

THE LIFE-BOAT,

OR

JOURNAL OF THE NATIONAL LIFE-BOAT INSTITUTION.

(ISSUED QUARTERLY.)

VOL. VII.—No. 74.]

OCTOBER 1ST, 1869.

[PRICE 4d.
With Wreck Chart.

“THE MERCHANT SHIPPING BILL OF 1869.”

IN the year 1854 the various Acts of Parliament relating to Merchant Shipping and Navigation which, from time to time from the reign of Queen Elizabeth, had been enacted, were, for the most part, repealed and consolidated in a new Act entitled, in brief, “The Merchant Shipping Act, 1854.” Amendments to that Act, and various other Acts relating to merchant shipping, have since been enacted; and it is now proposed to repeal and consolidate those Acts in a new one, the short title of which will be “The Merchant Shipping Act, 1870”

Some idea may be formed of the vast and complicated nature of the interests to be protected from the fact that, simplified and consolidated as are the enactments embodied in this Bill, it yet contains no less than 18 parts, divided into 733 clauses, and 19 schedules, the whole occupying 340 quarto pages. The enumeration of even the headings of the various subjects that are thus legally provided for occupies, it will be seen, a considerable space in our columns; yet we are not prepared to say that there is any prolixity or over-legislation throughout the Bill. For it must be remembered that so enormous is the trade of this country, that its merchant shipping now nearly, if not quite, equals that of all the rest of the world; and that there are thus, as it were, two British empires to be governed and legislated for—the one on the land, and the other on the sea.

Those clauses which especially refer to

wrecks, to the means for preventing them, and to those provided for the rescue of shipwrecked persons, form that portion of the Act in which we are more particularly interested; nevertheless, since the general welfare and efficiency of the mercantile marine, both as regards ships and men, must to a great extent indirectly affect the number of disasters at sea, it may be difficult to say what parts of the Bill, if any, do not more or less remotely influence the number of lives that are lost.

Looking, then, to the general interest of the subject, and to give the ordinary reader a general idea of the character of this important Bill, we preface our remarks on those parts which more directly affect us with an enumeration of the headings of the several subjects dealt with:—

PART I.—*British Ships: their Ownership, Measurement, and Registration.*

- Measurement of Tonnage.
- Registry of British Ships.
- Certificate of Registry.
- Transfers and Transmissions.
- Mortgages.
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- Certificates of Masters, Mates, and Engineers.
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- Production of Agreements, Certificates, and Official Logs.
- Allotment of Wages.

Discharge, and Payment of Wages in the United Kingdom.

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Wages and Effects of Deceased Seamen.

Remittance of Wages, Savings' Banks, Insurance, and Annuities for Seamen.

Relief to Seamen's Families out of Poor Rates.

Leaving Seamen Abroad.

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Power of Making Complaint.

Protection of Seamen from Imposition.

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Foreign Passenger Steamers.

Accidents.

Carrying dangerous Goods.

Chain Cables and Anchors.

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Trinity House.

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General Powers of Pilotage Authorities.

Returns by Pilotage Authorities.

Licensing of Pilots.

Rights of Pilots.

Pilotage Dues.

Compulsory Payment of Pilotage Dues, and Exemption therefrom.

Licensing of Masters and Mates.

Offences of Pilots.

Pilot Boats.

Trinity House Pilot Fund.

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Management of Lighthouses and Sea-marks.

Construction of New Lighthouses and Sea-marks, by General Lighthouse Authorities.

General Light Dues.

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Construction of Lighthouses, &c., by Local Authorities.

Control of General over Local Authorities.

Surrender of Local Lighthouses.

Colonial Lighthouses and Sea-marks.

False Lights and Damage to Lighthouses.

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Preliminary Inquiries.

Regulations as to Work.

Obstructions to Navigation.

Removal of Shingle.

Transfer to Board of Trade of Powers under Existing Special Acts.

PART X.—*Harbours.*

Provisions applicable to Existing and Future Harbour Authorities.

Harbour Dues.

Accounts.

Officers and Servants.

Harbour Regulations.

Bye-laws.

Warehouses, Cranes, &c.

Life-boats.

Tide Gauges and Barometers.

Damage in Harbour.

Her Majesty's Customs.

Sites for Protecting Batteries.

Special Acts for Harbours.

Subjection of Harbour to General Acts.

PART XI.—*Loans to Harbour Authorities.*

PART XII.—*Powers for Harbours by Provisional Orders.*

PART XIII.—*Local Charges on Shipping.*

Dues—General.

General Savings.

Liability for Dues.

Dues Levied on Ships not to be sold or charged.

Transfer of Shipping Dues to Harbour Authorities.

PART XIV.—*The Board of Trade.*

PART XV.—*Mercantile Marine Fund.* Maintenance and Application.

PART XVI.—*Provisional Orders.*

PART XVII.—*Legal Procedure.*

PART XVIII.—*Miscellaneous.*

Coasting Trade.

The first part of this Bill, comprising 108 clauses, forms a very complete code, embracing all questions concerning property in Ships, their Identity, Ownership, Registry, Measurement for Tonnage, &c.

The second part, in no less than 211 clauses, includes all matters connected with Masters and Seamen, and is of a very comprehensive character, as will have been seen

in the above enumeration of the many subjects on which it treats. Its importance cannot, indeed, be exaggerated, for the comfort, happiness, efficiency, and characters of the vast body of men who work our Merchant Fleet, and who represent our country, and bring credit or discredit on it, as the case may be, in every part of the globe, must be very much affected by the laws by which they are governed.

The clauses in this part, having reference to the entry, engagements, and wages of seamen, are very complete.

Those for facilitating apprenticeships of pauper boys by the "Guardians of the Poor," and for their subsequent protection, are also appropriate. We should, however, have been glad if a modification of the former system of apprenticeship, which compelled every ship to carry apprentices proportional to her tonnage, and which maintained a sufficient supply of good seamen, could have been again introduced; but we presume the government have not felt able to do so, although the gradual deterioration of our merchant sailors, since that invaluable nursery for rearing them was broken up, at the desire of the British ship-owner, has been a matter of general remark and regret.

The clauses from 261 to 268, for the "Protection of Seamen from Imposition," are all that could be wished for. A valuable addition to the previously existing law on this subject is the empowering all harbour authorities to license persons to act as porters for the conveyance of seamen's luggage and effects from their vessels to their lodgings on shore, on their being discharged. This will be a great boon to the merchant seamen, especially at the greater ports, where they and their effects are commonly pounced on, and taken almost forcible possession of, by unlicensed ruffians employed by the crimps and lodging-house keepers, for the purpose of securing them and conveying them to their infamous dens. A respectable body of licensed porters might, on the other hand, be made a medium for placing the often weak and easily seduced sailor in respectable quarters, both to his own and his country's good.

The clauses from 269 to 301, for enforcing Discipline, and establishing Naval and Consular Courts on the High Seas and Abroad, do not call for any special comment. Terms of imprisonment and forfeiture of wages constitute the modes of punishment of the seamen, whilst masters are liable, in certain cases, to be superseded from the command of their ships.

We next come to one of those portions of the Bill which more especially interest us, viz., those which affect human life.

Part three, entitled Safety and Prevention of Accidents, contains 58 clauses. The first clauses under this head have reference to collisions, the rules for preventing which are embodied in the 12th schedule, which defines the character and position of the lights to be carried in the night, the character of fog-signals, and the position in which the helm is to be put on board vessels whenever in danger of coming into contact on passing each other in contrary or transverse directions. These rules—which are the same that have been in use since June, 1863, and which will be found in the 49th Number of this Journal, with accompanying diagrams—we have not space to enumerate in detail. They appear to be suitable and judicious.

As casualties from collision are almost of necessity always on the increase, owing to the rapidly increasing number of vessels that, as the population of the world multiplies, are engaged in supplying their mutual wants, so the precautionary means for lessening the number of such disasters, and those for preserving the lives that are put in peril by them, become also matter of ever-increasing importance. Not the least important of the clauses in this part of the Bill are the 330th and 331st, the former of which requires the person in charge of any vessel coming into collision with another to use his utmost endeavour, so far as the safety of his own vessel will allow him to do so, to save those on board the other vessel from any danger caused by the collision. It also makes him liable to the cancelling or suspension of his certificate for any neglect in this respect.

We think that this clause might, without injustice, have been made still more strin-

gent, and have made the master of a vessel guilty of wilful neglect in this particular, liable to imprisonment. For to desert a sinking ship, and deliberately leave those on board it to perish, which has often been done, can be characterised as nothing else than wilful homicide of the most dastardly and hard-hearted kind.

The 331st clause requires a detailed account of every collision to be immediately afterwards entered in the official log of every vessel surviving the accident, and makes the master liable to a penalty of 20*l.* for neglecting to do so.

Then follows a most important clause, No. 332, entitled "Seaworthiness and Equipments." It is divided into nine heads, the—

1st. Requires that every sea-going ship shall be provided with lights, and with the means for making fog-signals.

2nd. That she shall have a scale of feet showing her draught of water accurately, cut or painted on her stem and stern.

3rd. That she shall be provided with efficient boats, rafts, or other appliances for saving life, kept at all times fit and ready for use, and supplied with all requisites for use, sufficient in numbers and of the size and description proper for the service, regard being had to the number of persons carried, the size of the ship, the nature and deviation of the voyage, and like circumstances, and with a sufficient number of life-buoys and life-jackets for use in emergency.

4th. That, if carrying more than ten passengers, she shall, besides the above, be provided with a life-boat or sufficient number of life-boats, kept at all times fit and ready for use.

5th. That if built wholly or partly of iron, she shall have her compasses adjusted from time to time.

6th. That if a steam-ship, she shall be provided with a safety-valve on each boiler, so constructed that the weight thereon cannot be increased when the steam is up, and that the pressure of steam in the boiler cannot be increased beyond a safe and proper amount, &c.

7th. That every such ship shall be provided with proper pumps, with a hose

capable of being connected with the engines of the ship, and adapted for extinguishing fire in any part of the ship.

8th. That every such ship employed to carry passengers shall be provided with twelve blue-lights or twelve port-fires, and a cannon, with not less than twelve charges of powder, for making signals of distress.

9th. That every coasting steam-ship carrying passengers shall be provided with such shelter for their protection as shall be required by the Board of Trade.

We deem some of these requirements of such importance as to require some comments on them.

We think that the value of the 2nd would have been much enhanced if it had made it obligatory on every British vessel to have a load water-line cut and painted along its whole length, beyond which it should be illegal to immerse her; and that any officer under the Board of Trade, the Customs, or Admiralty, should have authority to detain such vessel in port until lightened, and the authorized load-line raised to the water's edge.

The 3rd and 6th requirements form a considerable step in advance on the corresponding ones in the "Merchant Shipping Act of 1854," but they nevertheless have the same fatal defect of vagueness which neutralized to so great an extent the value of the latter, inasmuch as that they contain no definition of what are efficient life-boats, life-jackets, or life-buoys. An old authority says, "If the trumpet give an uncertain sound, who shall prepare himself for the battle?" So we can affirm, to a certainty, that no efficient life-boats, life-buoys, or life-jackets will be provided on board merchant-vessels unless some definition be made of their character; and we think that any member of Parliament who should succeed in obtaining such a definition when the Bill is passing through the House of Commons, will be entitled to the gratitude of all merchant-seamen.

We will remark on each of these important instruments separately:—

LIFE-BOATS.—As regards life-boats: it is not likely that an efficient ship's life-boat will ever be generally introduced in passenger-ships, unless the character of such boats is defined,—firstly, because there is a general ignorance on the subject; and, secondly, because shipowners will not incur any expense that they can avoid in the equipment of their ships.

It is generally supposed that all that is

required to constitute a suitable ship's life-boat is to place in it buoyant matter, in the shape of a long bag of cork-shavings lashed along each side of the boat, beneath the thwarts, or two tin or zinc cylinders, sufficiently large to prevent its actually foundering if filled with water. This, however, is a great mistake, since unless a boat floats sufficiently high to be manageable after being filled by a sea, it is nothing better than a bad life-buoy. Also, unless the sides of a boat are completely occupied by air compartments or water-tight empty cases, of sufficient width to prevent the water in it from rushing from side to side, it will not only be unmanageable, from having insufficient buoyancy, but its lateral stability will be so slight, that any moderately rough sea will suffice to upset it. So also, to prevent the rush of water from one end of the boat to the other, and thus to afford longitudinal stability as well as additional buoyancy, the extreme bow and stern of the boat should be completely occupied to the level of the thwarts with similar water-tight cases or compartments.

Unless a merchant-ship's life-boat be made of iron, detached cases formed of galvanized iron or other water-tight material, uncovered, so as to be visible, and so as to let the air circulate round them, and portable, so that they might be occasionally displaced, examined, and painted, are undoubtedly better than mere compartments, which would be liable to become leaky. We think, however, that by far the best material for a merchant-vessel's life-boat is the corrugated galvanized iron, on the plan of the American, *Francis*, as such boats are perhaps the only ones that will stand every change of weather, from extreme cold to continual exposure to a tropical sun, and from wet to dry, without ever becoming leaky; and their great strength and durability would in the end make them as cheap, or cheaper, than wooden boats of similar dimensions.

We are not aware of the exact price which such boats would cost, but efficient wooden life-boats, with water-tight cases, ought to be built for thirty shillings per foot, or less.

Whether, however, made of wood or iron, an efficient ship's life-boat might be thus shortly defined:—

1st. To have the extreme bow and stern, from the floor to the level of the thwarts, each occupied by a detached metallic or other water-tight case, not less than one-eighth of the length of the boat.

2nd. To have similar water-tight cases to occupy the extreme sides of the boat, from the floor to the thwarts, each case to be not less than one-fifth of the corresponding part of the width of the boat, throughout the length, between the air-cases at the bow and stern.

LIFE-BUOYS.—Thus also with regard to life-buoys. A life-buoy of a very superior description has been recently patented by Messrs. WELSH and BOURCHIER, which will probably be generally adopted for the Royal Navy; but its great cost—no less than 30l.—makes it unadapted for general use in the merchant-service. The ordinary ring life-buoy, if made of solid cork, and of sufficient size to pass over the shoulders of a stout man, is perhaps all that could be insisted on, but it might be thus defined:—

To be made of solid cork, covered with painted calico or other cloth; the interior of the ring to be not less than 18 inches in diameter; and to have not less than 36 lbs. of buoyant property, *i.e.*, to be capable of supporting not less than 36 lbs. of iron at the water's surface.

LIFE-BELTS.—So again, as regards life-jackets, or life-belts, if no official definition is given of what will be considered efficient, to a certainty the greater number of those carried on board our merchant-vessels will be comparatively worthless, and the letter of the Bill will be carried out without the production of its intended effect. We can see no difficulty in the way of thus defining such a life-jacket as should be held to be efficient by the constituted authorities, since really efficient ones can be made for five shillings each, which is so low a price that no shipowner could complain of having to pay it. An efficient life-belt for ship's use may be thus defined:—

To be made of solid cork, uncovered, so as to be open to inspection, and easy of repair. To have not less than 20 lbs. of buoyant property, and to be so fitted as to be secured closely under the arms, and to be prevented from slipping down round the hips of the wearer. It should likewise be required that the life-belts should be kept in a convenient place on the upper deck, or within reach from the upper deck, so that they could be quickly obtained and put on, in the event of any sudden emergency, such as a collision, or the striking on a sunken rock.

As before stated, we think it a great step in advance that vessels should be required

to carry life-belts at all; we trust, however, that it is not yet too late to make the requirement still more effective by adding to this clause some such definition as the above. The clauses 363 to 377 refer to a very important subject—the testing of anchors and cables. Our space will not admit of our enlarging upon them. Their practical application is, however, embodied in the 374th clause, which is as follows:—

“It shall not be lawful for any maker of or dealer in chain-cables or anchors to sell or contract to sell for the use of any vessel any chain-cable whatever, or any anchor exceeding in weight 168 lbs., unless such cable or anchor has been previously tested and duly stamped, in accordance with the

provisions of this Act; and if any person acts in contravention of this provision he shall for every such offence be liable to a penalty not exceeding 50l.”

As there have, probably, been few other causes that have occasioned more loss of lives and property than defective anchors and cables, the great importance of this requirement will be readily conceived.

These clauses conclude Part III. of the Bill. We must reserve our remarks on those portions of the remaining parts which come within our sphere for our next Number.

The Bill will, no doubt, pass through Parliament next Session, and it is to come into operation on the 1st of May, 1870.

COMMUNICATION BETWEEN STRANDED VESSELS AND THE SHORE.

