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“THE MERCHANT SHIPPING BILL OF 1869.”

(SECOND ARTICLE.)

IN our last Number we gave a summary of this most important Bill, which we trust will be consummated as the “Merchant Shipping Act, 1870,” in the next Session of Parliament.

We likewise commented on those clauses of the Bill, as far as the end of the Third Part, which more particularly affect the object of the NATIONAL LIFE-BOAT INSTITUTION, viz.: “The preservation of Life from Shipwreck.” We now proceed briefly to remark on the other parts of the Bill.

Part IV. is solely of a commercial character.

Part V. defines the extent to which a shipowner shall be held liable for personal injury or loss of life to any person on board his ship, or for damage or loss to any goods carried on board when such injury, damage, or loss was not occasioned by or with his actual fault or privity, and provides for the empannelling of juries for the trial of such cases, and the summoning of all necessary witnesses.

Clause 393, which defines the extent of the liability of the shipowner for loss of life or personal injury to any one on board his ship, or caused by collision with his ship through her improper steerage, is as follows:—

“The owner of any ship, whether British or Foreign, shall not, in cases where any or all of the following events occur without his actual fault or privity, that is to say—

“(1.) Where any loss of life, or personal

injury is caused to any person being carried in his ship.

“(2.) Where any loss or damage is caused to any goods, or other things whatever on board his ship.

“(3.) Where any loss of life or personal injury is by reason of the improper navigation of his ship caused to any person carried in any other ship or boat.

“(4.) Where any loss or damage is, by reason of the improper navigation of his ship, caused to any other ship or boat, or to any goods or other thing whatsoever on board any other ship or boat—

“Be answerable in damages in respect of loss of life or personal injury, either alone or together, with loss or damage to ships, boats, goods, or other things, to an aggregate amount exceeding 15*l.* for each ton of his ship’s tonnage; nor in respect to loss or damage to ships, goods, or other things, whether there be in addition loss of life or personal injury or not, to an aggregate amount exceeding 8*l.* for each ton of his ship’s tonnage; but shall be answerable as aforesaid, in respect of every distinct occasion on which any such event or events occur, to the same extent as if no such event had occurred on any other occasion.”

These requirements are, as regards the loss of life or injury to the person, precisely the same as in the Act of 1862, which Act was an amendment of that of 1854.

The next clause, however, makes Foreign vessels also amenable for loss of life or injury to the person of British subjects.

This part of the proposed Act is one of undoubted importance. The liabilities for

loss of life, or injury to the person, are more especially necessary where a system of marine insurance prevails, which in numberless cases relieves the shipowner of all pecuniary interest in the safety of his vessel.

We could wish that, whilst the upright shipowner should not be harshly dealt with when loss of life occurs, not occasioned by any fault of his, yet that in flagrant cases of sending overladen or unseaworthy ships to sea, such as in the case of the *Utopia*, recorded in the sixty-fifth number of this journal, a heavier punishment than any pecuniary penalty or remuneration to the relatives of those thus deliberately sacrificed, should be exacted.

Part VI., headed "Wrecks, Casualties, and Salvage," includes all matters connected with the loss or serious damage of vessels by stranding, foundering, or collision with other craft. The first fifteen clauses of this part relate to investigation, and define the duties of the Receivers under the Act, and of those who are authorised, in the absence of the Receiver of the district, to act for him; and give him, as did the former Act, the supreme command of all persons present at the scene of a wreck.

Clause 417 authorises the master of any ship or boat, stranded or in distress, to repel by force any person, not a Receiver or Receiver substitute, who shall attempt to board his vessel without his permission.

Clause 419 requires all persons finding and taking possession of wreck, whether owners of the same or not, to give notice of the fact as soon as possible, to the Receiver, and if an owner, requires him to describe in the notice the marks by which he has distinguished it.

Clause 420 requires the master of any British ship or boat taking possession of any wreck at sea, beyond the limits of the United Kingdom, to deliver the same on his arrival in a British port to the Receiver of the district, or if he shall have previously delivered it to the owner, or have otherwise disposed of it, to render an account of the same to the Receiver, and hand to him the proceeds, if any, that he may have received for it.

Clauses 437 to 439 decree, as did the former Act, that for all services in saving life or property from any British ship or boat a reasonable sum for salvage shall be paid by the owner of the vessel; the salvage for life being payable in priority of all other claims, and that when there shall not be a sufficient amount of property saved to adequately remunerate the salvors of life, the Board of Trade may award, from the Mercantile Marine Fund, such remuneration as they may think fit.

Clause 440 to the end of this Part refers exclusively to salvage of property, jurisdiction, valuation, disputes, apportionment of salvage, enforcement of salvage claims, agreements as to amount, &c.: the appointment of Receivers, their powers, and remuneration, &c. It also, by the 453rd clause, entitles the officers and men in the Coastguard service to remuneration for services rendered in watching and protecting wrecked property, according to a scale to be determined on by the Board of Trade.

A very important portion of this part of the Bill is that which relates to the claims on the owners of wrecked vessels and their cargoes, by those who have contributed to the saving of them, or of the lives of persons on board them.

In either case it will be observed that the same vague expression as to the amount of salvage payment is used as in the Act of 1854, viz.: "A reasonable sum for salvage." It may be thought by some persons that a clearer definition as to the amount of salvage payments might have been made; such, however, would, we think, be impracticable, as the circumstances under which both lives and property are saved are so varied in character, that each case must be decided on its own merits.

As regards the saving of life, since the NATIONAL LIFE-BOAT INSTITUTION has undertaken to pay for such services on the coasts of the United Kingdom, we believe that in comparatively few cases has the law been enforced which makes shipowners amenable for saving the lives of their vessels' crews, when property has been saved.

In making those awards, when the services have been performed by the life-boats of

the Institution, the boatmen working them receive payment according to a fixed scale except for services of a more than usually dangerous or arduous nature, when they are proportionally increased.

The salvage of property does not, strictly speaking, fall within our province; it is, however, a work of so much importance, and has given rise to so much angry feeling and disputation between shipowners and salvors, and has occasioned so much animadversion on the part of foreigners, that we think it deserving of more than a passing notice.

The jurisdiction in salvage questions is essentially different, as now proposed, from that instituted under the Act of 1854, since justices of the peace are now, in virtue of their offices, to have no jurisdiction. We will quote in full that part of Clause 440 that confers jurisdiction, and which will probably be the law that will in future determine such cases.

“ Clause 440. Disputes as to salvage, whether of life or property, shall, in the United Kingdom, be heard and determined as follows, and not otherwise; that is to say—

“ 1st. If either the amount claimed does not exceed 20*l.*, or the value of the property saved does not exceed 50*l.*, or if the parties consent in writing, the dispute shall be heard and determined by the Receiver of the district where the services were rendered, or where the property saved is at the time of the making of the claim, and his award shall be final and conclusive against all persons.

“ 2nd. In other cases, if either the amount claimed does not exceed 300*l.*, or the value of the property saved does not exceed 1000*l.*, or if the parties consent in writing, the dispute shall be heard and determined by the Local Court of Admiralty having jurisdiction in the place where the services were rendered, or where the property is at the time of the making of the claim.

“ 3rd. In other cases, the dispute shall be heard and determined by the Superior Court of Admiralty.”

Another important distinction between the new and the old Act, if we understand the former rightly, is, that there is no

appeal from the decision of the lower authority to a higher one. In the Act of 1854, in cases of dispute, either an owner or salvor could appeal from the Receiver to the Justices of the Peace, from the latter to the High Court of Admiralty, and from that court to the Privy Council; whereas, in the proposed Act of 1870, the decisions of the Receiver, of the Local Court of Admiralty, and of the Superior Court of Admiralty, are each alike—final; the authority before which any dispute shall be brought for adjudication being determined solely by the amount of the claim and the value of the property saved.

We think that this alteration in the law is a beneficial one, as there will not be the same inducement to the professional salvors to litigate, with the hope of obtaining larger salvage payments, in which they are said to have been often hitherto encouraged by attorneys or agents, who, at the principal salvage stations, were regularly employed by them as their legal advisers.

The good working of this system will evidently, however, much depend on the constitution of the Local Admiralty Courts, and on the qualifications of the Receivers. The possession of any property or interest in shipping, or in merchandize carried by sea, should be a disqualification to be a member of an Admiralty Court, or to act as a Receiver or Receiver's agent.

More especially will it be important that the Receivers should be not only uninterested in shipping, but that they should be men of integrity and judgment, with, if possible, a sufficient knowledge of maritime affairs to be not altogether dependent on the opinions of others as to the character of the services rendered by salvors, in cases where seamanship is required and risk of life incurred. At present, we believe the greater portion of the Receivers are Collectors of Customs, and perhaps, as a collective body, no more impartial or, on the whole, better-qualified men could be found; but a large proportion of them can have no practical knowledge of seamanship; and we think therefore that it would be desirable that to every Local Admiralty Court there should be attached one practical member—a seaman

by profession—whose duty it should be to advise the local board and the receiver on all professional questions in cases of dispute, for which, in every case of his being called on, he should receive a fee of fixed amount, independent of the relative value of the property salvaged or claim for salvage.

As Clause 450 authorizes the Board of Trade to appoint, from time to time, any officer of customs or of the coastguard, or, where thought more convenient, any other person to be a Receiver of wreck, it may be presumed that the majority of those officers will continue to be taken from the customs and coastguard services; but at the same time, that they will not invariably be so.

By Clause 452, Receivers are entitled to the payment of all their expenses, and to certain fees, the amount of which is laid down in the 14th schedule of the Bill. All fees received by a Receiver are, however, to be carried to and form part of the Mercantile Marine Fund; but he will be paid, for his own use, such remuneration as, with the consent of the Treasury, the Board of Trade may from time to time appoint; and he will not be entitled to take any fee for his own use, or to receive any other remuneration whatever. We think the provisions of this clause are very judicious.

The subject of "Salvage of Property" on the sea-coast is a very important one; but as we so recently discussed it at length in No. 55 of this Journal, we will not now further enlarge on it, but confine ourselves to the expression of a hope that the effect of this Act will be to do justice, as far as possible, to the shipowner, on the one hand, and to the valuable class of men who earn their livelihood by the salvage of wrecked property, on the other.

Part VII., extending from the 456th to the 517th clause, has solely reference to pilotage.

Part VIII. From clause 518 to clause 560, deals with lighthouses, light-vessels, sea-marks (including buoys), and all connected with the lighting, beaconing, and buoying our coasts, estuaries, and harbours.

Part IX. Conservancy. From Clause 561 to 584, concerns all that is connected with the preservation of our shores and

harbours, obstructions to navigation, &c. and confirms the transfer of the jurisdiction over the harbours and shores of the United Kingdom from the Admiralty to the Board of Trade, save and except any harbour, port, bay, estuary, or navigable river, in or adjoining to which there is or shall be any of Her Majesty's dock-yards, victualling-yards, steam-factory-yards, arsenals, or naval stations, which may, on due notice being given by the Admiralty that the interests of H.M. Naval Service require that such places shall be entirely or in part withdrawn from the operation of this clause, be thereby excepted from the same.

Excepting also, to some extent, the River Mersey, and reserving to the Admiralty to appoint two of the conservators of the River Thames.

Part X. From clause 585 to 625 relates to harbours. Empowers the local harbour authorities, within certain limits, to raise or lower the dues levied by them; gives them authority over harbour-masters and other officers of the port; empowers them to make bye-laws, to purchase land, erect warehouses, &c., and requires them to provide life-boats, tide-gauges, and barometers; also provides for the Service of Hull Customs, &c., &c.

The 614th clause decrees that harbour authorities should provide an efficient and well-appointed life-boat when required to do so by the Board of Trade, and such mortar, rockets, and other apparatus for saving lives from shipwreck, as that Board may direct or approve.

Part XI. *Loans to Harbour Authorities.* This part empowers harbour authorities to borrow money for the construction, improvement, maintenance, and lighting of public harbours, from the Public Works Loan Commissioners, on the security of the harbour dues: the amount of such loans in no case to exceed 300,000*l.*

Part XII. enables the Board of Trade to make provisional orders conferring, on persons wishing to obtain the same, statutory powers for constructing, selling, purchasing, leasing, maintaining, regulating, &c., a harbour, or for executing, or abandoning, or for extending the time for executing any

work connected with a harbour or with navigation, or for levying or altering dues, or for constituting or altering the constitution of a harbour authority, &c.

Part XIII. Local charges on shipping. Treats of all connected with harbour dues, and defines those which may, and which may not, be levied.

Part XIV. *The Board of Trade*. This part defines the functions of that Board under which our whole Mercantile Marine is placed, and which, even if no other duties devolved on it, might therefore be considered one of the most important public bodies in the kingdom.

In connection with the immediate objects of the NATIONAL LIFE-BOAT INSTITUTION, by far the most important clause in this part is the 673rd, which empowers the Board to appoint Inspectors to report to them on the following matters, or any of them:—

(1.) On the nature and causes of any accident or damage which any ship has sustained or caused, or is alleged to have sustained or caused.

(2.) Whether this Act, or any regulation made thereunder, has been complied with.

(3.) Whether the hull and machinery of any steam-ship are sufficient and in good condition.

The remainder of the clause is then devoted to defining the powers of the inspectors, and other details.

It will be readily conceived how much of the success of an efficient supervision of our Mercantile Marine must depend on those officers. A Board in London cannot be ubiquitous, and if those persons to whom is intrusted the duty of carrying its behests into execution are deficient either in capacity or honesty, all the most wisely-conceived regulations must be utterly useless. Thus a leaky, unseaworthy, ill-found, or overladen ship might be suffered to go to sea through the incapacity of an inefficient Inspector, through the carelessness of a neglectful one, or through the venality of a dishonest one who directly or indirectly might think it to his interest to avoid giving offence to a wealthy and influential shipowner, and lamentable loss of life might

thereby ensue, as, it is patent to every one, has times out of number happened through such ships being permitted to leave our ports.

Part XV. *Mercantile Marine Fund*. This part provides for the continuance of the Mercantile Marine Fund, which was originated by the Merchant Shipping Act of 1854.

Clause 674 explains the sources from which this fund is raised—as follows:—

There shall continue to be a common fund, called the Mercantile Marine Fund, an account whereof, called the Mercantile Marine Fund Account, shall be kept with Her Majesty's Paymaster-General.

There shall be carried to this fund—

1. All payments other than fines and forfeitures received by the Board of Trade under parts two and three of this Act.

2. All payments received by any general lighthouse authority under part eight of this Act.

3. All proceeds from the sale of land sold by any general lighthouse authority under part eight of this Act.

4. All payments mentioned in the fourteenth schedule to this Act which are received by Receivers in pursuance of part six of this Act.

Clause 675 declares the application of this fund, viz., in brief, The payment of all expenses connected with Local Marine Boards, examinations, and shipping offices, with the survey of passenger steam-ships, with the inspection of places in ships occupied by seamen or apprentices. All expenses incurred by the general lighthouse authorities on the works and services of lighthouses and sea-marks. The expenses of superannuation, allowances, and compensations, &c., granted by the lighthouse authorities; the expenses attached to Receivers and their duties; also for the establishment and maintenance on the coast of the United Kingdom of life-boats, their crews and equipments; and for remuneration or reward for the preservation of life in cases of shipwreck and distress at sea.

On the last most important clause we desire to offer some remarks. Shortly after the passing of the Merchant Shipping Act of 1854, an agreement was made between

the Board of Trade and the ROYAL NATIONAL LIFE-BOAT INSTITUTION, that, in fulfilment of the above clause, the Board should chiefly contribute to the life-boat work by assisting the Institution to supply life-boats, and maintain them on the coast, whilst at the same time not refusing its aid to such local bodies as maintained efficient life-boat establishments, and submitted them to the inspection of officers acting under the Board. It was likewise agreed that the Board should undertake the entire provision and maintenance of rocket and mortar life-saving apparatus on the coast of the United Kingdom, and the general superintendence of the same, the working and management devolving on the officers and men in the coastguard service.

From the above year until recently, the Board has, in varying degrees, rendered its pecuniary aid, and invariably its prompt and cordial co-operation to the LIFE-BOAT INSTITUTION, which aid has been, especially through the years of its nonage, of the utmost value to it. In consequence, however, of the noble manner in which the public of the United Kingdom have supported it, the Institution has been enabled now voluntarily to relinquish the further pecuniary aid of the Board, and is thus enabled successfully to carry on its great work without any Government help whatever.

With reference to the general application of that fund, and having in view the sources from which it is obtained, we think that since it is solely paid by the Mercantile Marine, so it should be expended directly or indirectly for its benefit. We believe that a considerable surplus is now, at the end of every year, paid into the Consolidated Fund, and thereby altogether diverted from shipping.

We would suggest a mode in which it might be expended, which, whilst it would directly benefit a valuable part of our maritime population, viz., our fishermen, would indirectly be of service to our merchant

shipping, and at the same time be a benefit to the country.

