempt. The steamer again tows them into position, and they make boldly into the wreck for the second time; they steer as near to the stern as possible, avoiding the danger of being washed over it on to the deck of the vessel, and thus crushed to pieces; they get nearer than they did before, and hope to get alongside, but again they are overwhelmed in the rush of a fearful sea, buried in its deluge of broken water, and the boat is once more hurled away by the force of the waves many yards from the vessel; the anchor holds, but the tide is running more strongly than ever, and right away from the ship, and so it is hopeless for them to attempt to get any nearer to her. The tide has risen, and is nearly at its height; the vessel is still more over on her side; the deck is completely under water, the top of the deck-house is just above the sea; the crew have lashed a spar across the mizen shrouds, and are all clinging to it, while the wild waves rush, and beat over them continually. It is with terrible agony that the poor crew witness the second failure of the life-boat: "She will never come again," says the captain; "the men cannot do it, the life must have been washed and beaten out of them." Great is their astonishment to find that no sooner does the life-boat clear herself of the water that seemed to drown her—no sooner do the men free themselves from the rush of foam which has for a time overwhelmed them—than they begin to cheer again, as if only rendered the more determined by their second defeat, the more courageous by the difficulties and dangers they had endured. And the shipwrecked crew, encouraged by the hoarse cheers of the exhausted, half-drowned boatmen, begin again to hope; but it is almost against hope.

The boat is again towed into position by the steamer, and for the third time makes

in for the wreck. They throw the anchor overboard farther from the vessel than before, give longer scope to the cable, sail in well under the ship's stern, again steer as near as possible to her lee-quarter, lower the foresail. They are within a dozen yards of the ship; the bowman heaves a rope with his greatest force, it falls short; the boat sweeps on; they check the cable, and bring her head to the ship, abreast of her, but, unhappily, some distance off.

The captain of the ship had despaired of the boat being able to come in the third time; but when he saw her coming, he felt convinced it was their last opportunity of being saved, and determined that if the boat were again swept from the vessel, he would jump into the sea, and try and swim to her. The boat comes, and misses; and the boatmen see the captain hastily throw off his sea-boots, seize a life-buoy, and prepare to plunge into the sea: they shout to him not to do so—to the crew to hold him back. "The tide in its set off the Sands would sweep him away; the seas would beat his life out of him: they will be back again soon, and won't go home without them."

The steamer has followed the boat as closely as possible, running down the edge of the sands, just clear of the broken water. The life-boat has swung out to the full length of her cable, and is in deep water; the men, upon looking for the steamer, after being again beaten for the third time from the wreck, find her making in towards the boat. The men on board the steamer had watched with increasing anxiety and dismay the vain efforts of the life-boat; they grew more and more excited each time the boat returned to them, and are prepared to run any risk to help the life-boat men in their gallant endeavours, so they make in towards the life-boat, throw a rope on board, and then hope to be able to sheer the boat into the wreck. The boatmen have hold upon their own cable, to which the anchor is attached; they gradually draw in upon this, while the steamer seeks to tow the boat nearer and nearer to the vessel, and for the fourth time they approach the wreck.

The steamer ventures into the rage of the sea, and her position becomes one of great peril; she rolls in the trough of the tremendous waves till her gunwales are right under water, and her men cannot stand on the deck; the foam and spray dash completely over her, and tons and tons of water

deluge her deck; they gradually approach the vessel; the life-boat sheers in, the seas and tide and wind catch her in their full power, and whirl her away again. A huge wave bodily sweeps over the steamer; she is in extreme danger; the life-boat men for the moment fear that the wave will swamp her; rolling, plunging, burying herself in the foaming seas, the steamer bravely holds her own, till to remain longer is certain death to all; and sorrowfully they have to give it up, and make out of the rage of the broken water. The life-boat men rejoice to see the steamer get clear of the deadly peril; they are in scarcely less danger themselves; they cut the steamer's tow-rope, and then find that they must cut their own cable to avoid being dashed over the wreck; and away they go. They look at each other; beaten off for the fourth time, not one heart fails, not one speaks of giving it up, not one has such a thought for a moment—the only consideration is, what next they shall try; and weak, and exhausted, and almost frozen with cold, but determined and courageous as ever, they are only anxious for the poor shipwrecked ones, whose peril increases each moment, and hasten to prepare for a fifth effort for their rescue, strong still in their determination "that they will not go home without them."

#### CHAP. IV.—SAVED AT LAST.

THE ship's hull had been now for some time completely under water, and it was very evident that she was breaking up fast. She had coals and iron on board; this dead weight kept her steady on the Sands, and prevented the waves lifting her and crashing her down, or she would long since have been torn to fragments; as it is, the decks have burst, and the lighter portions of her cargo are being rapidly washed out of her; the sea in some places is black with coal-dust, and much wreckage—pieces of her deck and fore-castle, and fragments of her boats—are being rapidly swept away in the rush of the tide. Each time that the men on board the steamer and life-boat look at the vessel and see the crew in the rigging, they think it indeed a wondrous mercy that they are still safe, and get each moment more impressed with feelings of deep sympathy for the poor fellows, and with the greatest eagerness to dare all to save them.

DANIEL READING, the brave and long-tried master of the steamer, is ill on shore, and so she is in charge of JOHN SIMPSON,



the mate; he and WILLIAM WHARRIER, the engineer, consult as to the possibility of making another effort with the steamer. The tide is setting off the Sands with such force that they cannot see how it is possible for the life-boat to get in to the vessel; the crew of the steamer are ready to second them in any effort they determine to make. They get the mortar-apparatus ready, and hope to approach near enough the ship to fire a line into the rigging, with which they may haul a rope from the vessel, which they can give to the life-boat crew, and thus enable the men to pull the boat over the tide, and alongside the ship. They put the steamer's head towards the wreck, and go ahead cautiously. The tide has been flowing some time; the steamer does not draw much water; they are almost within firing distance: the steamer is nearly overrun with the waves; a huge roller comes rushing along; she lifts high on its crest, falls down into the trough, as down the side of a wall, and strikes the Sands heavily. The engines are instantly reversed; she lifts; and, being a very quick and handy boat, at once moves astern, and they are saved from shipwreck; and thus the fifth effort to save the crew fails. No time is lost: at once the steamer heads for the life-boat, and makes ready to tow her again into position. Again not a word—scarcely a thought—about past failures; only eagerness to commence at once a fresh attempt. "Look out, my men; here is another rope for you." "All right!" is shouted as the line is caught, and the hawser is drawn into the boat. "All right; tow us well to windward; give us a good position, plenty of room; we must have them this time. All fast; away you go; hurrah!" The men watch the vessel as they are being towed past her. "Oh! the poor fellows, to think we have not got them yet." "Well, we have had warm work for it." "But we will save them—we will save them yet." "Ah! look how that wave buried them all! There they are again. Let us give them a cheer, it will help them to keep their hearts up;" and, as the boat rose on a wave, they shouted, and waved to the shipwrecked crew. "There! another sea caught her! Look how her masts begin to swing about, in different directions too; they are getting unstepped and loose; she is breaking up fast, working all over—all of a quiver and tremble! Poor fellows! poor fellows! we have not a moment to spare—it must soon be all over, one way or other!"

Thus the men speak to each other; they are in a glow of eagerness and excitement, and can scarcely restrain themselves to keep quiet. As they watch the poor fellows, and time after time the rush of wave and spray passes, and they can see them still clinging on, they feel almost as if they could jump at them, to try and save them; they lose all sense of weakness, cold, and exhaustion. One of them said afterwards, "We were thoroughly warm at our work, and felt like lions, as if nothing could stop us." In this spirit they consult together how they shall make their next effort. First one plan is suggested, and then another; but these seem to give no better hope of success than those that have been already tried. At last a plan is proposed which must indeed prove rescue to the shipwrecked, or death to all. "I tell you what, my men: if we are going to save those poor fellows, there is only one way of doing it; it must be a case of save all, or lose all, that is just it. We must go right in upon the vessel, hit her between the masts, and throw our anchor over right upon her decks." "What a mad-brained trick!" says one; "why, the boat would be smashed to pieces." "Likely enough; but there is one thing certain, is there not?—and that is, that we are not going home and leave those poor fellows to perish; and I do not believe there is any other way of saving them, and so we must just try it, and God help us and them!" Not a single word, now, against it! What! charge in upon the vessel, in that mad rage of sea!—Victory or death! Indeed!—Most of the life-boat men are married men, with families, loved wives and loved little ones dependent upon them. Thoughts of this—tender, heartfelt thoughts of this—come to them. "Well, and so we have, and have not those poor perishing fellows wives and little ones too; and are not they perhaps thinking of them as much as we are thinking of ours; and shall we go home without running all danger, and doing all we can, and let them see us go home to our dear ones, while we leave them to perish thinking of theirs? No! please God, that shall never be said of us!" Such thoughts as these pass through the minds of some of them. Among the ship's crew, clinging a few feet above the boil of the sea to the loose and shaking rigging, there is one who guesses their thoughts. All the others think it impossible that the life-boat can make another effort. He encourages his

mates. "I have sailed in English ships," he says. "I have often heard about life-boat work, and I know they never leave any one to perish; as long as they can see them; and they will not leave us."

The boat is towed into position, and they make in again for the wreck. They get well to windward; they are crossing the stern of the vessel. A tremendous breaker comes heading along: "Look at that fellow! if he catches us, it is all up with us; the boat will be dashed high up into the masts of the ship." "Hold on all!" "Ah! thank God we have escaped; it breaks ahead of us." "Ready all; be ready all," shouts the coxswain. Every man is at his station, some with the halliards in hand, others with the anchor ready to cast overboard; past the stern of the vessel the boat flies; down helm; round she comes; down foresail, the ship's lee-gunwale is under water, the boat shoots forward, and hits the rail of the vessel with a shock that almost throws all from their posts, as she literally, for a moment, leaps on board the vessel; over with the anchor; it falls on the vessel's deck; all the crew are in the mizen shrouds; they cannot get to the boat; a fearful rush of sea is between them and it. Again and again the boat thumps with shocks that almost shake the men from their hold; the seas are rushing completely over them, the boat is carried away from the vessel. "Hurrah! the anchor holds; veer out the cable; steadily, my men, steadily; do not disturb the anchor more than you can help; we shall have them now, we shall have them; let her have a little more cable; get your grappling-hook; throw it over that line; there you have it;" and they haul on board a line which had been attached to a cork fender, and thrown from the vessel early in the day, but which the boatmen had never before been able to reach.

They get the boat straight; haul in slowly upon both ropes; cheer to the crew; "Hurrah, my mates, hurrah!" All is joy and excitement; but steady, attention to orders; now the boat is abreast the mizen-rigging, where the men are. "Down helm!" the boat sheers in; "Haul in upon the ropes; handsomely, my men, handsomely;" the boat jumps forward, hits the ship heavily with her stem, crashes off a large piece of her forefoot. The men are for a moment thrown down with the shock; up they leap, two men jump on to the bow gunwale and seize hold of the captain of the vessel, who seems nearly dead, drag him in

over the bows; two of the sailors jump on board; "Hold on all! hold on!" A tremendous sea rolls over them; the boat is washed away from the vessel; the anchor still holds; in they sheer the boat again; they make the ropes fast, and fasten the boat alongside to the shrouds: they will not be washed away again until they have all the crew on board. A man jumps for the boat; she falls in the trough of the sea; the man falls between the boat and the rigging; a second more, and the boat will be on the top of him, crushing him against the rail of the vessel, upon which the keel of the boat strikes heavily; two boatmen seize him, they are nearly dragged overboard, they are caught hold of in time, and all three are pulled into the boat; up she flies and crashes against the spar in the rigging. "Jump in, men; for your lives, jump in!" Now all are on board, all on board; cut the lashings; cut the cable, up helm, up foresail. The seas catch the boat and bear her away from the vessel; away she goes with a bound, flying through the broken water. Thank God, thank God! all are saved at last! Saved at last!

The boat is through the breakers, out into deep water; the men have time to look at each other—and how gladly, how fondly they do so!—all is gladness, and thankfulness, and cheerfulness; they shake hands, the rescued and the rescuers, time after time; the crew of the steamer greet them with cheers! Who can describe the joy they all feel at the successful ending of their long battle with terrible danger and threatened death! They lift the captain on board the steamer; he is thoroughly exhausted; they carry him into the engine-room, and, in the warmth there, do their best to revive him, and he soon recovers. The sailors will not leave the life-boat. "No! no! you saved us, you saved us! you had plenty, plenty trouble; we thought you never do it. We stop with you, we stop with you!" It is thus the mate answers in broken English, when they tell him that the crew would be more comfortable on board the steamer. The life-boat men often find the men whom they have saved thus refuse to leave the boat; it is a sort of simple expression of gratitude, as if to go would be to desert their new friends, who had done so much for them.

In Ramsgate the anxiety is very great. The steamer and life-boat have been out many hours; nothing can be seen of them in the mist that hangs over the Sands. "Can

anything have happened?" is the restless question put from one to another; it might well be so in so fearful a storm. At about half-past two, hundreds of people are collected on the pier, and, to the great joy of all, the steamer and life-boat are seen speeding to the harbour; flags are flying from the life-boat—a sign of success. As they enter the harbour cheer after cheer welcomes them. The crew land; they are ten Danish sailors, from the Danish barque *Aurora Borealis*. They are taken to the Sailors' Home, and well cared for. Many of them are very weak, and can scarcely walk, but they speedily recover under the hospitable care with which they are greeted, and are full of gratitude for the rescue so bravely wrought out for them, and are all now well able to feel that confidence in the untiring courage of an English life-boat man, which one of them expressed in the height of their danger, when he said, "They will never give us up while they can see us!"