OUR readers, and indeed the public in general, are aware of the complete means that exist around the shores of these islands for effecting communication with stranded and wrecked vessels, in the shape of life-boats, and the rocket and mortar apparatus. We have likewise frequently called the attention of the former to the lamentable insufficiency of the means, we might in truth say of the absence of all means, on board the generality of vessels, for effecting communication with the shore or in any way providing for the safety of their crews in the event of disaster overtaking them, either on our own or foreign shores where no means may exist for affording them aid from the land:

We have accordingly advocated the supply on board all vessels of inexpensive but efficient life-belts, and of some simple and also inexpensive means for conveying a line to the land.

It has indeed been maintained by some that, instead of placing rockets and mortars on the land to convey lines to wrecked vessels, that they should be placed on board the vessels themselves to carry lines to the shore. The reasoning on which this opinion has been founded is two-fold,—1st. That a vessel is a small object, and thus there is great risk of the line conveyed by the rocket, or by the shot from the mortar on shore, being carried on one side or the other of her, instead of falling across her; whereas, on the other hand, the shore is everywhere and cannot be missed. 2nd. That as the majority of wrecks occur on a lee shore, and in gales of wind, a rocket or shot would

carry a line to a much longer distance before the wind from a ship to the shore, than to seaward from the land against a strong wind.

The advocates of this change, however, lose sight of some important considerations.

In the first place, that the rocket and mortar apparatus are too expensive. 2ndly. That merchant seamen would not understand how to use them, and the difficulty of doing so would be much increased when, as would most frequently be the case, the vessel was being violently dashed to and fro by the sea, and the waves were breaking over her, so that those on board could, perhaps, scarcely stand on her decks. 3rdly. That the well-known carelessness of English merchant seamen, and even of the masters of vessels of the smaller classes, would make it very probable that, when required, the apparatus would be out of order, or would be found to be stowed away so as to be inaccessible. 4thly. That one great advantage of having the apparatus on shore rather than on ship-board is, that it is placed in the hands of trained men, who not only thoroughly understand its management, and are periodically exercised in its use, but who are supplied with all the necessary appurtenances for making the communication by a line available to save the wrecked crew after it has been effected. For it is necessary to bear in mind that a mere connection with the shore by a single small line is of very little value, except as a means of establishing a communication with a double line rove through a single block on board the vessel,

and both ends of which are under the control of persons on the shore, so that the latter can have the power to haul any object to and fro between the vessel and the shore without losing the connection. This double line, termed a whip by English seamen, but, more aptly a "*va et vient*," or "go and come," by French sailors, is a most important part of the apparatus, and it is obvious that such an appliance would not be available in most cases on a line being thrown from a vessel to the shore, where there might be only a few countrymen or other untrained persons at hand to secure it.

There is, moreover, another consideration not to be omitted, namely,—that however small an object a ship may be to aim at, that the rockets, in the practised hands of the Coastguard, rarely fail to carry a line over a wreck if it is sufficiently near the shore, and that the double rockets, invented by Colonel BOXER of the Royal Artillery, will carry a line of the ordinary size upwards of 400 yards, which is, perhaps, as far as it is practicable to save the lives of wrecked persons by dragging them through a heavy sea to the shore.

We are of opinion, then, that the rocket and mortar apparatus are altogether unsuitable for general use on board merchant vessels, but at the same time we think it most desirable that every merchant vessel should have on board some more simple and less expensive means for conveying a line to the shore in the event of her being stranded within a short distance of it, and there being no life-boat or rocket or mortar apparatus available to aid her crew from the land.

It was many years ago proposed by the late Mr. TRENGROUSE and others to effect such communication by means of a kite, and the same idea has since occurred to others, amongst whom Captain G. P. NARES, R.N., then Lieutenant NARES, who a few years ago planned a simple and inexpensive kite for the purpose. As, however, we think there would often be great difficulty in getting a kite to rise clear of the lee rigging of a ship when on shore, and probably more skill and management would be required in its use than would in general be found amongst merchant seamen at such a time; and, moreover, as we have never yet been able to learn of a single instance where communication with the shore was effected by the instrumentality of a kite from a wrecked vessel, we are inclined to revert, in preference, to the only other available

means, viz., that of floating a line to the shore on the water's surface. Here, however, we are met by the difficulty, that owing to the rebound or drawback of the waves from the shore, floating bodies will often only approach to within a short distance of it, and will then be carried to seaward again by the retreating waves, which tendency is of course much increased by the weight of the line between the floating body and a ship.

To lessen this tendency as far as possible, floating instruments have been designed which carry the line with them, and unwind it as they drift to leeward before the wind and sea, in which case they have not to drag the whole length of the line through the water, as when it is retained on board the ship and veered out from her. In the 23rd Number of this Journal we described an ingenious instrument of this kind in the shape of a double-headed collapsible buoy, which, when not in use, folded up into a very small compass, and, when distended, had its line coiled round it between the two heads. When thrown into the water, one head being weighted, it floated upright, like a cask standing on its end; and as it was swept away to leeward, the strain on the line unwound it, and gave the buoy a rotary motion. This instrument was designed by a Doctor SIBBALD, of Liverpool.

Another contrivance, proposed by a Mr. W. E. MATTHEWS, of Sea View, Isle of Wight, has also been recently brought to our notice. It consists of a wooden frame or cradle, on which, at one end, is strongly secured a large hollow sphere or ball composed of gutta percha, india-rubber cloth, or painted canvas; whilst at the other end there is a reel of small line, which would be unreeled and veered out as the instrument was driven by the wind and sea to the land. This is a very simple apparatus, and even if upset by the surf, and its position reversed, we see no reason why it should not effect its object. Such an apparatus would cost about 5*l.*, including the line, if the globe were made of gutta-percha. The chief drawback to it is the space it would take up, unless the globe were made collapsible like Dr. SIBBALD's buoy, for, as is well known, the masters of vessels ordinarily grudge to give up space on their decks to anything that is not required for daily or frequent use.

To get over this difficulty, we propose a modification of the plan, which by utilizing an article of daily use, and thus saving

both space and money, would be more likely to recommend itself to both the owners and masters of vessels, especially of the smaller class.

Every merchant vessel carries either a cask or tank of fresh water on her deck, from which the crew can obtain water to drink whenever they require it. All that would then be required is to keep this cask at all times strongly secured to a wooden frame or sledge, such as suggested by Mr. MATTHEWS, with a reel of small manilla rope at the other end, the reel and line being enclosed in a tarpauline cover, to preserve the latter from wet, and from the temptation to cut it or take it for any other use than for that for which it was designed. The cask should be provided with a plug-hole and plug at the lower part to let out the water from within; and then on the plug being replaced, and being driven securely in at the top, an efficient buoy would be at once provided, which would float so buoyantly as to offer a large surface to the wind, which would quickly carry it away to leeward; and, as new manilla rope will float, the line would lie on the water's surface as it was veered out, and would not by its weight retard the progress of the cask towards the shore.

A small pole, surmounted by a red flag by day, or a lantern at night, might also be inserted in the bung-hole at the top of the cask, which would attract the attention of persons on the shore.

The following diagrams of Mr. MAT-

THEWS' plan, Figures 1 and 2, and of the proposed modification of it, Figures 3 and 4, will sufficiently exemplify them; and any ship's carpenter could speedily fix up such an apparatus as the modified plan at a trifling expense, although it would be better to provide, if not the whole apparatus, at least the reel, with 300 or 400 yards of $\frac{3}{4}$ -inch manilla line before leaving port.

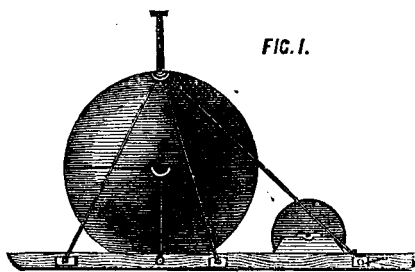


FIG. 1.

FIG. 2.

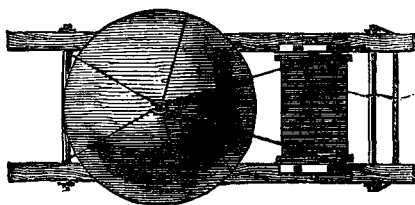
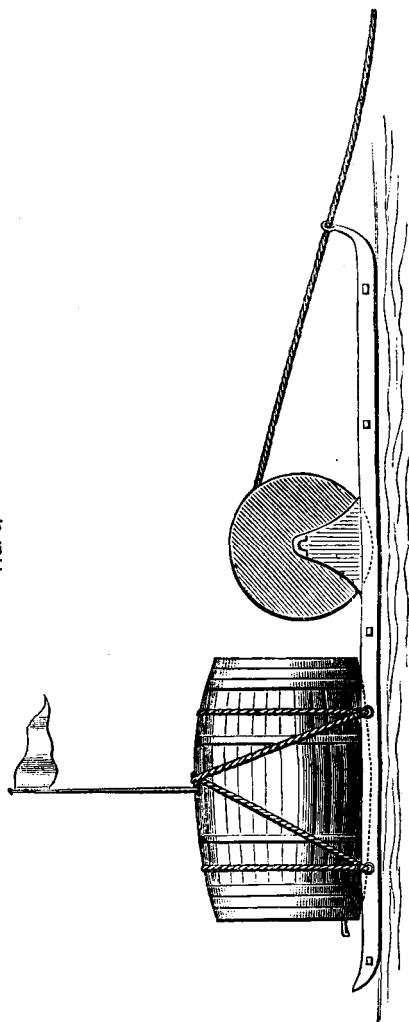


FIG. 3.

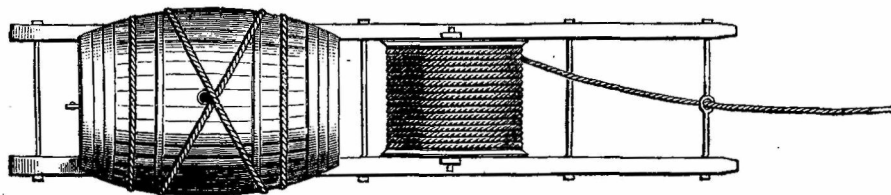


It will be observed that the cradle or sledge, Nos. 3 and 4, is made longer than is proposed by Mr. MATTHEWS, and that the line is led through an eye or a fair-leader at the rear end of the frame. This greater distance between the cask and the towing point would cause the machine to drive more steadily to leeward, before the wind,

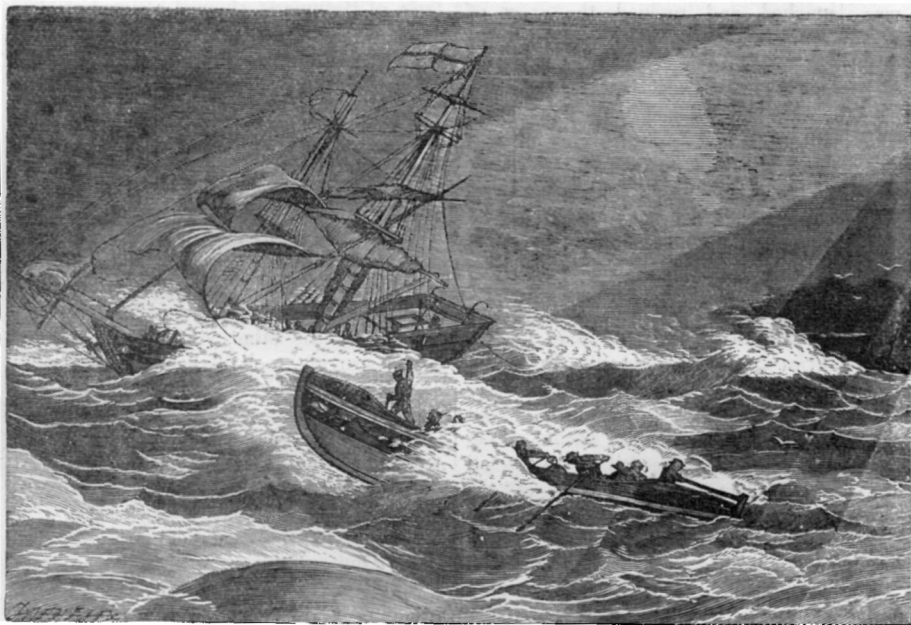
and the fair-leader would cause the line to run off less wildly, and with less swaggering motion from side to side, and therefore to be less liable to get foul round the reel itself or over any part of the frame.

We would strongly recommend the adoption of such a simple and inexpensive method of providing for communication with the shore, to the owners and masters of all merchant ships.

FIG. 4.



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



CADGWITH, CORNWALL.—At midnight, on the 13th January, 1868, a light being observed on or near the Vroque Rocks, in a strong wind from the W.S.W., and a heavy ground sea, the *Western Commercial Traveller* life-boat was despatched to ascertain if there was a vessel in distress or danger there. On nearing the spot, the brig *Ellen*, of Sunderland, was found at anchor in the full run of the Lizard Race,

a most dangerous position. On the life-boat crew boarding her, the master said he did not require any assistance, but on being told by the coxswain of his danger, he asked advice as to his best mode of proceeding, which advice he acted on by shifting his position as soon as practicable, and the life-boat seeing no immediate danger to the vessel need then be apprehended, returned to her station.

LYME REGIS, DORSET.—On the 17th January, during a strong breeze and foggy weather, a vessel was seen anchored in a very dangerous position to windward of the harbour, and as she appeared to be slowly driving on the rocks, the Manchester Branch life-boat, *William Woodcock*, was launched in a very high sea, and reached her after passing through much broken water. The captain asked for assistance, and some of the crew of the life-boat went on board and succeeded in bringing the vessel, with her crew of 4 men, safely into the harbour. She proved to be the ketch *Kate*, of Ipswich.

CASTLETOWN, ISLE OF MAN.—On the 18th January, information was received that a dismantled vessel was dragging her anchors at Derby Haven, there being a very severe gale from S.W., and a heavy sea on. The life-boat *Commercial Traveller*, No. 2, was launched, and rescued the crew of 2 men and 3 boys, who were much exhausted. The vessel was the schooner *Maria*, of Newport, Monmouthshire. She had put into the roadstead on the 17th for shelter, and on the 18th, having dragged her anchors half a mile, it was found necessary to cut away the masts. This was the first service of this life-boat, which had shortly before superseded an older one, and it was most satisfactorily performed.

MOELFRE, ANGLESEY.—On the 22nd January, the life-boat *London Sunday Schools and Charles Seare* was got out in consequence of a message stating that 4 men were to be seen on the Dulas Rocks. The boat was launched in a heavy sea, with a strong easterly wind, and succeeded in saving all the men. They were the crew of the schooner *Douglas Pennant*, of Caernarvon, which had been wrecked on the Dulas Rocks about 2 o'clock that morning. The vessel went to pieces in an hour and a half, but the crew managed to get on the rocks, where they remained exposed to the weather till they could be seen from the land, and rescued by the life-boat.

On the 19th of February, the schooners *March*, of Liverpool, and *Richard*, of Bangor, were stranded in Moelfre Bay, during a heavy gale of wind from the N.E. Both vessels at once showed signals of distress, which were promptly responded to by the Moelfre life-boat putting off and rescuing their crews, consisting of 6 men.

On the 8th April, the smack *Cymro*, of Amlwch, was observed with a signal of

distress flying, in Moelfre Bay, during a strong easterly wind. This life-boat put off and succeeded in saving the smack's crew of 2 men. The vessel subsequently became a total wreck.

ANSTRUTHER, N.B.—On the 24th January, during a storm from the S.W., the schooner *Eduard Stonard*, of Lancaster, lost her main-boom, fore-gaff, and all sails except mainsail (which was split), and the master was obliged to run her ashore to the westward of Anstruther Harbour, in order to save the lives of the crew. The life-boat *Admiral FitzRoy* was launched, and rescued the crew, 5 in number, at very great risk of life, as it was the heaviest storm experienced at Anstruther for many years.

PORTHDINLLAEN, N. WALES.—On the 24th January, the schooner *Denbighshire Lass*, of Beaumaris, showed a signal of distress in Porthdinllaen Bay, and the life-boat *Cotton Sheppard* was launched about 5.30 P.M., in a terrific gale from the S.W., with very heavy showers of rain. When the vessel was reached she was found to have parted one of her cables. The life-boat, after securing the vessel as well as possible, took off the crew of 4 men. While returning to land, another schooner, anchored in a very dangerous place, was seen to show signals of distress. The life-boat having landed the crew of the schooner, put off to the other vessel, and, after a severe struggle, took off her crew of 5 men. She proved to be the *Sarah Caroline*, of Girvan. Both vessels rode out the gale; but without the assistance of the life-boat's crew, they would most probably have been totally wrecked.