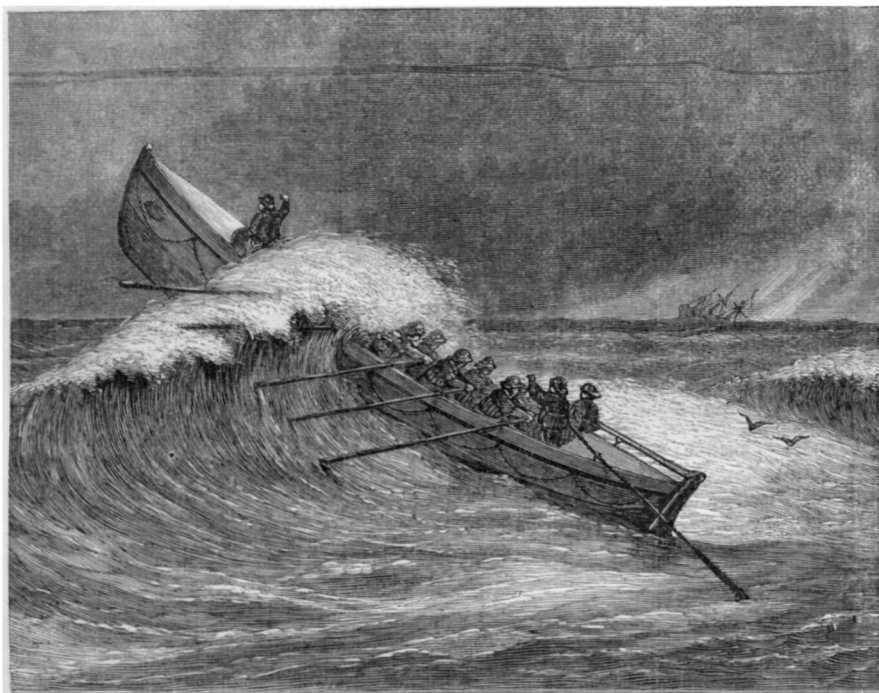
There are all round our coasts many little coves and half-formed natural harbours, where little communities of fishermen nestle together, often pursuing their useful and frequently hazardous calling under great difficulties. Very many of them, by the expenditure of a small sum, varying from 50*l.* to 500*l.*, or in some cases perhaps reaching to 1,000*l.*, might be converted into comparatively safe and commodious havens for the humble craft, which, although they are not to be compared with the stately vessels that frequent our larger ports, yet daily and hourly discharge their tiny loads of wholesome and nutritious food, which, spreading over the length and breadth of the land, administer to the comforts and luxuries of thousands of homes. Apart, however, from the great benefit which the multiplication of such small ports would be to our fishing population, they would often be literally harbours of refuge to the crews of merchant coasting vessels, who have had to desert their sinking hulls and take to their boats.

The two remaining Parts of the Merchant Shipping Bill, viz., Part XVI.—Provisional Orders; and Part XVII.—Legal Procedure; call for no especial remark.

We therefore conclude this cursory sketch of the Merchant Shipping Bill, by reiterating our impression as to its vast importance, by acknowledging the great labour and ability which have been bestowed on it, and by expressing the hope that, after going through the Parliamentary crucible, it may, with God's blessing, be the means of promoting the welfare of the vast shipping community of this realm, and of indirectly benefiting the whole community of the United Kingdom.



SERVICES OF THE LIFE-BOATS OF THE NATIONAL LIFE-BOAT INSTITUTION—(continued).



BROUGHTY FERRY, DUNDEE.—On the 24th October, 1868, the barque *Betty and Louise*, of Hamburg, was stranded during a strong gale on the Cruivie Bank, near Buddon Ness. The *Mary Hartley* life-boat was quickly manned and launched, and succeeded, after some difficulty, in rescuing the vessel's crew of 9 men, and in landing them in safety.

GREAT YARMOUTH, NORFOLK.—On the 25th October, the brigantine *Francis*, of Shields, was totally wrecked, and afterwards sunk on the Cackle Sands during a strong W.N.W. wind, and in a heavy sea. The *Mark Lane* life-boat went out and brought safely ashore the vessel's crew of 4 men.

On the 10th December, during a heavy gale from S.S.W., the brigantine *Ino*, of West Hartlepool, was observed making for the shore in an apparently sinking state. It subsequently appeared that she had been in collision with the lugger *Ranger*, of Yarmouth. The *Duff* surf life-boat went out and took off 17 men from the vessel, which included the crew of the lugger, they having gone on board the brigantine. The latter subsequently went ashore opposite the

North Star Battery, and became a total wreck. The *Mark Lane* life-boat was also promptly launched, proceeded to the assistance of the two vessels, and ultimately, after some hours' exertions, brought the lugger safely into Yarmouth harbour.

RAMSEY, ISLE OF MAN.—On the 11th December, the brigantine *Jane*, of Workington, and the schooner *Prudence*, of Aberystwith, drove ashore, in a very strong wind, near the North Pier, at Ramsey, Isle of Man. The *Two Sisters* life-boat put off through a heavy sea, and succeeded in rescuing both crews, consisting of 8 men. The life-boat went off again in the afternoon, in reply to signals of distress from another vessel; but the crew succeeded in saving themselves in their own boat.

BLACKPOOL, LANCASHIRE.—On the 30th October, during a gale from W.N.W., the schooner *Theodorus*, of Liverpool, was stranded on the north-west end of the Salt-house Bank. The *Robert William* life-boat put out and brought ashore 12 of the crew. The life-boat *Wakefield*, stationed at Lytham, also went off and rescued 3 men from

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

ANSTRUTHER, N.B.—On the 19th September, the fishing-boat *Active*, of Cellardyke, N.B., was observed in distress during a strong E.N.E. wind and in a heavy sea, off Anstruther. The *Admiral FitzRoy* life-boat put out and brought the boat and her crew of 4 men safely to land.

STROMNESS, N.B.—On the 6th October, during stormy weather, the schooner *Victor*, of Grimsby, was seen riding at anchor in a dangerous position in Hoy Sound. The *Saltire* life-boat was promptly manned and launched, and assisted to bring the schooner and her crew of 5 men safely into harbour.

SILLOTH, CUMBERLAND.—On the 10th October, the *Angela and Hannah* life-boat went out, during a fresh breeze from the S.W., and saved a man, who was found on a raft, formed of two ballast boards and a gaff. He had belonged to the smack *Rover*, of Annan, which had sunk about three miles off that place; he had floated about a mile before the life-boat picked him up.

CAISTER, NORFOLK.—On the 23rd October, the S.S. *Ganges*, of Hull, was stranded on the Hasborough Sands during a strong wind and in hazy weather. The *Birmingham*, No. 1 life-boat went off and remained by the vessel four nights, until she floated off the sand, and was towed into Yarmouth Roads by some steam-tugs, accompanied by the life-boat.

On the 30th November, the barque *Annie Scott*, of Arbroath, was stranded during a strong wind and hazy weather on the Cross Sand, off the Norfolk coast. The same life-boat went off and succeeded in saving the vessel's crew of 9 men. They had taken to the ship's boat, and were driving rapidly away to the northward, when they were overtaken by the life-boat. The vessel was subsequently towed by a steam-tug into Yarmouth Roads.

The same valuable life-boat afterwards went to the assistance of the barque *Honfleur*, of Sandiford, Norway, which was likewise stranded on the Cross Sand, and succeeded in taking that vessel and her crew of 13 men to a safe anchorage off Winterton.

Early on the morning of the 22nd December, during a strong W.N.W. wind, large signal lights were seen in the direction

of the West Scroby Sands. The same life-boat went out, but, after searching about for some time, could not discover any vessel in distress, and therefore returned to the shore. Some hours afterwards, a small ship's boat was seen in the Wold drifting to the northward. The life-boat again put off, and overtook her off Winterton, and rescued 4 men, who gladly availed themselves of her services, it being impossible for them to land in their own boat. They belonged to the schooner *Pioneer*, of Exeter. During the previous night a steamer had been in collision with their vessel, which had sunk in about fifteen minutes. One of the schooner's crew got on board the steamer, and the others took to their own boat.

Soon after dark on the 28th December, signal lights and rockets were seen in the direction of the West Scroby Sands, by the beachmen at Caister, on the Norfolk coast. The same life-boat was at once launched, and, proceeding to the sands, found the brig *Bilboa*, of Seaham, striking very heavily in a most dangerous way, so that if the wind and weather had continued bad, she must soon have gone to pieces. The sea was terrible, and the vessel could not be approached very closely. The crew, however, 6 in number, were fortunately saved by means of ropes from the life-boat. After rescuing the men, and while the boat was on its way to the shore, signals were seen from a vessel on the South Scroby Sands, and the life-boat proceeded in that direction. A Gorleston life-boat, however, was seen approaching the wreck, and the Caister life-boat, therefore, returned to the station.

The following account of an additional noble and great service recently performed by the same valuable life-boat cannot fail to be read with much interest. These details have been furnished by the Rev. G. W. STEWARD, the local Hon. Secretary of the Institution. On the morning of the 1st December last about seven o'clock, the beachmen, during a strong wind from N. by E., with squalls, saw what appeared to be a dismasted vessel at the back of the Scroby Sands with signals of distress in the rigging. They at once proceeded off in the large life-boat, the *Birmingham*, and found the upper part of a barque which, it appears, had struck on the Hasborough Sands about half-past ten o'clock the previous night. This portion had broken away, and drifted to the spot where it was seen from the shore, and by the time the life-

boat reached it, it had floated down the coast as far as Yarmouth. It consisted of the bulwarks (which on the lee side were under water), deck, and a few planks below, and was little more than a raft, but it had on it the whole of the crew, numbering 14 men, of a wrecked barque of 447 tons, named the *Helsingoe*, of Elsinore. The poor fellows had been nine hours adrift on it in a terrible sea and the weather very cold. The difficulty of getting them off, in the midst of the heavy sea, was great, and the life-boat was a good deal damaged, for, on account of the ship's broken mainmast, spars, &c., the boat could not approach the wreck to leeward, and had to be taken to windward, and to get at the crew she had to drive alongside, and time after time she grated with great violence against the wreck, from which the ship's bolts were projecting. Some of the life-boatmen said the boat would be dashed to pieces; but others replied, "We must save the poor fellows!" And ultimately, after gallantly exerting themselves for nearly an hour, the crew of the life-boat had the great satisfaction of saving the whole of them. None but daring and experienced men could have accomplished this rescue. The boat was subsequently towed into Yarmouth harbour by a steamer, each side of the pier-head being lined with spectators. The rescued men were then landed and taken to the Sailors' Home. They were respectable and well-behaved men. The mate had his shoulder injured, and was taken to the Hospital, where he was afterwards seen very cheerful and happy. The master, when offered a little rum by one of the beachmen, declined it, saying, "There was too much poison in it for him." The hull of the ship, which had been left behind, afterwards floated off the sand, and finally came ashore southward of Gorleston Pier. The crew of the life-boat received a double reward from the NATIONAL LIFE-BOAT INSTITUTION in consideration of their gallant services on the occasion.

SENNEN COVE, CORNWALL.—On the night of the 23rd October, the government lighter *Devon*, was totally wrecked during a gale and heavy sea on the Brisson's Rocks. At daybreak one of the crew was seen from the land, and the *Cousins William and Mary Anne of Bideford* life-boat put off and rescued him with the aid of a rocket which was fired from the life-boat by Mr. SYLVESTER MORRISON, Chief Officer of Coast-

guard. The rescued man bears the same name, GEORGE DAVIS, as the husband of the lady who presented the life-boat to the NATIONAL LIFE-BOAT INSTITUTION.

MUNDESLEY, NORFOLK.—On the 10th November, the brig *Rochdale*, of London, was wrecked, and afterwards sunk, off Hasborough, during squally weather. The *Grocers* life-boat went out and rescued the crew of 7 men from the ship's boat, to which they had taken on their vessel sinking.

DONNA NOOK, LINCOLNSHIRE.—On the 11th November, the fishing smack *Emperor*, of Grimsby, was stranded during squally weather near Grainthorpe Haven. The *North Briton* life-boat put out and remained alongside the vessel some hours until the tide fell, leaving the smack firmly settled in the sand.

WITHERNSEA, YORKSHIRE.—On the 21st November, the smack *Mary*, of Hull, was stranded during hazy weather, about a mile and a quarter south of Withersea. The crew of 5 men of the distressed vessel were anxious for the aid of the life-boat, as they felt they were in imminent danger, for in attempting to launch their own boat, with their clothes on board, it was immediately swamped. Fortunately the *Pelican* life-boat was quickly alongside and saved the shipwrecked crew.

CULLERCOATS, NORTHUMBERLAND.—On the 21st November, the brig *Robert and Sarah*, of Blyth, struck on the rocks at Cullercoats during a strong southerly wind and heavy sea. The *Palmerston* life-boat was quickly launched and saved the vessel's crew of 8 men.

YOUGHAL, IRELAND.—On the 22nd November, the schooner *Mary Jane*, of Padstow, was stranded in a strong wind and heavy sea near Clay Castle, on the Irish coast. The vessel had only started from Youghal that morning, but in consequence of stress of weather she had to be anchored. Her anchors, however, dragged, and she soon after went aground. The *William Beckett of Leeds* life-boat went out and rescued the vessel's crew of 3 men, landing them in safety.

TRAMORE, IRELAND.—Early in the morning of the 29th November, while it was blowing a moderate gale from S.S.E., the Austrian barque *Mea* was observed at

anchor, in a dangerous position, in Tramore Bay, on the Irish coast, with a steam-tug near her. The Cambridge University Boat Club life-boat, *Tom Egan*, was launched, with the view of taking a line from the tug to the vessel; but on arriving near the barque it was found that the tug was already made fast to her, and as the boat's services were not then required, she returned to the shore. About 12.45 P.M., the *Mea* was again seen to enter the Bay, the tug having been obliged to leave her, owing to the severity of the gale; and as the vessel appeared to be drifting ashore, the life-boat was again launched, but in consequence of the heavy sea, and the furious storm then raging, it was found impossible to reach the vessel. At ten o'clock the life-boat was again drawn to the beach, and after repeated efforts, she was eventually launched, and succeeded in rescuing the whole of the vessel's crew, 17 in number, and in bringing them safely ashore. The vessel soon afterwards became a total wreck.

KIRKCUDBRIGHT.—On the 30th November, the schooner *William Henry*, of Belfast, was totally wrecked on St. Mary's Isle, near Kirkcudbright, during a gale from S.S.E. The *Helen Lees* life-boat put off and succeeded in saving the vessel's crew of 5 men.

ST. ANDREWS, N.B.—On the 29th November, the smack *Canton*, of Scarborough, was observed with signals of distress during a strong wind. The *Annie* life-boat went off and succeeded in placing the vessel in comparative safety outside St. Andrew's Harbour at 10 P.M. The life-boat then left her, with the understanding that if the men on board should require any further assistance they were to show a light. About 11 P.M., this signal was shown, when the life-boat again went off with a pilot; the vessel's cable was slipped, and she and her crew of 4 men were forthwith brought safely into harbour.

CAMPBELTOWN, N.B.—On the 3rd December, during a strong gale from S.S.E., and in very thick weather, the steamer *Flying Mist* brought information from Carraidale, thirteen miles N.E. of Campbeltown, N.B., that the barque *William Gillies*, of Greenock, was lying off there dragging her anchors and likely to go on the rocks, and that the crew could not land in the heavy sea then running, and were in danger of

losing their lives. The *Lord Murray* life-boat was immediately manned and launched, and proceeding to the spot in tow of the tug, took off the vessel's crew of 15 men and placed them on board the steamer. The life-boat was then again taken in tow and all returned safely to Campbeltown. The vessel was in a very dangerous position on a lee shore when the life-boat arrived alongside.

CASTLETOWN, ISLE OF MAN.—During a heavy gale from the S.W. on the 4th December, the intelligence was received at Castletown that the schooner *Vision*, of Drogheda, had struck on a reef of rocks near Strand Hall, about two and a half miles from Castletown. The crew of the *Commercial Travellers'* life-boat were quickly mustered, and within fifteen minutes of the information being received, she was on her carriage being transported along the beach to the scene of the wreck. In thirty minutes from the time of starting the life-boat was launched through the raging surf in the most gallant style, and amidst the cheers of hundreds of spectators, soon reached the wreck, from which she took off the crew of 5 hands. The life-boat then proceeded to Port St. Mary, where she safely landed the shipwrecked men.

PORTMADOC, NORTH WALES.—About midnight on the 4th December, during a strong wind from the S.W., and in a heavy sea, the ship *Castilian*, of London, bound from Quebec to Liverpool with timber, took the ground on the south side of Portmadoc Bar. Early on the morning of the 5th December her position was seen from the shore, and the life-boat *John Ashbury*, stationed at Criccieth, was immediately launched and proceeded, in tow of a steam-tug, to the wreck. There was a heavy surf near the vessel, but with great difficulty 18 men were rescued by the life-boat and placed on board the steamer. Three of the vessel's crew had, unfortunately, perished in attempting to reach the land in one of the ship's boats.

HASBOROUGH, NORFOLK.—On the 10th December, during a fresh gale from S.S.E. and heavy cross-sea, the schooner *Atlanta*, of Kirkwall, in the Orkney Islands, after striking on the Barber Sands, on the Norfolk coast, went ashore on Hasborough outer bank. The *Huddersfield* life-boat, stationed at Hasborough, at once went off and succeeded in rescuing the master and 3 of the

vessel's crew. The following morning the vessel was got off the bank, but owing to a sudden change of wind, she was again driven ashore, and the same life-boat went off and brought ashore the remainder of the crew, consisting of 3 men, and also 4 beachmen who had assisted in getting her off the bank.