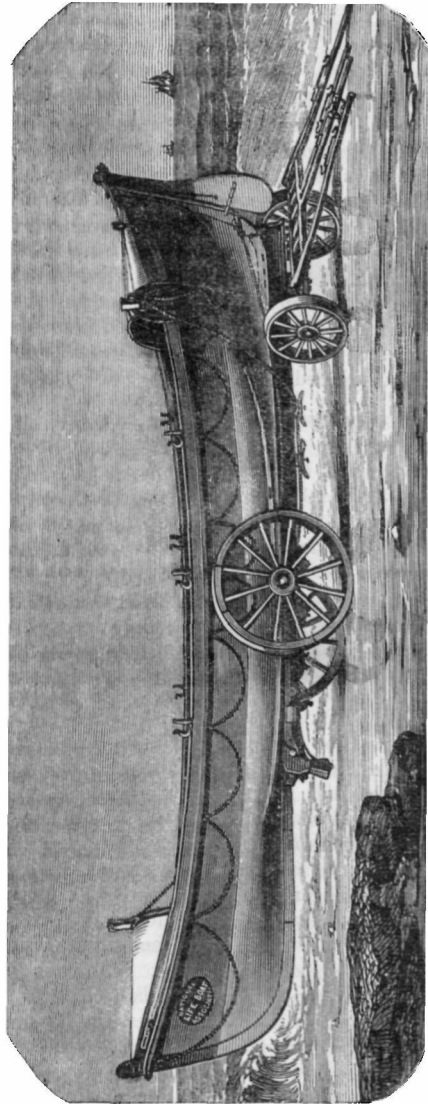
The Board of Trade, in recognition of the gallant services of the men, presented them with 1*l.* each. The King of Denmark forwarded two hundred rix-dollars to be divided among them. They are all poor men, and these presents proved very acceptable; but the joy with all was, and is, in the fact of their having so successfully persevered in saving life, in rescuing their drowning brother-sailors; while all who know the circumstances declare that never, by land or sea, was more gallant service done. And I have, my readers, but ill performed my task if I do not gain from you an echo to this assertion.—And now let me give you the names of these brave men, if I have moved you to sympathy with their heroic deeds. I am sure that you will with pleasure read their names:—

|                                 |                   |
|---------------------------------|-------------------|
| ISAAC JARMAN, <i>coxswain</i> . | JAMES WHITE.      |
| CHARLES FISH, <i>bowman</i> .   | DANIEL FRIEND.    |
| WILLIAM PENNY.                  | WILLIAM STEAD.    |
| ROBERT PENNY.                   | WILLIAM WHITE.    |
| WILLIAM GORHAM.                 | JAMES STEVENS.    |
|                                 | THOMAS WILKINSON. |
|                                 | WILLIAM FOX.      |

The crew of the steam-boat also deserve most honourable mention for their courage and perseverance, and their names may, therefore, be read with much interest:—

|                     |                |
|---------------------|----------------|
| JOHN SIMPSON.       | JAMES FREEMAN. |
| WILLIAM WHARRIER.   | THOMAS TUCKER. |
| THOMAS NICOL.       | WM. HARLAND.   |
| FREDERICK LAURENCE. | BENJAMIN DALE. |

ADDITIONAL STATIONS AND NEW LIFE-BOATS.



GROOMSPORT, IRELAND.—The NATIONAL LIFE-BOAT INSTITUTION has forwarded a new 32-foot 10-oared life-boat to this station, in place of a smaller one which was found unsuitable for the locality. A transporting-carriage has also been sent for the new boat. The cost of the boat and its equipment is the gift to the Institution of a benevolent English lady, and at her request the life-boat is named the *Florence*. The

London and Belfast Steam Ship Company readily undertook the free conveyance of the boat to its station.

ORME'S HEAD, NORTH WALES.—An accident having happened to this life-boat, and it being considered too small for the station, it has been replaced by a larger 10-oared boat, 33 feet long, and  $8\frac{1}{2}$  feet wide, with a new transporting-carriage. The cost of the boat on this station was originally defrayed by two ladies resident at Liverpool, in memory of a deceased sister, and the boat was appropriately named the *Sisters' Memorial*. One of these ladies has since died. On the 20th September, 1867, this new life-boat was happily the means of saving from destruction the smack *Jane*, of Caernarvon, and the men on board, that vessel being in a dismasted state.

NORTH BERWICK, N.B.—This life-boat having been reported to be unfit for further service, the Institution has replaced it by a new 30-feet 10-oared life-boat. The cost of the first boat was presented to the Institution by Messrs. JAFFRAY and Co., and at their desire it was named the *Caroline*. The new boat also bears the same name. A free conveyance was given to the boat to its station by the Great Northern, North Eastern, and North British Railway Companies.

BULL BAY, ANGLESEY.—Another life-boat station has recently been formed by the Institution on the island of Anglesey, viz., at Bull Bay. It was considered that an additional life-boat would be useful on that rocky coast, there being a large passing trade; and a long gap between the two life-boat establishments at Moelfre and Cemlyn. The life-boat forwarded to Bull Bay is a 32-feet 10-oared boat, and is provided with a transporting-carriage. The same are the gift to the Society of a lady resident in Wales, who has requested that the life-boat should be named the *Eleanor*. A suitable house has been built for the reception of the life-boat and carriage on an eligible site, which has been kindly granted by the Marquis of Anglesey. The boat can always be readily launched from a small sandy cove near the boat-house, under shelter, and be able to board vessels in danger before their coming on to the rocks.

PENMON, ANGLESEY.—The Society has also placed another new life-boat on the island at Penmon, in the place of a boat on that station which was never liked by the

crew. The new boat is 30 feet long, and rows 10 oars, double banked, the old boat only pulling 6 oars. It was contributed to the Society by the Settle Branch, through the indefatigable exertions of Christopher BROWN, Esq., of Stainforth, who during the last three or four years has collected upwards of 800*l.* for the Institution, and whose name the Penmon life-boat now bears to commemorate his philanthropic exertions in behalf of the life-boat cause. On the way to its station the boat was taken to Settle for exhibition, and it was seen by a large number of persons, the display taking place on Easter Tuesday last, which was also market-day at Settle. The boat was drawn on its carriage from the railway station to the market-place in a procession comprising the leading persons of the neighbourhood in their carriages, rifle volunteers, school children, and others. The boat having been named in the usual manner and a hymn sung, it was presented by Lieut.-Col. W. MORRISON, M.P. for Plymouth, on behalf of the subscribers, to the Institution, which was represented by its Assistant Inspector of Life-boats, Captain D. ROBERTSON, R.N. The boat was afterwards forwarded to its station, where it was tried by its crew, who formed a very favourable opinion of the boat.

DOUGLAS, ISLE OF MAN.—The NATIONAL LIFE-BOAT INSTITUTION has formed a life-boat establishment at Douglas in the Isle of Man. Many years since, so far back as 1803, in fact, the need of a life-boat at the Port of Douglas was greatly felt, and one was presented to the town by the then DUKE OF ATHOL. This boat went to decay, and in 1824, the year in which the Institution was founded, strong representations were made on the subject to the late Sir WILLIAM HILARY, Bart., who, by his able and earnest writings, urged, in 1823-24, the formation of the NATIONAL LIFE-BOAT (then SHIPWRECK) INSTITUTION. He took, as might have been anticipated, a warm interest in the proposed establishment of a life-boat at Douglas, where he lived. The result was that another life-boat was sent to Douglas, where it remained for several years doing good service; but after the death of Sir WILLIAM the boat, which was not kept under proper management, became neglected and ultimately unfit for service, Douglas being again left without a life-boat.

Latterly the attention of the Life-boat Society was called by Mrs. CECIL HALL and

others to the necessity of a life-boat being placed there, and its Inspectors having visited the spot, they recommended the Institution to reorganize the Life-boat Establishment. A 10-oared life-boat, 32 feet long and 7½ feet wide, and a transporting-carriage, were accordingly placed by it on the station. This life-boat was contributed to the Institution through the Manchester Branch by the scholars and teachers of the various Sunday schools in Manchester and Salford, mainly through the continued and zealous exertions of the Rev. E. HEWLETT. This is the thirteenth boat the Manchester Branch has contributed, through the benevolent exertions of ROBERT WHITWORTH, Esq., the Rev. E. HEWLETT, and other gentlemen. The life-boat was taken to Manchester *en route* to its station, and on the 5th February last it was formally presented to the Institution by the Rev. F. A. STOWELL in Peel Park, Salford, in the presence of about 10,000 Sunday-School children and others, the Inspector of Life-boats, Capt. WARD, R.N., attending on behalf of the Society. The ceremony of naming the boat was performed by Mrs. HEWLETT. The life-boat, manned by the Southport Life-boat's crew, and mounted on its transporting-carriage, had been previously drawn by six fine horses through the principal streets of Manchester and Salford, accompanied by a large number of persons, a brass band heading the procession. After the boat reached Douglas it was taken afloat by the Inspector in a strong wind and some sea, when it behaved well, the crew expressing themselves much pleased with it. Subsequently, on the 5th June, after the completion of the boat-house erected on the Promenade at Douglas for the life-boat, a demonstration took place on the occasion of the public inauguration of the life-boat. The Sunday-School children of the town escorted the boat through the town to the harbour, where it was launched in the presence of the Governor of the Isle of Man and a number of the inhabitants. In August last the life-boat was launched in stormy weather to the assistance of the distressed schooner *Mary Ann Bond*, of Barrow, but her services were not ultimately required.

**HOLY ISLAND, NORTHUMBERLAND.**—A new Life-boat Establishment has been formed by the NATIONAL LIFE-BOAT INSTITUTION at Ross Links, Holy Island, on the recommendation of the Local Committee of Management of

the Holy Island Branch and the Inspector of Life-boats. A boat, partially fitted as a life-boat, had been stationed at Ross Links for many years, and had at different times been instrumental in saving life, but it was not considered suitable or sufficient for the requirements of the station. Vessels frequently get on shore on the sands south of this spot, and the life-boat, *Grace Darling*, on Holy Island, could not get to them without crossing a point where it had to be exposed to a heavy broadside sea. A commodious boat-house has therefore been erected on a suitable site at Ross Links, and a 32-feet 10-oared life-boat and transporting-carriage have been placed there. Both the Holy Island life-boats are under the care of one local committee. J. G. FRITH, Esq., and Mrs. FRITH, of London, have generously defrayed the expense of the Ross Links life-boat and equipment, and at their request the boat has been named the *Bombay*. The other life-boat at Holy Island, as above stated, is named the *Grace Darling*, after the young woman whose name was immortalized by her heroic services to the crew of the *Forfarshire* steamer, wrecked on that coast in 1838, and who will always be associated with the Northumbrian—or rather the world's—worthies. In October last the *Bombay* life-boat was named by Miss HARDY, of Ross, and launched for exercise; the wind was blowing hard at the time, and the crew were pleased with the behaviour of the boat.

**STONEHAVEN, N.B.**—The Kincardineshire Life-boat Society having joined the NATIONAL LIFE-BOAT INSTITUTION, the latter has completely renovated the local society's life-boat establishment at Stonehaven. A new and substantial boat-house has been erected on a more suitable site than the old one, on the south side of the pier, some of the rock having been removed to make room for the house. A fine new life-boat, 33 feet long, 8½ feet wide, and rowing 6 oars, double banked, has also been forwarded, the local boatmen having entirely lost confidence in the boat already on the station, and having refused to enrol themselves any longer as its crew. That life-boat would not self-right in the event of its being capsized, and was very heavy to pull. The new boat, which is named the *St. George*, and is the gift to the Institution of Mrs. BURGESS, of London, sister-in-law of Capt. BURGESS, the able Secretary of the United Service Institution, Whitehall, has

been provided with a transporting-carriage, like most of the boats of the Institution. A very grand demonstration took place at Stonehaven on the 12th March last, on the occasion of the inauguration of the new life-boat establishment. In the afternoon of that day most places of business were closed, and the different trades and professions made holiday in order to be present at the interesting ceremony. A procession, comprising the magistracy and council, the trades, the artillery and rifle volunteers, fishermen, sailors, schools, Freemasons, and others, accompanied by a Highland piper and bands of music, was formed at the railway station, and proceeded with the life-boat, fully equipped, mounted on its transporting-carriage, and decorated with flags, to the boat-house, where the boat was received by the members of the local committee. It was then named in the usual manner by Mrs. DOVE WILSON, the wife of Mr. SHERIFF WILSON, the President of the Branch, launched, and put through various evolutions under the superintendence of the Inspector of Life-boats, including capsizing, to show the self-righting and other qualities of the boat, which gave much satisfaction to the crew. It should be added that the Aberdeen Steam Navigation Company readily granted the life-boat and carriage a free conveyance on board one of their steamers from London to Aberdeen, whence they went on by railway to their destination.

#### THE ALBERT MEDAL.

THE QUEEN has been graciously pleased to confer the decoration of the Albert Medal of the second class on Sub-lieutenant LIONEL ANDROS DE SAUSMAREZ, R.N., of Her Majesty's ship *Myrmidon*. The following is an account of the services in respect of which the decoration has been conferred:—At about 10.30 on the night of the 1st June, 1868, while Her Majesty's ship *Myrmidon* was lying in Banana Creek, River Congo, Western Africa, WILLIAM TORRENCE, able seaman, fell overboard. Mr. DE SAUSMAREZ was officer of the watch, and although a strong current was running at the time, and the river was infested with sharks, he immediately jumped overboard, secured TORRENCE (who could not swim), swam with him to the pier, and supported him there until assistance came.

It would be difficult to conceive an act of more cool and collected courage than the one in question. It is just one of those deeds of daring and of noble self-devotion for which the coveted Albert Medal, or the Gold Medal of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, should be reserved. To swim to the aid of a drowning man in a rapid stream and in the night, with the possibility of being clutched by him you go to save, is itself a work of danger; but to do so in an African river, abounding with the terrible shark, is fourfold more so. Indeed, *fully to realize the heroism of such an act*, it is almost necessary that one should have himself beheld those ravenous monsters of the deep, should have watched the ominous black fin cleaving its way along the water's surface, or in the night have seen the luminous track which alone betrays his villainous presence, and warns the unwary mariner of the terrible fate that awaits him should he loose his hold, and fall thus literally into the very jaws of death.

These Western African rivers, moreover, abound with the ground-shark, which, as the name implies, lives chiefly in their lowest depths, where it subsists on other fish, and on the carcasses of land animals that have been drowned or thrown into the stream, but which will rise in a moment, and drag down to its fell retreats any hapless living creature which it may descry above, swimming or struggling for life on the water's surface, at the very verge of its own domain.

What must have been the mingled feelings of this gallant young officer!—feelings of hope, of trust, of firm resolve, possibly interrupted by a brief and silent prayer—as he bore his precious freight before him to the pier, yet knew that at any moment on his way both he and his helpless charge might be dragged mercilessly down to the depths below, and dye the river's stream with their hearts' best blood.

If the gallant soldier who has done a deed of glory on the battle-field may prize the medal or the cross which marks approval of his patriotic act, so may the brave fellow who thus "leads a forlorn hope," as it were, for another's weal, proudly receive a similar recognition of his equally heroic deed of love.

### THE SONG OF THE LIFE-BOAT'S CREW.

WE are indebted to THOMAS GRAY, Esq., the talented Assistant Secretary of the Marine Department of the Board of Trade, for the following interesting song adapted to the well-known music "Heart of Oak."

Messrs. CHAPPELL of Bond Street, London, have also very obligingly given us permission to print in our pages the music which Mr. GRAY has so admirably turned to account for the benefit of the Life-boat Cause.

The year 1759, in which the song "Heart of Oak" was written, was probably one of the most memorable years in the annals of Britain. On the colours of our 12th, 23rd, 25th, 28th, 37th, and 51st Regiments, are inscribed the name of "Minden," a name which will ever be distinguished in the annals of our army.

It was on the night of the 12th September in that year that WOLFE and his little army embarked with the view of capturing Quebec. They were crowded into boats, and, favoured by a flowing tide, they proceeded up the broad St. Lawrence to a place which has ever since been called "Wolfe's Cove." WOLFE, who had the poetical element in his composition, repeated in a low voice to his brother-officers as they sat in the boat the fine poem which he had retained in his memory,—GRAY'S "Elegy in a Country Churchyard,"\* WOLFE declaring that he would rather prefer to be the author of that poem than to take Quebec.