GREAT YARMOUTH.—On the night of the 24th January, during a heavy gale from S.S.W., guns were heard from the St. Nicholas Light Vessel, and rockets were thrown up, indicating a vessel in distress. The crew of the large life-boat were soon mustered, and promptly put off in the boat, and found the smack *Clipper*, of Great Yarmouth, riding on the edge of the Scroby Sand, with one cable only. The life-boat veered down, and, with great difficulty, succeeded in bringing the vessel and her crew of 6 men safely into harbour.

On the 23rd February, the ship *Omega*, of Newcastle, was stranded on the Cockle Sand, on the Norfolk coast, during a gale of wind. She afterwards drifted, and sank

about fourteen miles S.E. of Lowestoft. The Yarmouth and Caister life-boats—*Mark Lane* and *Birmingham No. 2*—put off in reply to the signals of distress, followed the vessel up, and succeeded in saving her crew of 7 men.

CAISTER, NORFOLK.—On the 8th March, the barque *Sparkling Wave*, of Sunderland, was stranded, and afterwards became a total wreck, on the South Scroby Sand. It was blowing a heavy gale of wind at the time. The *Birmingham No. 2* life-boat went quickly off, and after great difficulty succeeded in rescuing 15 men and the ship's dog, and in afterwards landing them in safety.

On the 28th March, the same valuable life-boat put off and saved the schooner *Wave*, of Boston, and her crew of 4 men. The vessel had stranded on the south part of the Inner Barber Sand, during a strong N.N.E. gale.

During the night of the 23rd May, the same life-boat went off and saved from destruction the Swedish barque *Balder*, which had struck on the north part of the Hasborough Sands. Upon the vessel stranding, some Palling beachmen, two fishing luggers, and steam-tugs were engaged to get her off the sands, but they were quite unable to do so. As a last resource, the Swedish Consul at Yarmouth applied for the assistance of the crew of the Caister life-boat; and they succeeded in about two hours in getting the barque afloat, and afterwards, with the assistance of a steam-tug, in beaching her beside the Britannia Pier at Yarmouth.

HOLY ISLAND, NORTHUMBERLAND.—On the 24th January, during a tremendous hurricane from the S., accompanied by thick showers of snow, the schooner *Mischief*, of Caernarvon, struck on the Parten Stiel Rocks, about a mile and a half to the south of Holy Island. Signals of distress were immediately made, which were promptly responded to by the *Grace Darling* life-boat going off to the rescue of the vessel's crew. After an hour and a half of laborious and gallant work, the life-boat reached the wreck, and succeeded in taking off 5 men and a boy, and in landing them in safety. A fishing coble, under close-reefed sails, had failed to reach the distressed vessel, although her crew had tried their utmost, the force of the hurricane being so great—in fact, nothing approaching

it had been experienced in the neighbourhood for many years.

IRVINE, N.B.—On the 29th January, the schooner *Athol*, of Ardrossan, was observed riding heavily between Irvine and Lady's Isle. The wind was blowing from the N.W., with heavy squalls and showers of rain. The *Pringle Kidd* life-boat put off and found the vessel in a disabled state, all her sails, gear, &c., being adrift. Some of the life-boat men boarded her, and her best cable just then snapping, the other was slipped, and the schooner and her crew of 3 men were taken safely into Troon harbour.

On the 10th February, the barque *Kate Agnes*, of St. John's, N.B., came broadside on the beach near Irvine during a strong wind from W.N.W. The same life-boat was promptly manned and launched, and in two trips brought safely ashore the vessel's crew of 14 men.

RAMSGATE.—On the night of the 24th January, the brig *Britain's Pride*, of Falmouth, went ashore on the South Brake Sand, near the Goodwin Sands. The *Bradford* life-boat was quickly manned and taken out in tow of the harbour steam-tug *Vulcan*, and the vessel and her crew of 8 men were then safely brought into harbour.

ST. IVES, CORNWALL.—On the 19th February, the schooner *Gipsy*, of Chepstow, was wrecked on St. Ives Ridge, during a strong northerly gale. The *Moses* life-boat was launched when the vessel was seen running for St. Ives, and reached her just as she grounded on the ridge. The grapnel was about to be thrown when a tremendous sea struck the boat and carried her away, washing out the coxswain and 3 men, and causing the loss of two oars. After picking up the four men the life-boat again proceeded to the vessel, and then succeeded in taking off the crew of 5 men. Three pilot gigs, which were under the shelter of the new pier, were overtaken by the same sea that washed the men out of the life-boat; one of the gigs was capsized, and the crew of 7 men were thrown into the sea. With the greatest difficulty the other two gigs picked up 5 of the men. Another man clung to the boat and drifted quickly to leeward. The life-boat men, in returning from the ship, perceived this man and picked him up. The other poor fellow, NICHOLAS JACOBS, however, unfortunately perished. (The Institution voted 10*l.* in aid of the

fund raised at St. Ives for the benefit of the widow and orphans of JACOBS.)

FISHGUARD, SOUTH WALES.—On the 19th February, the smack *Gloucester Packet*, of Cardigan, was observed in the roadstead with signals of distress flying. The *Sir Edward Perrott* life-boat at once put off, and succeeded in bringing safely ashore the vessel's crew of 2 men. A strong gale from the N. was blowing at the time.

SOUTHWOLD, SUFFOLK.—On the 21st February, the brig *Phæbe*, of Scarborough, was stranded on a sand-bank near Covehithe, on this coast, during stormy weather. The Southwold large life-boat went off, put 5 of her crew on board the vessel, and assisted in getting her off the bank and into harbour.

SOUTHPORT, LANCASHIRE.—On the 13th March, during a strong S.W. wind, the ship *Nictaux*, of St. John's, N.B., struck on James's Bank, about four miles from Southport. The *Jessie Knowles* life-boat quickly went off, and, with the assistance of two steam-tugs, the vessel was got off the bank and towed to a place of safety.

PENMON, ANGLESEY.—On the 23rd March, the brig *Jabez*, of Scarborough, was stranded on the Dutchman's Bank during a fresh gale from N.W. The Penmon life-boat put off, but after rescuing 5 of the shipwrecked crew, she capsized. She soon righted herself, all the men succeeded in regaining her, and she afterwards picked up 3 more of the vessel's crew, who had got into the long-boat. The master, having failed to do this, had been left on board the vessel. He afterwards took to the dingy, but was unable to reach the life-boat, and unfortunately perished.

WEXFORD, IRELAND.—On the 22nd March, during a fresh gale, the ship *Conway Castle*, of Liverpool, was stranded on the north end of the Blackwater Bank. The Wexford and Cahore life-boats, the *St. Patrick* and the *Sir George Bowles*, put off, boarded the vessel, and assisted the crew to throw overboard some of the cargo. Some steam-tugs also put off to her assistance, and she was ultimately got off the bank.

LIZARD, CORNWALL.—On the 27th March, the schooner *Selina*, of Swansea, was totally wrecked on the Outer Stag Rocks, during a strong N.N.E. wind. The *Anna Maria* life-boat was quickly launched,

but before she could reach the vessel, the master and a boy had been unfortunately washed overboard and drowned. The life-boat succeeded, however, in saving 2 men who had taken to the rigging.

LOOE, CORNWALL.—On the 27th March, while the *Oxfordshire* life-boat was out for her usual quarterly exercise, she fell in with a small boat, containing 2 fishermen, belonging to Looe. They were in great distress, being unable to pull against the strong wind, and their boat was rapidly driving off the coast. The life-boat at once took her in tow, and brought her and the 2 men safely to land.

On the 25th Sept., the schooner *Elizabeth Davy*, of Goole, was observed in a dismasted state, running for the shore in tow of the *Polperro*, diving boat. She had a very narrow escape of striking the rocks east of Looe Island. The life-boat *Oxfordshire* was soon launched through a heavy sea, and assisted to save the vessel and her crew of 3 men.

BLAKENEY, NORFOLK.—On the 8th April, the sloop *Richard*, of Goole, was stranded, during a strong N.E. gale, on the Nest Sands, about half a mile from Blakeney Harbour. She at once showed signals of distress, which were promptly replied to by the *Brightwell* life-boat putting off and saving the crew of 3 men from the wreck.

PAKEFIELD, SUFFOLK.—On the 8th April, the brigantine *Douglas*, of Guernsey, sprung a leak, and afterwards exhibited signals of distress in Pakefield Roads, during a very strong gale from the N.E. The *Sisters* life-boat put out, took off 7 of the vessel's crew, and safely landed them. She afterwards went off again, and, with the assistance of a steam-tug, freed the vessel from water, and towed her into Lowestoft.

HOWTH, DUBLIN BAY.—On the 19th April, the brig *Arran*, of Irvine, was stranded, during a fresh gale of wind, on the bank between the Main and Ireland's Eye, off Howth. The Howth life-boat was quickly manned and launched, and succeeded in bringing the vessel and her crew of 5 men safely into port.

On the 25th Sept., the schooner *Airdrie*, of Stranraer, was stranded on the Baldoyle Sands, in Dublin Bay, during a gale of wind. The same life-boat went off through a heavy and dangerous sea and rescued the crew of 4 men.

BARMOUTH, NORTH WALES.—On the 21st April, the schooner *Dasher*, of Amlwch, went on shore near St. Patrick's Causeway, during a fresh gale of wind. The *Ellen* life-boat put off twice, and on the second occasion was able to assist the vessel safely into harbour.

AYR, N.B.—On the 29th April, the schooner *John C. Wade*, of Newry, was stranded off Troon Harbour, N.B. It was blowing a heavy N.W. gale at the time. The *Glasgow Workmen's* life-boat put off, and, after some difficulty, succeeded in saving the lives of the crew of 5 men.

HUNSTANTON, NORFOLK.—On the 23rd July, the yacht *Foam*, of Wisbeach, was observed in a very dangerous position, with the sea breaking over her, off this place. It was blowing a strong gale from the N.E. at the time. The *Licensed Victuallers'* life-boat was promptly manned and launched, and brought ashore a lad who had been left in charge of the yacht.

RUNSWICK, YORKSHIRE.—On the 23rd July, the schooner *Margaret Cunningham*, of Whitby, was seen driving towards the Kettleness Reef, off the south point of Runswick Bay. It was blowing a gale from the N.N.E., and a heavy sea was running at the time. The life-boat *Sheffield* went off and brought ashore the crew of 2 men. Immediately after the men were landed, the vessel drove on shore and became a wreck.

COURTOWN, ARKLOW, AND CAHORE, IRELAND.—On the 5th August, the ship *Empire Queen*, of Dublin, was stranded during foggy weather on the south end of the Arklow Bank. The life-boat *Alfred and Ernest*, stationed at Courtown, went out, in reply to signals of distress, and at the request of the master remained by the vessel until 9 o'clock on the morning of the 7th, when she took on board 21 persons from the ship and afterwards landed them in safety. She was engaged 68 hours in this service.

The *Arthur Venables* life-boat, stationed at Arklow, went off three times to the same vessel. On the first occasion the life-boat was employed to bring the mate ashore in order to send 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. On the evening of the 7th August, this 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.

The life-boat stationed at Cahore had likewise put off to the assistance of the same vessel.

The Courtown life-boat was also launched on the 14th August, and rendered valuable assistance to the schooner *Annie Jane*, of Runcorn, which was stranded in the roadstead off Courtown, during a heavy gale from the S.S.E., and had showed signals of distress. Owing to the tremendous sea running, the life-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, the *Sir George Bowles*, also put off to the assistance of the same vessel.

On the 7th September, the ship *R. H. Tucker*, of Winconsin, U.S., struck on the Blackwater Bank, on the Irish coast, and the following day was totally destroyed by fire. The Cahore life-boat put off early in the morning, took 5 persons from the ship, and placed them on board the steam-tug *Ruby*. The life-boat afterwards took off 8 of the vessel's crew, landing them in safety. The life-boat stationed at Courtown also went off, and remained by the vessel all day, and when the ship caught fire she took off the remainder of the crew, 14 in number, and brought them ashore.

On the 13th September, the Cahore life-boat again put off, in reply to signals of distress from the schooner *Vivid*, of Wexford, which was stranded about a quarter of a mile from the shore close to Poulduff Pier. The life-boat succeeded in taking off the vessel's crew of 5 men and landing them in safety.

PADSTOW, CORNWALL.—On the 22nd August, the French smack *Jules Josephine*, of Reyneville, was totally wrecked on the Doom Bar Sands. It was blowing a heavy gale from W.N.W. at the time. The City of Bristol life-boat, *Albert Edward*, so named after H.R.H. the Prince of Wales, went off and rescued the crew of 4 men.

TENBY, SOUTH WALES.—On the 22nd August, the brigantine *Nameless*, of Cork,

and the schooner *Emily Ann*, of Carnarvon, were observed in distress off Tenby during a strong gale of wind. The *Florence* life-boat put off twice and saved the wrecked crews, consisting of 20 men. 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.

On the 29th September, the same valuable life-boat put off and rescued the crew of 4 men from the schooner *Carnseu*, of Hayle, which was observed at anchor in a very dangerous position off the east end of Caldy Island, during a heavy south-westerly gale.

ST. ANDREW'S, N.B.—On the 19th September, the brig *Oscar*, of Tonsberg, was stranded, and afterwards became a total wreck amongst the rocks a short distance from St. Andrew's Harbour, during a strong easterly gale. The St. Andrew's life-boat was quickly launched, and rescued with some difficulty the vessel's crew of 8 men. They had to drop, one by one, into the sea, whence they were hauled into the life-boat.

REDCAR, YORKSHIRE.—On the 25th September, the fishing coble *Sybil*, of Redcar, was seen in great danger in the roadstead in a fresh wind and heavy sea. The life-boat *Burton-on-Trent* went out and brought ashore the vessel's crew of 2 men.

The same valuable life-boat had, previous to performing the above service, 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.

LLANELLY, SOUTH WALES.—On the 26th September, the ketch *Garside*, of Bridgewater, was wrecked during a gale of wind off Pembroey. The life-boat *City of Bath* was at once launched, and saved 2 out of 3 of the crew. The mate of the vessel had previously endeavoured to swim ashore, and was unfortunately drowned in the attempt.

BUCKIE, N.B.—A little before nightfall on the 29th September, several fishing-boats belonging to this place were overtaken by a heavy gale of wind. They were seen from the shore making for Craigenrow Bay, ten 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, however, were landed, when the experiment was found to be too dangerous to be repeated, and a message was despatched for the *Miriam* life-boat, and in about ten minutes after the arrival of the messenger, she was on her way to the spot, the boat on her 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 alone discovered her movements, until after half an hour's anxious waiting on the part of the multitude on shore, the noble 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 on 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 had braved 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 were safely landed, making in all 45 lives saved. The boat behaved splendidly, and the crew were everything that could be desired.

THE LATE M. ALBERT, INSPECTOR OF LIFE-BOATS TO THE FRENCH LIFE-BOAT SOCIETY.

It is a calamity, and a cause of deep regret, when a man engaged in, and peculiarly fitted for, the development and consolidation of a national work is torn from

his labours by death, while still much of his undertaking remains to be accomplished. And when such a misfortune falls upon a benevolent society, of recent origin, dependent simply upon voluntary support, extending throughout an extensive country a system affecting the lives of thousands of our fellow-creatures, and passing through the most critical period of its existence, men of all countries, but especially Englishmen, cannot fail to have their liveliest sympathies excited by the event. This is the position in which our brethren of the French Life-boat Society are placed by the recent lamented death of their Life-boat Inspector, M. le Capitaine ALBERT, of the French Imperial Navy.

When the French Society was formed, it immediately became its duty to seek out a man in whom ripe experience, minute and lengthened acquaintance with nautical affairs, skill in command and administration, and shrewd common sense should be combined. It was considered especially fortunate that M. ALBERT, a naval officer, who had seen many years' service, and had served as flag-captain under successive admirals of the French fleet, had been selected to fill such an important post. Twenty-three years ago, ADMIRAL MONTAGNÈS DE LA ROQUE eulogised him as being "active, zealous, methodical, and sparing no labour in promoting the good of the service." In fact, the Admiral could not refrain from saying: "It is not possible to serve better than M. ALBERT." On all hands we hear testimony to his singular merits, of which we ourselves were much impressed, when he visited London three or four years ago. His judgment was ready and thoroughly reliable, and his spirit of order was proportioned to his coolness in time of danger. In every situation in which prompt and wise action was required, his mind swiftly obeyed the demand made upon it; and fearlessness and perseverance were not wanting to enhance these qualities. He is described as the beau-idéal of a perfect officer, and was well-known as one of the best officers in the French navy. We may well consider the Society to have been fortunate in securing M. ALBERT as one of its principal officials.