MARGATE.—During a strong southerly wind and heavy rain, on the 14th December, signal guns were heard from the lightship in the Prince's Channel. The *Quiver No. 1* life-boat, stationed at Margate, was launched, and proceeded across the Margate and Tongue Sands, and up the Channel, and discovered the sloop *La Jeune Fanny*, of St. Malo, on the Girdler Sands, in a heavy sea. After some difficulty, the life-boat got alongside and boarded the vessel. Press of canvas was then put on, and the sloop was forced over the bank, the tide rising at the time, and brought safely into Margate. From the position in which the ship lay, she must soon have been broken up, and the crew of 5 men drowned, had not the life-boat gone to her aid. She was constantly under water, the sea repeatedly making a complete breach over her and the life-boat, and the service of the latter was attended with much danger.

LOOE, CORNWALL.—On the 14th December, during a gale from the S.W., a vessel was seen in distress off Looe Island. The life-boat *Oxfordshire* stationed there was quickly launched through a heavy surf to her assistance, and succeeded in bringing her and her crew of 6 men safely into harbour. The vessel was the schooner *Mail*, of Alloa, from Rouen to Glasgow, with a cargo of grain. She had left Plymouth the previous day, and on making the Lizard, encountered a tremendous gale and shipped several heavy seas, which shifted the cargo. The master, who was a stranger to the coast, then tried to run to the land, and would have beached his ship, if possible, had he not fortunately rounded Looe Island, and come in where he did. The prompt assistance of the life-boat, it was stated, had saved the vessel from almost certain destruction, and probably the lives of the crew also.

POOLE, DORSET.—On the 15th December, during a heavy S.S.E. gale, two French vessels, mistaking this harbour for that of Portsmouth, struck on the sands at East Looe and West Looe respectively. The

Manley Wood life-boat was soon launched and on her way to the wrecks. The first proved to be the lugger *Augustine*, of Port L'Abbe; and the life-boat brought her and her crew of 4 men safely into harbour. The life-boat also went to the assistance of the second vessel, *La Jeune Erneste*, of Bordeaux, but found her abandoned and full of water.

HOLY ISLAND, NORTHUMBERLAND.—On the 21st December, during a sudden gale from the S.E., a fishing coble was seen making for the shore. On reaching the bar the sea ran very heavy, and the other fishermen, seeing the imminent danger their comrades were in, immediately launched the Holy Island life-boat *Grace Darling*, and with its assistance the coble and her crew of 2 men were brought safely into harbour.

ALDBOROUGH, SUFFOLK.—On the 24th December, during a strong wind from S.S.W., signals of distress were observed from the brig *Fuchsta*, of Whitby. The Aldborough life-boat was quickly launched and proceeded to her assistance. She had run into and dismasted the schooner *Diamond*, of Goole, near the Shipwash Sand, 3 of the crew of which latter vessel boarded her, and finding her in a sinking state, ran her on a shoal. The life-boat soon arrived and took off the 3 men, landing them in safety. One poor fellow was drowned whilst endeavouring to get from the schooner to the brig, which vessel had been previously abandoned by her own crew, of whom no tidings could be obtained.

ABERYSTWITH, SOUTH WALES.—On the 25th December, during stormy weather, the smack *Castle*, of Aberystwith, was totally wrecked at the mouth of the bar. The *Evelyn Wood* life-boat went off and placed 6 men on board to assist in saving the vessel if possible; but all attempts proved unsuccessful, and the life-boat afterwards went out again, and after three attempts succeeded in taking off 9 men and in bringing them ashore in safety. The life-boat's crew experienced great difficulty and danger in taking the men off, owing to the force of the heavy seas, and several of the oars were broken. The life-boat was reported to have behaved exceedingly well on the occasion.

APPLEDORE, DEVON.—About 1 P.M. on the 28th December, JOSEPH COX, the coxswain of the *Hope* life-boat stationed at Appledore, was informed by the coast-

guard that two vessels were embayed, and would probably go on shore. He instantly assembled his crew, obtained horses, and dragged out the life-boat on her carriage, ready for action. The vessel most in danger was the Austrian barque *Pace*; and, as she tried to work out of the bay, the life-boat and her crew kept along the shore directly under her lee, moving along with her. At length she grounded. The life-boat was launched without delay over the Pebble Ridge, and dashed into a terrific surf. The crew behaved most nobly; the boat at times was as upright as a ladder against a wall, and seas swept through her from stem to stern; but they stuck to it, reached the barque, and managed to make fast to her. The crew were all assembled under shelter of the cuddy, and not one would give a stern rope to the boat, or move from his position, excepting one boy, who ran to the side and dropped into the boat all safe. More than five minutes elapsed without a soul stirring on board; at length eight of them made a rush together for the life-boat, jumped helter-skelter over the side, missed the boat, and fell into the water, but were all picked up but one. A tremendous sea now struck the boat and drove her under the counter, where the rudder was carried away, and old Cox much bruised, as he was jammed up against the counter, but his life-belt saved him, it being broken however by the collision. In vain did the life-boat crew appeal to the remainder of the men on board the barque to come to the boat; they would not stir; so the life-boat, seriously damaged and with the loss of her rudder, was obliged to return to the shore, where she landed safely her crew and 9 of the *Pace's* men. Old Cox, notwithstanding the severe nip he had received, and the damaged state of the boat, called for another crew of volunteers, and once more manned the *Hope*, he and his son and one other of the old crew going in her, and, to prove the readiness of the brave volunteers of North Devon, the boat was launched with one man too many on board. On this second trip young Cox steered with an oar in place of the rudder, the stern of the boat having been damaged. In this state they had nearly again reached the ship when a wave broke over the bow, swept over the crew, and carried young Cox (who was standing up steering with the oar) right over the stern. The loss of the steering-oar made the boat broach to, and the next wave found her broadside on, and rolled her over, throw-

ing all the crew into the surf. As she righted, the younger Cox managed to get into her again, and one by one the brave fellows all got on board, excepting old Cox. He had drifted some distance, and they had only three oars left; with these, however, they managed to turn the boat's head round, and at last the brave old coxswain was enabled to clutch the blade of an oar, when all but done for, and was got into the boat. The life-boat again reached the shore, and was dragged up on the Pebble Ridge. For the third time volunteers came forward to man the life-boat; but a difficulty now arose. Besides the rudderless state of the *Hope*, unfitting her for service, the oars (save three) were all lost. Instantly a lot of horsemen galloped off, with Mr. YEO at their head, for spare oars, and in due time each horseman returned bearing an oar. And now preparations were made to launch again the disabled boat; but it was discovered that the tide had turned, and had already dropped two feet; the danger was rapidly passing away; the remainder of the crew of the barque had climbed up to the mizentop, and moreover the third crew was not composed entirely of sailors. Those on the spot most wisely interfered, and would not allow the boat to be launched again, although there were four distinct crews of volunteers—two of which went off, and the third and fourth were forcibly and wisely stopped. Eventually 3 men, one of whom was the captain, were brought ashore by men who waded out to the barque as the tide fell. Three others perished, in addition to one man who was lost in getting into the life-boat. Thirteen in all were saved. All might have got into the boat and been saved when she first went alongside, and all in the rigging might have been saved had the men lashed themselves there. It appears that the Austrian captain would not allow his crew to go into the life-boat when she got alongside, nor suffer them to throw a rope to her. If the bold and self-devoted conduct of the North Devon volunteers failed to achieve complete success in dealing with this wreck, it is a satisfaction to know that they did what they could, and did it nobly. Ordinary life-boat service is one of no light peril; service in a partially disabled boat is necessarily still more hazardous.

PLYMOUTH, DEVON.—On the 28th December, during a gale from S.S.W., the brig *Flying Cloud*, of Bideford, was run

into by another vessel, and afterwards became a total wreck on Batten Reef. The *Prince Consort* life-boat was quickly launched, and succeeded in rescuing 10 men from the brig.

WORTHING, SUSSEX.—On the 28th December the brigantine *Hitena*, of St. Johns, Newfoundland, was observed off Worthing with signals of distress in her rigging. A gale was blowing from the S.W., and there was a heavy sea on. The *Jane* life-boat was soon manned and launched, and some of the crew having boarded the vessel, she and her crew of 6 men were taken into the Port of Shoreham.

PENZANCE, CORNWALL.—On the afternoon of the 6th December, information was received here that a large vessel was in a very perilous position in the bay, and the life-boat *Richard Lewis*, at Penzance, was at once got in readiness, in case her services should be required. Shortly afterwards a large barque was seen through the mist to drive ashore between St. Michael's Mount and the Long Rock. In five minutes the life-boat was on her way to the spot, which was reached in about ten minutes after the vessel struck. Unfortunately, they were too late to prevent 11 of the crew from leaving the vessel in the long boat, which upset when about half-way to the shore, and 7 of them were drowned, the remaining 4 being rescued with the greatest possible difficulty, and in a very exhausted state. The life-boat was promptly launched to windward of the stranded ship through a tremendous ground-sea. After a pull of more than an hour she reached the vessel, but as she was pulling under the stern, a great sea struck the boat, capsizing her and throwing all on board into the sea. The brave coxswain, THOMAS CARBIS, was jammed under the boat by some wreck, and very nearly lost his life, having to dive three or four times before he could extricate himself. When dragged on board he was apparently dead, and in this state was brought on shore. Another man, who had pulled the stroke oar, was carried away from the boat, and the crew were all so exhausted that they could not pull up to his rescue. Supported, however, by his cork life-belt, he floated to the shore, when a brave man, named DESREAU, swam his horse out through the surf and saved the poor fellow. Capt. CAY, R.N., who expressed an earnest wish to go off on this occasion, was also on board, and, with the

others, suffered severely. It is due to him to say that his coolness and judgment, as well as his exertions, greatly conduced to the bringing of the boat, with her exhausted crew, safely to shore. The second coxswain (HIGGINS) also behaved like a hero, and, though scarce able to stand, managed the boat, when CARBIS was disabled, with consummate skill. When the life-boat reached the shore, volunteers were at once asked for, and HIGGINS, the second coxswain, was one of the first to tender his services again. It was, however, thought advisable to secure a fresh crew, and in a short time this was effected, Mr. BLACKMORE, the Chief Officer of the Coastguard, acting as the coxswain, and Mr. S. HIGGS, jun., the French Vice-Consul, also volunteering as one of the crew. The struggle which now followed can hardly be described in anything like adequate terms. The boat had to be pulled to windward in the teeth of a tremendous wind and sea. Sometimes she would rise almost perpendicularly to the waves, and those on shore looked on with bated breath, fearing she must go over, and then again she would gain a yard or two. The way was disputed inch by inch, and at last the victory was won, and the remaining 8 men on the wreck were rescued by the life-boat; but no one who beheld the struggle will ever forget the manner in which the boat was managed. One of the brave life-boat men, while aiding, unfortunately had three of his ribs broken. In ten minutes after the rescue was accomplished the masts went, and in half an hour the vessel was broken to fragments, which were strewn along the shore. She was the barque *North Britain*, of Southampton, bound from Quebec with a cargo of timber. The rocket apparatus was quickly on the spot, and was most efficiently worked; and although the ship was too far off for it to render any help in this manner, it helped materially to save the 4 men upset in the boat. A line was fired over them, which enabled those on the beach to form a line, and then do that which without it they could not have dared to attempt. The value of the self-righting property in the life-boats of the Institution was strikingly illustrated in this case. In its absence some at least of the crew of the Penzance life-boat would undoubtedly have perished, but owing fortunately to this important provision, and to the life-belts which the men wore, not a man of the boat's crew was lost.

CONCERNING PUBLIC OPINION ON
THE MERCANTILE MARINE, AND
THE CORPORATE INTERESTS
CONNECTED THEREWITH.

THE "British Public" has of late manifested a considerable degree of dissatisfaction at the general state of the Mercantile Marine, a dissatisfaction which is none the less real in fact because it can hardly be said—at least in any of the published remarks on the subject which have come under our notice—to have assumed a tangible form. Or, perhaps, it would be fairer to say, that the writers have each dealt with some particular evils, instead of holding impartial surveys of the whole subject, and have combined this mode of dealing with such an evident display of animosity towards some particular class who, in their opinion, is to blame, as to shake the faith of uninitiated, impartial readers in the existence of any evils at all. These writers moreover entirely fail to perceive that the objects of their animadversion are more likely to be, and in fact often are, the victims of a defective system, and not the authors or the promoters of evils, which all good men alike deplore.

Thus we have one class of speakers and writers blaming the House of Commons, whose members, they assert are "grossly ignorant of, and indifferent to the whole matter, and who should long ago have passed wise and far-reaching laws, which should have been enforced strictly, and to the letter by energetic officers: laws very different in spirit to those laid down in the existing lax code, with its multitudinous loopholes of escape, and undefined restrictions and regulations, and carried out in an infinitely more vigorous manner than, with the machinery at present at the disposal of the Board of Trade, is either customary or practicable." But such persons must be reminded, that the House of Commons in its usual aspect is rather the scrutiniser and rejecter of laws, than the framer of them; and that all laws on professional matters, or laws relating to particular interests, must, in fact, emanate from the class or profession itself in the first instance; and only in exceptional cases can the House be expected to help a particular body or interest, without its members having previously expressed, in unmistakable terms, that they require the legislature to interfere in their behalf. No such voice has as yet emanated from the Mercantile Marine

or the numerous corporate interests connected therewith. There have been, as we have already stated, many expressions of discontent, and much partizan recrimination; but no united voice has yet been uttered, calling on the House of Commons to interfere between the governed and governors, between the law-makers and those who are expected to obey, or between the employers and the employed; and so long as this is so, we are compelled to conclude, that those most intimately acquainted with the matter are of opinion, that the House cannot be expected to do more than it has already done.

Another class of people, however, say that the Board of Trade is at fault; that with all possible means of information at their disposal, and with ample opportunity of obtaining the opinions of the best sailors, the most eminent merchants, and the most experienced shipowners, they may well be expected to draw up regulations which would meet every evil, and satisfy all opposing interests. "Why," say they, "does the Board always move so slowly? and why, when it does move, is there always so much left to futurity?" But it must be remembered that the Board of Trade is what the nation has made it, and what at present it wills it to remain. It is, in fact, composed of two distinct parts, which must of necessity be frequently as widely apart as the poles, in thought and opinion on every conceivable point of public duty. These two parts we may divide into the permanent or working staff, and the parliamentary leaders. Now, as the political head changes with the ministry, it cannot be expected that the views of any president will exactly coincide with those of his predecessor or successor; and so we can easily conceive, that the elaborate scheme of reform, prepared under the auspices of a Whig leader, and prepared, too, with infinite care and wisdom by the permanent officials, may yet be so opposed to the views of a Tory successor, or *vice versa*, that it may never see the light at all, or be so mutilated as to be robbed of half its power and meaning.

Again, one president may, as a Member of Parliament, have for his constituents the men of some great northern seaport, and, influenced by their views of some point of sorely-needed reform, he may give a certain bias to the laws he is preparing for the approval of Parliament; but while the proposed measure is still not law—lo, the

ministry changes! Well, the in-coming president has for his constituents the leading men of the port of London, who are pretty certain to regard the question from a totally different point of view; and so, whatever may be his own views, the new man has to choose between the favour of his electors, or the destruction of the Bill. It is not difficult to surmise which is the most likely to be sacrificed. The Board has many other peculiar difficulties to cope with, which we cannot here stop to enumerate; there is, in fact, no system of departmental government in the world with such mighty and diversified interests committed to its charge, and which yet possesses so small a share of actual power, to rule in the way it would prefer, or to assist in the manner which long experience has taught it to be wisest and best. Considering the means at its disposal, and its own peculiar composition, what the Board does effect in the way of supervision and reform may be placed in no ignoble comparison with similar services by any other department of the state. That the permanent officials are most anxious to do all in their power to remedy existing evils in the Mercantile Marine, the elaborate and comprehensive "Merchant Shipping Bill for 1870" sufficiently proves; nor can it be doubted, that among both the political and non-political portions of the Board, may be found some of the shrewdest and most experienced public servants in the kingdom.

There is also a by-no-means inconsiderable number of persons, who speak, and write as though every wrêck were to be directly traced to the incompetence or carelessness of masters of merchant-ships, and who hold them up to public opprobrium, as monsters of brutality, spending their sober hours in deep-laid schemes for robbing owners or underwriters, and their drunken ones in ill-treatment of their crews. These point to the police intelligence, the criminal court, and the reports of nautical assessors, as so many corroborations of their opinions; and it must be confessed that there is too often sad cause for the strictures which are passed. But it would be as reasonable to stigmatise the British army as murderers, because of late years a few desperate men have suffered the "last penalty" for successful attempts to revenge themselves by shooting their immediate superiors. There are, no doubt, rascally and drunken and incompetent persons to be found in command of merchant-ships; but we cannot admit there is a greater

proportion of persons so placed than may be met with in other walks of life. That there is a considerable number of persons intrusted with that "greatest of personal responsibilities," a command at sea, who are woefully deficient in education, cannot be denied; and possibly no people more deeply deplore the deficiency than the members of the profession themselves; but here, as in many other points connected with this subject, the nation and the nation's rulers are to blame, and not the merchant service. Many years ago, a special means of education at the national expense should have been provided—a means of training youthful aspirants, and a means of completing in later years the training of older officers.

It may be asked "Why should the officers of the Merchant Service be treated with more consideration than the members of any other profession, who are not servants of the state?" We reply that the Mercantile Marine is so intimately associated with the vital interests of the nation that it must always stand alone in its relation to the general public. We may exist as a nation, notwithstanding some discomfort, without the services of any one of the professions not under Government control, the benefit of whose labours we now enjoy; but with the well-being of the Mercantile Marine stands the success of our merchants and the prosperity of the whole empire, in such close relationship that infallibly they must ever rise and fall together.