After landing, the men struggled up the precipitous cliffs with the aid of boughs and stumps of trees, or by clinging to projections in the rocks; and by the dawn of day the heights of Abraham behind Quebec had been ascended by the immortal WOLFE and his gallant army. Thus, when the day broke, a compact though small army stood at the back of Quebec as if brought thither by magic. He had ordered his troops not to fire until the enemy came within 40 yards. The gallant French general's troops fired as they advanced, when General WOLFE received a shot in his wrist. He bound the wound in his handkerchief. The volley of the British stopped the advance of the French, WOLFE heading his grenadiers to the charge,

\* Strange as this may seem in such a moment of anxiety it was the relief from the weight of an overwhelming thought; such as SHAKESPEARE has exhibited when he makes CASSA and CASCA discuss where the coming day was to break, in the interval that preceded the resolve that CÆSAR should die.

when he was shot again.\* Still he issued his orders, and pressed on. A third shot struck him in the breast. He fell mortally wounded, and was carried to the rear. His eyes were growing dim as he looked upon the battle; and he was sinking on the ground, when an officer near him exclaimed, "They run, they run!" The dying man raised himself on his elbow, and asked, "Who run?"—"The enemy! the enemy!" "Then God be praised!" said WOLFE, after a short pause,—"I shall die happy." These were his last words, and immediately afterwards he expired. The brave French General MONTCALM was also mortally wounded on the occasion. When told that his end was approaching, he answered in a spirit worthy the antagonist of WOLFE,—“So much the better; I shall not live, then, to see the surrender of Quebec.”

More recently a small monument has been raised by a gallant soldier—DALHOUSIE—to mark the very spot where WOLFE received his death wound, blending his fame with the fame of his gallant enemy. On the land side, along which the French General moved, the column bears on it the word MONTCALM; and on its south front, towards which the English General advanced, the word WOLFE is inscribed. On the 18th September, 1759, Quebec capitulated.

The hearts of the English people were stirred to their depths when they heard of the death of the gallant WOLFE, and of the triumph of his little army, which consisted of about 3,000 men.

Again, in this year Admiral HAWKE was driven by the equinoctial gales from his blockade of Brest. CONFLANS, the French admiral, came out with 21 ships of the line, and 4 frigates. Admiral DUFF was off Quiberon Bay with his squadron; and CONFLANS hoped to attack him before HAWKE could come to the rescue. But HAWKE did return, and then CONFLANS hurried to the mouth of the Vilaine, fancying himself secure amidst the rocks and shoals on that shore to which the Britons sailed to the aid of the *Veneti*. The dangers of a sea-fight in such a place had no danger for the brave HAWKE. "Lay me alongside of the French admiral," was HAWKE'S reply to the pilot's remonstrance; "you have done your duty, but now obey my orders." The fight went on until night whilst a tempest was raging. Signal

\* KNIGHT'S *Hist. Eng.*, vol. vi., 235. Lord MARON'S *Hist.*, vol. iv., 166.

# THE LIFE-BOAT'S CREW.

Adapted by THOMAS GRAY (1868), from the "Heart of Oak," by DAVID GARRICK (1759).

-f 100.

*Majestically.*

Music by DR. BOYCE,  
with Accompaniments by G. A. Macfarren.\*

Get rea-dy, my lads! for sad wailings we hear A-rise from yon shipwreck in

ter - ror and fear ; Are we rea - dy the death-deal-ing bil - lows to brave, Son,

\* Printed by permission of Messrs. Chappell and Co., New Bond Street.



bro-ther, and fath-er, and stranger to save? Heart of oak are our ships, Heart of

oak are our men, We al-ways are rea-dy, Steady, boys, stea-dy, The

help - less we'll res - cue a - gain and a - gain.

2. Yes! see! they are off, though dear friends bid them stay,  
 Brave boat, 'neath their still braver hearts she makes way,  
 See, a breaker approaches! she trembles! she sheers!  
 She's cover'd! she's through it! lads,—three hearty cheers!  
 Heart of oak are our ships,  
 Heart of oak are our men,  
 They always are ready,—steady, boys, steady!  
 The helpless they rescue again and again.

3. The wreck they have boarded, the waters dash free,  
 O'er decks, through the shrouds! but most joyful to see!  
 All the helpless are safe; the brave boat nears the shore,  
 The true hearts who sav'd them, are with us once more.  
 Heart of oak are our ships,  
 Heart of oak are our men,  
 They always are ready,—steady, boys, steady!  
 And now they have rescued the helpless again.

guns of distress were heard on every side, and when the morning came, two British ships were found to be stranded; but their crews were happily saved. Four of the French fleet had been sunk, amongst which was the Admiral's ship. Two had struck. This final victory put an end to all the apprehensions then prevalent of a descent upon England. The French Admiral THUROT was to have co-operated with CONFLANS on this occasion. He landed in the north of Ireland, attacked Carrickfergus, which was bravely defended by 72 men, and then went to sea again, having plundered the town, and carried off the mayor and three other men as his prisoners.

It was in this memorable year of 1759, that DAVID GARRICK, the pupil and friend of Dr. JOHNSON, composed the well-known and popular song called "Heart of Oak;" and Mr. GRAY observes that although his song is founded on that of GARRICK, "the words of 'The Life-boat's Crew' are entirely new. To keep the true character of the song, I have retained the old chorus, modified to accord with the burden of my song.

"GARRICK'S song is one intended to stir men's souls to deeds of destructive daring on behalf of their country's honour and glory. Mine refers to deeds as daring and as perilous, if not as glorious—for 'Peace has her victories no less renowned than War.'

"I trust that my humble effort in this way may be the means, not only of stimulating the gallant Life-boats' crews to renewed efforts to save shipwrecked sailors, but also of increasing, if that be possible, public interest in the welfare of the NATIONAL LIFE-BOAT INSTITUTION."

#### A NOBLE RESCUE.

ON Friday night, the 23rd October, 1868, a Government lighter named the *Devon*, was making her way round the Land's End to a western port. She was strongly built, and a good sea-boat, and could well enough have weathered the hard gale which was blowing, but her officers mistook their position, and ran her, in the dark, stern on, upon "the Brissons," a double islet of rock, about a mile from the headland known as Cape Cornwall. As soon as the boats were lowered they were swept away, and the

vessel herself broke to pieces in a very short space of time, drowning seventeen poor creatures, including the captain, and a woman with two children, who had gone on board as passengers. Of the few who tried to buffet through the fierce breakers towards the rock, all but one man were either dashed to death upon it, were submerged in the attempt, or were killed by the floating wreckage of the lighter. This one man, GEORGE DAVIS by name, stouter or more fortunate than his shipmates, after being beaten and bruised upon the crags by the waves, and more than once washed back from his last hope of life, was flung half-senseless and bleeding among the sharp stones of the Brissons; but he managed to crawl beyond the reach of the breakers—the only survivor of the *Devon's* crew. Perched upon the rock, with the black night close and impenetrable around him, nothing to be seen but the gleam of the surf upon the savage waves; nothing to be known of his further chances of rescue till the morning should break; his comrades swallowed up in the raging sea below. Think of him as he sat there, in the dark, cold, hungry, thirsty, and in sore pain from the lacerations made by the sharp limpets, shells, and the pointed crags; while the sea, that had wrecked the doomed vessel and murdered all hands but himself, roared and raved to windward, and swept away leeward into the gloom, where his hope lay, if any hope there was. Life is sweet, but there must have been moments in that dreadful night when the castaway envied his dead shipmates. If morning should break, and not show him the coast near at hand, he must die of thirst and cold—a ten times harder death than the quickly-ended struggle in the great waves.

But if not exactly a "sweet little cherub," something as serviceable and more practical was on the watch "for the life of poor JACK." The old Coastguard man on the headland had made out the wreck of the *Devon* early in the morning. The broken timbers, indeed, were drifting into the surf in the sight of the coast people; but nobody except the old boy caught sight of that "spot of something" moving on the face of the rock. Nor could he get anybody else to see it, though one after the other had a long look through the glass; yet he stuck to the fact so uncommonly hard that by-and-by messengers were sent to Sennen to bid them try and put the life-boat out to the Brissons. They don't want to be "certain" about such things at Sennen: the chance of

saving life is enough to rouse those gallant Cornish shore-birds; and very soon the life-boat was launched with ten stout fisher hands aboard, and MATTHEW NICHOLAS for coxswain. The men pulled through four miles of frightful sea, and came near the rock. Nothing alive was to be seen! There was a corpse or two about the foot of it, and wreckage; but the old Coast-guard man had given them the hard job for nought! They shouted, however, with tough lungs and kind hearts, every time the wind and sea lulled a little; but nothing showed, and the boat was under weigh again for the shore, when the poor castaway, shifting himself to get a dry place to die in, came round a crag into sight. Now, indeed, they "sang out" with a will; but he had not seen them, and could not hear for the bellowing of the breakers. Who knows what silent impulse had made him show himself just before it was too late? for now they mean to have him before nightfall, if seamanship can do it. By-and-by some deep-chested fellow flung his friendly "Aho!" far and loud enough, and GEORGE DAVIS heard and saw the brave boat. Says a hand on board of her, "He threw his hand up in the most wild manner, and looked as if he had got new life in him." So he had; and he moved as if about to come off the rock at once, but they signalled him to wait. There was no coming nigh that boiling water! To windward the waves would have swept the life-boat on the stones; to leeward there were off-lying rocks, and no holding ground. Luckily they had the rocket apparatus, and with it Mr. MORRISON, the Coastguard officer, who then executed a veritable feat on behalf of poor DAVIS. The crew brought their boat to anchor about 180 yards to leeward of the Brissons; and then it was found that the stand of the rocket-tube was too high. They had to lash the apparatus fore and aft, and it was done with all a sailor's quick shiftiness. But even then the apparatus wasn't sufficiently amphibious—the trigger wouldn't go till the line was rove through a ring-bolt. This reads all easy enough; but let the attentive public observe, that practising with the rocket-line on the firm earth is one thing, and fitting it to fly from a small boat, leaping and plunging in the sea, and driving every now and then bows deep in the salt water, is quite

another thing. Still, the little cherub who levelled the old Coastguard man's glass so seasonably, and whispered to GEORGE DAVIS at the right moment to get up and be saved, had his celestial young eye along the rocket tube, and when it was fired it whizzed as straight and clear as could be desired, clean over the ridge of the rock, dropping the line handy to GEORGE, and actually within two or three yards of him. Then Mr. MORRISON fastened the life-buoy on to the line, and signalled to the ship-wrecked man to draw it in. No need, of course, to tell a sailor what else to do, while he had any life at all; but the poor creature was weak and sick, and it was long before he could get the buoy home. When he did, he was too wideawake to take the water where he was sitting, and where the spars of the broken vessel were driving about. He made himself fast inside the cork-ring, and jumped off a clear corner of the rock, and then the crew began to haul him to the boat's side—to which, says the same eye-witness, he came "handsomely," with neck and shoulders clear of the water. But to be towed through a furlong of heavy sea, after being wrecked and pitched among the periwinkles, and scraped on the limpet-shells, and banged against the stones, and chilled all night to the bone, is not exactly a restorative; so poor GEORGE was nearly done for when they laid hold of him. However, the fine fellows stowed him away snug in the stern-sheets, covered him over with their coats, and rowed like mad for Sennen Cove; and when they reached it, they warmed him outside with blankets and a rousing fire, and inside with hot tea and brandy, so that before night he was warmed right through again, and as "good a man as ever." One fact more may be mentioned, which looks as if the "little cherub" really had some sort of hand in the gallant business. The lady who gave the Sennen Life-boat to the NATIONAL INSTITUTION did it to perpetuate the memory of her husband, Mr. GEORGE DAVIS; and GEORGE DAVIS was the name of the sailor saved in this "Bristol fashion," this "ship-shape" and glorious style. "A coincidence!" of course, but so are all the sudden rewards of well-doing, and all the strange linkings between the love of man with the love of GOD.—*The Daily Telegraph.*

### SALVAGE PAYMENTS TO LIFE-BOATS' CREWS.

WE revert to this subject, because we think it very important that it should be understood, and because a legal decision has recently been given in an important case, which will no doubt hereafter have the authority of a precedent, and which it is therefore desirable should be known to the owners of ships and cargoes whose property may from time to time be saved from loss by the instrumentality of life-boats and their crews.

It is important to be reminded that the life-boats of the NATIONAL LIFE-BOAT INSTITUTION are provided by the voluntary contributions of the public, for the purpose of saving lives alone; and that the Committee of Management of the Institution have felt it most important to confine their operations alone to that humane work, as the ONE function of themselves, of the life-boats, and of the crews whom they invite to work them.

Indeed it is evident that on no other principle could such a work be conducted; for if it were once yielded that it was the proper function of a life-boat and the *duty* of its crew to save property, the work would become a matter of business rather than a work of humanity, and the benevolent and humane persons who now so readily, indeed enthusiastically, support it, might properly consider, and no doubt would consider, that it was a matter for the consideration of shipowners alone, they and their servants being alone interested in it.

Accordingly it was long since decided, and we think most wisely so, that although, in the interest of the owners of ships and cargoes, the Institution's life-boats should be *permitted* to save property, when no other means of saving it were available, yet that, in order to separate that work entirely from the proper work and duties of the life-boats and their crews, it should be altogether optional on the part of the men, who were instructed to consider the boats lent to them, on certain conditions, for its performance.

In acceding to this *extra* use of the life-boats the Committee have felt that they

were conferring a favour on the owners of property, and also on the life-boat men—on the former, by saving their property at a moderate per-centage on its value, proportional to the difficulty and risk incurred in saving it; and on the latter, who are always poor men, and often earning only a precarious livelihood, by thus affording them the means of assisting vessels in distress, at a pecuniary gain to themselves.

Before referring more especially to the case which has in part led to these remarks, it will be well that we should, once for all, emphatically state, that so small is the actual profit accruing to the Institution from the share of salvage payments which is claimed to cover their risk of damage, that it is not worth consideration; and that therefore, if it were not for the interest of the owners of property and of the boatmen, they would much prefer that their life-boats were not so used at all.

We will now briefly relate the case above referred to:—

On the 5th of August last the ship *Empire Queen*, of 957 tons burden, laden with timber, from Quebec, went aground on the back of the Arklow bank, 7 miles from the nearest land. Her distressed state being seen from Arklow, 9 miles distant, the life-boat of the NATIONAL LIFE-BOAT INSTITUTION at that place proceeded to her aid, and on boarding her, the coxswain of the life-boat was requested by the captain to land his second officer to proceed to Dublin for a steamer to get the ship off the bank, and convey her to Dublin or Kingstown, and for luggers to lighten her of part of her cargo, for which service he promised to pay 50*l*. After the return of the Arklow life-boat to the shore, the vessel was boarded by the Courtown life-boat, which boat, at the request of the captain, remained by the ship whilst the crew of the latter, aided by some smacks and a steamer from Dublin, lightened her of her deck cargo. The ship's crew twice left her in the course of the following day, and at night took refuge in the life-boat, from feeling the insecurity of their position on board her. Indeed, had not the life-boat remained that long time alongside the ship, the crew would not have remained

by her, she would not have been lightened, and would to a certainty have been lost. On the morning of the 7th August, not feeling themselves any longer safe aboard, and all efforts to get the ship off the bank having proved unavailable, all hands, 21 in number, were taken into the life-boat, and landed at Wicklow, the ship being left a derelict.