The Inspector took office in April, 1865, and for four short years bent his energies to the establishment of a life-boat organization essentially similar to the English one. We shall best record his praises by stating that in that period one hundred and thirty stations (*postes de secours*), provided either

with a life-boat or the life-saving apparatus of M. DELVIGNE, were placed in working order under the Society, by which already four hundred and eighty-two lives have been saved from a watery grave.

From the most important subjects down to the minutest details of organization, he showed himself equally at home. With indefatigable activity, he passed from life-boat station to station on the widely-extended seaboard of France, everywhere giving evidence of his fitness for his post. In the delicate and difficult task of selecting the crews of the life-boats, which devolved upon him, his judgment and firmness, mingled with good humour and persuasiveness, were admirably manifested, and fishermen and mariners were alike satisfied to submit themselves to his guidance, foregoing local rivalries, which are so frequently an obstacle to great enterprises.

In the numerous cases in which he was brought into contact with public bodies, many of them doubtful of the success of the Life-boat Society, his conciliatory manner, without the abandonment of important principles, smoothed the path for progress, and gained good wishes for a favourable issue. Everywhere his modesty and sterling merit attracted respect, and secured success in his mission. Unceasingly did he prosecute his labours till, in April last, he was seized with an illness from which he died, on the 27th of June.

It is not too much to say that M. ALBERT laid down his life in the rapid organization of the French Life-boat service, with which work his name will ever be honourably associated. His labours have assisted the Society to surmount those perplexing difficulties which stand thick in the path of most young institutions, and to rise to a position of efficiency and of real beneficence second only to the English NATIONAL LIFE-BOAT INSTITUTION. It will not be easy to find another man so well qualified for the work as he was; we can only hope that in the selection the Society may decide as wisely as it has done hitherto. Well might the sorrowing members of the council say, as they followed M. ALBERT'S remains to the tomb: "Never has a greater or more worthy achievement crowned a more meritorious career." He has nobly carried out the charge committed to him, and has made good his claim to the esteem of all men in whose hearts works of love and mercy find a place.

THE WRECK REGISTER AND CHART FOR 1868.

As the year rolls round, and in the midst of great storms, this sad tidings of disasters at sea, the Wreck Register, makes its appearance, and brings afresh to our recollection the scenes of desolation witnessed on too many parts of our coast last winter. And there was probably never published by the Board of Trade a more doleful though instructive record of shipwrecks in one year, than the one that has been issued within the past few days.

Yet it is satisfactory to find that no gales of remarkable duration and violence occurred during the past year, such as took place in 1866 and 1867; and that the number of wrecks is accordingly less than in those years. The records of the fearful storms of last January, when some half-dozen life-boat houses were demolished, are not included in this return; but we fear that the accounts of those gales, when published, will be found more sad than any that have occurred within living memory, not excepting the storms that wrecked the *Royal Charter* and the ship *London*.

It appears that the number of wrecks, casualties, and collisions from all causes on the coasts of the United Kingdom, and in the surrounding seas, reported in 1868, is 1,747. This is fortunately 343 less than the number reported in 1867 (2,090), and 113 less than the number reported in 1866 (1860). It seems that the number of ships lost or damaged in the 1,747 wrecks, casualties and collisions reported in 1868, is 2,131, representing a registered tonnage of upwards of 427,000 tons. The number of ships in 1868 is less than the number in 1867 by 382. The number of ships reported is in excess of the number of disasters reported, because in cases of collision two or more ships are involved in one casualty.

The following short statement shows the annual average of wrecks reported since 1850, divided into three periods of five and one of four years:—1850, 660; 1851, 1,269; 1852, 1,115; 1853, 832—making a total in those four years of 3,876 wrecks

and casualties, and giving an average each year of 969. In 1854, 987; 1855, 1,141; 1856, 1,153; 1857, 1,143; and 1858, 1,170. Total in five years, 5,594, or an average annually of 1,118. In 1859, 1,416; 1860, 1,379; 1861, 1,494; 1862, 1,489; and 1863, 1,664. Giving a total in the five years ending 1863 of 7,441, and an average in every year of 1,488. In 1864, 1,390; 1865, 1,656; 1866, 1,860; 1867, 2,090; and 1868, 1,747. Total for the five years to the end of 1868 of 8,743. The average number of wrecks annually in the same period being consequently 1,748.

It will thus be seen that the number of wrecks reported during 1868 is just below the average for the last five years, but is in excess of the average of all the years previous to that period. With the exception of the numbers reported in 1867 and 1866, the largest number of wrecks ever reported in one year is unhappily given to the past year.

Undoubtedly these 1,747 shipwrecks in one year on our coasts appear a very large number. Yet it should be constantly borne in mind that our great commerce receives every year fresh development. As the Registrar-General at Somerset House accounts for the increased number of deaths in the metropolis and other large towns by the increase of the population, so we may safely account for the large number of these disasters at sea, by the great increase every year of ships frequenting our coasts and narrow seas.

The *Register* takes note of the most fearful gales that occur in given years. Thus what is called the Royal Charter gale of 1859, wrecked 343 ships. In three months in 1861, there were 460 wrecks; in three months in 1862, there were 540 vessels lost; and in the gales of six months of 1863, 930 ships came to grief. Again in November, 1864, there were 264 wrecks; and yet the total number of wrecks in that year was 274 below those of 1863. In 1865, the gales of January, February, March, October, November, and December, gave 766 wrecks; in the following year (1866) the gales of the corresponding months consigned 793 ships to destruction. In the

West of England the gale of the 11th of January in that year will never be forgotten. In Tor Bay alone 61 vessels were wrecked on that day, accompanied by the loss, as far as could be ascertained, of 35 lives. In 1867, the heavy gales of January, March, April, October, November, and December, added 980 wrecks to the list. Thus then it is manifest that whenever any storm takes place on our coasts, we can most safely conclude that it is attended by fearful shipwrecks and loss of valuable lives. It is, however, consolatory to know, with equal certainty, that at such periods every possible effort will be made by our noble life-boat crews and others to save life, whenever it is possible to approach the distressed sailor.

Some of us will remember that one of the most serious gales of the year 1868 occurred on the 22nd and 23rd of August, a month in which our inland population crowd at our sea sides, and in which our shores are seldom visited by heavy gales. The number of wrecks and casualties reported during that month was more than double the number recorded during the same month in any previous year.

The gales of 1868 were chiefly from the following directions, viz. :—January, from south-south-west and south-west; February, from the south-west and west. During the months of March, April, May, June, and July no heavy gales were experienced. The August gales were from the south-west, south-south-west, and north-west; September, east and south-west; and December, from the west, south-west, south-south-west, and south-south-east.

Of the 2,131 ships wrecked in 1868, 1,801 are known to have been ships belonging to Great Britain and its dependencies, with British certificates of registry, and 272 were Foreign ships. Of the remaining 58 ships the country and employment are unknown. Of the British ships 1,317 were employed in the British coasting trade, and 484 were employed in the (over-sea) Foreign and Home trade. Of the foreign ships, 20 were employed in the British coasting trade.

Of the total number of wrecks (1,747) reported in 1868, 379 were collisions, and

1,368 were wrecks and casualties other than collisions. Of these 1,368 wrecks and casualties other than collisions, 527 were wrecks resulting in total loss, and 841 were casualties resulting in partial damage more or less serious. The whole number of wrecks and casualties other than collisions reported in 1867 was 1,676; and that number was more than the number reported in any year since 1858. But 1,368—the number of wrecks and casualties other than collisions in 1868—is less than the number of wrecks and casualties in 1867 by 308.

Of the 527 wrecks—*i. e.*, total losses from causes other than collisions—265 happened when the wind was at force 9 or upwards (a strong gale), 71 arose from defects in the ship or in her equipments (and of the 71, no less than 46 appear to have foundered from unseaworthiness),—87 appear from the reports made by the officers on the coasts to have been caused by inattention, carelessness, or neglect; and the remainder appear to have arisen from various other causes.

Thus, excluding collisions, 158 total wrecks last year are clearly and directly traceable to the carelessness and indifference of man. It is also a remarkable fact that from these very casualties the greatest loss of life takes place, inasmuch as the wreck is sometimes instantaneous, arising from the rottenness of the ship, bad anchoring gear, and other prolific sources of mischief, rendering it hardly possible for any succour from the shore to arrive in time to save the lives of the crews.

We learn again that of the 841 casualties—*i. e.*, partial losses from causes other than collisions—487 happened when the wind was at force 9 or upwards (strong gale), 123 arose from carelessness, 82 from defects in the ship or her equipments, and the remainder appear to have arisen from various other causes.

It is really a disgrace to us as a nation, to learn from this authentic record that the total number of ships that foundered, or were otherwise totally lost on our coasts from unseaworthiness, unsound gear, &c., in the last ten years, is 482; and the number



WRECK CHART OF THE BRITISH ISLES

FOR
1868.

Compiled from the Board of Trade Register.

SHOWING ALSO THE PRESENT
LIFE BOAT STATIONS

- Signifies a Casualty.
- Represents a Life Boat.

Scale of Nautic Miles.

10 0 50 100



of casualties arising from the same causes, during the same period, and resulting in partial damage, was 531. We have no record of the loss of life from these wrecks, but it must have been frightful.

Again, there were 131 wrecks and casualties to smacks and fishing-vessels in 1868. It is always a fatal proof of the severity of a gale when fishing-smacks are lost. But excluding these 131 fishing-smacks, the number of vessels employed in the regular carrying trade that have suffered from wreck or casualty during the year was exactly 2,000. If this number be again subdivided, it will be found that about half of it is represented by the unseaworthy, overladen, or ill-found vessels of the collier-class, chiefly employed in the coasting trade. For the six years ending 1868, the number is more than half.

In 1863, of the collier class, 989 vessels were lost; in 1864, 844; in 1865, 934; in 1866, 1,150; in 1867, 1,215; and in 1868, 1,014; making a total, in six years, of 6,146 vessels lost, in too many cases, from clearly preventible causes. The loss of life from these very disasters can only be counted by thousands!

It should, however, be borne in mind that the storm often proves destructive to ships of all classes and all ages. Thus, in the ten years ending in 1868, disasters to comparatively new ships bear a very high proportion to the whole number, for 176 wrecks and casualties happened to nearly new ships, and 297 to ships from three to seven years of age. Then there were wrecks and casualties to 420 ships from seven to fourteen years old, and to 653 from fifteen to thirty years old. Then follow 267 old ships, from thirty to fifty years old. Having passed the service of half a century, we come to the very old ships, viz., 35 between fifty and sixty years old; 28 from sixty to seventy, 9 from seventy to eighty, and 8 from eighty to ninety, and the ages of 238 are unknown. In former years we have had, when unattended with the loss of life, to rejoice over the destruction of ships of one hundred years old and upwards; but this year no casualties have been reported to vessels of known

greater age than ninety years. The officers of Coast-guard and Customs in their wreck returns to the Board of Trade frequently call attention to the state of rottenness and of want of repair of some of the ships above twenty years old. Even at the age of twenty-five to thirty, it sometimes happens that a ship is so rotten as to fall to pieces immediately on touching the ground, without giving the crew the slightest chance of getting out their boats, or being saved by a life-boat.

The classification of these disasters in this Register is very clearly given, and calls for a public acknowledgment. We accordingly find that of the 2,131 vessels lost or damaged in 1868, 86 were rigged as ships, 150 were steam ships, 594 schooners, 312 brigs, 250 barques, 243 brigantines, and 197 smacks; the remainder were small vessels rigged in various ways. Of the 2,131 vessels referred to, 989 did not exceed 100 tons burden, 772 were from 100 to 300 tons, 248 were from 300 to 600 tons, and 122 only were above 600 tons burden.

From the table showing the parts of the coasts on which the wrecks and casualties happened, it will be seen that as usual the greatest number occurred on the East Coast. The numbers are as follow:—

East Coast, 823; South Coast, 202; West Coast, 427; N.W. Coast of Scotland, 64; Irish Coast, 189; Isle of Man, 22; Lundy Island, 16; and Scilly Isles, 4.

From the accompanying Wreck Chart, the wrecks thus delineated can be brought vividly before the mind's eye. The same Chart also shows us the numerous life-boats that are now happily found in these scenes of desolation and despair, bringing succour, often under the most trying and perilous circumstances, to hundreds of sailors who, in their absence, must inevitably have perished. Yet, notwithstanding all these noble and continued exertions on the part of our life-boats' crews, who in many instances are prepared to face death themselves, if a brother's life is to be saved, we record with the deepest regret that the loss of life on or near the coasts of the United Kingdom, in 1868, was 824!

We appeal again to shipowners themselves

to help the efforts and the noble work of the NATIONAL LIFE-BOAT INSTITUTION, and, no less meritorious, that of the Board of Trade, in respect of its thoroughly efficient rocket apparatus, to reduce this death-roll by every means in their power. Riches gathered at the waste, apparently, of so much human life cannot, one would imagine, yield to the possessor any lasting benefit. Apart from the untimely end of these 824 poor creatures, let us reflect for a moment on the widows and orphans and aged persons and relatives who were thus made desolate in one short year; and these would have been quadrupled had it not been for the unceasing and successful exertions of the NATIONAL LIFE-BOAT INSTITUTION, the Board of Trade, shore-boats, and other means, in saving last year alone the lives of thousands of shipwrecked sailors on our coasts.

Again, we observe that the number of lives lost in 1868 is 509 less than the number lost in 1867, but is, unhappily, in excess of all other years excepting 1867, 1866, 1861, and 1859 (the *Royal Charter* year), when the number reached 1,647. The lives lost in 1868 were lost in 196 ships; 141 of them were laden vessels, 42 were vessels in ballast, and in thirteen cases it is not known whether the vessels were laden or light. 164 of these ships were entirely lost, and 32 sustained partial damage. Of the 824 lives lost, 262 were lost in vessels that foundered, 86 lives were lost on board vessels in collision, and 409 in vessels stranded or cast ashore.

Nearly 90 lives were lost in fishing-boats alone. We trust the loss of life from fishing-boats will be diminished year by year as the qualities of the safety fishing-boats of the NATIONAL LIFE-BOAT INSTITUTION become known and appreciated by our fishermen.

The remaining 67 lives lost were lost from various causes, such as by being washed overboard in heavy seas, by explosions, &c.

Whilst the greatest number of wrecks happened on the east coast of England, the greatest loss of life during the ten years ending in 1868 occurred in the Irish Sea. The number of lives lost in the Irish Sea during the ten years is more than double

the number lost on any other part of the coasts.

The winds most destructive to shipping during the past year were as follows:—N., 53; N.N.E., 46; N.E., 88; E.N.E., 56; E., 61; E.S.E., 35; S.E., 64; S.S.E., 56; S., 74; S.S.W., 160; S.W., 223; W.S.W., 144; W., 120; W.N.W., 108; N.W., 116; and N.N.W., 55. Showing that westerly gales are far more destructive than easterly gales; the most destructive being from south-west.

The following table distinguishes the wrecks in 1868 according to the force of the wind at the time at which they happened: thus 661 happened when the wind was at force 6 or under, that is to say, when the force of the wind did not exceed a strong breeze, in which the ship could carry single reefs and topgallant sails; 154 happened with the wind at forces 7 and 8, or a moderate to fresh gale, when a ship, if properly manned and navigated, can keep the sea with safety; and 835 happened with the wind at force 9 and upwards, that is to say, from a strong gale to a hurricane.

Force of Wind.		Vessels.
Calm.		17
Light air.	Just sufficient to give steerage way.	21
Light breeze	With which a ship with all sail set and clean full, would go in smooth water	75
Gentle breeze		33
Moderate breeze		142
Fresh breeze		177
Strong breeze		196
Moderate gale		75
Fresh gale		79
Strong gale		534
Whole gale, in which she could just bear close reefed main-topsail and reefed foresail		195
Storm.	Under storm staysail	53
Hurricane.	Lare poles	53
Variable.		97
Unknown		97
Total		1,747

It appears that there are at present 210 life-boats on the coasts of the United Kingdom belonging to the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and 40 to local boards. The rocket and mortar apparatus stations now number 279, and are under the management of the Coast-guard and the Board of Trade.