Not that we propose that gentlemen intended for the merchant service should be educated solely at the public expense, any more than we should consider it a reasonable proposition, that henceforth students intended for the bar or the church should be received at the Universities free of charge; but we do think that somewhat similar institutions to Oxford and Cambridge should long ago have been called into existence for the benefit of the Merchant Service. Not only does the rapid development of science, in its application to the requirements of navigation imperatively demand such an institution, but we opine that the best interests of the nation would be effectually served by its establishment. Moreover, it is tolerably certain that nothing but that isolation from his fellows, and that want of opportunity to discuss and make known his wants, which has ever been the peculiar misfortune of the sailor has prevented members of the Merchant Service from forcing this question on public attention and eliciting those

substantial marks of sympathy which the occasion would seem to require.

The country, in fact, never has duly recognised its obligations to the mercantile marine, and has always practically ignored the right it possesses to one of the first places in the nation's regard. England became what she is, in the first place, by what her merchantmen did for her; and it was the valour and wisdom of the men who commanded her merchant-ships who pushed their way, and established the English name, and the English connection wherever the waters rolled, at a time when England, as a naval power, cannot be said to have had an existence, which truly laid the foundations of her great empire of to-day. Nay, it is in no small degree these men who give her the foremost place still; and in exact accordance with the decay or prosperity of the mercantile marine, and with it, as a necessary consequence, the safety or otherwise of her merchandise, the stability of her merchants, and the ability of the country to produce at any moment the largest number of good sailors in the world, must ever be the decrease or otherwise of this country's safety, credit, and wealth. As to the sense that is shown of this great obligation we are under to the officers and men of our merchant navy, let the daily records of vessels sent to sea to be lost; of vessels improperly provisioned; of vessels with insufficient accommodation for their crews; of vessels with barely half the crew they ought to have; of vessels with no medical necessaries; of vessels with neither life-belts nor boats, or with bad ones; of vessels sent on long voyages short of water, short of food, and badly commanded; let these things answer that question. Let the true description of any of our great seaports bear witness also; and the fact that the great mass of our sailors have ever been the prey of their fellow-subjects on shore, while until very recently the legislature has seemed to consider this to be the natural order of things, and that they were not responsible for the scandal. Let the fact that crews have been, and until very lately, without hindrance, on their return from long voyages, drugged, and robbed, and reshipped drunk, in open day; the fact that no care is taken by the state to educate the officers, or to keep up the supply of the men, and that year by year the proportion of British-born sailors is decreasing, and the proportion of avoidable wrecks is increasing; let these things show how nobly the nation recog-

nises its obligations to the merchant service. And remembering that these things are so, and that, in spite of all, we still possess in the commanders of our merchant ships a race of "complete seamen" which no other country's can surpass, let us be careful how we join in the too ready cry of detraction, and attach the odium of all that is so deplorable in this matter to those who are least of all responsible for it.

But the most hardly-used people of all are the shipowners. Who has a good word to say for them? Who remembers that they, of all people, have the most to gain by an efficient mercantile marine, and, in the long run, the most to lose by the continuation of the present state of things? Can it be doubted that the majority of our wealthy shipowners, many of whom are known to be both conscientious and wise, would gladly inaugurate reform, if only they saw the way to carry it into effect? Or is it not reasonable to suppose that if they, who must know better than the general public exactly what is wrong, and to what extent, do not remedy existing evils, or at least try to do so, it is simply because they are so placed that they cannot? Can it be doubted, for instance, that the shipowners as a body would prefer that their ships should be entirely manned by British seamen—if only they could be found in sufficient numbers, and if they could be placed on a par with foreign seamen (now so extensively employed) in the point of sobriety and steadiness—that they would hail with joy the day when they could be sure their ships were putting to sea well-manned and well-commanded, instead of knowing, as they too often do now, that their vessels are being towed out to sea with crews on board who, partly from their different nationalities, partly from hideous disease, and partly from recent intoxication, are ill-prepared to meet the emergencies (calling for skill and courage from every soul on board) so often induced by sudden storms and difficult navigation in narrow waters?

And although, so long as an owner has power to insure his vessel for her full value, there will always be a considerable number of persons who are entirely unconcerned as to the ultimate fate of their ships; yet we must believe that there are numbers more who look at the question from a wider and higher point of view, and who are as deeply concerned at loss of life or property which could have been prevented by better crews and better outfits, as the most patriotic

citizen, and most warm-hearted philanthropists among us all could profess to be.

The fact is, shipowners are beset with many special difficulties which are not generally taken into consideration: every improvement, whether in the ships or the men, must be a question of profit and loss; and it is an unfortunate truth that, in the first instance, it must be one of direct loss to the owner. Whether the reform take the shape of entering and training up lads for sailors, or the placing better-found ships at sea, or devoting more space to the accommodation of the crews, or whatever else we may wish to see carried out, it must be paid for out of the pockets of the owners, who introduce the measure first into their ships; and so long as these owners continue this practice, they must be working at a loss, and be content with the pleasure of introducing reforms for the general good at the price of ruin to themselves. Moreover, any move of this kind would be practically of little avail unless it were a general one. None but the wealthiest and the largest owners would have a chance of effecting anything; and these are just the people of whom, as a rule, the public has the least to complain. It is the "jobbing owners," men of straw in reality, who are always buying and selling ships, and whose possessions in that way have probably changed hands a dozen times in as many months; and the owners at out-of-the-way and unknown ports, who own at the most say three ships, who are nearly always the authors of these perpetual scandals, and who will always be the most determined opponents of legislative enactments or voluntary improvements. In the next place, certain bodies of owners dwelling in one end of the kingdom hold, traditionally, peculiar views on certain generally-desired measures, and these views are steadily, and it may be of necessity, opposed by bodies of owners dwelling at the other end; so that such measures would never be introduced but by a Board of Trade, politically powerful, and independent enough to set one-half of the entire shipping interest at defiance. When have we had such a Board, and who is the strong-handed reformer, able and willing to devise and administer laws, dealing equal justice to owners and underwriters, sailors and officers, together with all possible protection to the public?

Once more. All the shipowners in the empire may be agreed as to the desirability of some one regulation; but, have they the

power to make it law? It may be, and it no doubt has been, that the Board, acting to the best of its judgment for the common weal, has been compelled to take an opposite view concerning the suitability of some such suggested rules. These things, and many others of a like nature, must be duly weighed and considered before we stigmatise British shipowners as deeply impregnated with selfishness, and covetousness, and Heaven only knows what other vices besides, according to the prevailing fashion of the time.

"Well," the reader may say, "if all this be so, and no one is to blame, things are already at their best! We must, in fact, make up our minds to the yearly decay in numbers of British-born seamen, and the yearly increase in numbers of avoidable wrecks."

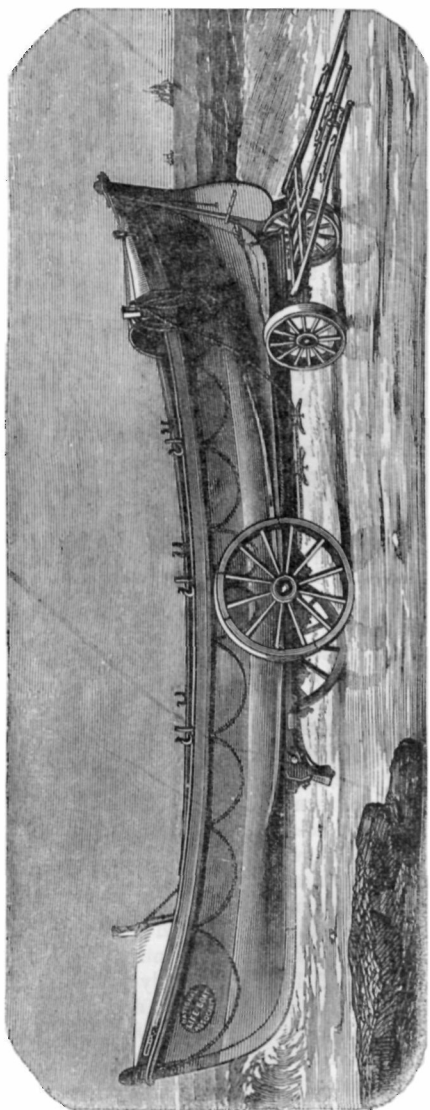
We reply,—no; that is not our meaning. On the contrary, every nerve should be strained to bring about wholesale reform: to insure all classes of ships being sent to sea well—thoroughly well-found; to insure their being all commanded by perfectly competent persons; to insure their all being provided with proper, not sham, means of saving life. Every effort should be made to induce a healthier tone in the shipping transactions at the Royal Exchange, and to eliminate, as far as possible the swindling element from the necessary and ordinary business transacted with marine insurers. Much, also, can be done by legislation to decrease the number of wrecks; much, undoubtedly, will be effected by the new "Merchant Shipping Bill," and much more may be expected when an efficient and energetic staff of authorised persons—which, by the way, except in the largest ports, cannot be said to exist at present—is organised to carry its wise provisions into effect. The public press can also help materially by ventilating freely the circumstances of every wreck, and every questionable transaction on 'Change, of which it has any knowledge; not by adopting partisan views of particular cases—as has during the last year been the fashion with some papers—or by encouraging recriminatory and prejudiced correspondents to ventilate their pet views in its columns, but by a dispassionate and impartial exposition of the right and wrong of every question concerning the mercantile marine which comes before the public, and by not allowing that public to lose sight of the truth that our mercantile marine is not what it

ought to be, and that it behoves every good man to put his shoulder to the wheel of this great machine, and lift it out of the rut, and on to the hard road again. Moreover, we must all remember that although there is much truth in the saying that, "if plenty of dirt is thrown, some of it is sure to stick," it is not by such means we can expect to bring about wholesome reform. Nor is it by violent and unreasonable abuse of ship owners, or sneers at the Board of Trade, or by holding up master-mariners to public opprobrium, that we shall arrive at the desired solution of these important problems. On the contrary, we must implore and advise all parties to yield and sacrifice something. We must seek to soothe the angry feeling of all sides, and we must seek to bring about a union in thought and aim of the leaders of the mercantile interests. The great owners of the North must sacrifice some of their cherished notions, and the great owners of the South some of theirs; while the Board of Trade is strengthened by the united voice of the mercantile marine world, and not distracted by its opposed views and conflicting opinions.

In short, we know as well, and possibly better than most other people, that the nation has good reason to be dissatisfied with the present state of the mercantile marine, and the numerous important interests connected therewith. And, moreover, having that great and holy cause of "saving life at sea" deeply at heart, we are desirous, above all things, that a great change for the better should take place therein, being firmly convinced that, however noble it may be to send help to the drowning mariner, however philanthropic to provide life-boats for the distressed ship, it is, to say the least, wiser to prevent the mariner from being unnecessarily exposed to danger: and more judicious to take measures to prevent, as far as possible, the vessel being wrecked at all. Holding these views, we also hold that every measure whencesoever originated, which has for its object the improvement of the moral or social status of the sailor, the education of the officer, the greater sea-worthiness of the ship, and fairness and honesty of the monetary transactions connected therewith, is a measure directly, and very appreciably affecting the number of wrecks, and, as a necessary consequence, the number of lives lost at sea. We do not therefore desire to have the matter quashed, nor do we think "things are already at their best," but we deprecate

ignorant criticism, and we appeal to the good sense of the public against wholesale abuse, and undeserved or unfair strictures.
10 Dec., 1869. A SAILOR.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.



SOUTHEND, CANTYRE, N.B. — The NATIONAL LIFE-BOAT INSTITUTION has formed a Life-boat Establishment, under the management of the Campbeltown Local Committee, at the south end of Cantyre, near Dunaverty Castle, where

wrecks occasionally take place. A new life-boat, 32 feet long, 7½ feet wide, and rowing 10 oars, double-banked, has accordingly been sent there, and has been placed in a most efficient and commodious boat-house erected for it on an excellent site granted by his Grace the DUKE OF ARGYLL, her Majesty's Principal Secretary of State for India. ROBERT KER, Esq., of Auchinraith, N.B., and members of his family, presented this life-boat station complete to the Society, along with a sum of money for its future support, in memory of Mr. KER's eldest son, who was unfortunately drowned on the coast of the same county (Argyleshire) in which this memorial boat is placed. A neat tablet, carved in Aubigny stone, has been placed on the front of the life-boat house, with the following inscription on it:

In Memoriam.

JOHN RONALD KER,

DROWNED ON 26TH OCTOBER, 1867,

IN HIS 22ND YEAR.

The boat, which is named the *John R. Ker*, was publicly launched at its station for the first time on the 21st June last, under the superintendence of Capt. D. ROBERTSON, R.N., the Assistant-Inspector of Life-boats to the Society. It should be mentioned that, at the benevolent donor's request, a house for the coxswain of the life-boat has been built connected with the boathouse.

LLANDULAS, NORTH WALES.—In the July number of the 'Life-boat Journal,' p. 237, we briefly reported that the Institution had sent a self-righting life-boat and transporting carriage to Rhyl, and added that they were to be kept there while the tubular boat on that station went to Liverpool to be repaired, and that ultimately the new boat and carriage would be stationed either at Llandulas or Abergele, whichever might be considered the best situation. We are now able to state that Llandulas has been chosen as the most eligible spot, the people of the neighbourhood being also most anxious to have the boat, and there being an excellent site available for a life-boat house, a good beach for launching, and a competent crew to work the boat. This is one of the fourteen life-boats presented to the Institution through its Manchester Branch, and was the gift of the late HENRY NIXSON, Esq., of Manchester, after whom it is named, and who had previously presented the Maryport

life-boat to the Society. R. B. HESKETH, Esq., of Gwyrch Castle, presented the site for the boat-house, and liberally defrayed the entire cost of the building. The life-boat station was publicly inaugurated on the 25th September last; a procession was formed, which met the boat on its way from Rhyl, and escorted it to Llandulas, where the boat was launched after an appropriate prayer had been offered up by the Rev. J. DAVIES, the Hon. Secretary to the Llandulas Branch of the Society.

MONTROSE, N.B.—The Montrose life-boat station has recently been taken into connection with the NATIONAL LIFE-BOAT INSTITUTION, and the Society has sent to that place a new life-boat, 33 feet long, 8 feet wide, and pulling 10 oars. It is provided with a transporting-carriage, and a substantial house has been erected for them on a convenient site obligingly granted by the Town Council. A launching way is also being constructed for the boat. The foundation stone of the house was laid with masonic honours on the 3rd July last by HENRY LINDSAY, Esq., then Collector of Customs at Montrose, who was acting as Honorary Secretary of the Branch, and who had occupied a similar position when Collector at Maryport, and had rendered most efficient service to the Institution in those capacities. The Montrose new life-boat was the gift of the merchants of Mincing Lane, who had also presented a sum of money to the Society to assist it in maintaining hereafter the station. At their request the boat is named the *Mincing Lane*. It was publicly exhibited and launched at Montrose on the 7th August, under the supervision of Capt. WARD, R.N., the Inspector of Life-boats to the Institution. The boat, gaily decked, was drawn through the town in procession accompanied by bands of music, &c. The day was kept as a general holiday, and many thousands of persons were present to witness the proceedings. The boat was named, in the usual manner, by Mrs. LINDSAY; and, after being launched from the carriage, it was taken into the dock, and there upset twice under a crane to exhibit the self-righting and self-ejecting properties. The life-boat was much admired, and everything connected with the demonstration passed off in the most satisfactory manner. A public dinner was subsequently given, at which the toast in honour of the Institution was most enthusiastically received.

The Caledonian Railway Company kindly gave this Life-boat and Carriage a free conveyance over their line from Carlisle to Montrose.

FISHGUARD, SOUTH WALES.—Another life-boat has been placed on this station by the Institution. The one sent there some years since was one of the smaller class of boats, and great difficulty was found in launching it over the very flat and soft beach; and as it was found that a larger boat was required for more distant services, a very fine twelve-oared double-banked boat, 35½ feet long and 8¼ feet wide, has been provided for the locality. The house erecting for the boat is placed in such a position that the life-boat can readily be launched to windward, where it will command the whole of the adjacent coast, leaving the original six-oared boat, the *Sir Edward Perrott*, to go off to the smaller class of vessels getting ashore near the beach. The expense of this large life-boat was defrayed from a fund collected by Captain F. SAUMAREZ FRASER, R.N., in the city and county of Worcester, this being the second boat that officer had been instrumental in presenting to the Society, his first one, the *City of Worcester*, being stationed at Bembridge, Isle of Wight. In compliment to him, the Institution has called the Fishguard large life-boat the *Fraser*, so as to perpetuate his indefatigable exertions on behalf of the Life-boat cause, extending over some years. His boat was taken to Worcester, *en route* to its station, and on the 30th August it was drawn through the principal streets of the city, accompanied by a very large procession, and great numbers of people, all the local employers of labour having given their work-people a holiday, to enable them to take part in the demonstration. Having been taken to Pitchcroft, on the banks of the Severn, near the grand stand on the race-course, the boat was formally presented to the Society's representative on this occasion—the Assistant-Inspector of Life-boats. It was then named by Mrs. HENRY JONES, Captain FRASER's daughter, and launched into the river, manned by an amateur crew of oarsmen belonging to the local rowing-clubs. These gentlemen put the boat through various evolutions, and ultimately, with some difficulty, the life-boat was capsized, the volunteer crew going round in it. Some of them also jumped into the water, to demonstrate the value of the life-belts provided as usual for the life-boatmen. The boat was subse-

quently forwarded on to its destination, and, on arriving there, was tried by its crew, who were much pleased with it. From Milford the boat was kindly towed to Fishguard by the Trinity steamer.