Subsequently the coxswain and crew of the life-boat asked 200*l.* from the owners and underwriters, in consideration of their remaining two nights and nearly two days by the ship, and being thereby indirectly instrumental in saving her. Their request, however, was refused; and the Admiralty Court has postponed its decision on it.

On the wind freshening to a moderate gale, on the morning of the 7th, the Arklow life-boat again went off to the vessel, followed by the steamer (which had previously gone to Arklow for shelter with the smacks), in order to take off the crew; but on reaching her it was found that those on board her had already left, and that the vessel was "hard and fast" on the bank, with sixteen feet of water in her hold. The life-boat, therefore, towed by the steamer, again returned to Arklow.

On the evening of the 7th, the *Empire Queen* was observed from Arklow to be in motion, and the life-boat at once again went off to her; but before doing so, the coxswain, instructed by DR. HALPIN, the zealous honorary secretary of the Branch, informed the agent to the owners of the circumstance, and the captain of the ship being also in Arklow, he, at their own request, took them out in the life-boat, to reconnoitre the ship. On reaching her, they found her afloat outside the bank; she would, however, have again grounded on it, and they had great difficulty in getting her clear; but by hoisting the life-boat's sails on board of her, and tricing up "on end" the ship's boats on her deck, to catch the wind (her own sails having all been taken ashore by the smacks), she was got away, although in a disabled state, and with the subsequent aid of two tug steamers and a smack, was safely conveyed to Kingstown, where she

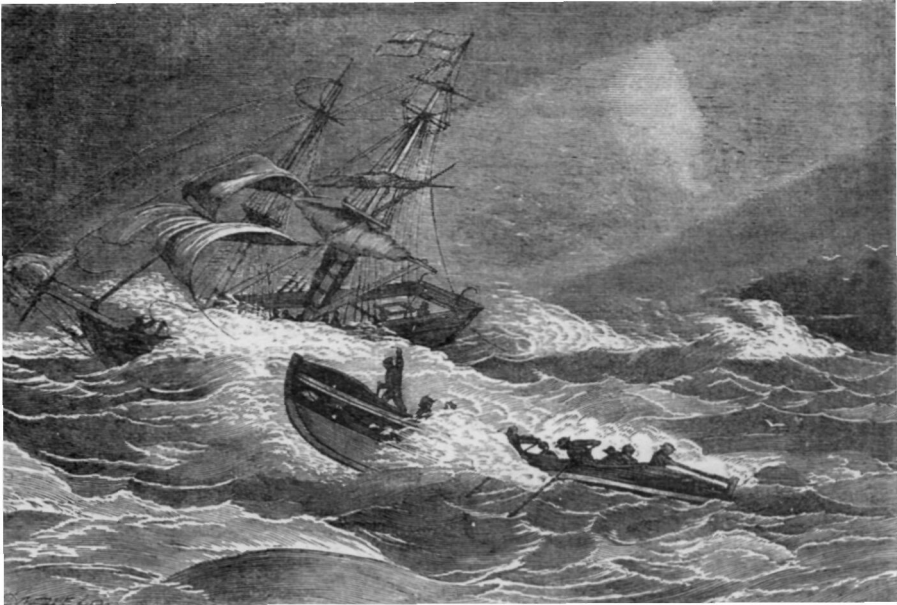
was moored in safety on the morning of the 8th, and the life-boat again arrived at her station on the night of the 9th.

For these services, as no agreement could be come to with the owners and underwriters, a claim of 1,500*l.*, *pro forma*, in behalf of all the parties engaged in the salvage, was put in, and the case was left to the decision of the Admiralty Court, 300*l.* of the same being in behalf of the Arklow life-boat and her crew. In justice to the salvors in general on the coasts of the United Kingdom, it is right to state, that when it is decided to take any case into the Admiralty Court, in consequence of failure to make terms by mutual agreement, a formal claim is put in, generally for a larger amount than is expected, or than would be asked for under private arrangement, in order to make sure that the amount shall be sufficient to cover all just claims in complicated cases, and perhaps also as a set-off to the extra expenses and loss of time occasioned by the legal process.

The above case came on for trial on the 13th of November last, when the defendants demurred to so large a sum being awarded to the life-boat and her crew as claimed by the latter. The trial lasted until the evening of the 23rd November, when Judge Townsend, in summing up, pronounced the following words:—"After every due deliberation, I have to remark that the averment of the defendants, that the life-boat should not seek salvage to such an amount, I must differ from; inasmuch as I believe life-boats are the proper boats for such service, since they can approach a stranded vessel when none others dare, which has been the case with the *Empire Queen*, as proved by the master of the smack *Pigeon*, which put off before the life-boat, and he said he was afraid to cross the Bank. Under these circumstances, I feel I shall be doing my duty in awarding 300*l.* for the services of the life-boat; and in consideration of the promptness and alacrity displayed by DR. HALPIN (the honorary secretary to the Institution at Arklow), in mustering a crew, and their zeal in applying all means within their reach, whilst on board, to save the ship and cargo, I feel bound to award the plaintiffs their full costs."

As stated above, we consider this a very important decision, and that it cannot be too generally made known to the owners of ships and cargoes on the high seas.

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



**HOLY ISLAND.**—On the 29th April, 1867, the *Grace Darling* life-boat went off and assisted safely into harbour two fishing-smacks, which were observed in distress during very stormy weather. Had it not been for the services of the life-boat, one of the boats would have had to remain outside the harbour all night, at great risk to the lives of her crew.

On 24th January following the life-boat again went out, during a hurricane from the S., to the assistance of the schooner *Mischief*, of Carnarvon, which had gone ashore on the Parten Stiel Rocks, about a mile and a half to the south of the island, and had hoisted a flag of distress. After an hour and a half of great exertion, the life-boat behaving admirably, the vessel was reached, and five men and a boy were safely taken to land. A fishing-coble, which also went out to assist the *Mischief*, was unable to reach the wreck.

**ORME'S HEAD, LLANDUDNO.**—On the 20th September information was received here, that the smack *Jane*, of Carnarvon, was riding outside the Orme's Head dismasted, and with signals of distress flying. The wind was blowing strong from the north. The *Sisters' Memorial* life-boat was

quickly manned and launched, and on arriving alongside, found the vessel fast drifting towards the rocks with her mast and all the gear overboard. They took off the captain, his wife, and 2 men. The life-boat was afterwards taken in tow by the steamer, *Prince Arthur*, to Beaumaris.

**HOWTH, IRELAND.**—On the 12th Sept., during a strong gale of wind, the schooner *Splendid*, of Dublin, was seen making for Howth harbour in a disabled condition, with her mainsail blown to pieces. She afterwards anchored in a dangerous position near the Baldoyle Sand. The life-boat stationed at Howth put off and brought the vessel and her crew of 6 men safely into harbour.

This life-boat again went out on the 3rd January, 1868, under the following circumstances:—

About midnight, the wind blowing a fresh gale from the S.E., and heavy sleet falling, signals of distress were observed from a vessel on shore on the Baldoyle Sand. The life-boat was manned with most praiseworthy celerity, and after considerable difficulty got alongside the vessel, which proved to be the schooner *Seven Brothers*, of Wicklow. The master and 2 men were then rescued and brought to shore through a heavy surf and broken water.

WHITBY, YORKSHIRE. — On the 30th September, whilst the schooner *Comot*, of Whitby, bound from Lowestoft to Seaham, in ballast, was riding at anchor in Sandsend Roads, the wind suddenly changed from N.W. to N. by E., causing the vessel to part from one anchor. The master, fearing the vessel would drift on to the rock, slipped the remaining cable, and bore away for Whitby, where she was stranded on the sands. As soon as the danger was observed from the shore, the *Lucy* life-boat, stationed at Whitby, was launched in a heavy sea, and fortunately succeeded in taking off the vessel's crew of 4 men, and afterwards in landing them in safety.

The same life-boat, on the 2nd January, 1868, was again called into requisition:—

About 7 P.M. of that day, the steam-tug *Swan*, which was towing the sloop *Industry* and the schooner *Mulgrave* into Whitby harbour, struck against the pier, in consequence of a heavy sea on the bar, and became disabled, the tow-ropes being also broken. The vessels drove ashore on the beach north of the West Pier, and ultimately the *Industry* was sunk and the *Mulgrave* stranded. The life-boat was promptly got out, and in one journey took off the crews of both vessels, 2 men from each. The *Industry* was full of water when her crew were rescued. The wind blew strong at the time from E.S.E.

SCARBOROUGH, YORKSHIRE. — On the 30th September, the brigantine *Sybil*, of Yarmouth, was run into by another vessel, whilst riding at anchor during a gale of wind in Scarborough Roads, and seriously damaged. The crew made signals of distress and a cable went off; but on account of the very heavy sea running, she could not venture alongside, and the life-boat at Scarborough was therefore launched, and succeeded in rescuing the shipwrecked crew of 4 men.

Mrs. COCKROFT, the benevolent donor of this life-boat, died some months ago. It replaced the life-boat which had become unmanageable, and was destroyed, during a gale of wind on the 2nd November, 1861, when, nobly aiding the crew of the boat, LORD CHARLES BEAUCLERCK and other brave men lost their lives at Scarborough. In 1867, his lordship's daughter, Miss LAURA THERESA BEAUCLERCK, married LORD MILTON, the eldest son of the EARL FITZWILLIAM, K.G. On the first occasion, after her marriage, of LADY

MILTON's visiting, with her husband, the noble Earl's Irish tenantry, they feelingly alluded, in their congratulatory address, to her beloved father, who had so nobly perished while attempting, on the occasion in question, to save the lives of others.

It may be added, that soon after the distressing occurrence, the Institution presented, in memoriam, its silver medal to the head of his Lordship's family, his Grace the DUKE OF ST. ALBAN'S, who gratefully accepted it, and stated that it would be preserved in his family with their most cherished heirlooms.

BRAUNTON, DEVON.—On the 17th October, the brig *Ruth*, of London, went ashore on Saunton Sands during squally weather. The *George and Catherine* life-boat put off and rescued the crew of 9 men. The captain of the vessel communicated to the Chairman of the Local Committee his thanks in the following terms:—"I feel bound to state my great satisfaction and thankfulness at the prompt and smart manner in which the life-boat put off to our assistance and rescue, and which, in all probability, was the means of saving myself and crew of 8 men from the immediate danger of being lost."

ARKLOW, IRELAND.—On the 11th September, the smack *Kate and Mary*, of Arklow, was observed riding at anchor in a dangerous position during a fierce gale of wind from the S.E., a boy only having been left on board. The *Arundel Venables* life-boat, stationed at Arklow, was quickly launched, but had only got a short distance when she was filled with the heavy seas, took sternway, and got broadside on the North Pier Head. At this juncture Capt. EDWARD KEARON jumped off the pier into the boat, and encouraged the crew to persevere in their efforts, and the boat attempted a second time to get through the broken water, but was again driven back, and would have struck against the Pier Head, had not a cross sea taken her on her starboard bow and canted her to the north. A third attempt was made, and this time she succeeded in getting through the surf and in reaching the smack. The master of the smack, who had been taken off from the shore in the life-boat, was then put on board his vessel, which subsequently got away in safety.

MULLION, CORNWALL. — About ten o'clock on the night of the 21st October, during foul weather and in a thick fog, an

alarm was given that a vessel was in distress off Pollurrian Cove, about a mile and a half from the life-boat station. The *Daniel J. Draper* life-boat was immediately launched, and was fortunately the means of rescuing three of the crew of the stranded vessel, which proved to be the barque *Achilles*, of Glasgow, bound from Miramichi to London with a cargo of timber. The Coastguardmen, who were the first to see the distressed vessel, had before the arrival of the life-boat been able to save the remainder of the crew by means of the rocket apparatus.

LLANDDWYN, ANGLESEY.—On the 21st October, the *John Gray Bell* life-boat, stationed at this place, put off and rescued the crew of 11 men from a small boat belonging to the barque *James Campbell*, of Shelburne, N.S., which had stranded on the North Bank, about 2 miles E.S.E. of Llanddwyn Point, during a strong S.W. wind and heavy rain.

#### SUMMARY OF THE

#### MEETINGS OF THE COMMITTEE.

Thursday, 3rd Sept., 1868. Sir EDWARD PERROT, Bart., V.P., in the Chair.

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

Read and approved the Report of Capt. J. R. WARD, R.N., the Inspector of Life-boats of the Institution, of the 30th Aug., on his visits to New Brighton, Ramsey, Douglas, Cleethorpes, Withernsea, Louth, Donna Nook, Theddlethorpe, Sutton, Skegness, and Hunstanton.

Also the Report of Capt. D. ROBERTSON, R.N., the Assistant Inspector of Life-boats, of the 27th Aug., on his recent visits to the Eastbourne, Hastings, Winchelsea, Rye, Dungeness, Ramsgate, Broadstairs, Margate, Kingsgate, North Deal, Walmer, and Kingsdowne life-boat stations.

Reported the receipt of the following Special contributions in aid of the funds of the Institution, since the last Meeting:—ROBERT KER, Esq., of Auchinraith, N.B., for the *John R. Ker* memorial life-boat establishment at Southend, Cantyre, 1,500*l.*; the EARL OF STRAFFORD, P.C., for the *Agnes Harriet* life-boat for Weymouth, 450*l.*; the Independent Order of Odd Fellows (Manchester Unity) first year's subscription in aid of the support of their life-boat at Cleethorpes, Lincolnshire, 50*l.*; Capt. MONTAGUE PASCO, R.N., further on account of the life-boat fund, 50*l.*; contents of Contribution Box at Gloucester Custom-house, per A. STREWART, Esq., 8*l.*—*To be severally thanked.*

Produced an extract from the will of Admiral the late EARL OF SURESBURY AND TALBOT, in which he bequeathed 250*l.* to the Institution.

Also an extract from the will of the late EDMUND ASTROP, Esq., of Hull, in which he left 19*l.* 19*s.* to the Society.

Reported the transmission of the Cleethorpes

new life-boat to its station. This boat, which, as before stated, was the gift to the Institution of the Independent Order of Odd Fellows (Manchester Unity), was exhibited at the Crystal Palace and at Windsor before being sent to its destination. Subsequently a grand demonstration took place at Grimsby and Cleethorpes on the occasion of the public presentation and launch of the life-boat, upwards of 50,000 persons being present.

Reported also that the new life-boat for Cromer, Norfolk, the cost of which station had been presented to the Society by BENJAMIN BOND CABRELL, Esq., F.R.S., had been forwarded to its destination; a free conveyance having been given to the boat by the Great Eastern Railway Company from London to Norwich. The boat was publicly named and launched on Friday, the 4th Sept., under the superintendence of the Inspector of Life-boats to the Institution.—*The Railway Company to be thanked.*

Reported also that the Broadstairs life-boat had been publicly named and launched at its station on the 25th Aug. last, under the superintendence of the Assistant Inspector of Life-boats to the Institution.