During the year 1868, and the first nine

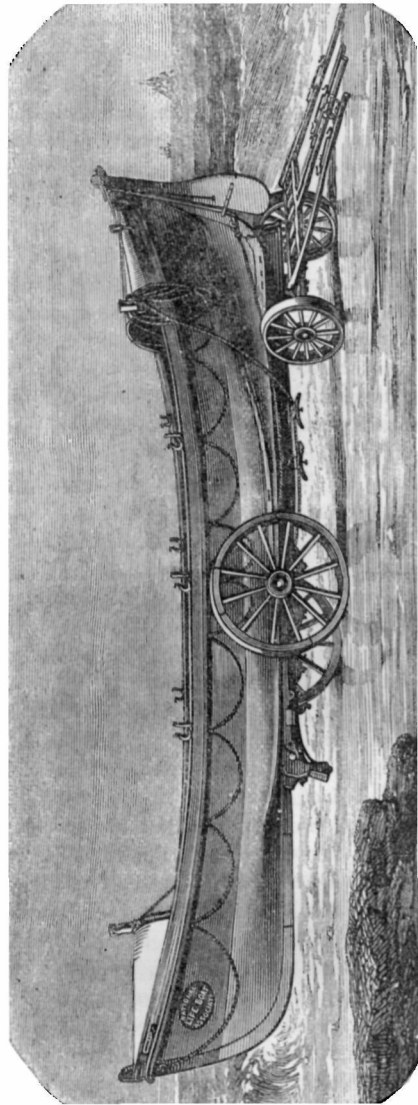
months of 1869, 969 lives (besides 35 vessels) were saved by the life-boats of the National Institution alone, and 558 by shore-boats and other means, for which it granted rewards. A sum of £4,036 was expended by the Institution in the same period in rewards for saving life; and £33,000 on its various establishments round the coasts of the British Isles.

In the presence of facts like these the Life-boat Institution need have no misgiving in respect to pecuniary support whilst it pursues vigorously and successfully the great and national objects for the promotion of which it was established.

It is peculiarly encouraging to find that in proportion as the sphere of the operations of the Institution has increased, its Committee of Management and Officers become deeply sensible of their great and responsible duties, and of the high trust which the British public has reposed in them. Its local Branches, and the sailors who are ever ready to man the life-boats, fully participate in this feeling of responsibility; and so long as this mutual feeling is maintained and fostered, the cause of suffering humanity cannot fail to gain by the well-directed efforts of the Life-boat Institution.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.

MILFORD HAVEN.—It being thought desirable to place a life-boat at Milford, the Institution decided to form a station there. A substantial house was accordingly constructed at Angle Point, a position which enables the life-boat to command the entrance to the Haven. In November last the life-boat, a 33-feet 10-oared one, was sent to Milford, and was efficiently launched there from the shipbuilding yard of Messrs. WATSON and WIMSHURST, down launching ways kindly prepared by them for it, the boat making a long and rapid run into the water, with the crew seated, having their oars tossed up and with colours flying. The boat had been previously named the *Katherine* by the COUNTESS of CAWDOR, after a prayer had been offered by the Rev. Canon THOMAS. The crew were delighted



with the boat, which was found to work remarkably well under sail. **TITUS SALT, Jun., Esq.,** of Bradford, is the donor of the life-boat. His father, **Sir TITUS SALT, Bart.,** had previously munificently presented the entire cost of the Stromness Life-boat Establishment to the Institution, and the son had performed this munificent and benevolent act long before his father even knew of it.

CROMER, NORFOLK.—This Life-boat Establishment has been completely renovated,

the old boat having been removed on account of its having for some time exhibited signs of decay, which was evidently increasing. It has accordingly been replaced by a new boat 34 feet long, 8 feet 8 inches wide, fitted to row 10 oars double-banked, and provided with a transporting-carriage. A new and very fine house has also been erected for the boat and carriage on a more suitable site, and the whole Life-boat Establishment is now in a very efficient state. The expense of the new station has been defrayed by BENJAMIN BOND CABELL, Esq., F.R.S., who gave 1,000*l.* to the Society for that purpose, and in honour of that gentleman the Institution named the boat the *Benjamin Bond Cabell*. On the 4th September, 1868, the new station was inaugurated with the usual ceremonies, the BISHOP OF NORWICH attending and delivering an address on the occasion, and the boat being named, before the launch, by Miss BUXTON, daughter of the Dowager Lady BUXTON.

FRASERBURGH, N.B.—The Institution has sent another life-boat and carriage to this station, the men having lost confidence in their former boat after an accident which happened to her in December, 1866, but which was unattended with any loss of life. The new boat is a 33-feet one, rowing 10 oars, and, like the old one, it is named the *Havelock*, after the late distinguished Indian general, the name being given at the request of WILLIAM M'KERRELL, Esq., Hill House, Ayrshire, the gentleman who, in 1857, presented the Seaton Carew Life-boat to the Society, and, in 1858, gave it the cost of the boat then placed at Fraserburgh, which was the first life-boat it established in Scotland, the most northernmost station up to that time being Berwick-on-Tweed. At the present time the Institution has 25 life-boats on the Scotch coast; and it is satisfactory to find that the Scotch people are now fully alive to the great and national work of the LIFE-BOAT INSTITUTION.

LLANELLY, SOUTH WALES.—It will probably be remembered by our readers that several most distressing wrecks occurred in this neighbourhood in January, 1868, and it was afterwards thought, that had there been a life-boat closer at hand than the one at Pembrey, it might have been of service on the occasion. After making inquiries into the matter and finding that a life-boat might advantageously be placed on the

Pilot Ship near Llanelly, the Institution decided to send a boat there. As the boat, having to be slung from davits, would necessarily be much exposed, an iron life-boat, on the self-righting principle of the Institution, has been expressly constructed for this station by HAMILTON'S Windsor Iron Works Company (Limited), Liverpool. It is 26½ feet long, 6 feet 1 inch wide, rows 5 oars single-banked, and will be worked by the Llanelly pilots. The boat was tried as soon as it reached its destination in April last, and was found to tow admirably and to row well. Miss ANNE M. WHITE, of Plymouth, presented the life-boat to the Institution in memory of her parents and friends, she being the last of her family. The boat is named the *James and Elizabeth* after her deceased parents.

WEYMOUTH. — The Institution has founded a life-boat establishment at this well-known watering-place. It had been suggested to it that it was desirable to place a life-boat on the neighbouring peninsula of Portland, but on inquiry, it was found that Weymouth was the more desirable place of the two for a life-boat station, as the boat would then be in a better position to go to the assistance of vessels in distress on the north and east sides of Weymouth Bay. Accordingly, a well-built substantial boat-house has been erected on a site at the west side of Weymouth Harbour, close to the water, enabling the boat to be in a position to be rapidly launched at all times of the tide—a slipway and cutting through the quay having been made for the use of the boat. A first-class 33 feet 10-oared life-boat was provided for the station at the expense of the Earl of STRAFFORD, P.C., and sent there in January last, and on the 26th of that month a very imposing demonstration took place at Weymouth on the occasion of the inauguration of the life-boat station. The latter part of the day was observed as a general holiday there. The life-boat, fully equipped and manned, and mounted on a transporting carriage, drawn by six fine grey horses, was escorted through the principal streets of the town to the Esplanade Sands, by a procession which comprised the Mayor and Members of the Corporation in their robes, Serjeant-at-Mace, Members of the Local Committee, donors and friends of the movement, the officers of H.M. ships *St. George* and *Bos-*

cawen, the Inspecting Commander and men of the Coast-guard, 300 boys belonging to the *Boscawen*, the officers of H.M. Customs, Volunteers and Members of the Ancient Order of Foresters, and Independent Order of Odd Fellows wearing their regalia, accompanied by bands of music. On arriving at the Sands, the boat was presented by Captain DAVID ROBERTSON, R.N., the Assistant Inspector of Life-boats, to the Mayor as representing the Local Committee, after which a prayer and benediction were offered by the Rev. TALBOT GREAVES, and the boat was named the *Agnes Harriet* by Lady ASHLEY, and launched, when various evolutions, including capsizing, to show the boat's self-righting power, were gone through. The Coastguard afterwards practically illustrated the use of the rocket apparatus.

KIMERIDGE, DORSET. — A distressing wreck occurred on Kimeridge Ledge in September, 1868, and neither the nearest life-boat at Chapman's Pool nor the Coast-guard boat at Kimeridge were able to render any assistance, the vessel foundering and all the unfortunate crew perishing. A desire was then generally expressed to have a life-boat station formed at Kimeridge itself, and the Institution, after inquiry, decided to place a life-boat there—a sheltered spot being found where the boat could be launched, when it would be impossible to get a boat off from any other part of the Bay. On account of the scarcity of competent men in the locality, a small life-boat only could be managed, and accordingly the boat sent there in December last was 28 feet in length, 6 feet 8 inches in width, and pulling 5 oars single-banked. The Rev. NATHANIEL BOND has kindly undertaken to provide a site for a wooden boat-house, which he has promised to have constructed for the life-boat at his own expense. Meanwhile, the boat is kept under a canvas cover on a small platform beneath a protecting cliff, in readiness for instantaneous service when required. The boat, which is named the *Mary Heape*, is the gift to the Institution of BENJAMIN HEAPE, Esq., of Northwood, Manchester, the brother of ROBERT TAYLOR HEAPE, Esq., of Rochdale, who has also rendered valuable service to the life-boat cause, he having collected amongst his friends and others in his town the entire expense of the life-boat stationed at Polkerris, near Fowey, on the coast of Cornwall, in addition to collecting upwards of 50*l.* a-year for its sup-

port. When the Kimeridge life-boat was placed on its station, a considerable number of persons assembled to see its first launch, which was successfully accomplished, while the wind was blowing hard from the S.W., and a heavy sea was running—the behaviour of the boat on the occasion being very much admired.

LYNMOUTH, NORTH DEVON.—The Institution has, on the urgent representation of the local residents and others, formed a life-boat establishment at this place—where the ship *Home*, of St. Andrew's, New Brunswick, was wrecked in August, 1868, on which occasion two of the crew were unhappily drowned, the others being rescued with much difficulty and peril by the exertions of the inhabitants of Lynmouth. Shipwrecks are not very frequent on this part of the coast; still it was felt that a life-boat should be placed here ready for any such emergency as that just mentioned, especially as there was no life-boat station between Ilfracombe, Devon, and Burnham, Somerset—rather a long coast line. A life-boat and carriage have accordingly been forwarded, and a commodious boat-house is in course of construction for them, on a site granted by ROBERT ROE, Esq., J.P., the Lord of the Manor, they being, in the mean time, kept in a shed on the beach, lent by the same gentleman for that purpose. The boat, which is the gift of a lady in Yorkshire, “in memory of a very dear brother,” after whom it is named the *Henry*, is 30 feet long, 7½ feet wide, and rows 10 oars. On the 20th January last it was drawn on its carriage by eleven horses from Barnstaple to Lynmouth, a distance of 20 miles, along a most hilly road, presenting difficulties of no ordinary character. The journey was however accomplished in safety under the superintendence of the Assistant Inspector of the Institution. On the arrival of the boat at its destination, it was met by the inhabitants of Lynton and Lynmouth, who had erected a number of triumphal arches decorated with flags, and the life-boat met with a most hearty reception. The next morning the life-boat was named in the usual manner by Mrs. ROE, launched, and the crew exercised in its management.

ST. DAVID'S.—A life-boat establishment has been organized by the Society near this place, *i. e.*, at Port St. Justinian, on the north side of St. David's Head, facing Ramsey Island and Sound, where no difficulty will probably be found in launching

the boat in the heaviest gales to the aid of vessels which may be in distress on the Sound—which is much used as a roadstead. The local residents had applied to the Institution to send one of its boats to the locality, and the Inspector of Life-boats, after visiting the spot, had recommended it to form the life-boat station; and, in addition, a life-boat has been placed at Solva, on the south side of the Head and St. David's Bay—both boats being under the management of the same Local Committee, and being worked by the same crew, who will exercise each boat in alternate quarters. The St. Justinian 10-oared life-boat is 32 feet long, and 7½ feet wide. It was contributed to the Society by the EARL OF DARTMOUTH and his tenantry in Staffordshire, West Riding of Yorkshire, Buckinghamshire, and Sussex, the boat being named the *Augusta*, after the COUNTESS OF DARTMOUTH. In April last the boat was taken for exhibition to his Lordship's seat at Patshall Park, near Wolverhampton, *en route* to its destination. In the presence of members of his family, many of his tenantry and friends, and of a considerable number of persons from the surrounding neighbourhood, Lord DARTMOUTH formally presented the life-boat to the Institution, which was represented on the occasion by its Inspector. The boat was then named by Lady DARTMOUTH, and launched into a lake in the Park, it being manned by an amateur crew of young gentlemen resident in the locality, amongst whom were Lord DARTMOUTH's two eldest sons, this crew rowing the boat remarkably well. The life-boat was afterwards forwarded to its station *via* Haverfordwest, being first publicly launched at Solva and St. David's in the presence of a large number of persons, after addresses had been delivered at the two last-named places by different Members of the Local Committee. The boat-house is now being built, the boat at present being kept on a carriage in enclosed premises in the town of St. David's, ready to be used when needed.

We reserve for our next Number the account of the life-boat placed at Solva in September last.

DROGHEDA, IRELAND.—The Local Committee having reported that the very small life-boat stationed at the mouth of the Boyne was not powerful enough to be propelled against a strong flood tide and heavy sea, with the wind from the S.E., when her

services are likely to be frequently needed, a new medium-sized life-boat, 32 feet long, 7½ feet wide, pulling 10 oars, and provided with a transporting-carriage, has been sent to Drogheda. The British and Irish Steam Packet Company kindly gave them a free conveyance to Dublin, whence they were taken, on similar liberal terms, by the Dublin and Drogheda Railway Company. The old life-boat was named the *Old George Irlam of Liverpool*, after a deceased eminent Liverpool merchant of that name, whose daughter had left a legacy of 1,000*l.* to the Institution in aid of its general funds, and had often expressed a desire that a life-boat might be named after her late father; and, on hearing of this, the Society gave that designation to the then life-boat placed at Drogheda, and the new boat also bears that name. On arriving at its station, the life-boat was taken afloat, in a strong wind, and some sea, when the coxswain and crew expressed much satisfaction with its behaviour.

SUMMARY OF THE

MEETINGS OF THE COMMITTEE.

Thursday, 8th April, 1868: THOMAS CHAPMAN, Esq., F.R.S., V.P., in the Chair.

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

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

Read and approved the Reports of Capt. J. R. WARD, R.N., the Inspector of Life-boats, of the 1st and 6th April, on his recent visits to Lowestoft, Corton, Wells, Robin Hood's Bay, Weymouth, Sidmouth, Salcombe, Mevagissey, Guernsey and Alderney.

Also the Report of Capt. D. ROBERTSON, R.N., the Assistant Inspector of Life-boats, of the 3rd April, on his recent visits to Abersoch, Wales; and to Poolbeg, Drogheda, Skerries, Dundalk, and Newcastle (Dundrum), Ireland.

Decided, on the application of the local residents, and on the recommendation of the Inspector of Life-boats to the Institution, to form a life-boat station on the Isle of Whithorn, N.B.

A benevolent lady residing in Edinburgh, had given the Society 620*l.* to defray the entire cost of this life-boat establishment. — *To be thanked.*

It was also decided to appropriate the life-boat establishment forming at Mevagissey, Cornwall, to the fund raised by Sir ROBERT N. C. HAMILTON, Bart., K.C.B., which had amounted to 320*l.* — *To be thanked.*

Decided also, on the Report of the Inspector of Life-boats, to form a Life-boat Station at Corton, Suffolk.

Reported that Mrs. GEORGE DAVIS, of Clapham Rise, had given the Institution 620*l.* to defray the cost of this life-boat establishment, in addition to an annual subscription of 10*l.* in aid of the maintenance of the boat. — *To be thanked.*

Also decided to station a surf life-boat at Lowestoft, in addition to the large boat, which was intended to go off to the outlying sand-banks, and was not suitable for in-shore work.

MISS LEICESTER, who had given the Society the Whitehaven life-boat, had recently presented 420*l.* for another boat, and she approved of her gift being appropriated to the Lowestoft surf life-boat.

Reported the transmission to their stations of the Drogheda and St. David's new life-boats. The British and Irish Steam Packet Company had readily given a free conveyance on board one of their steamers to the Drogheda boat. The St. David's life-boat which had been presented by Lord DARTMOUTH and his Tenantry had been sent to Lord DARTMOUTH's seat at Patshull Park, near Wolverhampton, *en route* to its station, on which occasion the boat was launched in a lake in the Park in the presence of a large concourse of persons after being named in the usual way by Lady DARTMOUTH.—*The Steam Packet Company to be thanked.*

MR. LEWIS, the Secretary of the Institution, reported that he had attended at Exeter during Easter week, on the occasion of a Bazaar and grand fêtes being held there at that time, in aid of the support of the life-boats of the Society on the coasts of Devon and Cornwall.