DUNCANNON, WATERFORD HARBOUR.—The Society has recently forwarded a new life-boat, 33 feet long, 8 feet wide, and pulling 10 oars, to Duncannon, at the entrance to Waterford Harbour, near the bar which runs across the river between Duncannon and Credan Head. There are a large number of resident fishermen to work the boat, and steamers are nearly always available to tow it out when wanted; and although wrecks are not very frequent in the neighbourhood, still the people of Waterford were very anxious to have a life-boat for their estuary. There are good roads in the vicinity of the life-boat house, which has been built on a convenient site kindly granted by the War Department, and the boat can be taken on its transporting-carriage along those roads, if necessary, to be launched either in the Bay inside Hook Point, or at Fethard to the east. The expense of the boat and its equipment has been met by legacies left to the NATIONAL LIFE-BOAT INSTITUTION by the late Mrs. and Miss WARNER of Lyncombe, Somerset, and the boat is named the *Richard and Jane Warner*. On the 20th September a demonstration took place at Waterford on the life-boat arriving in that city. The boat was taken through the principal streets on its carriage, and was launched off the Quay, after being named by the Marchioness of ELY; and the usual trials were then gone through with it, in the presence of a great number of people. It was subsequently taken to its station at Duncannon, where the crew were exercised in their new boat—all the proceedings being under the superintendence of the Assistant-Inspector of Life-boats. Messrs. MALCOLMSON BROTHERS, of London and Waterford, kindly gave the life-boat and its carriage a free conveyance to the last-named place on board one of their steamers.

SOLVA, NEAR ST. DAVID'S.—As briefly noted in our last Number, the Institution has formed a life-boat station at Solva, Pembrokeshire, for service on the south side of St. David's Head and in St. Bride's Bay. It is a rock-bound coast, but a good crew can always be secured there for a life-boat, and one has been sent in the hope that it may be of service in the event of any ship-

wrecks occurring in that locality in future. Like the St. Justinian Life-boat Establishment, this station will be under the management of the Committee of the St. David's branch of the Institution. The boat provided is one of the 10-oared 33 feet class, and for it a house is being erected on ground granted by the Elder Brethren of the Trinity House. The entire expense of the life-boat establishment is the gift to the Institution of a benevolent lady, in memory of her deceased husband, who had been for many years an active and esteemed Member of the Committee of Management of the Institution; the boat is named the *Charles and Margaret*. It was publicly inaugurated at Solva on the 11th September, being named by Miss WILLIAMS before being launched to exercise the crew. The boat had been sent *via* Milford Haven, from which place it was towed to its station by the Trinity steamer. It had to encounter a heavy sea, particularly in the "tide race," but towed very well, shipping but little water in the passage.

SIDMOUTH, DEVON.—With the co-operation of the local residents, who were anxious that Sidmouth should be provided with a life-boat, that they might be in a position to succour the crews of any vessels that might be wrecked there, and by the liberality of Mrs. REMINGTON of London, who through the Devon Central Branch of the NATIONAL LIFE-BOAT INSTITUTION gave the cost, 420*l.*, of the boat and equipment, the Institution has been enabled to form a life-boat station at this place, where there are plenty of competent men to form the crew of the boat. A good boat-house has been erected, and a 33 feet 10-oared life-boat and transporting carriage placed therein. The station was inaugurated publicly on the 25th September, the Inspector of Life-boats attending on behalf of the Society. The usual ceremonial was gone through, the task of naming the boat the *Remington* being performed by Mrs. THORNTON, the wife of R. N. THORNTON, Esq., a liberal contributor to the local fund. Several thousand persons assembled to give the boat a hearty welcome, and enthusiastic cheers for the Institution and the benevolent donor were given by them in acknowledgment of the munificent gift thus presented to the town.

SALCOMBE, DEVON.—Another life-boat establishment has also been organized by the Society on the Coast of Devonshire,

at Salcombe, a port where there is some trade, and where there is a good supply of men to work the boat. In September last a life-boat—a 33 feet, 10-oared one—and a transporting-carriage were accordingly sent there, and a very handsome house is being provided for their reception. RICHARD DURANT, Esq., of Sharpam, had munificently defrayed the whole cost of the Life-boat Establishment, and the boat, at his desire, has been named the *Rescue*. It was publicly launched at Kingsbridge on the 21st September—being first met at the entrance to that town by a large portion of the inhabitants, including the public authorities, the Local Life-boat Committee, the officer, and a large number of the men, of the Coast Guard in the Salcombe Division, Foresters, Odd Fellows, pilots, and fishermen of Salcombe, school-children, &c., and the local Rifle and Artillery Corps. A procession was formed, and, accompanied by three bands of music, and a goodly show of flags and banners, the life-boat was escorted to the head of the harbour, where the boat was formally presented to the Society by Mr. DURANT, and then named in the usual way by that gentleman's daughter, Miss DURANT. The Earl of DEVON, P. C., kindly presented the site on which to erect the boat-house. The life-boat was afterwards launched, and when it had been tested by being capsized under a crane to show its self-righting and other qualities, it was rowed to Salcombe by its crew. The Bristol and Exeter and South Devon Railway Companies kindly carried the boat and carriage free over their line to the Kingsbridge Road Railway Station.

PORThouSTOCK, CORNWALL. — A life-boat for service to the crews of vessels getting on the Manacles Rocks, at the western side of Falmouth Bay, has been stationed at the fishing village of Porthoustock, to the N.W^d. of those rocks, the boatmen of the place having expressed a great desire to have such a boat committed to their charge, promising their hearty co-operation, by its means, when required to save life from shipwreck. A boat, 33 feet long, 8 feet wide, and rowing 10 oars, double-banked—furnished with a transporting carriage, and having a house provided as usual, has accordingly been handed over to the charge of the Local Committee appointed to look after the life-boat establishment. The expense of the boat, which is named the *Mary Ann*

Story, had been met by a legacy bequeathed to the NATIONAL LIFE-BOAT INSTITUTION by the late Mrs. MARY ANN STORY, of Kensington, who had expressed a wish that a life-boat might be named after her. The inauguration of the station took place on the 28th September, when about three thousand persons assembled to witness the reception and launch of the life-boat. WILLIAM TREVENNEN, Esq., President of the Local Committee, received the boat from the Institution's Inspector of Life-boats, and it was named by Miss SMEDLEY, who has taken much interest in the formation of the Porthoustock Life-boat Establishment. After being launched and tried under sails and oars, the boat was twice upset alongside a pilot cutter, some of the crew going round in the boat. A public tea was given on the occasion in the boat-house, the farmers' wives, in accordance with a local custom, supplying the refreshments, and a good sum was thereby realized for the Life-boat Fund. This boat was also granted a free conveyance over the lines of the Bristol and Exeter and South Devon Railway Companies.

MEVAGISSEY, CORNWALL.—This place has likewise been chosen as one of the stations of the Institution, the local residents being of opinion that it was highly desirable to have a life-boat establishment there, and giving their hearty co-operation in its formation. The boat sent is a sister one to that at Porthoustock, a transporting-carriage and boathouse being also provided as usual. The boat is the gift of Sir ROBERT N. C. HAMILTON, Bart., K.C.B., and his friends and others in South Warwickshire, and at the desire of the donors it has been named the *South Warwickshire*. The demonstration on the occasion of the launch was of a most pleasing character. It took place at Mevagissey on the 2nd October. The Honourable Mrs. TREMAINE performed with much *éclat* the ceremony of naming the boat. In addition to the usual prayer given by the vicar of the parish, the Rev. H. A. BAUMGARTNER, a harmonium had been brought to the beach, and an appropriate "Hymn for those at Sea" was sung by the children of the national school. The Institution was again indebted to the kindness of the Directors of the Bristol and Exeter and South Devon Railway Companies for the free conveyance of this life-boat from Bristol to the nearest railway point to its station.

PORT ISAAC, CORNWALL.—The third life-boat placed by the Institution within a few weeks on the coast of Cornwall has been forwarded to Port Isaac, the people in that locality having asked to be provided with a life-boat, which, it was thought, would probably be useful there, especially to the crews of fishing-boats, which sometimes had to run for the port at great risk. There were also sufficient boatmen to act as the crew of the boat, and a Local Committee of resident gentlemen was readily formed to look after the station. The site for the boat-house was presented by Lord ROBARTES, who has ever been ready to help forward the life-boat cause in Cornwall. The boat sent was a 32-feet 10-oared one, with 7½ feet beam, and is provided with a transporting-carriage; both were obligingly carried free to the nearest railway station to Port Isaac from Bristol by the Bristol and Exeter and South Devon Railway Companies. As usual a warm welcome was given to the boat by the inhabitants of the town and neighbourhood, who turned out in large numbers to meet it on its arrival and launch on the coast, Miss TREVAN, daughter of the Chairman of the Local Committee, performing the ceremony of naming the boat. The cost of this Life-boat Establishment was given to the Society, through its Devon Central Branch, by Mr. and Mrs. RICHARD THORNTON WEST, of Streatham and Exeter, the boat being named the *Richard and Sarah*, after the donors, who had on a previous occasion defrayed the entire expense of forming a Life-boat Establishment at West Wittering, Chichester Harbour.

ON ENTERING DOUGLAS BAY, ISLE OF MAN.

*The feudal keep, the bastions of Cohorn,
Even when they rose to check or to repel
Tides of aggressive war, oft served as well
Greedy ambition, armed to treat with scorn
Just limits; but yon Tower, whose smiles adorn
This perilous bay, stands clear of all offence;
Blest work it is of love and innocence,
A Tower of refuge built for the else forlorn.
Spare it, ye waves, and lift the mariner,
Struggling for life, into its saving arms!
Spare, too, the human helpers! Do they stir
Mid your fierce shock like men afraid to die?
No; their dread service nerves the heart it warms,
And they are led by noble Hillary.**

WORDSWORTH.

* The Tower of Refuge, an ornament to Douglas Bay, was erected chiefly through the humanity and zeal of Sir William Hillary, Bart.; and he also was the promoter of the Life-boat Establishment of that place; by which, under his superintendance, and often by his exertions at the imminent hazard of his own life, many seamen and passengers have been saved.

SUMMARY OF THE
MEETINGS OF THE COMMITTEE.

THURSDAY, 2nd September, 1869: THOMAS CHAPMAN, Esq., F.R.S., V.P., in the Chair.

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

Read and approved the Report of Capt. J. R. WARD, R.N., the Inspector of Life-boats to the Institution, on his recent visits to Sunderland, West Hartlepool, Montrose, Mablethorpe, Brooke, and Compton Grange (Isle of Wight).

Also the Report of Capt. DAVID ROBERTSON, R.N., the Assistant-Inspector of Life-boats, on his recent visits to Silloth, Maryport, Whitehaven, Piel, Fleetwood, Blackpool, Lytham, Southport, and New Brighton.

Read letter from the Right Hon. the EARL OF STRAFFORD, P.C., of the 15th Aug., transmitting a cheque for 450*l.* to defray the cost of the *Mary* and *Victoria* life-boat, for Alderney, and its transporting carriage.

His Lordship had previously presented to the Society the Weymouth life-boat.—*To be thanked.*

Reported the receipt of the following Special Contributions in aid of the funds of the Institution since the last Meeting:—The Hon. A. G. TOLLEMACHE, additional, 100*l.*; Stewards of the Covent Garden Life-boat Fund, being the proceeds of a ball and concert held respectively at the Freemasons' Tavern on the 4th Feb. and 27th April, 1869, per Messrs. WEBBER and BOCKING, 95*l.*; "Two Sisters," 70*l.*; N.R., on behalf of his Life-boat Fund, 50*l.*; Civil Service Life-boat Fund, per J. A. Dow, Esq., additional 24*l.* 19*s.* 9*d.*; Gloucester Custom House Contribution Box, per A. SREWART, Esq., additional 10*l.* 10*s.*; Miss M. L. COLLINSON, additional 10*l.*; and Miss M. A. DILLON, additional 1*l.*; both "in grateful remembrance of their merciful preservation from imminent danger by sea in 1862."—*To be severally thanked.*

Produced extracts from the following wills containing legacies to the Society:—The late Admiral SIR WILLIAM BOWLES, K.C.B., in reversion 200*l.*; the late Mrs. ELIZA DONCASTER, of Winthorpe, Nottingham, 100*l.*, free of duty; the late Miss MARY ANN HORTON, of Highbury, 100*l.*, free of duty; and the late WILLIAM MCALLEY, Esq., of Allan Park, Stirling, 100*l.*

Reported the lamented death, on the 5th Aug., of CAPTAIN DRUMMOND, H.C.S., who had been for some years past the Honorary Secretary of the Tenby Branch of the Institution.—Decided that the deep sympathy of the Committee be expressed to Miss DRUMMOND, and other members of her family, on the occasion of their bereavement.

Read letter from Mr. E. L. PENFOLD, Collector of Customs, and Hon. Secretary of the Cardigan Branch of the Society, of the 18th Aug., stating, that on account of his being about to leave that place, he was obliged to resign his connection with the Institution, and that JOHN J. HEAD, Esq., would succeed him.—Decided that the thanks of the Institution, inscribed on vellum, be presented to Mr. PENFOLD, in acknowledgment of his past valuable services.

Reported that Life-boat demonstrations had taken place at Sunderland and at Montrose, on the 2nd and 7th August respectively, under the superintendence of the Inspector of Life-boats.

Also that the Worcester second life-boat, the *Fraser*, was publicly exhibited there, and afterwards launched into the river Severn, at Worcester, on the 30th August, the Assistant-Inspector of Life-boats superintending the proceedings on the occasion, previous to its being sent to Fishguard.

Ordered new Life-boat Houses to be built at Port Isaac, Cornwall, Sidmouth, Devon, and Wells, Norfolk, at an expense of 743*l.*

Also accepted an estimate, amounting to 74*l.*, for some extensive alterations and additions to the Holy Island No. 1 Life-boat House.

Read letter from Admiral McMURDO, of Cargenholm, N.B., transmitting for the inspection of the Committee, an inflating vest life-belt he had invented.—*To be acknowledged.*

Read letters from Mr. G. L. SAXBY, of Southwark Street, Mr. OGDEN BOLTON, of the London and North-Western Steel Works at Crewe, and Mr. GEORGE FAUCUS, of North Shields, calling the attention of the Institution to their respective plans for saving life from shipwreck.—*To be severally acknowledged.*

Paid 839*l.* for sundry charges on various Life-boat Establishments.

Voted 8*l.* 3*s.* to pay the expenses of the Southport life-boat in putting off and rendering assistance to the schooner *William Wallace*, of Dundalk, which was observed at daylight on the morning of the 8th August, on shore on James's Bank during a strong wind from W.N.W. The life-boat was promptly launched, and remained alongside the vessel until the tide rose, when she floated and was taken into Lytham with the assistance of the life-boat's crew.

Also 27*l.* 9*s.* to pay the expenses of the life-boats stationed at Rye, Peterhead, Tenby, and Lytham in putting off, in reply to signals of distress from vessels which did not ultimately require their services.

Also the thanks of the Institution, inscribed on Vellum, and 2*l.* each to Mr. C. BELL, and Mr. M. IONS, Masters of the steam-tugs *William Charles* and *John Bull*, of Hartlepool; and 1*l.* each to the crews of the tugs, consisting of 5 men, in acknowledgment of their gallant services, in saving 37 fishing-boats and their crews. The boats had been caught in a heavy gale from N.N.E. while fishing off Hartlepool on the 16th June. The steamers also went out afterwards and succeeded in picking up 360 nets belonging to the boats, for which service the men had declined to receive any remuneration from the poor fishermen. Two of the fishing-boats were towed in with the greatest difficulty and risk, the tow-ropes having parted when close to the Longscarr rocks. Another rope was, however, put on board, and the boats safely brought into Hartlepool.

Also 3*l.* to the crew of 5 men of a shore-boat, for putting off through a heavy and dangerous sea and saving 5 other men whose boat was swamped, during a heavy gale of wind from the S.W., on Drogheda Bar, on the 25th July. When picked up the poor fellows were quite exhausted.

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

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

Read letter from the Austrian Chargé d'Affaires, of the 17th Sept., forwarding a donation of 25*l.* to

the Institution from His Imperial Majesty THE EMPEROR OF AUSTRIA, and expressing his high appreciation of the gallant services rendered by the Appledore life-boat crew, on the 28th Dec. last, when the barque *Pace*, of Fiume, was wrecked at Northam Burrows.—*To be thanked.* (Vide p. 292.)

Read and approved the Report of the Inspector of Life-boats to the Institution, of the 3rd Sept., on his recent visits to Salcombe, Sidmouth, Port-houstock, Mullion, St. Mawes, Mevagissey, and Port Isaac.

Also the Report of the Assistant-Inspector of Life-boats, on his recent visits to Worcester, Milford, Fishguard, Solva, St. David's, Penarth, Waterford, Tramore, Duncannon, Newton Stewart, and the Isle of Whithorn.