Read letter from Mr. PATTERSON, of Hull, calling attention to his plan for launching life-boats in rough weather.—*To be thanked.*

Reported the decease of Mr. T. J. POOLER, and Mr. J. MARSHALL, the Honorary Secretaries respectively of the Dundalk and Banff branches of the Institution; and that Mr. P. G. MACLOUGHLIN, and Mr. JAMES WATT, had become their successors.

Reported that the EARL OF DARTMOUTH had organized exhibitions of industrial work on his estates at Slaithwaite, near Huddersfield, and Sundwell Hall, Staffordshire. The proceeds of the articles sold amounted to the cost of a Life-boat, which was to be named the *Augusta*, after the Countess of Dartmouth, and to be presented to the Institution.—*To be thanked.*

The Secretary of the Institution reported that, on the invitation of the Ilfracombe Life-boat Committee, he had attended an inquiry held by them into the circumstances attending the reported refusal of the crew of the Ilfracombe life-boat to proceed to the assistance of a shipwrecked crew on the 22nd August.

It appeared that on the afternoon of that day, a schooner was seen during a heavy gale, in distress, some miles off Ilfracombe. The wind at the time was so far in upon the coast, that it was a matter of the greatest doubt whether the life-boat would be able to weather the Point off Hillsbro', which she necessarily must have done to get to sea. Had she failed in so doing, she must have been dashed to pieces on the Point, and every man drowned. This risk the crew of the Ilfracombe life-boat could not be induced to run. And further, had she cleared the Point, she could not have fetched the schooner by miles. The crew of the distressed schooner were, however, meanwhile taken off by a passing steamer. For the above reason, too, the crew of the Ilfracombe life-boat would not go to the assistance of the crew of the ship *Home*, of St. Andrew's, New Brunswick, at anchor, with her masts gone, on a lee-shore in Lynmouth Bay, a distance of twelve miles; a message to that effect having been sent to Ilfracombe. Fortunately, the crew of this vessel, with the exception of two men, were saved by the exertions of the local inhabitants. One of these lost his life early in the evening, in attempting to swim ashore with a line. The other was in one of the ship's boats at the vessel's side, the following morning, when it was swept away by a tremendous sea and dashed on to the rocks, where the man perished. And



thus one of these lives was lost before—under any circumstances—the life-boat could possibly have reached the ship. The life-boat was in admirable order, and there was only one opinion as to her sea-going qualities. Two experienced master mariners, resident in Ilfracombe, who were eye-witnesses of the whole proceedings of the day, have since written to N. VYE, Esq., J.P., the Hon. Sec. of the Ilfracombe Branch of the Institution, stating their firm opinion that the boat could not have weathered the coast, outside the harbour. The sea was running so high, and the wind so nearly dead on shore, that it would have been madness to have attempted it: it was one mass of broken water from Warphouse to Beacon Point, and the surf on the Buggy-pitt Shoal was like a boiling cauldron, and no steamer or any other vessel could have gone through it in safety.

It will be seen on reference to page 27, that the life-boat has been twice subsequently manned with the greatest alacrity, when her services were called for; and that the behaviour of the crew on the occasion was all that could be desired.

Paid 557l. 1s. 6d. for sundry charges on various life-boat establishments.

Voted 11l. 3s. 6d. to pay the expenses of the Courtown life-boat, in putting off, on the 14th August, in reply to signals of distress, during a heavy gale from the S.S.E., to the assistance of the crew of the schooner *Annie Jane*, of Run-corn, which had stranded in the roadstead. Owing to the tremendous sea running, the boat failed at first to reach the vessel, and had to be beached. She was, however, quickly launched a second time, and by means of a hawser got alongside, and at the request of the master 6 of the life-boat men boarded the schooner, and succeeded in pumping her dry. After remaining alongside some time the life-boat returned to the shore with the captain's son. The Cahore life-boat also put off to the assistance of this vessel.

The Courtown life-boat also went off on the night of the 5th August, to the assistance of the crew of the ship *Empire Queen*, of Dublin, which, during foggy weather, had stranded on the south end of the Arklow Bank. The life-boat remained alongside until 9 o'clock on the morning of the 7th, when she took on board 21 persons, and afterwards landed them safely at Wicklow. The life-boat was occupied 68 hours in this service.—*Expense of service*, 73l. 6s. 5d.

Reported the services of the Arklow life-boat in putting off, on the 5th and 6th August, with the view of saving the crew of the *Empire Queen*, of Dublin. On the first occasion the life-boat was employed to send a message to Dublin for the assistance of a steamer. On arriving alongside the ship the second time, it was found that her crew had already been saved by the Courtown life-boat, as stated above. In the evening of the 7th August, the life-boat a third time put off and succeeded, with two steam-tugs and a pilot-boat, in taking the vessel safely into Kingstown Harbour. *Paid by the owners of ship and cargo*. The life-boat stationed at Cahore had likewise put to the assistance of the same vessel, at an expense to the Institution of 7l. 14s.

Voted 6l. 12s. to pay the expenses of the Padstow life-boat in putting off, during a heavy W.N.W. gale, on the 22nd August, and bringing safely ashore the crew of 4 men from the French smack *Jules Josephine*, which was totally wrecked on the Doom Bar Sands while attempting to enter Padstow Harbour.

Also 15l. 8s. to pay the expenses of the Tenby life-boat in going off twice during a strong gale, and rescuing 20 men from the brigantine *Nameless*, and the schooner *Emily Ann*, of Carnar-

von, which were in distress off Tenby, on the 22nd August. Ten of the rescued men taken from the *Emily Ann* formed the crews of the brigantine *Helen Anna*, of Cork, the brig *Peregrine*, of Cork, and the schooner *Sarah Pringle*, of Liverpool, they having taken shelter on board the *Emily Ann*, their own vessels having been previously wrecked.

Reported the services of the Barmouth life-boat in putting off on the 24th August and rendering assistance to the ship *Favourite*, of Fleetwood, which was dismasted, and exhibiting signals of distress about 7 miles from Barmouth.

Also the services of the Swansea life-boat in going off, on the 26th August, in reply to signals of distress, and remaining alongside the barque *Economist*, of Milford, which had stranded on the Swansea Flats. At the request of the captain and pilot, the life-boat remained by them for 6 hours. The captain of the vessel was subsequently, with the assistance of the life-boat, taken on board a steamer. *Expense of service*, 15l. 5s.

Voted 142l. 4s. to pay the expenses of the life-boats of the Institution stationed at Porthcawl, Eastbourne, Hayle, Winchelsea, Cahore, Hunstanton, New Brighton, Sutton, Great Yarmouth, Porthdinllaen, Blakeney, and Padstow, in going off in reply to signals of distress from various vessels which did not ultimately need their services.

Also the Silver Medal of the Institution to ROBERT ROE, Esq., J.P., and a reward of 10l. 10s. to 7 other men, in acknowledgment of their intrepid services in assisting to save the lives of some of the crew of the ship *Home*, of St. Andrew's, New Brunswick, which, during a heavy gale of wind, was observed to be in a very dangerous situation in Lynmouth Bay, North Devon, on the 22nd August.

Also the thanks of the Institution and 3l. to Mr. W. SELWAY, master of the pilot yawl *Lady Clive*, of Pill, Bristol, and 3l. to his crew of 2 persons, for saving, at considerable risk, in a gale, and very heavy broken sea, one of the crew of the barque *Admiral*, of Jersey, which suddenly foundered about 5 miles off Lundy Island, on the 23rd August.

Also 5l. to Capt. JONES, master of the steam-tug *Ely*, as an additional acknowledgment of his services in assisting to save the crew of the sloop *Wool Packet*, of Dartmouth, in Nov. 1866. Capt. JONES was suffering from chronic bronchitis, induced, in a great degree, by his exertions on the occasion of the above wreck. He had already received the Silver Medal of the Institution for his gallant services.

Also 4l. to 2 men, for wading into the surf at some risk of life, during a strong E.N.E. gale, and saving, by means of ropes, the crew of 3 men of the sloop *Mary Dawson*, of Campbeltown, which in two hours after the rescue had been effected became a total wreck, at Balnabruack, N.B., on the 13th August.

Also 3l. to the crew of 6 men of a fishing-boat, for putting off twice and saving the crew of 5 persons from the sloop *Mary Ann*, of Cardigan, which had stranded on the Shot Bank, Cardigan Bar, on the 29th July.

Also 2l. to the crew of the fishing-boat *Rose*, of Broughty Ferry, Dundee, for rescuing the crew of 4 men from the boat of the schooner *Jean*, of Aberdeen, which vessel had been abandoned by her crew in a sinking state, on the 4th August.

Also 2l. to the crew of a small shore-boat, for going off during a strong breeze and saving 2 men from the cutter-yacht *Una*, of Dartmouth, which had capsized off the Torcross Coastguard station, Devon, on the morning of the 28th July.

Also 1l. to 2 men for putting off in a small boat from the lugger *Sappho* and rescuing a woman

from the schooner *Breezer*, which had been in collision with another vessel off Walmer Castle, on the 3rd June.

Thursday, 1st October, THOMAS CHAPMAN, Esq., F.R.S., V.P., in the Chair.

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

Also the Report of the Inspector of Life-boats of the 27th September, on his recent visit to Wells, and to the following life-boat stations on the Norfolk and Suffolk coasts: Blakeney, Cromer, Mundesley, Sheringham, Bacton, Hasborough, Palling, Yarmouth, Winterton, Caister, Gorleston, Lowestoft, Pakefield, Kessingland, and Southwold.

Also the Reports of the Assistant-Inspector of Life-boats of the 16th and 22nd September, on his recent visits to Kingsgate and to Lynmouth.

Reported the receipt of the following Special Contributions in aid of the funds of the Institution since the last meeting:—THE MARQUIS OF WESTMINSTER, 200*l.*; ROBERT KERR, Esq., for the Coxswain's House at Southend (Cantyre), in addition to 1,500*l.* to defray the cost of the life-boat station, 150*l.*; Newcastle, Tynemouth, and Cullercoats Branch, per HUGH TAYLOR, Esq., 100*l.*; Dublin Branch, per Mr. S. B. TAYLOR, 50*l.*; Miss H. USBORNE, in aid of the Lynmouth Bay Life-boat Station, 25*l.*; Miss CARTWRIGHT, 21*l.*; JOSEPH GORF, Esq., 20*l.*; Collected in the Bristol Mercantile Marine Office, per Capt. T. SMITH (additional), 17*l.*; Sussex Life-boat Fund, per Capt. ROYER, R.N., 16*l.*; Thank Offering at the Harvest Festival Service at Arreton Church, Newport, Isle of Wight, on the 26th August, per Rev. R. W. DURRANT, 2*l.* 1*s.* 2*d.*

Produced extracts from the following wills, containing bequests to the Society:—the late Mrs. WARNER, of Lyncombe, Somerset, for the purchase of a life-boat, to be named the *Richard Warner*, 250*l.*; the late Miss WARNER, for a life-boat, to be named the *Anne*, 300*l.*, duty free; and another legacy of 50*l.*, duty free, in augmentation of her mother's bequest as above mentioned.

Read letter from Mr. SAMUEL SHAWCROSS, the Secretary of the Ancient Order of Foresters, of the 11th September, forwarding a cheque for 50*l.* in aid of the maintenance of their life-boat at Newquay (Cardigan). Mr. SHAWCROSS added that the Order had already collected 375*l.* towards the cost of a second boat, which they hoped to see launched at Sunderland next year.—*To be thanked.*

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

Read letter from Mr. T. GARWOOD, of Wells, Norfolk, stating the necessity of a life-boat being stationed at that port.

Decided on the Report of the Inspector of Life-boats, that a life-boat station be formed at Wells, and that it be appropriated to Mr. E. B. ADAMS, surgeon, of Bungay, Suffolk, who had been most assiduous in promoting the "Penny Reading Life-boat Fund," which had already realized a considerable amount.

On the application of the local residents, and on the Report of the Assistant Inspector, it was also decided to form a life-boat station at Lynmouth, North Devon, where the ship *Home* was wrecked on the 22nd August. A lady living in Yorkshire had presented to the Institution 400*l.* to defray the cost of the life-boat, "In memory of a very dear brother," the boat being named the *Henry*.—*To be thanked.*

Decided to give 50*l.* to the Seratby boatmen to assist them to put their salvage life-boat in a state of thorough repair.

Produced a prospectus of the Manchester "Shilling" Life-boat Fund, which had received the sanction of the Manchester Branch of the Institution.

Read letter from E. CHAMBERS, Esq., of Reigate, of the 30th Sept., approving of the New-castle (Dundrum Bay) life-boat being named the *Reigate*. He had collected nearly 300*l.* from his friends and others to defray the cost of the life-boat.—*To be thanked.*

Read letter from Mr. JOHN HILL, of Liverpool, calling attention to his plan of life-boat.—*To be acknowledged.*

Paid 729*l.* 7*s.* for sundry charges on various life-boat establishments.

Voted 45*l.* 19*s.* to pay the expenses of the Cahore and Courtown life-boats in putting off to the assistance of the ship *R. H. Tucker*, of Wisconsin, United States of America, which had struck on the Blackwater Bank on the evening of the 7th Sept., and on the following day was totally destroyed by fire. The Cahore life-boat reached the vessel early in the morning of the 8th, and took off 5 persons from the ship, and placed them on board the steam-tug *Ruby*. The same life-boat afterwards brought ashore 8 of the vessel's crew. The Courtown life-boat remained by the vessel until the evening, when the ship caught fire, and the 14 remaining men got into the life-boat and were safely landed at Courtown.

Also 50*l.* in aid of a subscription for the widows and orphans of four coastguard men, who were unfortunately drowned by the capsizing of a boat in which they, with 2 others, had put off to the assistance of the above-named ship. The boat belonged to the Curracloe, Co. Wexford, Coastguard Station. 2*l.* 10*s.* were also voted to 4 men for wading into the surf, and assisting to save the remaining 2 men capsized from the boat.

Also 13*l.* to pay the expenses of the Tenby life-boat in going off, during a heavy S.W. gale, and saving the crew of 4 men of the schooner *Carnsew*, of Hayle, which was at anchor in a very dangerous position off the east end of Caldy Island on the 29th Sept.

Also 11*l.* 19*s.* to pay the expenses of the Redcar life-boat in putting off during a fresh wind and in a heavy sea and saving the crew of 2 men of the fishing-coble *Sybil*, of Redcar, which was in great danger in the roadstead, on the 25th September.

The life-boat, previous to performing the above services, had gone off and brought ashore the crew of 3 men of the fishing-coble *Gentle Annie*, which was lying at anchor in a dangerous position under the lee of the Salt Scar Rocks.

Also 9*l.* 10*s.* to pay the expenses of the St. Andrew's life-boat in going off during a gale from the east and rescuing, with some difficulty, the crew of 8 men of the brig *Oscar*, of Tonsberg, which stranded and afterwards became a total wreck amongst the rocks, a short distance from St. Andrew's Harbour, on the 19th September. The shipwrecked men had to drop one by one into the sea, whence they were hauled into the life-boat.