He observed that he had never witnessed such devotion towards the life-boat cause, on the part of all classes. Lady ANNA MARIA COURTENAY, Lady CHETWYND, Lady POLTIMORE, the Mayoress of EXETER, Mrs. HARTLEY, Mrs. CHICHESTER, Mrs. BLANDY, Mrs. WILLIAMS of Rewe, Mrs. CHAMPERNOWNE, Mrs. GIBBS, and Mrs. STUDD, the stall-keepers, were untiring, day after day, in attending to their stalls. Altogether, with the hearty co-operation of the local press, there had not been before in any place such a public manifestation of sympathy and support for the NATIONAL LIFE-BOAT INSTITUTION.

Decided that the several Ladies and Gentlemen who assisted at the Bazaar be cordially thanked, and that the hearty acknowledgments of the Institution be conveyed to Mr. T. B. GIBBS and Mr. C. H. EDMUNDS, the Hon. Secs. of the Bazaar, for their valuable co-operation in organizing and carrying it out.

Read letter from the Secretary of the Purbeck Island Branch, of the 18th March, in which he stated that the Rev. NATHANIEL BOND had kindly promised to erect a wooden house for the Kimeridge life-boat, at his own expense.—*Decided that Mr. BOND's liberal offer be accepted with thanks.*

Read letter from CHARLES BURN, Esq., C.E., of Abingdon Street, Westminster, of the 10th March, describing his plan for preventing boats from capsizing.—*To be acknowledged.*

Produced drawings of an apparatus by Mr. WILLIAM BAIN, of Wimborne, to enable boats to self-right after being capsized.—*To be acknowledged.*

Read letter from Messrs. SHALETT, DALE, and Co., of Cornhill, of the 5th March, calling attention to a new 'Storm Escape' which had been invented by Mr. JOSEPH HODGSON.—*To be acknowledged.*

Reported that the Tynemouth life-boats had been taken out for their Quarterly Exercise on the 31st March, on the occasion of the Hon. REVERDY JOHNSON, the late American Minister, visiting that place.

Ordered a life-boat house to be erected at Lynmouth, Devon, at an expense of 18*l.*

Decided that the Thanks of the Institution, inscribed on Vellum, be presented to Capt. JOHN Z. CREAM, R.N., late Inspecting Commander of the

Banff Division of Coastguard, in acknowledgment of his valuable and zealous co-operation in the management of the life-boats in his division.

[The special contributions and legacies to the Society in the month of March are given in its last Annual Report, published on the 1st April, 1869.]

Paid 601*l.* 18*s.* 8*d.* for sundry charges on various life-boat establishments.

Voted 12*l.* 15*s.* to pay the expenses of the Ayr life-boat in going off, on the 4th March, during a strong wind from the N.W. and rescuing the master of the schooner *Doddington*, of Dumfries, which became a total wreck on the Nicholas Rock, near Ayr Harbour. The remainder of the crew reached the shore in their own boat.

Also 16*l.* to pay the expenses of the Pakefield life-boat in putting off during a fresh gale from E.N.E. and saving the crew of 7 men of the schooner *James Cuckow*, of Ipswich, which was totally wrecked on the Barnard Sand, off the Suffolk coast, on the 6th March.

Also 18*l.* 19*s.* to pay the expenses of the Fishguard life-boat in putting off twice and saving the crew of 4 men from the schooner *Mary Lloyd*, of Caernarvon, and 6 men from the brigantine *Rebecca*, of Caernarvon, which were in distress, during a terrific gale of wind from N.N.E. off Fishguard, on the 19th and 20th March. On the occasion of the first service the crew found it impossible to make head-way against the fearful storm, and had to put back, when a fresh crew were obtained, and the oars being double-manned, the boat soon reached the vessel and rescued the crew. It was reported that the boat and her brave crews behaved admirably on the occasion.

Also 24*l.* 5*s.* to pay the expenses of the Palling life-boat in putting off during a strong gale of wind from E.N.E. on the 20th March, and saving the crew of 6 men from the brig *Zosteria*, of Colchester, which was stranded on Palling Beach.

Also 9*l.* 10*s.* to pay the expenses of the Margate life-boat in going off and saving the crew of 4 men from the barge *Earnest*, of Ipswich, which had become unmanageable, and had stranded during a heavy gale from N.N.E. off Margate, on the 20th March.

Also 7*l.* 18*s.* 6*d.* to pay the expenses of the St. Ives life-boat in putting off to the assistance of a vessel observed in distress in the offing, during a heavy gale, on the 20th March. On arriving alongside, the vessel was found in a very leaky state, and likely to go on the rocks. The crew of 6 men were taken off and safely landed by the life-boat. The vessel soon afterwards dragged her anchors, struck on the rocks, and became a total wreck. She was the schooner *Ariel*, of Truro, laden with coal.

Also 9*l.* to pay the expenses of the Yarmouth surf life-boat in putting off, in reply to signals of distress, and bringing safely ashore the crew of 4 men of the brigantine *Cherub*, of Yarmouth, which had sunk during a heavy N.E. gale on the beach off that place on the 20th March.

Also 12*l.* 5*s.* to pay the expenses of the Sheringham life-boat, in going off and rescuing the crew, consisting of 2 men and a boy, from the schooner *Francis Ann*, of Maldon, which had stranded off Sheringham, during a heavy E.N.E. gale on the 20th March.

Also 17*l.* 13*s.* 6*d.* to pay the expenses of the Hayle life-boat in going off in reply to signals of distress, and rescuing the crew of 8 men of the brig *Lizzie*, of Newport, Monmouthshire, which was stranded on the eastern spit of Hayle Bar, during a violent storm from the north, with showers of hail, on the 20th March. The *Lizzie* had called at Queenstown for orders, and was bound

for Shields, when she was overtaken by the storm, and struck on the stones off Hayle. The master, finding the vessel making a good deal of water, beached her on the eastern spit of Hayle Bar, the tide being about three hours ebb. The vessel showed a white light only, but between two and three o'clock the crew displayed a torch, which was answered by the Coastguard, between Hayle and St. Ives, who fired a blue light. Information was immediately sent to both places, that a vessel was apparently ashore near the Bar. The usual signals were made by firing two minute-guns, and sending up two signal rockets for the crew of the life-boat and the life brigade, and they soon mustered. The latter were at the spot first, and fired two rockets towards the vessel, but could not reach her; and seeing it was useless to make any further attempt, all attention was devoted to the life-boat, which was launched opposite the ferry. After a struggle which lasted for two hours, she reached the vessel, and received a rope from the crew, who were ready with it. One man also managed to get into the life-boat, but the boat was then carried away by the heavy sea. Again she neared the ship, when two others of the crew dropped into the boat from the jib-boom. After many gallant struggles in this manner, the whole of those on board the ship were saved. Sometimes the men fell into the water, but the brave life-boat men succeeded, with much difficulty, in rescuing them. With a good hearty cheer the life-boat then made for the shore with her precious cargo, and reached the harbour in safety, after about four hours' most noble and trying service. While the boat had been thus engaged, the St. Ives life-boat had come over by land on her carriage, and had been launched with the view of aiding in the rescue of the shipwrecked crew; but finding the other boat was able to perform the service without their assistance, the men contented themselves with remaining near, to be in readiness in case of any mishap.

Voted the thanks of the Institution, inscribed on Vellum, to G. N. MAULE, Esq., also its thanks to Lieut. F. WILLIAMS, R.N., and 16*l.* 2*s.* 6*d.* to pay the expenses of the Ilfracombe life-boat, in going off and saving the crew of 16 men from the Italian barque *Drago*, of Genoa, which was in a perilous position off Morte Stone—a dangerous reef some distance from Ilfracombe. On the afternoon of the 20th March, this coast was suddenly visited by a tremendous storm from the N.N.W., and shortly afterwards information arrived that a large vessel was in a most precarious position off Morte Stone. The Coastguard immediately proceeded to the spot, and about seven o'clock their officer sent word that a barque, with her masts cut away, was at anchor, and requested that a steam-tug and the life-boat should at once be despatched to her assistance. It happened that at the time a steamer was in the harbour, but she had only recently entered it, and had encountered so much danger in doing so, that her captain declared that a 1,000*l.* would not induce him to put to sea whilst the storm lasted. It was quite impossible for the boat to get out unassisted, and nothing remained but to wait. At two o'clock on the following morning an attempt was made to get the boat out, but at that early hour it was found impossible to get sufficient assistance to launch her, and the attempt had again to be deferred. However, at half-past ten o'clock the boat put to sea, and after a hard struggle, lasting four hours, succeeded in reaching the wreck, and in taking out of her the crew of 13 men and 2 boys, and the pilot, all of whom were safely landed at Ilfracombe. Great risk was run in taking the men out of the barque,

occasioned by her proximity to that most dangerous reef, Morte Stone, the swinging of the ship, and the mass of spars floating round her. At one time the boat was nearly gone. She encountered great peril, too, on her way back, in tow of a steam-tug, laden as she was with 16 men, in addition to her own crew. The exertions of Mr. MAULE, barrister, a member of the Local Life-boat Committee, in getting the crew together, &c., were beyond praise; he himself made up a deficiency in the number of the crew by taking an oar in the life-boat. Lieut. WILLIAMS, R.N., the officer of Coastguard, was also very active in endeavouring to get the boat to sea at about half-past six, a.m.; but at that time she could not be got round the point. The boat lost her anchor under the keel of the barque, and had two oars broken in this service.

Reported the services of the Holyhead life-boat, in putting off twice, and rendering valuable assistance to the barque *Adelaide*, of Pernambuco, which was in distress, during a strong northerly gale and heavy sea, in Holyhead Bay, on the 2nd March.

Also the services of the Pakefield life-boat, in going off and rendering important services to the brig *Henrietta Greve*, of Granton, which, during a fresh gale from E.N.E., had grounded in Pakefield Gateway, on the 22nd March.

Also the services of the Ramsgate life-boat, in conjunction with the steam-tug *Aid*, in going out and succeeding, after several unsuccessful attempts, in bringing safely into Ramsgate Harbour the schooner *Pride of the West*, and her crew of 6 men. The vessel had gone on shore on the N.W. spit of the Goodwin Sands during a heavy N.E. gale, on the 11th March.

Voted 15*l.* 15*s.* 6*d.* to pay the expenses of the Brixham life-boat, in putting off on the night of the 19th March, to the assistance of a vessel which was seen driving on the rocks and showing signals of distress. The boat was pulled with a will through a nasty sea, and against a heavy gale, to the distressed ship, which proved to be the brigantine *Helena*. A man with a broken arm was brought ashore in the life-boat, and afterwards the boat remained alongside the ship for nearly two hours, and the gale then abating, and the vessel holding to her anchors, she returned to her station.

Also 124*l.* 8*s.* 6*d.* to pay the expenses of the life-boats stationed at Yarmouth, Padstow, Broadstairs, Lizard, Cadgwith, Rye, Kingsgate, Hunstanton, Withernsea, Padstow, Sheringham, Arklow, Porthcawl, Tynemouth, Dungeness, Rhyl, and Penmon, in going off in reply to signals of distress from various vessels during the heavy gales of Feb. The vessels, however, fortunately succeeded in getting out of their dangerous positions without needing the services of the boats.

Voted a sum of 20*l.* in aid of a fund that was being raised for the benefit of Mrs. WYATT, the widow of the late Mr. GEORGE WYATT, Master of the Harwich fishing smack *Alfred*, who unhappily perished while nobly assisting with his smack to save the crew of 7 men of the schooner *Avilda*, of Holbeck, which was wrecked on the Long Sand during a very heavy gale, and in a high sea, on the 13th Feb. WYATT had received the Silver Medal of the Institution for his previous gallant services in saving life from shipwreck.

Voted 10*l.* to the crews of 3 fishing luggers of Broadstairs, for putting off and rescuing 8 of the crew of the ship *Ingrie*, of Amsterdam, which was wrecked during a gale of wind from the W.S.W., on the S.E. spit of the Goodwin Sands, on the 24th Feb.

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

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

Also the Report of the Inspector of Life-boats of the 30th April, on his recent visit to Albrighton, St. David's, Milford, Llanelly, North Deal, Kingsdowne, Broadstairs, and Kingsgate.

Also the Report of the Assistant-Inspector of Life-boats of the 1st May, on his recent visits to Tyrella, Ballywalter, Groomsport, Portrush, Greencastle, Howth, Kingstown, Wicklow, Arklow, Courtown, Cahore, Rosslare, Wexford, Carnsore, Duncannon, and Tramore.

Decided, on the recommendation of the Inspector of Life-boats, to form a life-boat station at Salcombe, Devon.

RICHARD DURANT, Esq., of Sharpham, had generously presented to the Institution 640*l.*, through its Devon Central Branch, to defray the cost of this life-boat establishment.—*To be thanked.*

Decided also, on the Inspector's Report, to form a life-boat establishment at Sidmouth, Devon, and to appropriate the station to a benevolent lady residing at Streatham, who had given the Society 420*l.* through the Devon Central Branch, to defray the cost of a life-boat.—*To be thanked.*

Decided that the Legacy life-boat of the late Mrs. and Miss WARNER, of Lyncombe, Somerset, with the sanction of the Executors, be stationed at Duncannon, at Waterford Harbour.

Reported that a benevolent lady had expressed a desire to present the entire cost of a Life-boat Establishment to the Institution, in memory of her deceased husband, Capt. C. R. E., R.N., who had been for many years an active Member of the Committee of Management of the Society.

Decided that the lady be thanked for her liberal offer, and that the Life-boat Station which was about to be formed at Solva, Pembrokeshire, be appropriated to her.

[The Harbour Trial of the boat took place on the 1st Sept., when the lady herself was present.]

Reported the receipt of 1,000*l.* from Capt. JAMES GILBERT JOHNSTON, of Regent's Park, and CHARLES BAKER, Esq., of Wimbledon, being a contribution to the Institution from funds placed at their disposal, for distribution amongst various charities, by the late Dr. CHRISTOPHER LUDLOW.

Decided that the Trustees be thanked, and that the life-boat at Dungarvan, Ireland, be named the *Christopher Ludlow*, after the deceased gentleman.

Reported the receipt of the following Special Contributions in aid of the funds of the Institution since the last meeting:—Devon Central Branch, first instalment of the proceeds of the Exeter Life-boat Bazaar, 1,000*l.*; Reigate Life-boat Fund, per E. CHAMBERS, Esq., balance, 60*l.* 18*s.* 6*d.*; Dundee Branch, per J. ANDERSON, Esq., 60*l.*; Rochdale Branch, per R. T. HEAPE, Esq., 53*l.* 11*s.* 6*d.*; collected by CHARLES BARWELL, Esq., of Birmingham, additional, 52*l.* 10*s.*; Bristol Hisirionic Life-boat Fund, per E. AUSTIN, Esq., additional, 50*l.*; Brighton Branch, per Dr. SEYMOUR, 50*l.*; Great Grimsby and Cleethorpes Branch, per E. R. LLOYD, Esq., 20*l.*; Bombay Shipmaster's Association, per Captain JOHN BOAG, 12*l.*; collected on board the barque *Matchless*, of Guernsey, per Capt. R. MARQUAND, additional, 31*l.* 5*s.*—*To be severally thanked.*

Produced an Extract from the Will of the late Miss E. S. KEMP, of Featherstone Street, City Road, giving 100*l.*, free of duty, to the Society.

Decided that the Thanks of the Institution, inscribed on Vellum, be presented to GORDON

DOUGLAS, Esq., late of Filey, Yorkshire, in acknowledgment of his valuable and zealous co-operation while holding the office of Honorary Secretary of that Branch of the Society.

Ordered Life-boat Houses to be built at Ramsey, Isle of Man, and Duncannon, Ireland, at an expense of 312*l.* 5*s.* 4*d.*

Produced a Model of a Life-boat designed by Mr. R. T. FAIRGRIEVE, of Sunderland, and his description of the same.—*To be acknowledged.*

Read Letter from the Rev. R. W. CRACROFT, Honorary Secretary of the Lincolnshire Coast Shipwreck Association, of the 30th April, stating that CHARLES RICE, Esq., of Boston, had collected 62*l.* 8*s.* 6*d.* in Annual Subscriptions, and 17*l.* 16*s.* in Donations for the Institution. Mr. RICE was himself a liberal Subscriber of 2*l.* 2*s.* a year to the Lincolnshire Branch Society.—*To be thanked.*

Paid 1,546*l.* 13*s.* 7*d.* for sundry charges on various Life-boat Establishments.

Reported that the Rye life-boat had put off, on the 7th April, and at the request of the master had accompanied the barque *Columbia*, of Stavanger, into Dover harbour. The barque had, during a dense fog, run ashore off Rye, soon after midnight.