Reported the receipt of the following Special Contributions in aid of the funds of the Society since the last Meeting:—"A Lady," for the Solva Life-boat station, 70*l.*, in memory of her late husband, Capt. C. R. E., R.N.; Proceeds of the Exeter Life-boat Bazaar, per Mr. T. B. GIBBS, additional, 115*l.* 3*s.* 10*d.*; Torquay Bank, per Mr. R. G. COVE, additional, 112*l.* 12*s.* 10*d.*; Devon Central Branch, per Mr. T. B. GIBBS, additional, 100*l.*; Newcastle, Tynemouth, and Cultercoats Branch, per HUGH TAYLOR, Esq., additional, 100*l.*; "Benjamin," 100*l.*; Lady LAWLEY, additional, 65*l.*; T. B., 50*l.*; the late HENRY DAWES, Esq., additional, 50*l.*; Plymouth Branch, per the late THOMAS STEVENS, Esq., additional, 30*l.*; Bradford Branch, per G. W. LUPTON, Esq., additional, 35*l.*; additional collection by Sir WILLIAM R. CLAYTON, Bart. (including his own subscription of 5*l.* 5*s.*), 14*l.* 15*s.* 1*d.*; Gentlemen of the English and Foreign Press who hired the *Sunflower* steamer on the occasion of the Oxford and Harvard International Boat-race, per Messrs. CLEMENT BROTHERS, of *Bell's Life*, 12*l.* 10*s.*; Wakefield Branch, per HENRY ROBINSON, Esq., additional, 5*l.* 19*s.* 8*d.*; collected after the harvest festival service at Arreton church, Newport, Isle of Wight, per Rev. R. N. DURRANT, 3*l.* 5*s.* 10*d.*; collected after a harvest thanksgiving service at Newton church, Sudbury, per Rev. C. SMITH, 3*l.* 3*s.*; Officers of the P. and O. steamer *Indus*, per GEORGE LEE, Esq., 3*l.*; collected after harvest thanksgiving services at Rype church, Hurst Green, per Rev. R. S. SUTTON, 2*l.* 12*s.* 3*d.*; and at Church Lawford church, per Rev. D. WAUCHOPE, 1*l.* 0*s.* 6*d.*—*To be severally thanked.*

Reported the receipt of 1,800*l.*, being the amount of the legacy, less duty, bequeathed to the Institution by the late Mrs. HARRIOT RICHARDSON, of Greenwich, for the purchase and maintenance of a Life-boat, to be named the *William and Harriot*.

Mrs. RICHARDSON had also left to the Society a share of the residue of her estate.

Produced extracts from the following wills containing legacies to the Institution: the late WILLIAM SINCLAIR, Esq., of Sowerby, 200*l.*, free of duty; and the late Miss FRANCES PARNELL, of Warminster, reversionary, 50*l.*

Reported the lamented death, on the 30th Sept., of ALEXANDER BOETFEUR, Esq., who had for many years past been a Member of the Committee of Management of the Institution, and who had also liberally contributed to its funds, and had left the Institution a legacy of 10,000*l.*, payable after the decease of Mrs. BOETFEUR.—Decided that the sincere sympathy and condolence of the Committee be conveyed to Mrs. BOETFEUR on the occasion of her sad bereavement.—[That lady has since expressed her intention to form a life-boat station on the coast in memory of her husband.]

† The Secretary of the Institution reported that

he had recently visited some of its Life-boat stations on the Devon and Cornish coasts. He found all in excellent order, and the crews everywhere continued to express their high appreciation of the qualities of the life-boats.

Reported the transmission to their stations of the new life-boats for Salcombe, Sidmouth, Port-houstock, Mevagissey, Port Isaac, Isle of Whithorn, and Duncannon.

Public demonstrations had taken place with all these boats.

The new life-boat station at Llandulas, North Wales, had also been publicly inaugurated on the 25th Sept.

Several of the railway companies had liberally granted free conveyances to the new life-boats over their respective lines.

Messrs. MALCOLMSON BROTHERS had also kindly granted a free conveyance to the Duncannon boat on board one of their steamers from London to Waterford.

Read letter from Mrs. HARTLEY, of Exeter, of the 21st August, stating that a sale of the articles which had been left unsold at the Exeter Life-boat Bazaar, during Easter last, had taken place in the grounds of Mrs. GARD, at Rougemont, and that the same had realised 128*l.*—Mrs. GARD and the other ladies to be thanked.

Decided that the thanks of the Institution, inscribed on vellum, be presented to the following gentlemen, in acknowledgment of their valuable co-operation while respectively holding the office of Honorary Secretary of Branches of the Society: Capt. GEORGE GRAHAM DUFF, R.N., Sunderland; Mr. JOHN NETHERSOLE, North Deal; and Rev. N. HOWARD MCGACHEN, Portsmouth.

Reported that Mr. PATRICK GATHERER, had become the Honorary Secretary of the Lossiemouth Branch of the Society, in succession to the late BENJAMIN WICKHAM, Esq., R.N., and that C. H. SMITH, Esq., of Tenby, had accepted the Secretaryship of that branch of the Institution, in place of the late Capt. DRUMMOND.—*To be thanked.*

Read letter from Messrs. FORRETT & SON, the life-boat builders to the Society, stating that they had received instructions from Mr. J. SHOMER, of the Royal Pilot's Office at Tønning, Denmark, to build a 25-foot life-boat for the use of the light-ship stationed there.

Paid 3,151*l.* 19*s.* 7*d.* for sundry charges at various life-boat establishments.

Voted the Third Service Clasp of the Institution, and a copy of the vote inscribed on vellum, to Mr. RICHARD JOHNS, chief boatman of Her Majesty's Coastguard, in testimony of his long and gallant services in assisting as coxswain of the Tramore life-boat to save the lives of a large number of shipwrecked men.

Also the thanks of the Institution, inscribed on vellum, to Mr. JOHN CUMMINGS, coxswain of the Arklow life-boat, and 19*l.* 5*s.* 6*d.* to pay the expenses of the life-boat in going off to the S.S. *Hellenis*, of London, bound from Naples and Lisbon to Dublin, which had grounded on the morning of the 15th Sept., on the Arklow Bank, during a heavy gale from W. to W.S.W. The life-boat was quickly manned and launched, and proceeded to the stranded vessel through a very high sea and much broken water. The officers and crew of the wreck were then taken into the boat by means of a whip from the fore-yard arm. The life-boat having dropped to leeward about two miles and a half, had a long pull back to harbour against the heavy gale and tide, but she eventually landed in perfect safety all on board, 36 men, including her own crew, and was stated to have behaved very well. The captain of the wrecked vessel spoke in the highest terms of the admirable manner in which the coxswain and crew managed the life-

boat under the difficult circumstances they had to encounter.

Also voted 38*l.* 4*s.* 10*d.* to defray the expenses of the life-boats stationed at Cahore, Courtown, and Wicklow, in putting off in reply to the signals of distress from the same vessel. Being a large steamer, it was feared there might be a larger number of passengers on board than the Arklow life-boat could carry at one trip.

Also 7*l.* 2*s.* to pay the expenses of the Padstow life-boat in putting off and bringing safely ashore the crew of 4 men from the lugger *Isabelle*, of Dinan, France, which had struck on the Doom Bar Sand early on the morning of the 12th Sept. It had been blowing a most furious gale all night, and the wind changed from S. to N.W., blowing directly on shore. The vessel afterwards drifted over the bar and sunk in deep water.

Also 6*l.* 10*s.* to pay the expenses of the Worthing life-boat, in putting off, on the 19th Sept. during a strong S.W. wind and heavy sea, to a smack reported to be in distress about five miles off the land. The life-boat soon reached the vessel, which proved to be the smack *Active*, of Selsey, without any one on board, having evidently parted from her anchors during the night. Three of the life-boat men boarded her, and brought her safely into Worthing. The life-boat on her return also picked up a small boat, keel uppermost, marked on the stern "*Brave Chillon*, Boulogne.

Also 7*l.* 16*s.* to pay the expenses of the Burnham life-boat, in going off and rescuing the crew of 3 men, from the schooner *Prudence*, of Watchet, on the 21st Sept. The vessel had attempted to make the Port of Burnham too soon on the tide, during a strong wind from W.N.W., and heavy sea, and took the ground on the south side of the channel, then dragged over the sands for about three miles, and finally brought up at the back of Sturt Island. When the life-boat arrived alongside, the sea was making a complete breach over the schooner, and the crew, who had taken refuge in the bowsprit, were in great peril. They were in a very benumbed and exhausted state when taken into the life-boat, the night being cold and the men very wet.

The same life-boat also went out again on the 3rd Oct., and assisted safely into harbour the Dutch schooner *Talkeina Meiskeina* and her crew. This vessel, which was bound from Smyrna to Bridgewater, had grounded on the Gore Sands in a heavy sea.

Also 6*l.* to pay the expenses of the New Brighton tubular life-boat, in putting off, under canvas, in reply to signals of distress from a barque on Taylor's Bank, Liverpool Bay, on the 26th Sept. There was a strong N.W. wind blowing, and the flood-tide making, the life-boat was unable at first to fetch the vessel, and was obliged to take the assistance of the steam-tug *Rock* to tow her to the spot. On arriving alongside she took off 18 persons from the wreck, consisting of the master, crew of 14 men, 2 passengers, and 1 "stowaway." They were afterwards transferred to the steamer, which proceeded with them to Liverpool. The vessel proved to be the barque *Empress*, of Prince Edward's Island, bound thence from Liverpool with a general cargo. She afterwards became a total wreck.

Also 7*l.* 8*s.* to pay the expenses of the Saltburn life-boat, in going off and bringing ashore the mate of the schooner *Bonnie Lass*, of Wick, which had struck on the rocks off Saltburn, during foggy weather, on the 30th Sept. The remainder of the crew refused to leave the vessel, and remained on board until the tide had receded, when they landed in their own boat.

Also 26*l.* 17*s.* 11*d.* to pay the expenses of the life-boats stationed at Cadgwith and the Lizard,

in putting off to the rescue of the crew of the brig *Phyllis and Mary*, of Blyth, which had been dismasted during a fearful hurricane on the previous night, and was seen, with signals of distress flying, off the coast on the 12th Sept. The Cadgwith life-boat, having both wind and tide in her favour, got alongside the vessel first, and having placed one man on board, proceeded on to Falmouth under canvas, and returned with a pilot. The brig was then worked into Falmouth and safely anchored. The life-boat afterwards put to sea again in the teeth of the gale, but finding it impossible to reach her station at Cadgwith, put into Porthoustock, where she remained until the following day. The Lizard life-boat, when she put off, had an ebbing tide to contend with, and a very heavy sea, which was increased by the tide acting against the wind. The boat, however, was reported to have behaved splendidly, and was fast overhauling the vessel when the Cadgwith life-boat was seen to run alongside.

Also 96*l.* 12*s.* 10*d.* to pay the expenses of the life-boats stationed at Broughty Ferry, Rhyl, Courtmacsherry, Eastbourne, Appledore, St. Justinian, Lowestoft, Pakefield, Southwold, and Ilfracombe, in putting off in reply to signals of distress from various vessels, which, however, fortunately succeeded in getting out of danger, or received assistance from other life-boats. Many of these services occurred in the night-time, and the crews, after many hours of hard exertion, were completely exhausted when they arrived back at their stations.

Reported the services of the Dungarvan life-boat, in putting off during a strong gale from S.W. in reply to signals of distress from the yacht *Emetic*, of Dunmore East, which was dragging her anchors on the 28th Sept. The life-boat succeeded in bringing the yacht and those on board, 3 in number, safely to Dungarvan.

Also the services of the life-boat stationed at Fraserburgh, N.B., in going off and rescuing 7 of the crew of the screw-steamer *Fiking*, of Dundee, which had struck on the rocks off Broadsea during stormy weather on the 1st Oct. The remainder of the vessel's crew were rescued by a shore-boat and the rocket apparatus.

Also the services of the Wexford, Cahore, and Courtown life-boats, in putting off to the assistance of the ship *Electric Spark*, of Boston, U.S., which was observed off the coast with signals of distress flying, during a strong wind from W.S.W., on the morning of the 26th Sept. The Wexford life-boat was the first to reach the vessel, which had then gone ashore near Blackwater Head, and the services of the boat were readily accepted by the master. He stated that the ship had struck on a rock early that morning near the Saltees, and was in a sinking state, having fourteen feet of water in the hold. The crew of the life-boat worked all day in assisting to save cargo, stores, &c., and also took off 21 of the crew and the master's wife, and placed them in safety on board the steam-tug *Erin*. The remainder of those on the vessel were saved by other means. The vessel subsequently became a total wreck. The Institution granted rewards to the amount of 14*l.* 14*s.* to the crews of the Cahore and Courtown life-boats in this case, but the expenses of the Wexford life-boat were defrayed by the agent of the *Electric Spark*.

Also the services of the Margate life-boat, in going off to the assistance of a sloop which was observed with a signal of distress flying, a short distance below the jetty, while a heavy gale from W.N.W. was blowing on the 12th Sept. Before the life-boat could reach her, however, she took the ground, and her crew were taken off by a coastguard-boat. The life-boat then proceeded out to the help of other vessels seen with signals

of distress flying, and succeeded, with the assistance of a steam-tug, in saving the schooner *Lady Anne*, of West Hartlepool, and her crew of 5 men from destruction. She had lost both anchors, and had most of her sails blown away.

Voted 3*l.* 10*s.* to the coxswain and 6 of the crew of the Rhyll life-boat for putting off in a whale-boat and saving the crew of 3 men of the smack *Jane and Mary*, of Carnarvon, which was wrecked at the mouth of the river Foryd during a strong breeze from the N.N.E., on the 29th Aug.

Also 2*l.* to 3 men, for wading through the surf and saving the crew of 2 men of the sloop *Aid*, of Newport, Pembrokeshire, which was wrecked in Ramsey Sound, St. David's Bay, during a most severe gale on the 13th Sept.

Also 2*l.* 10*s.* to 10 men for putting off twice in a stiff breeze and bringing ashore the crew of 19 men belonging to the lugger *St. Marie*, of Boulogne, which had been run down off Mundesley by a steamer on the 23rd Sept.

Also 1*l.* each to 2 men for putting off in a small boat about midnight, on the 28th May, and rescuing 11 persons from the yacht *Faen*, of Poole, which had struck on the Peveril Ledges, and sank soon after the rescue was effected. Also voted a reward to 2 coastguard men who subsequently put off in their boat and assisted the others ashore.

Also 5*l.* to a boat's crew of 10 men for putting off, at risk of life, and saving 6 fishermen, whose boat had been capsized in squally weather at the west side of the Isle of Uyea, Shetland, on the 5th July last. Also a reward to 6 men who put off in another boat with the view of helping on the occasion.

Read letter from A. GOSSET, Esq. Honorary Secretary of the Bideford Branch of the 4th Oct., stating that the Emperor of Austria had forwarded there the following testimonials in consideration of the services rendered by the Appledore life-boat crew and others, to the Austrian barque *Pace*, on the 28th Dec. last:—A Silver Cross of Merit each to JOSEPH COX, Coxswain of the life-boat; JOSEPH COX, jun., Second Coxswain; and JOHN M. KELLY, one of the life-boat's crew. Cross of Knight of the Order of Francis Joseph to Mr. WILLIAM YEO, of Appledore. Golden Cross of Merit to Mr. W. NICOL, Examining Officer of Customs. Order of the Iron Crown to the Hon. AUBERON HERBERT. An Autograph Letter from the Emperor to LADY PORTSMOUTH; and a letter of thanks to the Rev. J. H. GOSSET; Rev. E. REYNOLDS; and A. GOSSET, Esq. (*Vide* also pp. 292 and 304.)

Thursday, 4th Nov.: THOMAS CHAPMAN, Esq., F.R.S., V.P., in the Chair.

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

The Committee expressed their deep regret at the deaths of the EARL OF DERBY, K.G., and the MARQUIS OF WESTMINSTER, K.G., both of whom had been warm and liberal friends of the Institution. LORD DERBY was one of its Vice-Presidents; and the MARQUIS OF WESTMINSTER had occasionally sent the Society munificent donations.

Read and approved the Report of the Inspector of Life-boats to the Institution on his recent visits to Port Isaac, Clovelly, Abersoch, Yarmouth, and Corton.

Also the Report of the Assistant-Inspector of Life-boats on his recent visits to Weymouth and Alderney.

Read letter from the Secretary of the Admiralty, of the 7th Oct., stating, in reply to the

Institution's application, that the Lords Commissioners had given instructions for the Alderney life-boat to be towed from Weymouth to its station by H.M.S. *Seamew*.—*To be thanked.*

Read letter from the Secretary of the Trinity House, of the 29th Oct., stating that the Elder Brethren had much pleasure in granting to the Institution a lease, at a nominal annual rent, of the site of ground on which the Solva Life-boat House was to be erected. They would also allow the materials of an old smith's forge near the site to be used in building the boat-house.—*To be thanked.*

Reported the receipt of an anonymous donation of 1,000*l.* to defray the cost of the *Hope* life-boat, to be stationed on the Isle of Arran, in Scotland, the surplus to be appropriated by the Committee towards the general life-boats' repair fund of the Institution.