Also 8*l.* 6*s.* to pay the expenses of the Cahore life-boat in going off during a fresh gale, in reply to signals of distress, and saving the crew of 5 men of the schooner *Vivid*, of Wexford, which was stranded about a quarter of a mile from the shore, close to Poulduff Pier, on the 13th September.

Also 8*l.* 4*s.* to pay the expenses of the Llanelly life-boat in putting off during a gale and rescuing 2 out of 3 of the crew of the ketch *Gar-side*, of Bridgwater, which was wrecked off Pem-

brey, on the 26th September. The mate of the vessel had previously endeavoured to swim ashore, and was unfortunately drowned in the attempt.

Also 5*l.* 15*s.*, to pay the expenses of the Howth life-boat in proceeding off during a gale, and through a heavy and dangerous sea, and saving the crew of 4 men of the schooner *Airdrie*, of Stranraer, which had stranded on the Baldoyle Sands, Dublin Bay, on the 25th September.

Also 6*l.* 5*s.* to pay the expenses of the life-boat at Looe, Cornwall, in going off through a heavy sea, and assisting to save from destruction the schooner *Elizabeth Davy*, of Goole, and her crew of 3 men. The vessel was observed in a dismasted state running for the shore in tow of the *Polperro* diving-boat, and had a very narrow escape of striking the rocks east of Looe Island, on the 25th September.

Reported the services of the Newbiggin life-boat in going off and safely bringing into harbour a fishing-boat, belonging to that place, which was in distress, during stormy weather, on the 19th Sept.

Voted 22*l.* 5*s.* to pay the expenses of the Ilfracombe life-boat in going off on the 25th Sept., with the view of rendering assistance to the crews of two distressed vessels. It appears that a schooner was driven on shore between Morte Point and Woollacombe Sands, a distance of seven miles dead to windward. The life-boat was manned with the greatest alacrity, and immediately launched, and proceeded to her assistance. It was blowing a strong gale from the W.S.W. at the time, accompanied by a heavy sea. When outside the harbour the lights of a steamer were seen in the offing, and the life-boat made for and hailed her in the hopes of obtaining assistance, but receiving no answer, and being unable, in consequence of the wind and tide being against her, to reach the vessel, the boat was obliged to return. On going on shore the coxswain heard that the crew of the schooner had been saved. At the same time, however, he was told by Capt. F. B. BARTLETT, of the timber-laden schooner *Promise*, of Exeter, that having landed with part of his crew at Morte, for the purpose of procuring provisions, he had been unable to return with them, and that his vessel was then lying at anchor off Morte, in a most dangerous position, and with but three hands on board. The coxswain at once offered the services of the life-boat, but the captain said he had already engaged a pilot-boat at a cost of 20*l.* to take him to his vessel. He was, however, anxious that the life-boat should proceed thither, since he considered that in the event of the wind shifting to the N.W., and the vessel driving on shore, the lives of the crew would be in great peril. The boat, therefore, again put to sea, but, the distance being six miles dead to windward, many hours elapsed before she could reach the vessel. Fortunately, the wind moderated before the morning, and drew more out of the bay, thus enabling the schooner to weigh her anchor, clear Morte Stone, and run up Channel without requiring the assistance of the life-boat, which got back to Ilfracombe at five o'clock on Saturday morning. The coxswain reported that he never had a more willing or better crew for service on this very dangerous coast.

Also 89*l.* 8*s.* to pay the expenses of the life-boats of the Institution stationed at Douglas, Wexford, Hornsea, Withernsea, Rye, Caister, Kingstown, and Winchelsea for various services during the past month.

Also 7*l.* 10*s.* to the crew of a Caister yawl, for putting off and bringing ashore the crew of 4 men of the schooner *Sisters*, of Sunderland, which was totally wrecked on the Cockle Sand, on the 7th July. The shipwrecked men had been picked up by the brig *Thomas and Mary*, of Sunderland, from

which vessel they were brought ashore by the salvors.

Also 3*l.* to the crew of a fishing-coble, for putting off during an E.N.E. gale and saving the life of the Captain of the sloop *Robert*, of Middlesboro', who had put off in a small boat from his vessel and was rapidly driving near the rocks at Sandsend, near Whitby, on the 12th September.

Also 2*l.* to 4 persons, for putting off in a shore-boat during a strong breeze and rescuing 2 men out of 3 who had been capsized from their boat off Pembroke New Pier, on the 27th August.

Also 2*l.* to 2 men for going off at considerable risk of life in a small curragh, during hazy weather and in a very heavy sea, and saving 3 of the crew of a small skiff, which, while returning home from fishing, was capsized in attempting to cross Dunfanaghy Bar, Co. Donegal, on the 16th August.

Also 1*l.* to a man named OWEN LEWIS, of Holyhead, for saving with his boat 5 persons who had been capsized from their boat during a fresh N.E. wind in Holyhead Bay, on the 17th August.

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

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

Read letter from General Sir WILLIAM KNOLLYS, K.C.B., of the 16th Oct., stating that their Royal Highnesses the PRINCE and PRINCESS OF WALES would have much pleasure in becoming the Patrons of a Grand Bazaar that was to be held at Exeter during Easter next, in aid of the support of the Institution's life-boats on the coasts of Devon and Cornwall.—*To be thanked.*

SIR WILLIAM added that he had submitted to the Prince and Princess a copy of the August number of *Macmillan's Magazine*, containing the article in our present number on the services of the Rams-gate life-boat to the Danish shipwrecked crew, written by the Rev. J. GILMORE.

Their Royal Highnesses expressed their thanks for the Magazine, and added that they would read the life-boat paper with great interest.

Read and approved the Report of the Inspector of Life-boats of the 27th Oct., on his recent visits to Chapman's Pool and Kimmeridge.

Also the Reports of the Assistant Inspector of Life-boats, of the 27th and 31st ult., on his visits to the Peterhead, St. Andrew's, Dunbar, Berwick-on-Tweed, and Holy Island life-boat stations.

Reported the receipt of the following special contributions in aid of the funds of the Society since the last meeting:—The late Admiral the EARL OF CARYSFORT, second donation, 100*l.*; Reigate Life-boat Fund, per E. CHAMBERS, Esq., additional, 100*l.*; Bradford Branch, per Mr. J. M. JOWETT, 79*l.*; Lancaster Branch, per S. ROSS, Esq., 62*l.* 17*s.* 6*d.*; Civil Service Life-boat Fund, per J. A. DOW, Esq., additional, 35*l.*; Bath Branch, per F. BEDWELL, Esq., 30*l.*; Leeds Branch, per H. LUDOLF, Esq., 30*l.*; Sheffield Branch, per JOHN BECKETT, Esq., 29*l.* 18*s.* 6*d.*; TITUS SALT, jun., Esq., annual, 21*l.*; THOS. STILWELL, Esq., 21*l.*; Wolverhampton Branch, per Capt. SEGRAVE, 20*l.*; LORD OVERSTONE, additional, 20*l.*; G. D., 20*l.*; Mrs. ANNE GOMONDE, additional, 20*l.*; Miss ELIZABETH LAWSON, annual, 10*l.*; workpeople of Mr. R. AARON, of Birmingham, per Mr. J. A. BLUNN, additional, 5*l.* 5*s.*; Collection at St. Luke's District Church, Chesterton, Cambridge, per Rev. J. PULLIBLANK, 5*l.*; amount found in Contribution Boxes at South Devon Railway Stations, additional, 3*l.* 1*s.* 9*d.*—*To be severally thanked.*

Reported also the receipt, per W. D. CHILD,

Esq., of 100L, being the amount of the legacy to the Institution of the late Dr. ALDRED, of Richmond, Surrey.

Reported that H. HICKS, Esq., surgeon, of St David's, Pembrokeshire, had stated the necessity of a life-boat being placed in that neighbourhood.—Decided that the *Inspector of Life-boats* be instructed to visit the locality and report thereon.

Reported that the Rev. F. M. MIDDLETON, of Farnborough, had delivered a lecture on life-boats at that place.—*To be thanked.*

Also that a model life-boat and other articles had been lent to the Bolton Mechanics' Institution for their exhibition of works of art, and to Mr. STRATTON, of Hull, for exhibition at a bazaar that had been held in that town in aid of the orphans of sailors and fishermen. Mr. STRATTON stated that these boys were principally poor friendless orphans, and that they had been encouraged to deposit their savings in the bank. They had told him that in the event of their death they had decided that the money they had saved should be appropriated to some such institution as the Life-boat Society.

The Secretary of the Institution reported, that, on the invitation of the *Local Committee*, he had delivered a lecture on "The Life-boat and its Work," in the Town Hall, Worcester, on the 23rd Oct. His Worship the Mayor occupied the chair. The lecture was well attended, and was listened to with much interest.—*Approved.*

Reported that arrangements had been made to send the Ramsey new life-boat to its station on the 13th Nov. The boat would be protected by being covered over with a tarpaulin until the life-boat house had been finished. This valuable life-boat saved, on the 11th Dec., the crews of 4 men of the brigantine *Jane*, of Workington, and 4 men of the schooner *Prudence*, of Aberystwith.

Read letter from THOMAS GRAY, Esq., the Assistant Secretary of the Marine Department of the Board of Trade, of the 13th Oct., forwarding, for the acceptance of the Institution, a song which he had written, and which was entitled, "The Life-boat's Crew." He had adapted it to the music of "Hearts of Oak," as will be seen on reference to p. 16.—*To be thanked.*

Messrs. CHAPPELL, of Bond Street, the music publishers, had most kindly given permission for this music to appear in the present number of the *Life-boat Journal*.—*To be thanked.*

Decided that the thanks of the Institution, inscribed on vellum, be presented to Capt. C. G. JONES, R.N., on the occasion of his retirement from the office of Honorary Secretary of the Courtmacsherry Branch of the Society, in acknowledgment of his valuable co-operation while acting in that capacity.

Also that the thanks of the Institution be presented to Lieut. C. R. K. SMYTH, R.N., the late Honorary Secretary of the Tyrella Branch of the Society.

Decided that another life-boat be sent to Fraserburgh, N.B., in the place of a boat at present on that station, which had become unfit for further service.

Also that a set of cork life-belts, as supplied to the crews of the life-boats of the Institution, be granted to the crew of the salvage life-boat at Winterton, Norfolk.

Also that the thanks of the Institution be presented to Mr. G. C. BEGIE, the Public Accountant, in acknowledgment of his valuable co-operation as the Auditor of the Society during the past sixteen years.

Paid 2,023L for sundry charges on various life-boat establishments.

Voted the Silver Medal of the Institution, and 1L each, to Mr. SYLVESTER MORRISON, second-class

Chief Officer of Coastguard at Sennen Cove, Land's End, and to Mr. MATTHEW NICHOLAS, the Coxswain of the life-boat; and 14L 7s. 6d. to pay the expenses in putting off, on the 23rd October, during a gale, and in a heavy sea, and rescuing, with the aid of a rocket which was fired from the life-boat by Mr. MORRISON over the Brissons Rocks, one man of the Government lighter *Devon*, which had become a total wreck on the Rocks on the previous night. The rescued man, who bears the same name, GEORGE DAVIS, as the husband of the lady who presented the life-boat to the Institution, was observed on the rocks at the dawn of the day, and the service performed in his rescue was in every way a creditable one.

Voted also 22L to pay the expenses of the Buckie life-boat in going off, on the 29th and 30th Sept., and saving 45 men, women, and children, from some fishing-boats which were in great danger off that place.

A little before nightfall on the 29th Sept., eight fishing boats, which were overtaken by the heavy gale then blowing, were seen to make for Craigenroan Bay, two miles east of Buckie, where they took shelter, though they could not land on account of the heavy sea on the shore. There being a number of women and children on board, an effort was made to land them in a small boat, as, apart from their very perilous position, with an increasing gale and night fast approaching, the weakest of them could not be expected to survive many hours more of exposure to such weather. Only three persons were landed, when the experiment was found to be too dangerous to be repeated, and a message was despatched for the life-boat, and in about ten minutes after the arrival of the messenger she was under way to the scene of action, the boat and carriage being dragged by two horses and a hundred willing hands at a rapid pace. The darkness was increased by the torrents of rain that fell, and this, along with the immense breakers that thundered on the beach, made the launching both dangerous and difficult. At length, by united and resolute efforts, this was effected. Another moment, and the darkness enveloped the boat. An occasional gleam of her lantern discovered her movements, until after half an hour's anxious waiting on the part of the multitude on shore, the brave boat was again seen to emerge from the breakers, bearing 20 rescued lives, most of whom were women and children. As soon as these were safely landed, she returned for the rest, bringing back about 15; but part of the crews persisted in remaining in the boats, with the view, if possible, of saving them from drifting to the lee-shore. In the morning, however, it was discovered that one of the boats (in which there were no men) had drifted and gone to pieces; and the storm having rather increased than abated, the men who chose to brave the storm in the boats all the night were seen to hoist signals for rescue. The life-boat was then manned a second time, and the remaining 10 men, making in all 45, were safely landed. The boat behaved splendidly, and the crew were everything that could be desired.

Voted also 17L 5s. to pay the expenses of the Broughty Ferry life-boat in going off on the 24th October, and saving, after some difficulty, the crew of 9 men of the barque *Betty and Louise*, of Hamburg, which, during a strong breeze, had stranded on the Cruivie Bank, near Buddon Ness.

Also 25L to pay the expenses of the large life-boat at Yarmouth in putting off on the 25th Oct., and bringing safely ashore the crew of four men of the brigantine *Francis*, of Shields, which had sunk off the Galloper Sands.

Also 10L to pay the expenses of the Blackpool life-boat in going off on the 30th October, during a gale from the W.N.W., and taking off 12 of the

crew of the schooner *Theodorus*, from Liverpool, which had stranded on the north-west end of the Salthouse Bank.

The Lytham life-boat also put off and brought safely ashore 3 men from the vessel.—*Expense*, 6*l.* 10*s.*

Subsequently the last-named boat went off again, and, with the aid of a steam-tug, succeeded in bringing the *Theodorus* safely into harbour.

Reported the services of the Anstruther life-boat in going off, on the 19th September, during a strong E.N.E. wind, and in a heavy sea, and assisting to bring into harbour the fishing-boat *Active*, of Cellardyke, and her crew of 4 men.

Also the services of the Stromness life-boat in putting off, on the 6th October, during stormy weather, and assisting to bring the schooner *Victor*, of Grimsby, and her crew of 5 men, safely into harbour. The vessel had been riding at anchor in a dangerous position in Hoy Sound.

Also the services of the Silloth life-boat in going off, on the 10th October, during a fresh breeze from the S.W., and saving a man, who was found on a raft formed with two ballast boards and a gaff. The man had belonged to the smack *Rover*, of Annan, which had sunk about three miles off Silloth, and he had floated about a mile before the life-boat picked him up.

Also the services of the Caister life-boat in putting off, during a strong wind and hazy weather, on the 23rd October, to the assistance of the S.S. *Ganges*, of Hull. The boat remained by the vessel four nights, until she floated off the sand, and was towed into Yarmouth Roads by some steam-tugs, accompanied by the life-boat.