Also that the Cemlyn life-boat had rendered valuable assistance, on the 30th April, to the schooner *Sally Green*, of Liverpool, which had stranded during a fresh gale from E.S.E., near the life-boat station, and would probably have become a total wreck, had it not been for the boat's crew working at the pumps.

Also that the Caister life-boat had gone off, on the 29th April, to the assistance of the screw steam-ship *Lady Flora*, of Hull, which went ashore amongst the breakers south of Caister, during a strong wind from the N.E. and heavy sea. The life-boat remained by the vessel until the next day. One of the crew of the boat was much bruised by a broken oar.

This life-boat had also put off, on the 31st March, in reply to signals of distress from the schooner *Julius*, of Norway, during a strong N.E. wind, but her services were not required.

Voted 32*l.* 12*s.* to pay the expenses of the life-boats at Cromer, Porthcawl, Penmon, Rhoscolyn, Kingstown, and Courtown, in either assembling or putting off in reply to signals of distress, with the view of rendering assistance to distressed vessels.

Also 11*l.* 15*s.* to two boats' crews, for going off and rescuing 22 men from the ship *Canadian*, of Greenock, which had become a total wreck during a heavy gale from W.N.W., opposite Brims, in Pentland Frith, on the 26th Feb. last.

Also 5*l.* to 3 women and 2 men, for going off in a small boat, at great risk of life, and saving 3 out of 5 persons whose boat had been capsized during a fresh gale from S.W., in Straddle Sound, Co. Galway, on the 16th Feb. last.

Also 2*l.* to a boat's crew, for putting off and rescuing 3 men from the schooner *George*, of Goole, which was wrecked during a N.E. gale, near Runtun Gapway, on the Norfolk coast, on the 20th March.

Also 1*l.* 10*s.* to 3 men for saving, in a small boat, 2 men, whose boat had been capsized by a sudden squall of wind, near the island of Muckle Roe, Shetland, on the 4th Feb.

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

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

Also the Report of Capt. DAVID ROBERTSON,

R.N., the Assistant-Inspector of Life-boats to the Institution, on his recent visits to the Dungarvan, Ardmore, Youghal, Ballycotton, Queenstown, Courtmacsherry, and Valentia Life-boat Stations.

Decided, on the invitation of the local residents, and on the recommendation of the Inspector of Life-boats to the Society, to form a Life-boat Station at Port Isaac, Cornwall.

RICHARD THORNTON WEST, Esq., and Mrs. WEST, of Streatham and Exeter, who had previously presented to the Institution the West Wittering Life-boat Establishment, had munificently given the Society 700*l.* to defray the original cost of the Port Isaac Life-boat Station, and its first year's expenses.—*To be thanked.*

Reported the receipt of 640*l.* from the Ancient Order of Foresters, to defray the cost of the *Foresters' Pride* Life-boat, to be stationed at West Hartlepool, this being the second boat presented to the Institution by the Order.

[We may briefly add, reserving our further remarks for a future occasion, that the *Foresters' Pride* Life-boat was publicly exhibited and launched with much *éclat* at Roker, Sunderland, on Monday, the 2nd of August, in connection with a High Court Meeting of the Order, which was then sitting in Sunderland. A grand procession, comprising Members of the Order from most of the large towns in the North, accompanied the boat through the principal streets of the town to Roker, where it was launched, after being named in the usual manner by Miss SHAWCROSS, the daughter of the able and indefatigable Secretary of the Order.]

Reported the receipt of the following Special Contributions in aid of the funds of the Institution since the last meeting:—Devon Central Branch, second instalment of the proceeds of the Exeter Life-boat Bazaar, 254*l.* 3*s.* 7*d.* A Friend, per the Nottingham Branch, 100*l.*; the Misses RIDDLE, of Clifton, Bristol, additional, 25*l.*; Settle Branch, per C. BROWN, Esq., additional, 14*l.*; collected in the Bristol Mercantile Marine Office, per Capt. THOMAS SMITH, additional, 13*l.* 10*s.*; Ipswich Branch, per G. C. E. BACON, Esq., additional, 12*l.* 14*s.*; Penny Life-boat Fund, per Sir THOMAS TOBIN, additional, 8*l.*—*To be severally thanked.*

Also the receipt of 500*l.* from the Executors of the late THOMAS BROWN, Esq., of Ludgate Hill, being the amount of the Legacy left to the Society by the deceased gentleman; also 90*l.* which had been bequeathed to the Institution by the late Mrs. MARY ANN BRODIE, of Harley Street, Cavendish Square.

Produced an extract from the will of the late JAMES STURM, Esq., of High Holborn, in which 500*l.* were left to the Institution for a life-boat to be named the *James Sturm*, and to be stationed on the northern coast of Scotland.

Also an extract from the will of the late Miss LUCRETIA TUCKETT, of Osnaburgh Street, Regent's Park, in which she bequeathed to the Society 100*l.* free of duty.

Ordered new Life-boat Houses to be built at Pembrey, Wales, and on the Isle of Whithorn, N.B., at an expense of 229*l.*, the Pembrey house having been nearly washed away by the heavy storms of January last.

Also, decided that the Valentia Life-boat House be removed to a more suitable site, the KNIGHT of KERRY having kindly granted the Society a lease, at a nominal rent, of the new site of ground.—*To be thanked.*

Read letter from Mr. JAMES WRIGHT, of Jamaica Road, Bermondsey, of the 21st May, calling attention to his plan of life-boat.—*To be acknowledged.*

Reported that Messrs. PEACOCK and BUCHAN, of Southampton, had, at the order of the Institution, supplied their Composition (No. 3) Paint for the life-boats and carriages of the Society.

Paid 1,344*l.* 17*s.* 6*d.* for sundry charges on various Life-boat Establishments.

Voted 4*l.* 16*s.* 3*d.* to pay the expenses of the Wexford No. 2 Life-boat in putting off and rescuing 4 men from the schooner *Handy*, of Wexford, which had stranded during a strong N.E. gale and very heavy sea, in the South Bay. Owing to the violence of the sea the crew of the life-boat found it impossible, after they had effected the rescue, to keep her off the shore, upon which she was driven with great force, but fortunately those on board escaped unhurt. The remainder of the vessel's crew, 2 in number, left in their own boat, which was also dashed ashore, the men narrowly escaping with their lives.

Also 44*l.* 10*s.*, to pay the expenses of the life-boats stationed at Cahore, Wexford, Carnsore, and New Romney, in going off, in reply to signals of distress from vessels which were, however, either found abandoned, or otherwise did not ultimately need the services of the life-boats.

Also the thanks of the Institution inscribed on vellum and 1*l.* to JAMES GALE, coxswain of the Buckie life-boat, in acknowledgment of his services in assisting in the life-boat to save the crews, consisting of 45 persons, from some fishing-boats which were in distress off Buckie on the 29th and 30th September last. GALE, it appeared, was severely injured by being dashed against the bow of the boat on the occasion.

Also 2*l.* to F. KERR, chief boatman of coast-guard at Buckie, whose foot had been bruised by the wheel of the life-boat carriage.

Also 4*l.* to 4 men for putting off in a boat and rescuing at the risk of their lives, during a heavy gale from W.N.W., 3 men and a pilot from the schooner *Seine*, of Barrow, which was wrecked about a mile and a half from the Dee Bank on the 28th February last.

Also 3*l.* to the crews, consisting of 6 men of two skiffs, for rescuing 4 others whose boat had capsized during a strong breeze from E.N.E. and heavy sea outside Wicklow Bar on the 28th April.

Also 2*l.* 10*s.* to 5 fishermen for putting off in their boat and saving the crew of 3 men and a woman who had been capsized from a seaweed boat in Donegal Bay on the 3rd March.

Also 2*l.* to 3 persons for rescuing, whilst out fishing, a woman and her son from a boat which was in great danger in squally weather and a heavy sea off Whiddy Island, Co. Cork, on the 29th March.

Also 1*l.* to 4 men for rescuing 4 others whose boat had sunk near the Margaretta Shoal, Kilcolgan, Co. Galway, during squally weather on the 6th May.

Also a reward to a boat's crew for rescuing 2 out of 4 others whose boat had sunk off Burrowish, Ballinakill Bay, Ireland, on the 29th March. The salvors threw overboard a cargo of seaweed, which they had been collecting, in order to enable them to proceed quickly to the rescue.

Also a reward to a boat's crew for saving 4 men from another boat which was in a sinking state off Fourteen, Co. Galway, during squally weather on the 26th February.

Thursday, 1st July. His Grace the DUKE OF NORTHUMBERLAND, P.C., President of the Institution, in the Chair.

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

Also the Report of the Inspector of Life-boats to the Institution, on his recent visits to Falmouth, Porthoustock, Coverack, Cadgwith, Mullion, Port Isaac, Rhyl, Llandulas, Llandudno, Penmon, Bull Bay, Moelfre, Cemlyn, Rhoscolyn, Holyhead, Llanddwyn, and Abersoch.

Also the Report of the Assistant-Inspector of Life-boats on his recent visits to Southend and Campheltown (Cantyre), and to Arran, Whiting Bay, Kildoman, and Dunbar.

Reported the receipt of the following special contributions in aid of the funds of the Society since the last meeting:—East and West India Dock Company, per G. COLLIN, Esq. (additional), 52*l.* 10*s.*; "E," 50*l.*; Bradford Branch, per G. W. LURRON, Esq., 50*l.*; Staffordshire Branch, per J. G. WALKER, Esq., 42*l.*; Alloa Branch, per G. C. COATS, Esq., 38*l.* 11*s.* 6*d.*; Sheffield Branch, per J. BECKETT, Esq., 35*l.* 2*s.*; collected in the Glasgow Custom House, per Mr. C. BURRIDGE, through D. COLQUHOUN, Esq., 20*l.* 6*s.*; JOSEPH GORF, Esq. (additional), 20*l.*; Colonel J. R. WESTERN (additional), 10*l.*; Executors of the late WILLIAM MOONEY, Esq., of Dublin, per Kingstown Branch, 10*l.*; Ipswich Foresters' and Odd Fellows' Fête, part proceeds of, per Dr. PARTRIDGE MILLS (additional), 5*l.*—*To be severally thanked.*

Produced extracts from the following wills containing legacies to the Institution:—The late SAMUEL SCOTT, Esq., of Bromley, 1000*l.*, free of duty; Mrs. M. E. CLARK, of Kensington, 500*l.*; and JOHN BEWLEY, Esq., of Kingsland Road, 300*l.*, free of duty.

Read letter from the Secretary of the Greenock Branch, of the 19th June, stating that the late Dr. MACKIE, of that place, had bequeathed to the Society 400*l.* to provide an additional life-boat for the Scotch coast.

Read letter from the Secretary of the Aberystwith Branch, of the 4th June, stating that the late Captain W. JULIAN, of that place, who had been a member of the local life-boat committee, had left the Institution a legacy of 50*l.*

Read letter from Mr. HEXT BOYER, of Stonehouse, of the 10th June, stating that the EARL of MOUNT ENGCOMBE would have much satisfaction in granting to the Society a lease of the site of ground on which to erect the Mevagissey life-boat house.—*His Lordship to be thanked.*

Reported the transmission to its station of the life-boat for Southend, Cantyre, N.B.

Reported the lamented death of Mr. BENJAMIN WICKHAM, R.N., of Elgin, who had been the Honorary Secretary of the Lossiemouth Branch of the Institution.

Decided that the condolence of the Committee be conveyed to Mrs. WICKHAM and other members of her family, on the occasion of their sad bereavement.

Decided that the thanks of the Institution, inscribed on vellum, be presented to C. W. PREEDY, Esq., on the occasion of his retirement from the office of Honorary Secretary of the Hunstanton Branch of the Society, in acknowledgment of his valuable and zealous service while holding that office.

Paid 1,131*l.* 18*s.* 6*d.* for sundry charges on various life-boat establishments.

Voted 2*l.* 17*s.* to pay the expenses of the Anstruther life-boat in putting off in reply to signals of distress from the brigantine *Isabella*, of Aberdeen, which was observed in a dismasted state during a fresh gale of wind from N.E. and heavy ground swell, in Aberdeen Bay on the 15th June. The captain engaged one of the life-boat men to pilot the vessel up the Firth.

Also 7*l.* 6*s.* to pay the expenses of the North Berwick life-boat in putting off during a severe N.E. gale and heavy sea, and rescuing the crew of 8 men from the brig *J. C. Howitz*, of Rostick, in Germany, which was driven on the rocks and totally wrecked about half a mile from the shore at North Berwick on the 15th June.

Also 7*l.* 17*s.* to pay the expenses of the Runswick life-boat in going off during a heavy gale

from the N.E., thick weather and high sea, and rescuing the crew of 3 men and a boy from the fishing coble, *Mary*, of Hartlepool, which was seen in a helpless condition drifting on the Kettle-ness reefs off the south part of Runswick Bay early on the morning of the 16th June. After landing the coble's crew in safety, the life-boat again put off to the assistance of two other cobbles—the *King Fisher* and the *William and Alice*, both of Hartlepool. The life-boat assisted them clear of the reefs, but in taking the beach the *King Fisher* had her bottom completely smashed in by the violence of the sea. Both crews reached the shore in safety. All three boats had lost their nets and gear during the storm of the previous night.

Also 22*l.* 16*s.* 6*d.* to pay the expenses of the life-boat at Briststone Grange, Rhyl, Scarborough, and Porthdinllaen, for either assembling the crews or putting off with the view of rendering assistance to vessels in distress.

Also 4*l.* 10*s.* to 3 warders and 6 convicts of the Spike Island Convict Establishment, for rescuing 2 out of 5 men forming the crew of a whaleboat belonging to Queenstown, which was upset near the convict station during a strong N.W. gale on the 16th April. The Government had granted the 3 convicts a free pardon for their services on the occasion.

Also 2*l.* to Mr. JOHN PAMPLETT, Chief Officer of Coastguard at Bridport, and 2 pilots, for putting off, at some risk, in a shore boat, and saving 2 women who had been capsized from a pleasure-boat off Bridport Harbour on the 9th June.

Also 1*l.* 10*s.* to 3 fishermen, of Arbroath, for putting off and rescuing 4 boys, who had been driven out to sea in a small boat belonging to the sloop *Betty*, of Arbroath, during a fresh gale from N.N.E., on the 9th June.

Also 1*l.* 10*s.* to the crew of a shore boat for saving the crew of 3 men from the smack *Sarah Jane*, of Arklow, which was wrecked off the West Pier, Howth, during a gale of wind from E.N.E., on the 26th May.

Also 1*l.* each to 6 men for going off in a boat and rescuing, at some risk, 3 out of 7 persons, who had been capsized from their boat in Yell Sound, in a strong wind and heavy sea on the 20th May.

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

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

Reported the lamented death, on the 2nd July, of Admiral of the Fleet Sir WILLIAM BOWLES, K.C.B., who had been a Member of the Committee of Management of the Institution from its establishment, and also a liberal contributor to its funds.

Decided that the sympathy of the Committee be expressed to General Sir GEORGE BOWLES, K.C.B., and other members of his family, on the occasion of their bereavement.

Also that the condolence of the Committee be conveyed to the family of the late Commandant ALBERT, the Inspector of Life-boats to the French Shipwreck Society, on the occasion of the death of that energetic officer. (Vide, also, p. 262.)

The Committee also expressed their regret at the death of Mr. JOSEPH HITCH, who had been one of the Life-boat Carriage Builders of the Institution for some years past.

Read Letter from the Under-Secretary of State for War, of the 26th June, stating that regulations would shortly be issued regarding the wearing of Medals granted by the NATIONAL LIFE-BOAT INSURANCE to officers and men of the Army for saving life from shipwreck; and that it was pro-

posed to register in the War Office the names of any officers and men of the Militia and Volunteer forces who had received such Medal, and to arrange for the presentation of the Medals.

Read and approved the Report of the Inspector of Life-boats to the Institution, on his recent visits to Porthdinllaen, Portmadoc, Barmouth, Aberdovey, Aberystwith, Newquay, Cardigan, Fishguard, St. David's, Solva, Milford, Tenby, Ferryside, Pembrey, Swansea, Porthcawl, Lymouth, and Salcombe.