Also 300*l.* from Miss M. C. BENTLEY. This amount her late sister had desired her to appropriate to the Society, and Miss BENTLEY had promised to supplement the same by a gift of her own for the purpose of placing a life-boat on the coast to be named, after her sister, the *Caroline Bentley*.—*To be thanked.*

Reported the receipt of the following Special Contributions in aid of the funds of the Institution since the last meeting:—"T. W. D.," 1,000*l.*; Rev. F. W. GRAY, per Admiral Sir WILLIAM HALL, K.C.B., 100*l.*; WILLIAM PHILLIPS, Esq., per THOMAS CHAPMAN, Esq., F.R.S., additional, 100*l.*; "E. B.," "A Thank-Offering for Mercies received," per MARK WHITWELL, Esq., 100*l.*; ANCIENT ORDER OF FORESTERS, further for the support of the Foresters' No. 1 life-boat, per SAMUEL SHAWCROSS, Esq., 50*l.*; Leicester Branch, per WILLIAM GREEN, Esq., additional, 40*l.*; Nottingham Branch, per S. COLLINSON, Esq., additional, 20*l.*; MRS. ANNE GOMONDE, additional, 20*l.*; WILLIAM SMITH, Esq., annual, 10*l.*; Miss F. LAWSON, annual, 10*l.*; Wm. MCKERRELL, Esq., additional, 10*l.*; collected on board the R.M.S.S. *Briton*, on her last voyage, per Lieut. VYVYAN, R.N., additional, 9*l.*; South Devon Railway Contribution Boxes, per A. P. PROWSE, Esq., additional, 3*l.* 7*s.* 8*d.*; collected after Harvest Thanksgiving Service at Dilton Marsh Church, on the 3rd Oct., per Rev. C. F. HYDE, 2*l.* 14*s.* 10*d.*.—*To be severally thanked.*

Read letter from JACOB OLVER, Esq., Mayor of Falmouth, of the 16th Oct., stating that he had received 500*l.*, being the amount of the legacy bequeathed by the late JACOB GORFENKLE, Esq., of Liverpool, for the purchase of a life-boat to be named the *Gorfenkle*, and to be stationed on the Cornish coast.—*To be acknowledged.*

Reported the receipt of 431*l.* 2*s.* from the executors of the late FRANCIS HOUSE KINGSTON, Esq., of Harpenden, Herts, being the amount realised from the 500*l.* Stock he had bequeathed to the Society.

Also the receipt, through HUGH TAYLOR, Esq., the Treasurer of the Newcastle, Tynemouth, and Cullercoats Branch, of 90*l.*, being the amount, less duty, of the legacy bequeathed to the Society by the late R. BROWN, Esq.

Produced extracts from the following wills containing legacies to the Institution: the late G. H. STEVENSON, Esq., of Ripon, reversionary; and the late Miss CHARLOTTE MARTIN, of Lowestoft, reversionary, 10*l.*

Decided to take into connection with the Institution the Ardrossan life-boat establishment, and to renovate it completely, by placing there a new boat and transporting-carriage, and by building a new life-boat house.

Ordered that a life-boat house be built on the Isle of Arran, at an expense of 189*l.*

Produced communications from Mr. SAMUEL HIGGS, Jun., of Penzance, relative to his proposed life-boat and rocket apparatus chart. The project appeared to have received considerable encouragement from Capt. G. H. RICHARDS, R.N., F.R.S., the Hydrographer of the Admiralty, and from Lloyd's Committee.—*To be thanked, and the subject recommended to the consideration of the Board of Trade.*

Read letters from Mr. HENRY HILSWORTH, of Dublin, and Mr. W. T. L. LLEWELLYN, of Bristol, calling the attention of the Institution to their respective plans for saving life from shipwreck.—*To be acknowledged.*

Paid 2,365l. 15s. 7d. for sundry charges on various life-boat establishments.

Voted the Silver Medal of the Institution—a copy of the vote inscribed on vellum—and 3l. to Mr. THOMAS DOBSON, coxswain of the Donna Nook life-boat, and 65l. 10s. to pay the expenses of the boat in putting off on several occasions and rendering the following gallant services to shipwrecked crews during the fearful storms of the 19th and 27th October. On the morning of the 19th the steam-whaler *Diana*, of Hull, was observed stranded on the Slate Run, and fast breaking up. The wind was blowing a perfect hurricane from the north at the time. The life-boat was quickly manned and launched, and succeeded in bringing safely ashore 25 of the crew, the remaining 6 men landing in one of their own boats, with the life-boat's assistance. The next tide the vessel went to pieces, and the valuable cargo of oil and whalebone was strewn along the shore.

Soon after the life-boat had returned, another vessel, the schooner *Blue Jacket*, of Newcastle, was seen endeavouring to ride out the storm, which, however, she did not succeed in doing, as she soon drove on shore. The life-boat was again launched and the crew made a gallant effort to reach the wreck, but the force of the wind and sea was so great that the boat was beaten back. A second, third, and fourth attempt was made, but with the same result. The men were by this time nearly exhausted by their determined and gallant endeavours to reach the wreck; but a fifth attempt was being made to launch the life-boat, when the vessel began to break up and in a few minutes was a complete wreck, and all on board unhappily perished. The oldest inhabitants on that part of the coast stated that they never remembered so terrific a gale. The beach was literally strewn with pieces of wreck, and the cargoes of these vessels and of others wrecked on that part of the coast.

On the 27th October, another severe gale sprang up from the N.N.E., and the barque *Bertolomeo Cerruti*, of Genoa, which was riding at anchor, was observed to drift rapidly on shore, the sea soon making a complete breach over her. The life-boat was quickly launched; but the sea, wind, and tide drove her to the southward at a fearful rate, when she was got ashore again as soon as possible, and plenty of help being at hand, she was taken on her carriage to windward of the wreck and launched again; but with the same result, at first, all attempts to throw a line or buoy being of no avail. With heroic determination, however, the crew strenuously renewed their exertions, which were at last crowned with success, for, amid the most intense anxiety on the part of the crowds on shore, the boat, which was frequently seen to be thrown almost end-over-end by the heavy sea, was observed to linger, by which it was evident that she answered to her anchor, which had been thrown out. She was then allowed to drift right under the bows of the wreck. Some of the shipwrecked men were on the bowsprit ready with ropes and chains, which one of the life-boat men succeeded in grappling and in making fast to the boat. The sea at this time was running over the ship in a fearful

manner, and two of the crew had a very narrow escape of being washed overboard. Now commenced the difficulty of getting the poor fellows into the life-boat. It was a difficult task, as they could only reach the life-boat when she was under the bowsprit, and then only by dropping down ropes. One fell into the sea, but was quickly hauled into the boat. One after another they dropped into the arms of the life-boat men until the whole of the vessel's crew, 14 in number, were got into the boat, which brought them safely to land. The vessel almost immediately began to break up, and soon afterwards not a vestige of her was to be seen; and had not the life-boat succeeded in reaching her at the time she did, all these poor foreigners would probably have perished.

Voted also the thanks of the Institution, inscribed on vellum, to Mr. WILLIAM ROBINSON, the Honorary Secretary of the Donna Nook Branch of the Institution, in testimony of his benevolent and prolonged exertions on the occasion of 65 persons being saved by the life-boat and other means, from six of the vessels which were wrecked off that place on the 19th October.

Voted also 17l. 15s. to pay the expenses of the Blakeney life-boat in putting off on the 19th and 20th October, and saving the crews, consisting of 15 men, from the brigs *John and Mary*, of Shields, and *Ravensthorpe*, of Hartlepool. At daylight on the first-named day, the brig was seen ashore on the West Sands with signals of distress flying in the main rigging. A terrific gale was blowing from the north at the time, bringing in a very heavy sea—one of the heaviest seen on this part of the coast for years. The life-boat was promptly launched, proceeded to the wreck, took off the crew of 8 men and a boy, and landed them in safety. On the following morning the *Ravensthorpe* was observed stranded on the west side of Blakeney Harbour way. She was lying on her beam ends. The wind and sea were still tremendous; but the life-boat was launched, and as she neared the wreck the crew made signals of distress, expecting their vessel to go to pieces every moment, her bows and quarters being stove in and other damage done. The crew of 6 men were with some difficulty got into the life-boat from the main rigging in a very exhausted state.

Voted also 17l. to pay the expenses of the Broadstairs life-boat, in putting off to the ship *Frank Shaw*, of North Shields, which was totally wrecked, during a very heavy gale from the north, on the Goodwin Sands. She had sought shelter in the Downs, but was compelled to slip her cable and try fresh anchorage off the North Foreland. On the morning of the 19th Oct. she rode very heavily in the gale; the decks were full of water fore and aft, everything was being washed away, and she was settling down at her anchors. It was found necessary, therefore, to slip her second anchor and ninety fathoms of shackle. The ship was then run before the wind, and the crew got another anchor ready; but about two o'clock the vessel struck on the North Sand Head: the sea began to make a clean breach over her, and in fifteen minutes she broke in two—the masts, sails, and rigging being gradually washed away. All hands crowded aft for safety, and signals of distress were made. The Broadstairs and Ramsgate life-boats were soon on the spot; but the waves dashed over the ship so heavily and incessantly that it was found impossible to reach her then, and as the tide fell, both the boats grounded on the Goodwin, to leeward of the vessel. The ship's crew now endeavoured to launch the gig, but it was at once dashed to pieces by the waves. Another boat was then launched, and 6 of the crew got into her, landed on the sands, and waded to the Broadstairs life-boat. Another of the crew

was then sent, with a life-buoy, through the surf on to the sands. The rest followed, and waded through the fearful surf to the life-boats 200 yards distant. The current across the sand was very strong, the water rushing from six to eight knots an hour, and 8 of the poor fellows were swept away and, unhappily, perished. One man succeeded in reaching the Ramsgate life-boat. The remaining 13 men rescued were on board the Broadstairs life-boat. Both boats had to wait until the tide flowed before they could beat off the sands to the steam-tug *Aid*, which had towed the Ramsgate life-boat out. It was ten o'clock at night before they were towed into harbour. The utmost excitement prevailed amongst the crowds assembled on the pier, and the life-boats on their arrival were greeted with ringing cheers. The poor shipwrecked fellows were in a terribly exhausted condition. Shortly after the life-boats were brought into the harbour several rockets were seen firing from the *Gull* light-ship. The Ramsgate life-boat was quickly manned by a fresh crew, with the exception of the gallant coxswain (JARMAN), who again took command of the boat. She then put to sea in tow of the *Aid*; but, after cruising about for some hours, nothing could be seen of the vessel supposed to be in distress, and the life-boat returned to harbour about two o'clock in the morning, at which time it was blowing a perfect hurricane.

The Silver Medal of the Institution, and copy of the vote inscribed on vellum, were voted to Capt. JAMES ELYARD, the Hon. Secretary of the Broadstairs Branch, in testimony of his gallant services in being one of the first to volunteer to go off in the life-boat on the above occasion. The crew of the life-boat received altogether, including local subscriptions, about 3*l.* 10*s.* each for their services on this occasion.

Voted also 9*l.* 15*s.* to pay the expenses of the North Deal life-boat in putting off, with the view of rendering assistance, to the same ship.

Also 12*l.* 10*s.* to pay the expenses of the Ilfracombe life-boat, in putting off twice and saving the sloop *Ann Elizabeth*, of Barnstaple, and the brigantine *Commodore*, of Waterford, and their crews, consisting of 8 men. During a strong gale from the north, and heavy sea, on the 19th Oct., the sloop was seen in a very perilous position about a mile and a half to the N.W. of Capstan Hill. The life-boat went out to her, and, having placed 2 men on board, she and her crew were brought safely into harbour. While entering she very nearly foundered, having shipped a quantity of water. About half an hour afterwards the schooner was seen with signals of distress flying, about four miles off the shore; and the life-boat was again launched, and, having placed a portion of her crew on board, accompanied the vessel into harbour. Her mainsail, foresail, and jib-boom, were gone; and the master, who was ignorant of the coast, said he must have run his vessel on shore but for the assistance of the life-boat. His crew were much exhausted.

Voted also 16*l.* 4*s.* to pay the expenses of the life-boat at Porthdinllaen, North Wales, in putting off in reply to a signal of distress, and saving the crew of 3 men from the schooner *Gleaner*, of Carnarvon, which went ashore during a strong gale of wind on Henblas Beach, on the night of the 16th Oct.

Also 11*l.* to pay the expenses of the North Berwick life-boat, in going off on the night of the 16th Oct., during a strong gale of wind from the N.E., and bringing ashore the crew of 6 men from the schooner *Astrea*, of Königsberg, Norway, which was observed drifting towards the rocks near North Berwick.

Also 9*l.* 8*s.* 6*d.* to pay the expenses of the

Sutton life-boat in going off, during a violent gale from the north, to a vessel which was observed drifting past that place on the 17th Oct., and which soon afterwards struck on the sands off Huttoft. The life-boat succeeded in rescuing those on board, consisting of the crew of 2 men and a boy, the master's wife, and 2 children, all of whom were safely landed. As the tide rose the vessel began to break up, and, in a few hours, was strewn in fragments along the beach. She proved to be the billyboy *Swan*, of Hull. The life-boat was reported to have behaved extremely well in the heavy seas which she had to encounter.

Also 7*l.* 2*s.* to pay the expenses of the life-boat stationed at Moelfre, Anglesey, in putting off and rescuing a man who was seen floating on a piece of timber during a very heavy gale of wind from the N.W., and heavy sea. When picked up the poor fellow was close to the breakers, within a few yards of the spot where the *Royal Charter* was wrecked in 1859. Had the life-boat been five minutes later, humanly speaking, the man would not have been saved. It was a race with death, and the boat won. The man was the only survivor of the crew of 10 men of the schooner *Gipsy King*, of Glasgow, which, it appeared, had been totally wrecked on the Dulus Rocks the previous night.

Also 11*l.* 12*s.* 6*d.* to pay the expenses of the Sheringham life-boat in putting off, during a fearful gale of wind from the N.N.E., and rescuing the crew of 3 men from the schooner *Trusty*, of Boston, which had stranded off Runtun, on the Norfolk coast, on the 19th Oct. When the vessel grounded the crew took to the rigging, as the heavy seas completely cleared her deck, and at times hid her from view. The life-boat behaved admirably on the occasion.

Also 7*l.* to pay the expenses of the New Brighton tubular life-boat in putting off, in tow of the steam-tug *Resolute*, and rescuing 1 out of 2 of the crew of the schooner *Elephant*, of Ulverstone, which was totally wrecked during a gale of wind from the N.E. and cloudy weather, on Taylor's Bank, Liverpool Bay, on the 19th Oct. The life-boat men were in the act of ascending the rigging to rescue the second man, when the mast fell, and being held by the lee rigging, it would not float, and the poor fellow was unfortunately drowned.

Also 13*l.* 12*s.* to pay the expenses of the Fraserburgh life-boat in going off at midnight on the 25th Oct., during a fearful gale of wind from N.N.W., with snow showers, and saving the crew of 2 men from the ketch *Heckler*, of Cullen, which was totally wrecked on the sands off Fraserburgh. The life-boat was once completely filled by the heavy seas, but speedily cleared herself, and was reported to have behaved admirably.

Also 7*l.* 5*s.* to pay the expenses of the Fishguard life-boat in putting off, during a heavy gale from the north, and a high sea on the 26th Oct., in reply to signals of distress from two vessels in distress in the roadstead. She went alongside the schooner *Two Sisters*, of Aberystwith, and having taken off her crew of 3 men, proceeded to the smack *David*, of Cardigan, and rescued her crew of 3 men, afterwards landing all in safety. The schooner soon afterwards went down at her anchors.

Also 6*l.* 10*s.* to pay the expenses of the Thurso life-boat in putting off and saving the crew of 7 men from the brig *Supply*, of Stornoway, which was in distress, with signals for help flying, in Thurso Bay, during a heavy gale of wind from the north, on the 26th Oct. When the shipwrecked men were taken off, the sea was breaking completely over their vessel.

Also 15*l.* 17*s.* to pay the expenses of the life-boats stationed at Withernsea, Skegness, Hunstanton, North Deal, Saltburn, Scarborough, Sutton,

Habsorough, Cromer, Yarmouth, Porthdinlaen, Abersoch, and Hornsea, in going off with the view of rendering assistance to vessels in distress during the fearful storms of October.

Reported the services of the Aberdovey life-boat in putting out, on the morning of the 17th Oct., to the smack *John James*, of Chester, which was observed in a disabled state with her sails blown away. The life-boat went off in grand style, and while on her way the vessel drifted and stranded on the South Bank, on which the sea was breaking heavily. On arriving alongside several of the life-boat men boarded her, and after five hours' hard toil succeeded in getting her off and taking her safely into harbour. Had it not been for the life-boat, the vessel and her crew would inevitably have been lost, as no other boat could have rendered them any assistance.

Also the services of the Scarborough life-boat, in putting off 3 times on the 3rd Nov. and assisting safely into port three fishing cobbles and their crews, consisting of 9 men, during a strong N.N.W. wind and heavy sea. The cobbles were returning from their fishing-ground, and owing to the heavy sea running round the pier head, it was feared they would not be able to reach the harbour in safety. The life-boat's crew made no charge for this service to their comrades.

Also the services of the Caister large life-boat in going off and rendering valuable assistance to the barque *Alma*, of Malta, which was seen in distress within a cable's length of the Scroby Sands, during a heavy gale of wind, on the 28th Oct.