Also the services of the Padstow life-boat in going off, on the 24th October, and assisting to save the steamer *Augusta*, of Bristol, which had stranded on the Doom Bar Sands during a gale of wind.

Also the services of the Porthdinllaen life-boat in putting off, on the 29th October, and assisting to bring the flat *William*, of Carnarvon, and her crew of 2 men safely into harbour.

Voted 162*l.* 8*s.* 6*d.* to pay the expenses of the life-boats stationed at Ilfracombe, Kingstown, Rye, Winchelsea, Isle of Purbeck, Port Logan, Peterhead, Dungeness, Tynemouth, Whitehaven, Hasborough, St. Andrew's, and Girvan, in going off, during stormy weather, to the assistance of vessels in distress.

Also the Silver Medal of the Institution to the Right Hon. LORD VISCOUNT BURY, M.P., P.C., and to Mr. CHARLES PRIDE, a Coastguard man, and 1*l.* in addition to the latter, in acknowledgment of their gallant conduct in going off in an open boat, on the 6th October, and saving, at the risk of their lives, one man from the fishing-boat *Alarm*, which had capsized on Christchurch Bar.

Also the Silver Medal of the Society to EDMUND GRAY, Esq., son of Sir JOHN GRAY, M.P., M.D., and to JOHN FREENEY, coachman, in addition to 2*l.* to the latter, for swimming out in a heavy sea, on the 25th September, and bringing a line on shore, and by other means assisting to save 5 men from the schooner *Blue Vein*, of Portmadoc, which, during a strong E.S.E. gale, had stranded opposite Ballybrack Railway Station. A pecuniary reward was also granted to some persons who assisted on the occasion. The vessel struck on the rocks about 200 yards from shore. A line was attached by the crew to a spar and let down from the vessel, in the hope that it would be brought to shore by the waves; but the spar advanced only about one-third of the way between the ship and the land, and the line, consequently, did not come in. A fisherman tried to swim out to the spar, but did not advance more than a few yards, having been immediately driven back by the waves. Mr. EDMUND GRAY, who is an expert swimmer, then

undressed and attempted to swim out, having a line attached to his waist; but when he got out about 60 or 70 yards he was driven back. He tried a second time; but though he succeeded in getting out farther than at first, he was again driven back. The crew on board then attached a cable to the ship's boat, and having launched the boat, it was driven in on the beach, where the rope was secured. Two of the 5 men on board reached the shore by this means. When the third man was passing from the ship to the shore the rope broke about midway, and he was carried along parallel to the shore by the tide, and rescued by FREENEY, who swam out with a line and dragged him in. The ship still lay among the rocks, and as she thumped heavily, seemed in imminent danger of going to pieces. The captain and the other man, who were still on board, having hauled up the cable, which was broken, attached a spar to it, and cast it off, but from some cause the spar made very little way in its progress towards the shore, after it advanced about thirty yards from the ship, possibly owing to its not offering sufficient surface for the wind to overcome the friction of the rope in the water. Mr. GRAY, seeing this, again undressed, and having attached a line round his waist, one end of which was held by some men on the beach, swam out about eighty yards, and grasping the spar, turned towards the shore, but having soon after become exhausted, he was hauled in, bringing with him the end of the rope. For about the last twenty yards he was drawn to shore quite powerless, lying on his back, and was almost insensible when he reached the land; but speedily recovered his self-possession. By means of this rope the captain and the other man were enabled to reach the shore in safety.

Also 4*l.* to a boat's crew for putting off during a light wind, on the 26th September, and in a heavy ground sea, and saving 5 men and a pilot from the schooner *Active*, of Drammen, which had become a total wreck on a ledge of rocks below Barns Muir, a mile and a half west of Crail, N.B.

Also 3*l.* 10*s.* to Mr. HENRY STOCKS, Chief Officer of Coastguard at Kimmeridge, Dorset, and 5 other men for going off in a Coastguard life-boat during a whole gale, on the 25th September, and attempting to save the crew of the schooner *Liberty*, of Portsmouth, which had sunk on the west end of the Broad Bench Rocks.

Also 2*l.* to 5 men for going off in an open boat, on the 13th September, and rescuing 7 persons from the yacht *Nancy*, which had been run into and capsized by the steam-ship *Rose*, off Rosse's Point, Co. Sligo.

Also 2*l.* to WILLIAM HARRIS, of Padstow, for saving another man from drowning, on the 25th September. The two men had been knocked into the sea on the occasion of the stranding of the steamer *Augusta*. HARRIS, although much injured himself, swam to the other man, who was insensible, and succeeded in holding him up until assistance came.

Thursday, 3rd December. 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.

Also the Report of the Inspector of Life-boats to the Institution of the 2nd December, on his visits to Milford, St. David's, and Llanely.

Also the Report of the Assistant-Inspector of Life-boats, of the 1st December, on his recent visits to North Sunderland, Boulmer, Alnmouth, Hauxley, Newbiggin, Blyth, Tynemouth, Cullercoats, Whitehaven, Ramsey, Douglas, Liverpool,

Llanelly, Seaton Carew, Middlesboro', Redcar, and Saltburn.

The Inspector recommended that a life-boat might be stationed at St. David's.

Decided that the life-boat which the EARL OF DARTMOUTH and his tenantry proposed to present to the Institution be placed accordingly at St. David's, where it would be in a central position, and command the whole of St. Bride's Bay; and where it could be launched from several beaches on either side of St. David's. Also that, in accordance with his lordship's request, the boat be named the *Augusta*, after the COUNTESS OF DARTMOUTH.

Read letter from STEPHEN MUSURUS, Esq., the Chargé d'Affaires of His Imperial Majesty the Sultan of Turkey, of the 17th November, stating that his Government were in immediate want of two life-boats, and asking if the Institution would lend them two of its spare boats, as it would take some time for Messrs. FORRESTER to get two new life-boats completed for the Government.—*To be complied with most willingly.*

Reported the receipt of the following special contributions in aid of the funds of the Institution since the last meeting:—Hull Branch, per W. DYSON, Jun., Esq., 121l.; Huntingdon Branch, per PORTO BROWN, Esq., annual, 110l. 5s.; Leicester Branch, per WILLIAM GREEN, Esq., 53l. 13s.; Rev. C. B. BICKNELL, M.A., 25l.; Staffordshire Branch, per J. G. WALKER, Esq., 16l. 16s.; Proceeds of an entertainment at Gainsborough, per Captain PYCOCK and HENRY CROSBY, Esq., 10l. 2s.; Bacup Co-operative Store, per THOMAS BRIERLY, Esq., additional 10l.; Burntisland Branch, per C. K. SIVEWRIGHT, Esq., 8l. 5s. 5d.; Crew of the ship *Arabia*, of Greenock, per Captain M. E. WEBSTER, 2l. 15s.—*To be severally thanked.*

Reported also the receipt of the following legacies to the Institution: the late WILLIAM DANGAR, Esq., of Bishopsgate Street, 200l.; the late DAVID SINCLAIR, Esq., who had been for some years the Honorary Secretary of the Thurso Branch of the Society, 100l.; the late Mrs. ESSEX, of Humshaugh, Northumberland, 50l.

Produced a newspaper account of the death of THOMAS CLAYTON, Esq., of Wakefield, the donor of the Lytham Life-boat, in which it was stated that he had left the Institution a legacy of 250l.

Reported the receipt of an additional contribution of 50l. from the trustees of the estate of the late THOMAS BOYS, Esq., of Hove, near Brighton.

Produced an extract from the will of the late WILLIAM NAYLER, Esq., of Twickenham, in which he left a legacy of 500l., free of duty, for the Institution.

Read letter from BENJAMIN HEAPE, Esq., of Northwood, Manchester, of the 16th November, in which he forwarded a cheque for 200l. towards the cost of the small life-boat the Institution was about to send to Kimmeridge, Dorset. He wished the boat to be named the *Mary Heape*.—*To be thanked, and the boat to be named accordingly.*

Reported the transmission of the Milford and Ramsey new life-boats to their stations.

Demonstrations had taken place with both boats, the Countess of CAWDORE having publicly named the former one in the usual way.

Reported also the transmission to its station of the life-boat sent to replace the present boat at Fraserburgh, N.B.

Read a synopsis of the work of the Institution during the first eleven months of 1868,—as briefly given in the last page.

Decided that the thanks of the Institution, inscribed on vellum, be presented to Mr. G. W. ANDREWS, on the occasion of his retiring from the office of Honorary Secretary of the Newhaven Branch of the Society, in acknowledgment of his valuable co-operation while holding that office.

Produced the following Prospectus of a sale of some fancy-work that was about to be held at the residence of the Misses CARTER, of Harrogate, in aid of the funds of the Institution:—

“HELP TO THE BRAVE MARINERS IN DISTRESS.

At Port Charity has arrived the gallant little craft *Providence*, formerly of Rhyl, now of Harrogate, laden with

A RICH CARGO,  
CHOICE, ELEGANT, AND USEFUL,

TO BE OFFERED FOR SALE, AND DEDICATED  
(In humble dependence on God's blessing)  
TO THE CAUSE OF SUFFERING AND DISTRESS.

The Sale will take place at the Residence of the  
Misses CARTER, Vine Villa, Harrogate,  
On the 9th and 10th days of December, 1868.

The favour of \_\_\_\_\_ attendance  
and support is respectfully invited.”

Read letter from the Count EDMUND BATHYANY of the 20th November, stating that he wished to present a life-boat to the Institution in memory of his late daughter and only child.—*To be thanked.*

Reported that JAMES RYDER, Esq., of Manchester, had forwarded to the Institution, through its Manchester Branch, 370l. to defray the cost of the Ramsey life-boat.—*To be thanked.*

Reported also the receipt of a further contribution of 270l. from the Manchester Branch, through ROBERT WHITWORTH, Esq., the Treasurer, in aid of the support of the thirteen life-boats presented by it to the Institution. Since these boats have been on their stations, they have saved the crews of the following wrecked vessels:—Smack *Star*, of Freedom, vessel and crew of 6 men saved; several fishing-boats of Berwick, 18; galliot *Johanna*, of Norway, 7; ship *Mary Roe*, of Quebec, 7; schooner *Gem*, of Hull, 2; smack *Elizabeth*, of Cardigan, 6; sloop *Oliver Lloyd*, of Cardigan, 3; smack *Turtle Dove*, of Aberystwith, 3; smack *Coronation*, of Bidford, 4; schooner *Treaty*, of Goole, saved vessel and crew, 4; ship *Empire Queen*, of Dublin, 21; schooner *Annie Jane*, of Runcorn, 1; ship *R. H. Tucker*, of Winsconsin, U.S., 14; smack *Kate*, of Ipswich, assisted to save vessel and crew, 4; barque *James Campbell*, of Shelburne, N.S., 11; brigantine *Zillah*, of Liverpool, saved vessel and crew, 8; schooner *Kate*, of Liverpool, rendered assistance; ship *Castilian*, of London, 18; brigantine *Jane*, of Workington, 5; and schooner *Prudence*, of Aberystwith, 5; making a total of 147 lives rescued, in addition to saving 4 vessels from destruction.—*To be thanked.*

Paid 1,818l. 18s. 9d. for sundry charges on various life-boat establishments.

Voted 41l. 0s. 6d. to pay the expenses of the Tramore life-boat, in rendering the following service. About half-past seven o'clock, on the morning of the 29th November, while it was blowing a moderate gale from S.S.E., the Austrian barque *Mea* was observed at anchor in a dangerous position in Tramore Bay, with a steam-tug near her. The life-boat was launched with the view of taking a line from the tug to the vessel; but on arriving near the barque it was found that the tug was already made fast to her, and as the boat's services were not then required, she returned to the shore. About 12:45 p.m., the *Mea* was again seen to enter the Bay—the tug having been obliged to leave her, owing to the severity of the gale,—and as the vessel appeared to be drifting on shore, the life-boat was again launched, but in consequence of the heavy sea and the furious

storm then raging, it was found impossible to reach the vessel. At ten o'clock the life-boat was again drawn to the beach, and after repeated efforts, she was eventually launched, and succeeded in rescuing the whole of the vessel's crew, 17 in number, and in bringing them safely ashore. The vessel soon afterwards became a total wreck.

Also 25*l.* to pay the expenses of the Caister life-boat, in going off on the 30th November, during a strong wind and hazy weather, and rescuing the crew of 9 men of the barque *Anne Scott*, of Arbroath, which capsized on the Cross Sand. The men were in their small boat, and were driving rapidly away to the northward when they were rescued. The vessel was subsequently towed by a steam-tug into Yarmouth Roads.

The life-boat also went to the assistance of the barque *Honfleur*, of Sandiford, Norway, which had likewise stranded on the Cross Sand, and succeeded in taking that vessel and her crew to a safe anchorage off Winterton.

Voted also 16*l.* 17*s.* to pay the expenses of the Withernsea life-boat in putting off on the 21st November, during hazy weather, and saving the crew of 5 men of the smack *Mary*, of Hull, which had stranded about a mile and a quarter south of Withernsea. The crew of the distressed vessel were very anxious for the aid of the life-boat, as they felt they were in imminent danger, for in attempting to launch their own boat, with a boy and their clothes on board, it was immediately swamped; the boy, however was fortunately saved.

Also 14*l.* to pay the expenses of the Cullercoats life-boat, in going off on the 21st November, in a strong south-east wind and heavy sea, and rescuing the crew of 8 men from the brig *Robert and Sarah*, of Blyth, which had struck on the rocks at Cullercoats.

Also 13*l.* 12*s.* to pay the expenses of the Mundesley life-boat, in putting off on the 10th November, during squally weather, and rescuing the crew of 7 men from the boat of the brig *Rochdale*, of London, which sank off Hasborough.

Also 12*l.* 19*s.* 6*d.* to pay the expenses of the Youghal life-boat, in going off on the 22nd November, in a heavy sea, and bringing safely ashore the crew of 3 men of the schooner *Mary Jane*, of Padstow, which had stranded near Clay Castle. The vessel had only started from Youghal that morning; but in consequence of stress of weather she had to be anchored. The anchors, however, dragged, and the schooner consequently went aground.

Also 6*l.* 13*s.* to pay the expenses of the Kirkcudbright life-boat, in putting off on the 30th November, during a gale of wind from the S.S.E., and rescuing the crew of 5 men of the schooner *William Henry*, of Belfast, which became a total wreck on St. Mary's Isle, near Kirkcudbright.

Reported the services rendered by the St. Andrew's life-boat, in going off on the afternoon of the 29th November, during a strong wind, and bringing the smack *Canton*, of Scarborough, to a comparatively safe anchorage outside St. Andrew's Harbour, about 10 p.m. The life-boat then left the vessel, with the understanding that if the men on board should require any further assistance, they were to hoist a light. About 11 p.m. this signal was shown, when the life-boat again went off with a pilot; the vessel's cable was soon slipped, and she and her crew of 4 men were forthwith brought safely into harbour.

Reported also that the Wexford life-boat had put off on the 25th November, during a gale of wind, and, with the assistance of a steam-tug, had brought the capsized barque *Manda*, of Liverpool, into the south Bay.