Reported the receipt of the following Special contributions in aid of the funds of the Society since the last Meeting:—Penny Readings Life-boat Fund, for the Wells Station, per E. B. ADAMS, Esq., Bungay, first instalment, 400*l.*; Dublin Branch, per Mr. S. B. TAYLOR, 50*l.*; Trustees of the late THOMAS BOYS, Esq., per Mrs. Boys and Messrs. WHITE, additional, 50*l.*; collected on board the Cape Royal Mail Steamship *Briton*, per Lieut. G. R. VIVYAN, R.N.R., additional, 34*l.* 10*s.*; collected after a Sermon preached by the Rev. Mr. SMITH in the Encampment of the 3rd Administrative Battalion, Lancashire Rifle Volunteers, per Lieut.-Col. HARGREAVES, additional, 21*l.* 3*s.* 1*d.*; Sheffield Branch, per Alderman JACKSON, 10*l.* 7*s.* 3*d.*; Proceeds of a Reading and Concert at Eastry, and Contributions from friends, per G. COLEMAN, Esq., 10*l.* 1*s.* 6*d.*; South Holland Shipwreck Institution, per the Board of Trade, 2*l.* 10*s.*; Proceeds of an Entertainment at Bradford-on-Avon, per C. W. B. BRYANT, Esq., 1*l.* 17*s.* 6*d.*.—*To be severally thanked.*

Produced an extract from the will of the late Miss S. C. CHILDERS, of Doncaster, in which she bequeathed to the Institution 25*l.*, free of duty.

Decided, on the application of the local residents, and on the recommendation of the Inspector of Life-boats, to form a Life-boat Station at Porthoustock, near the Manacles Rocks, Cornwall.

It was also decided to take into connection with the Society the two life-boats stationed at West Hartlepool, which boats had been under the management of the Dock and North Eastern Railway Companies, and to completely renovate those life-boat establishments.

Decided also to place an additional life-boat at Fishguard, Pembrokeshire, to command the whole of the adjacent coast, leaving the smaller boat (named the *Sir Edward Perrott*) to go off to vessels getting ashore near the bench.

Capt. F. SAUMAREZ-FRASER, R.N., of Worcester, had collected the cost of a second life-boat, and it was decided to appropriate this station to him, and to name the boat the *Fraser*.

[This boat was sent to Worcester for exhibition, and launched into the River Severn on the 30th Aug., before being sent to its station.]

Ordered new life-boat houses to be built at Abersoch, Carnarvonshire; Porthoustock, Cornwall; Llandulas, Brecon; Solva, Pembrokeshire; Mevagissey, Cornwall; and Corton, Suffolk.

Reported the transmission to its station of the Montrose new life-boat, which had been presented to the Institution by the Merchants of Mincing Lane.

[A grand launch of the boat took place at Montrose, on the 7th August.]

The Caledonian Railway Company had readily granted a free conveyance to the life-boat from Carlisle to its destination.—*To be thanked.*

Read letter from Capt. RICHARDS, R.N., F.R.S., Hydrographer of the Admiralty, of the 31st July, bringing under the notice of the Institution a Life-jacket, designed by Mr. JAMES DANNATT, of Sunderland.—*To be acknowledged.*

Paid 3,408*l.* 4*s.* 10*d.* for sundry charges on various life-boat establishments.

Voted 7*l.* 15*s.* to pay the expenses of the Wick-

low life-boat in going off, on the 11th July, with the view of assisting a barque which had struck on Jack's Hole Bank, about eight miles off Wicklow, while a fresh wind was blowing from S.S.W., and the sea was running rather heavily on the bank. The life-boat's services were fortunately not required, as the vessel got off the bank before she could reach her.

Also 7*l.* 10*s.* to defray the expenses of the Stonehaven life-boat, in putting off, on the 14th July, to the assistance of the schooner *Isabel*, of Aberdeen, which was in distress off Stonehaven during heavy weather. The life-boat succeeded, after great difficulty, in getting alongside the vessel, but her services were not ultimately required.

Also 18*l.* to meet the expenses of the Broughty Ferry life-boat, in going out, on the 30th July, in tow of the steam-tug *Tartar*, with the view of saving the crew of the brigantine *Lorina*, of Dundee, which, while the wind was blowing very hard from the S.S.E., had struck on the Elbow End. The vessel had, however, unfortunately broken up, and three out of four of her crew were drowned before the life-boat arrived at the scene of the wreck. The mate having clung to a spar, was picked up by a fishing-boat.

Voted the Silver Medal, the Thanks of the Institution, and 5*l.*, to Mr. THOMAS DAWSON, of Hartlepool, and 15*l.* to the crews, of 9 men, of his three steam-tugs, for putting off in those steamers, and assisting safely into harbour fifty-one fishing-boats and their crews. The boats had been caught in a heavy gale from N.E., which suddenly sprang up, and were in danger of being wrecked off Hartlepool on the 16th of June, when Mr. Dawson most promptly and liberally ordered out his steamers to the aid of the poor fishermen, most of whom, however, lost their nets on the occasion.

Also 5*l.* 10*s.* to 6 men for saving 3 out of 5 men from the fishing-yawl *Rover*, of Portmahomack, which, while returning from fishing on the 22nd June, was capsized in a sudden squall off Golspie, N.B. The salvors lost their nets and cable in saving the lives of the 3 men.

Also 2*l.* to 6 men for going off in a fishing-boat, in a moderate gale from N.N.E., and thick weather, on the 15th June, and saving 3 men from the ship *Aleoste*, of Greenock, which had stranded near Caldaiff Bay, Ireland.

Also 2*l.* to 5 men for putting off in a boat and rescuing 2 men from a small fishing-boat, which had upset off Cromer, Norfolk, while under canvas, on the 18th May.

Also 1*l.* to 4 men for saving 2 out of 3 men, whose fishing-boat had been capsized off Bengon Head, Co. Antrim, on the 22nd June.

Also 2*l.* to 5 men for saving the lives of 4 men, who had been capsized from their boat while gathering seaweed off Guidore Bar, Ireland, in a sudden squall and heavy swell, on the 23rd May. The men were clinging to a rock when they were rescued by the salvors.

Reported that the Austrian Government had just presented 25*l.* to the crew of the life-boat stationed at Tramore, Ireland, in testimony of their gallant and persevering services in saving the crew, consisting of 17 men, of the Austrian barque *Mea*, which was wrecked last winter in Tramore Bay. The life-boat men had previously received from the Institution a reward of 41*l.* for these gallant services. Capt. A. BUTLER, R.N., who was, at the time, Inspecting Commander of Coastguard at Tramore, and EDWARD JACOB, Esq., the local Hon. Secretary of the NATIONAL LIFE-BOAT INSTITUTION, were also each presented with a gold watch by the Austrian Government, in acknowledgment of their valuable and zealous co-operation on shore on the occasion in question.

SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY.



THE Thirtieth Annual Meeting of this most benevolent Institution was held at Burdett Hall, Limehouse, on the 11th June, the DUKE OF MARLBOROUGH, President of the Society, in the Chair.

Amongst the company present were Admiral of the Fleet Sir THOMAS COCHRANE; Captains Royal Navy: Hon. FRANCIS MAUDE, NELSON, and W. H. SYMONS; WILLIAM STUART, GEORGE BIGGS, and THOMAS JENNER, Esqs.; Captains VINCENT BUDD and THOMAS TRIBE; Revs. Dr. HUGH ALLEN and Dr. CUMMING; the Meeting was well attended by sailors, and a number of ladies were present.

The Chairman put before the Meeting the objects of the Society, and called upon the Secretary, Mr. LEAN, to read the Report, which stated that, during the past year, the Society had relieved 6,648 shipwrecked persons, natives and foreigners of eleven different nations; that relief had been afforded to 4,236 widows and orphans of fishermen and mariners, making a total, since the formation of the Society in 1839, of 182,312; that 50,810 mariners voluntarily subscribed 3s. each per annum; and that the income from all sources had been 22,455*l*. Several legacies had also been announced during the past year.

In the Report the Committee also stated that the Institution they had been the means of establishing at Belvedere-on-Thames, for the reception of Aged and Worn out Merchant Seamen, together with a Pension Fund, was gradually growing into repute and usefulness.

The Report concluded with an earnest appeal for help to carry out the truly charitable objects of this great Society, which embraced the whole coasts of the United Kingdom, and expressed much thankfulness to God for the means afforded to it of alleviating human suffering.

Various Resolutions having been moved and seconded, the Meeting separated, after the usual vote of thanks to the Chairman.

MEMORIAL LIFE-BOATS.

WHAT monument can mourners rear
To those whose unmark'd graves
Lie far from all they held most dear,
Fathoms below the waves?
No stately pile of sculptured stone
Should tell their modest worth,
No proud heraldic shield make known
The glory of their birth;

But, by the everchanging deep,
Where stormy winds arise,
Let "boats of mercy" vigil keep
Beneath the blackening skies.
No fear but strong hands will be found
Ready to grasp each oar,
When some poor vessel, homeward-bound,
Strikes on the stern lee-shore.

Then, battling with the furious tide,
The life-boat's band of hope
Struggles to reach the good ship's side,
And seize the straining rope;
While, mirror'd on the tossing foam,
Through the cold sleet and rain,
The shipwrecked trace the distant home
That they shall see again.

Oh English mothers! whose brave sons
Have founder'd at their post,
In memory of those absent ones
Place life-boats round the coast!
They being dead, their honour'd names
By thousands shall be blest,
Till He who stills the storm proclaims,
"Ocean be thou at rest."

MARY FRANCES TUPPER.

Albury House.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED BY VOLUNTARY CONTRIBUTIONS.

LIST OF THE LIFE-BOAT STATIONS OF THE INSTITUTION.

ENGLAND.		SUSSEX . . .	Shoreham. Worthing. Selsey.	CARNARVONSHIRE . .	Llandulas.
NORTHUMBERLAND—				FLINTSHIRE . .	Rhyl (Tubular).
1 Berwick-on-Tweed.			75 Chichester Harbour	ENGLAND—(Continued).	
Holy Island, No. 1.		HAMPSHIRE . .	Hayling Island.	CHESHIRE . .	145 New Brighton, No. 1.
" No. 2.		ISLE OF WIGHT .	Bembridge.		Do. (Tubular), No. 2.
North Sunderland.			Brightstone Grange.	LANCASHIRE . .	Southport.
5 Boulmer.			Brooke.		Lytham.
Alnmouth.		ALDERNEY . .	80 St. Anne.		Blackpool.
Hauxley.		GUERNSEY . .	St. Samson's.		150 Fleetwood.
Newbiglin.		DORSET . . .	Poole.		Piel.
Blyth, No. 1.			Chapman's Pool.	ISLE OF MAN . .	Castletown.
" No. 2.			Kinriderge.		Douglas.
Cullercoats.			85 Weymouth.		Ramsey.
Tynemouth—No. 1.			Lyme Regis.	CUMBERLAND . .	155 Whitehaven.
" No. 2.			Sidmouth.		Maryport.
DURHAM . .		SOUTH DEVON .	Exmouth.		Silloth.
15 Whitburn.			Teignmouth.	SCOTLAND.	
Sunderland.			90 Brixham.	KIRKCUDBRIGHT . .	Kirkcudbright.
Seaton Carew.			Salcombe.		Whithorn.
YORKSHIRE . .			Plymouth.	WIGTONSHIRE . .	160 Port Logan.
Middleborough.			Loce.	AYRSHIRE . . .	Girvan.
Redcar.		CORNWALL . .	Kewey.		Ayr.
Saltburn.			95 Mevagissey.		Irvine.
20 Runswick.			Falmouth.	ARGYLLSHIRE . .	Campbeltown.
Upgang.			Cardhustock.		165 Southend.
Whitby.			Lizard.	CAITHNESS-SHIRE . .	Thurso.
Scarborough.			100 Mullion.	ORKNEY ISLANDS . .	Stromness.
Filey.			Portleven.	ELGINSHIRE . .	Lossiemouth.
25 Bridlington.			Penzance.	BANFFSHIRE . .	Buckie.
Hornsea.			Sennen Cove.		170 Banff.
LINCOLN . .			St. Ives.	ABERDEENSHIRE . .	Fraserburgh.
Cleethorpes.			105 Hayle.		Peterhead.
Donna Nook.			New Quay.	KINCARDINESHIRE . .	Stonehaven.
30 Theddlethorpe.			Padstow.	FORFAR . . .	Montrose, No. 1.
Sutton.			Port Isaac.		175 " No. 2.
Skegness.			Bude Haven.		Arbroath.
NORFOLK . .		NORTH DEVON .	110 Appledore.		Buddon Ness, (Dun-
Hunstanton.			Braunton.		Broughty Ferry) dee.
Wells.			Ilfracombe.	FIFESHIRE . .	St. Andrew's.
35 Blakeney.			Lynmouth.		180 Anstruther.
Sheringham.		SOMERSET . . .	Burnham.	HADDINGTONSHIRE . .	North Berwick.
Cromer.					Dunbar.
Mundesley.		WALES.		IRELAND.	
Bacton.		GLAMORGANSH. .	115 Penarth.	CO. LONDONDERRY . .	Greencastle.
40 Hasborough.			Portcawl.	ANTRIM . . .	Portrush.
Palling.			Swansea.	DOWN . . .	185 Groomsport.
Winterton.		CARMARTHENSHIRE	Llanelli and		Ballywalter.
Caister, No. 1.			Pembrey—No. 1.		Tyrella, Dun-
" No. 2.			" No. 2.		drum Bay.
45 Yarmouth, No. 1.			120 Carmarthen Bay.		Newcastle, do.
" No. 2.		PEMBROKESHIRE .	Tenby.	LOUTH . . .	Dundalk.
SUFFOLK . .			Milford.		190 Drogheda.
Gorleston.			St. Justinian.	DUBLIN . . .	Skerries.
Corton.			Solva.		Howth.
Lowestoft—No. 1.			125 Fishguard—No. 1.		Poolbeg.
" No. 2.			" No. 2.		Kingstown.
50 Pakefield.		CARDIGANSHIRE .	Cardigan.	WICKLOW . .	195 Wicklow.
Kessingland.			Newquay.		Arklow.
Southwold, No. 1.		MERIONETHSH. .	130 Aberystwyth.	WEXFORD . .	Courtown.
" No. 2.			Barmouth.		Cahore.
55 Thorpeness.		CARNARVONSH. .	Portmadoc.		Wexford, No. 1.
Aldborough.			Abersoch.		200 " No. 2.
KENT . . .			Portlindinlaen.		Carnsore.
Margate.		ANGLESEY . .	135 Llanddwyn.		Duncannon.
Kingsgate.			Rhoscolwyn.	WATERFORD . .	Tramore.
Broadstairs.			Holyhead.		Dungarvan.
60 Ramsgate.			Cemlyn.		205 Ardmore.
North Deal.			Bull Bay.	CORK . . .	Youghal.
Walmer.			140 Moelfre.		Ballycotton.
Kingsdowne.			Penmon.		Queenstown.
Dover.			Orme's Head.		Courtmacsherry.
65 Dungeness.		CARNARVONSHIRE		KERRY . . .	210 Valentia.
SUSSEX . .					
Rye.					
Winchelsea.					
Hastings.					
Eastbourne.					
70 Newhaven.					
Brighton.					

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

" Each Life-boat to have a Coxswain Superintendent, with a fixed Annual Salary of £28, and an Assistant-Coxswain with a yearly Salary of £2.

" The Life-boat to be regularly taken afloat, fully manned and equipped, so that the Crew may be familiar with her qualities and proper management. On every occasion of exercise, the men are to be paid 4s. each; and on every occasion of going off to a Wreck to save Life, each man of the Crew to receive 10s. by day and £1 by night. These payments to be doubled on occasions either of extraordinary risk or of long exposure.

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

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

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 past year (1868), and the first nine months of the present year, the ROYAL NATIONAL LIFE-BEAT INSTITUTION has expended £33,000 on various Life-boat Establishments on the Coasts of England, Scotland, and Ireland, in addition to having contributed to the saving of 1,527 persons from various shipwrecks on our coasts. Every winter that comes and goes has its black record of wrecks, and its terrible list of lost lives.

GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING 1868 AND 1869 (TO 16TH SEPTEMBER).

	£.	s.	d.
Number of Lives rescued by Life-boats, in addition to 35			
Vessels saved by them.	969	..	..
Number of Lives saved by Shore-boats, &c.	558	..	..
Amount of Pecuniary Rewards for Saving Life . . . . .	..	4,036	15 3
Honorary Rewards:—Silver Medals	23	..	..
Votes of Thanks on Vellum and Parchment	33	..	..
Total	56	1,527	£4,036 15 3

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 210 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 19,376; for which Services 90 Gold Medals, 802 Silver Medals, and £30,800 in cash have been paid in Rewards. The Institution has also, since its first establishment, expended £227,017 on its Life-boat stations and other Means for Saving life from Shipwreck.

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. Courts and Co., 59 Strand; Messrs. HERRIES, FARQUHAR, and Co., 16 St. James's Street, London; by all the other Bankers in the United Kingdom; and by the Secretary, RICHARD LEWIS, Esq., at the Office of the Institution, 14 JOHN STREET, ADELPHI, London, W.C.—1st October, 1869.