Reported also that the New Brighton life-boat

had gone off on the 3rd November, in reply to signals of distress during cloudy weather, and had remained for some time alongside the ship *Grand Bonny*, of Liverpool, which, during a strong gale, had gone ashore abreast of Waterloo Coastguard Station.

Voted 92*l.* 14*s.* 6*d.* to pay the expenses of the life-boats at Porthcawl, Kirkcudbright, Great Yarmouth, Sunderland, Hayle, North Deal, Donna Nook, Sutton, Tynemouth, and Howth, in either assembling or putting off, in reply to signals of distress, with the view of rendering assistance to different distressed vessels.

Also that 10*l.* be voted to Mr. NOKKALL, of Great Yarmouth, for the hire of his horses for the use of the life-boat at that place, on the occasion of the wreck of the barque *Chowdean*, of Sunderland, on the 17th January, 1867.

Also a reward of 1*l.* to DAVID SULLIVAN, and 10*s.* each to three other men who accompanied him, for putting off in an open boat and saving, after great difficulty, the crew of 6 men of the whaleboat *Friends*, of Ballycotton, which during a north-west wind, and in a heavy sea, was capsized between Ballycotton Small Island and the Mainland, on the 23rd November.

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LINES WRITTEN FOR "THE DANIEL
J. DRAPER" LIFE-BOAT.

HE died at his post as a man should die,
That Christian true and brave,
Leading the way to the realms on high,
Through the jaws of an ocean-grave!

He served one Master, and that dear Lord
Was with him that awful day,
When the *London* founder'd with all on board
In Biscay's fatal bay!

The wind howl'd wildly, the fierce waves fought
And shriek'd through the blacken'd air,
But the only sound that was heavenward brought
Was the holy voice of prayer.

They sank together, the young and the old,
They rose together to bliss,—
For the Saviour gather'd them safe to His fold
From the depths of that dark abyss.

And he, the leader of that brave band,
Is his name remember'd no more?
No; the *Draper* life-boat, by heroes mann'd,
Guards Mullion's rock-bound shore!

O crew of the life-boat, gallant and brave,
As you launch her into the sea,
And risk your own lives your comrades to save,
Think "the Lord has need of me."

You are working for Him in your spheres below,
And He blesses you from above,
Guiding you safely as forward you go
On your mission of Christian love.

MARY FRANCES TUPPER.

Albury House, November 3, 1868.

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[Vol. VI. — price 18*s.* — of "THE LIFE-BOAT  
JOURNAL," is now ready, and can be had at the  
Institution, or by order of any Bookseller. The  
Title Page and Index can also be obtained sepa-  
rately.]

# ROYAL NATIONAL LIFE-BOAT INSTITUTION.

INCORPORATED BY ROYAL CHARTER, SUPPORTED BY VOLUNTARY CONTRIBUTIONS.

Patroness—Her Most Gracious Majesty the Queen.

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

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

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

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

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

Life-boat Inspector—Capt. J. R. WARD, R.N.

Assistant Life-boat Inspector—Capt. D. ROBERTSON, R.N.

## APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that, during the present year (1868), the ROYAL NATIONAL LIFE-BOAT INSTITUTION has expended **£18,813** on various Life-boat Establishments on the Coasts of England, Scotland, and Ireland. During the same period the Life-boats of the Institution have been instrumental in rescuing the Crews of the following Wrecked Vessels:—

### LIFE-BOAT SERVICES, from 1 Jan. to 14 Dec. 1868.

|                                                                                       |    |                                                                                   |    |                                                                                                              |            |
|---------------------------------------------------------------------------------------|----|-----------------------------------------------------------------------------------|----|--------------------------------------------------------------------------------------------------------------|------------|
| Sloop <i>Industry</i> , of Whithy .....                                               | 2  | Two Withernsea Fishing Boats .....                                                | 9  | Barque <i>Betty &amp; Louise</i> , of Hamburg .....                                                          | 9          |
| Schooner <i>Mulgrave</i> , of Whithy .....                                            | 2  | Brigantine <i>Agenoria</i> , of Lowestoft .....                                   | 5  | Brigantine <i>Francis</i> , of Shields .....                                                                 | 4          |
| Schooner <i>Seven Brothers</i> , of Wicklow .....                                     | 3  | Schooner <i>Athol</i> , of Ardrossan—Rendered assistance .....                    |    | Flat <i>William</i> , of Carnarvon—Assisted to save vessel and crew .....                                    | 2          |
| Ship <i>Oasis</i> , of Liverpool .....                                                | 21 | Brigantine <i>Douglas</i> , of Guernsey—Assisted to save vessel and crew .....    | 7  | Brigantine <i>Theodoros</i> , of Liverpool—Assisted to save vessel and crew .....                            | 15         |
| Schooner <i>The Maria</i> , of Newport, Mon. .....                                    | 5  | Brig <i>Arvan</i> , of Irvine—Saved vessel and crew .....                         | 5  | Brig <i>Rochdale</i> , of London .....                                                                       | 7          |
| Schr. <i>Edward Stonard</i> , of Lancaster .....                                      | 5  | Schooner <i>Dasher</i> , of Almwch—Assisted to save vessel and crew .....         | 4  | Ship <i>Grand Bonny</i> , of Liverpool—Remained alongside .....                                              |            |
| Several Fishing Boats belonging to Pittenwee and St. Morman—Rendered assistance ..... |    | Swedish Barque <i>Balder</i> —Saved vessel .....                                  | 5  | Brig <i>Robert and Sarah</i> , of Blyth .....                                                                | 8          |
| Schooner <i>Mischief</i> , of Carnarvon .....                                         | 6  | Schooner <i>John C. Wade</i> , of Newry .....                                     | 5  | Smack <i>Mary</i> , of Hull .....                                                                            | 5          |
| Schr. <i>Douglas Pennant</i> , of Carnarvon .....                                     | 6  | Schooner <i>Mar. Cunningham</i> , of Whithy .....                                 | 6  | Schooner <i>Mary Jane</i> , of Padstow .....                                                                 | 3          |
| Smack <i>Clipper</i> , of Great Yarmouth—Saved vessel and crew .....                  | 6  | Yacht <i>Foam</i> , of Wisbeach .....                                             | 1  | Ship <i>Emperor</i> , of Grimsby—Remained by vessel .....                                                    |            |
| Schooner <i>Anne</i> , of Aberystwith .....                                           | 4  | Ship <i>Empire Queen</i> , of Dublin—Saved vessel and crew .....                  | 21 | Austrian Barque <i>Mea</i> .....                                                                             | 17         |
| Brig <i>Ellen</i> , of Sunderland—Rendered assistance .....                           |    | French Smack <i>Jules Josephine</i> .....                                         | 4  | Barque <i>Anne Scott</i> , of Arbroath .....                                                                 | 9          |
| Brig <i>Britain's Pride</i> , of Falmouth—Saved vessel and crew .....                 | 8  | Brigantine <i>Nomeless</i> .....                                                  | 7  | Barque <i>Mauda</i> , of Liverpool—Saved vessel .....                                                        |            |
| Schr. <i>Denbighshire Lass</i> , of Beaumaris .....                                   | 8  | Schooner <i>Emily Ann</i> , of Carnarvon .....                                    | 7  | Smack <i>Canon</i> , of Scarborough—Saved vessel and crew .....                                              | 4          |
| Schooner <i>Sarah Caroline</i> , of Girvan .....                                      | 5  | Brigantine <i>Helen Anna</i> , of Cork .....                                      | 5  | Barque <i>Honfleur</i> , of Sandiford, Norway—Saved vessel and crew .....                                    | 13         |
| Smack <i>Kate</i> , of Ipswich—Assisted to save vessel and crew .....                 | 4  | Brig <i>Percegrine</i> , of Cork .....                                            | 2  | Schooner <i>William Henry</i> , of Belfast .....                                                             | 5          |
| Schooner <i>Kate</i> , of Liverpool—Rendered assistance .....                         |    | Schooner <i>Sarah Pringle</i> , of Liverpool .....                                | 3  | Barque <i>William Gillies</i> , of Greenock .....                                                            | 15         |
| Barque <i>Kate Agnes</i> , of St. John's, N.B. .....                                  | 14 | Schooner <i>Annie Jane</i> , of Runcorn .....                                     | 1  | Ship <i>Castilian</i> , of London .....                                                                      | 18         |
| Smack <i>Gloucester Packet</i> , of Cardigan .....                                    | 2  | Ship <i>Favourite</i> , of Fleetwood—Rendered assistance .....                    |    | Schooner <i>Atlanta</i> , of Kirkwall .....                                                                  | 4          |
| Ship <i>Omega</i> , of Newcastle .....                                                | 7  | Ship <i>R. H. Tucker</i> , of Wisconsin, U.S. .....                               | 27 | Schooner <i>Vision</i> , of Drogheda .....                                                                   | 5          |
| Schooner <i>Gipsy</i> , of Chepstow .....                                             | 5  | Schooner <i>Vivid</i> , of Vexford .....                                          | 5  | Barque <i>North Britain</i> , of Southampton .....                                                           | 8          |
| Pilot Gig belonging to St. Ives .....                                                 | 1  | Brig <i>Oscar</i> , of Tonsberg .....                                             | 8  | Schooner <i>Mail</i> , of Alloa—Saved vessel and crew .....                                                  | 6          |
| Schooner <i>March</i> , of Liverpool .....                                            | 3  | Newbiggin Fishing Boat—Saved vessel and crew .....                                | 4  | <i>Lugger Ranger</i> , of Yarmouth—Saved vessel and crew .....                                               | 11         |
| Schooner <i>Richard</i> , of Bangor .....                                             | 3  | Ship <i>Coble Gentle Annie</i> , of Redcar .....                                  | 3  | Brigantine <i>Ino</i> , of West Hartlepool .....                                                             | 6          |
| Brig <i>Phæbe</i> , of Scarborough—Rendered assistance .....                          |    | Pilot <i>Coble Sybil</i> , of Redcar .....                                        | 2  | Schooner <i>Prudence</i> , of Aberystwith .....                                                              | 5          |
| Schooner <i>Avenir</i> , of Nantes .....                                              | 1  | Ketch <i>Garside</i> , of Bridgewater .....                                       | 2  | Brigantine <i>Jane</i> , of Workington .....                                                                 | 5          |
| Schooner <i>Exchange</i> , of Goole .....                                             | 3  | Schooner <i>Aydris</i> , of Stranraer .....                                       | 4  | Sloop <i>La Jeune Fanny</i> —Saved vessel and crew .....                                                     | 3          |
| Barq. <i>Sparkling Wave</i> , of Sunderland .....                                     | 15 | Schooner <i>Elizabeth Davy</i> , of Goole—Assisted to save vessel and crew .....  | 3  | Sloop <i>Le Jean Ernest</i> .....                                                                            | 5          |
| Ship <i>Victoria</i> , of St. John's, N.B.—Rendered assistance .....                  |    | Several Buckle Fishing Boats .....                                                | 45 | Sloop <i>Augustine</i> —Assisted to save vessel and crew .....                                               | 5          |
| Brig <i>Jabez</i> , of Scarborough .....                                              | 8  | Schooner <i>Carnsew</i> , of Hayle .....                                          | 4  |                                                                                                              |            |
| Schooner <i>Selina</i> , of Swansea .....                                             | 8  | Schooner <i>Victor</i> , of Grimsby—Assisted to save vessel and crew .....        | 5  |                                                                                                              |            |
| Schooner <i>Wave</i> , of Boston—Saved vessel and crew .....                          | 4  | Smack <i>Rover</i> , of Annan .....                                               | 1  |                                                                                                              |            |
| Ship <i>Comcay Castle</i> , of Liverpool—Rendered assistance .....                    |    | Fishing Boat <i>Active</i> , of Cellardyke—Assisted to save vessel and crew ..... | 4  |                                                                                                              |            |
| Fishing Boat belonging to Looe—Saved boat and crew .....                              | 2  | Government Lighter <i>Devon</i> .....                                             | 1  |                                                                                                              |            |
| Smack <i>Cymro</i> , of Almwch .....                                                  | 2  | S. S. <i>Ganges</i> , of Hull—Remained alongside, and rendered assistance .....   | 1  |                                                                                                              |            |
| Sloop <i>Richard</i> , of Goole .....                                                 | 3  | S. S. <i>Augusta</i> , of Bristol—Rendered assistance .....                       | 1  |                                                                                                              |            |
|                                                                                       |    |                                                                                   |    |                                                                                                              |            |
|                                                                                       |    |                                                                                   |    | Total Lives saved by Life-boats, in 1868 (to 14th Dec.) .....                                                | 553        |
|                                                                                       |    |                                                                                   |    | During the same period the Institution has granted rewards for saving Lives by fishing and other boats ..... | 259        |
|                                                                                       |    |                                                                                   |    | <b>Grand Total .....</b>                                                                                     | <b>812</b> |

### GENERAL SUMMARY FOR 1868 (to 14th Dec.).

|                                                                                   | £.        | s.         | d.                  |
|-----------------------------------------------------------------------------------|-----------|------------|---------------------|
| Number of Lives rescued by Life-boats, in addition to 23 vessels saved by them .. | 553       | ..         | ..                  |
| Number of Lives saved by Shore-boats, &c. ..                                      | 259       | ..         | ..                  |
| Amount of Pecuniary Rewards for saving Life during the year ..                    | ..        | 2,178      | 17 10               |
| Honorary Rewards—Gold and Silver Medals ..                                        | 13        | ..         | ..                  |
| Votes of Thanks on Vellum and Parchment ..                                        | 15        | ..         | ..                  |
| <b>Total .....</b>                                                                | <b>28</b> | <b>812</b> | <b>£2,178 17 10</b> |

The Committee desire to acknowledge with gratitude the liberal support which they have received from the British public during the past few years, a support which has enabled them to establish their present great fleet of 194 Life-boats on the shores of the United Kingdom. Deeply sensible, however, of the great responsibility that rests on them to maintain their fleet in a thoroughly efficient state, and its crews practised in the management of their boats, which can only be effected by a large and permanent annual income, they earnestly appeal to all classes of their countrymen to continue to aid them in upholding and perpetuating so great and truly national a work.

The number of Lives saved, either by the Life-boats of the Society or by special exertions for which it has granted rewards since its formation, is 17,795, for which services 90 Gold Medals, 792 Silver Medals, and £28,906 in cash, have been paid in Rewards. The Institution has also expended £212,820 on its One Hundred and Ninety-four Life Boat Establishments.

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

Donations and Annual Subscriptions are earnestly solicited, and will be thankfully received by the Bankers of the Institution, Messrs. WILLIS, PERCIVAL, and Co., 76 Lombard Street; Messrs. COUTTS and Co., 59 Strand; Messrs. HERRIES, FARQUHAR, and Co., 16 St. James's Street, London; by all other Bankers in the United Kingdom; and by the Secretary RICHARD LEWIS, Esq., at the Office of the Institution, 14 JOHN STREET, ADELPHI, LONDON, W.C.—Jan. 1st, 1869.