Also the services of the Cromer life-boat in putting off, in reply to signals of distress from the ship *William Fotheringham*, of New York, during a northerly gale and heavy swell, on the 22nd Oct. The life-boat and a boat from Sheringham assisted the vessel safely into Yarmouth Harbour. She had previously grounded, and had five feet of water in her hold when the life-boat got alongside.

Also the services of the Ramsgate life-boat in going off, on the night of the 27th Oct., in tow of the steam-tug *Aid*, in reply to signals of distress from the barque *Emilie*, of Swinemunde, which had drifted from her moorings off the North Foreland, close to the edge of the Goodwin Sands. She was on the point of striking when the life-boat arrived alongside, but the crew paying out more chain, she held by her anchors. The pilot at first refused to have anything to do with the life-boat, and fired off rockets for a steam-tug. The boatmen, however, knowing the vessel's danger, remained alongside until three o'clock in the morning, the crew exposed all the time to the bitterly cold wind and raging sea, when they threatened to leave the vessel to her fate. The pilot then consented that the ship should be taken in tow by the steam-tug *Aid*, and her anchor being slipped, she was brought safely into harbour with the life-boat.

Voted the Silver Medal of the Institution, a copy of the vote inscribed on vellum, and 1*l.* to Mr. JOHN BUMB, chief officer of Her Majesty's Coastguard at Clovelly, and 1*l.* each to 9 other men, in acknowledgment of their gallant and persevering services in putting off in a shore-boat, at much risk of life, and bringing safely to land a long-boat containing the crew of 12 men and a passenger of the barque *Odono*, of Genoa, which was wrecked at Portledge Mouth in a whole gale and heavy sea, on the 12th Sept.

Also 11*l.* 4*s.* to some men for assisting to rescue the crews, consisting of 45 men, from the following vessels which were stranded at and near Donna Nook, on the Lincolnshire coast during the fearful gale experienced there on the 19th Oct. :

smack *Harlequin*, of Grimsby, 8 men saved ; brig *Amphitrite*, of Shields, 9 ; schooner *John*, of Exeter, 5 ; brig *Pauly Veitschow*, of Rostock, 10 ; brig *Hamsterley Hall*, of Blyth, 6 ; and schooner *Constitution*, of Stettin, 7. 2*l.* 15*s.* were also granted for the use of horses on the occasion of some of these services.

Also ten shillings each to 3 men for putting off in a shore-boat from Porthdinlaen, and saving 2 men from the schooner *Nymph*, of Carnarvon, which was wrecked at Bwlchbridin, in a whole gale of wind, on the 16th Oct.

Also 4*l.* to some men for putting off in a shore-boat and saving 7 of the crew of the steamer *Viking*, of Dundee, which had stranded amongst the rocks at Broadsea, N.E., in a strong breeze and rough sea, on the 1st Oct.

Also 1*l.* to 2 men for saving the crew of 4 men of a boat which had been capsized in a sudden squall and heavy sea near Slyn Head, Co. Galway, on the 22nd June last.

Also 3*l.* to 5 men, for putting off in a boat from the steam-tug *Ruby*, in a gale and high sea, on the 26th Sept. last, and saving the master of the ship *Electric Spark*, of Boston, U.S., which had stranded near Blackwater Head.

Thursday, 2nd Dec. : 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 to the Institution on his recent visits to Wells, West Hartlepool, Ardrossan, Troon, Girvan, Balastrae, Liverpool, and Burnham.

Also the Report of the Assistant-Inspector of Life-boats, on his recent visits to Scarborough, Filey, Bridlington Quay, Withernsea, Hornsea, Whitby, Uppang, Runswick, Redcar, Saltburn, Middlesborough, and Seaton Carew.

Read letters from the Most Noble the MARQUIS OF WESTMINSTER, and the Right Hon. the EARL OF DERBY, expressing their high appreciation of the sympathy of the Institution with themselves and their families, on the occasion of their late sad and irreparable bereavement.

Read letter from the Right Hon. the EARL OF STRAFFORD, P.C., of the 19th Nov., stating that he hoped, in August next, to present to the Society a third life-boat.—*To be thanked.*

Reported the receipt of one thousand guineas from PETER REID, Esq., of Threadneedle Street, to defray the expense of the Ardrossan new Life-boat Establishment, and to partially assist in its future support.

Mr. REID had previously given the Institution the life-boat stationed at Cullercoats, Northumberland.—*To be thanked for his continued munificence.*

Also the receipt, through the Manchester Branch, of 67*l.* 5*s.* from ROBERT BARNES, Esq., of that city, to pay the cost of the Abersoch Life-boat Establishment.—*To be thanked.*

Read letters from ROBERT WHITWORTH, Esq., the Treasurer of the same Branch, of the 30th November, forwarding a contribution of 540*l.* 3*s.* to the Parent Institution, in aid of the support of the fourteen life-boats presented by the Branch.—*To be thanked.*

Read letter from Mrs. HOUNSFIELD, of Sheffield, of the 22nd Nov., stating that she proposed in January to give the Institution 700*l.* to defray the expense of the Aldborough Life-boat Station, and that she wished the boat to be named the *George Hounsfeld*, after her husband.—*To be thanked, and boat to be named accordingly.*

Reported the receipt of the following Special Contributions in aid of the funds of the Society since the last Meeting:—Trustees of the late THOS. BOYS, Esq., per Mrs. BOYS and Messrs. G. H. and R. WHITE, additional, 200*l.*; Major LARLEDALE, additional, 200*l.*; Independent Order of Odd Fellows, additional Contribution in aid of the support of their life-boat at Cleethorpes, per Mr. H. RATCLIFFE, 50*l.*; Penny Readings Life-boat Fund, per E. B. ADAMS, Esq., additional, 50*l.*, making a total of 550*l.*; Drogheda Branch, per Mr. J. MACNAMARA, 50*l.*; Mark Lane Life-boat Fund, per B. L. JUDKINS, Esq., additional, 46*l.* 4*s.* 1*d.*; Chester Branch, per T. H. DIXON, Esq., 35*l.*; Glasgow Workmen's Life-boat Fund, per Mr. GEORGE NORVAL, additional, 25*l.*, making a total of 420*l.*; Capt. BLANE, R.N., further on account of his Life-boat Fund, 13*l.* 10*s.*, making a total of 250*l.*; Collected in Hambledon Church, Hants, per Rev. T. PERRISON, 8*l.* 7*s.*; Surplus Funds of the Newport (Monmouth) Regatta, per EDWARD WELLS, Esq., 5*l.*; collected by Master THOMAS THURLOW, additional, 5*l.*; Portobello Juvenile Life-boat Society, per Mr. JOHN FALCON, additional, 4*l.* 18*s.* 5*d.*—*To be severally thanked.*

Reported that the late ROBERT FOX, Esq., of Falconhurst, had left the Institution a legacy of 100*l.* free of duty; and that the late BENJAMIN NOROX, Esq., of Chichester, had bequeathed to it 20*l.*

Decided, on the application of the local residents, and on the report of the Inspector of Life-boats, to form a Life-boat Station at Ballantrae, on the coast of Ayrshire, where a wreck had recently taken place with the loss of 6 lives.

Also that the station be appropriated to the legacy left to the Society by the late Mrs. HARRIOT RICHARDSON, of Greenwich, for the purpose of forming and maintaining a Life-boat Establishment, the boat being named the *William and Harriot*.

Reported the transmission to its station of the new life-boat for Wells, Norfolk, and that a grand demonstration had taken place with the boat on the 12th Nov.

The Great Eastern Railway Company had liberally granted a free conveyance to the life-boat and carriage over their line from London to Wells.—*To be thanked.*

Produced a synopsis of the work of the Society during the past eleven months—as briefly detailed on the last page.

The Secretary, Mr. LEWIS, reported, that, on the invitation of the local residents, he had delivered a lecture on "The Life-boat and its Work," in the Corn Exchange, Rochester, on the 24th Nov.

The Exchange was crowded, and the lecture was listened to with much interest.

Read letter from Mr. WILLIAM AUSTIN, C.E., of the Old Kent Road, of the 20th Nov., calling attention to his "Floating Breakwater Refuges."—*To be acknowledged.*

Paid 4,396*l.* 4*s.* for sundry charges on various Life-boat Establishments.

Voted 11*l.* 15*s.* to pay the expenses of the Donna Nook life-boat in going off, during a gale, and bringing safely to shore the crew of 9 men of the barque *Hannah*, of Drobak, Norway, which had stranded at Grainthorpe Haven, on the 11th Nov.

Also 10*l.* 2*s.* 6*d.* to defray the expenses of the Carmarthen Bay life-boat in putting off during very rough weather, and rescuing the crew of 8 men, who had taken to the small boat, of the brigantine *St. Arela*, of Santander, which had been wrecked on Laugharne Sands on the 13th Nov.

Also 2*l.* 11*s.* to meet the expenses of the Redcar life-boat in going off during a high sea and

saving 6 of the crew of the brig *Dawson*, of Newcastle, which had gone on the Long Scarr Rocks, on the 23rd Nov.

Also 20*l.* 8*s.* to the same life-boat for rescuing the crew of 3 men of the sloop *Frances Mary*, of Inverkeithing, which was wrecked off Redcar, on the 2nd Dec.

Also 25*l.* to pay the expenses of the Caister large life-boat in going off and saving, under very perilous circumstances, and after much difficulty, the crew of 14 men from a portion of the wreck of the barque *Helsingoe*, of Elsinore, on the 1st Dec. (*Vide p.* 288.)

Also 9*l.* 15*s.* 6*d.* to defray the expenses of the Orme's Head life-boat in putting off, during a heavy gale from N.N.W., and rescuing the crew of 5 men of the Dutch brigantine *Catherina*, which became a total wreck in Llandudno Bay, on the 4th Nov.

Also 14*l.* 14*s.* to meet the expenses of the Palling life-boat in going out, during a gale from the N.W., and saving the crew of 6 men of the brig *Watermilloch*, of Sunderland, which was wrecked on Palling Beach, on the 6th Nov.

Also 6*l.* 10*s.* to pay the expenses of the Barmouth life boat in putting off, in a fresh wind and heavy sea, and assisting ashore the crew of 17 men of the barque *Medoc*, of Bordeaux, which had gone on St. Patrick's Causeway, on the 19th Nov.

Also 14*l.* 4*s.* to defray the expenses of the Whitehaven life-boat in going off, in reply to signals of distress, and rendering assistance to the distressed brigantine *Elizabeth*, of Drogheda, and her crew of 7 men, which vessel was in distress off Whitehaven on the 14th Nov.

Also 14*l.* 19*s.* to meet the expenses of the Castle-town life-boat in putting off, during a very strong wind from the N.N.W., and bringing ashore the crew of 2 men of the smack *Amelia*, of that port, which was in a very dangerous position at Langness, on the 16th Oct.

Also 137*l.* 16*s.* 2*d.* to pay the expenses of the life-boats at Peterhead, Theddlethorpe, Newhaven, Rhyl, Margate, Holyhead, Girvan, Lossiemouth, Aberdovey, Wexford, Selsey, and Southport, for either assembling the crews or putting off with the view of rendering assistance to distressed vessels.

Also the thanks of the Institution and *II.* each to ROBERT MARTIN and ROBERT CUNNINGHAM for helping, by means of ropes, to rescue the crew of 11 men of the brig *Thia Elpis*, of the Piræus of Athens, which was wrecked off Ballantrae, on the coast of Ayrshire, during a whole gale from N.N.W., on the 16th Nov.

Also 5*l.* to the master and crew of the steam-tug *John Bull*, for saving, by means of the steamer, the crew of 11 men of the brig *Sirena*, of Naples, which was wrecked on the Tongue Sand, near Margate, during fresh squally weather, on the 12th Sept. last.

Also 2*l.* to 4 men for going off in a shore-boat and saving two other men whose boat had capsized near Sumbro' Head, Shetland Islands, during a sudden squall, on the 17th Sept.

A CHEER FOR THE LIFE-BOAT.

"Did you observe that?" we asked, one autumnal evening in the year of grace and so forth, when, with a score of others, we were peering into the darkness from the weather-side of Ramsgate Pier. "What, sir? where, sir?" replied a chorus of voices. "Why, the fireworks, out there," we replied, pointing about east. At that moment up went another; no mistake about it this time—a regular rocket, the boom of a gun at sea being distinctly heard. As if death and destruction

might be momentarily expected from the gun we heard fired, my companions bolted—some in the direction of a watch-house, from whence a rocket was fired; others to a landing-place, down the stairs of which they speedily disappeared. To make matters worse—to add fear to astonishment—a steam-tug in the harbour set up a dismal kind of roar, somewhat (as it appeared to us) resembling a railway whistle with a cold, but which, we have since been informed, is so arranged that it may not be mistaken for an ordinary signal.

We were so thrown "aback," as sailors say, with the sudden turn matters had taken, that we were beginning to regard the whole affair as a capital joke, when, approaching the inner side of the harbour, we beheld at a glance an explanation of the whole; my late companions were manning a large white boat, which until then had quite escaped our notice, but which will be in future regarded by us with infinite satisfaction. A few round English oaths, hurried words of command, a lighted lantern dancing about like a will-o'-the-wisp, a scuffling and noise as of oars being shifted, the hissing of steam, the working of paddles as the tug backed to take the boat in tow, a multitude of sturdy forms along the pier, shouts of gratuitous advice, an officer with a speaking-trumpet—"Keep the light full on your weather-bow," a manly "Ay, ay, sir," a loud, ringing cheer from the aforesaid sturdy forms, a revolving of the steamer's paddles, another cheer, boys—"Hurrah! hurrah!" a sense of being lamentably dull at not having comprehended the affair sooner, and "God speed the life-boat," for such it was!

Kind reader, what we have endeavoured to describe took place so suddenly and so excitedly, that we were sorely tempted to offer our services upon any expedition whatsoever—to the North Pole, if necessary; we were so bewildered, in fact, with the occurrences of the moment, that the boat was almost out of the harbour before it occurred to us to inquire where it was going. "Ship ashore. Nor' Sands'ead," replied anything but an insinuating kind of individual, who, in his haste to reach the sea-wall, nearly precipitated us into the harbour.

An intelligent public will readily perceive that as we do not proceed to sea in the boat, we are compelled to drop the curtain on the scene until the following morning, when, at the hour of six, our "young lady of all-work" having condescended to arouse us, and to add interest to the occasion by observing that it had been "a awful bad night, sir," we will endeavour to proceed with our story.

That our handmaiden's account of the weather was perfectly true, we should not have been surprised to have had ocular demonstration of; not that we expected to see the wind—that right, we believe, being wholly reserved by old sows and young porkers; but that the roof had disappeared, and would only be recoverable piecemeal in the neighbourhood of Minster or St. Lawrence, would not have surprised us in the least. At our windows throughout the night the howling of the pitiless storm, and the pattering of the driven rain (as though beseeching to be let in) had been incessant, while at times an occasional blast, more sturdy than its fellows, would seize with its giant arms the very building itself, and seemed, quoting from a household rhyme, to "Huff and puff till it blew the house in,"—a simultaneous rumbling in the chimney, like the voice of some low bully appearing to agree with it in its lawlessness of intention.

Hastily performing our ablutions, we hurried down to the pier, when such a tumultuous, roaring, boisterous scene met our gaze as we had not seen

the like of before. The sea ran veritably mountains high, engulfing this, tearing away that, upheaving the other, bounding over the wall, drenching this person, knocking down that, and, in fact, altogether behaving in a most unruly manner. "Ay, ay, Mr. Rambler," methinks I hear my readers say, "but how about the life-boat?" We will explain. Appealing to an "old salt" of about eighty or ninety years of age (they arrive at maturity in these parts), who was sheltering himself in an angle of the wall, he gave us to understand that "the life-boat warn't in yet;" "Maybe she wouldn't come at all;" "Maybe she'd make for Dover." At that moment a juvenile of about five or six-and-forty, with a sou'-wester on like unto a dustman's hat, and from the behind part of which a small river of rain kept running down his back, struck in with "She's all right, daddy; she's bowling along under sail; she'll soon be here." Looking in the direction indicated by our sagacious informant, we discovered, at a distance of about three miles, the object of our search, one moment visible on the crest of a wave, the next lost to sight in the trough of the sea.

We will pass over the time intervening between the last remarks and the arrival of the boat in the harbour. Suffice it to say that by that time hundreds of persons had assembled on the pier; that the greatest enthusiasm and excitement prevailed, owing to the steam-tug having colours flying, denoting that lives had been saved. And now let us direct our kind reader to the inner side of the pier, along which hundreds are pushing and crowding to obtain the best view, or to escape the drenching spray of the sea. "Hurrah!" shouts one, "here she comes!" Up rises the boat on a towering sea at the entrance to the harbour. Cheer upon cheer rends the air. The life-boat men hear it; "Hurrah! hurrah!" they reply. "Another cheer, lads, and she's alongside." And a right down good hearty one they got, too. "Now then, stand back, here! make way (the ruthless sea still upheaving and grinding the side of the boat against the side of the stairs, as though making one last desperate effort for its prey)! Stand back, I tell you, stand back!" repeats a stalwart official to a number of thoughtless sight-seers, all eager to catch a glimpse of the human waifs of the sea. The first, a poor, pale creature of a woman, with a child, over which she is sobbing piteously, borne in the arms of two of her rough salvors as gently and as delicately as when her mother did that office years ago. The next, a venerable old man (her father, perhaps), whose white locks fluttering in the wind from under his old skin cap, came tottering up, with a faint smile playing about his lips, as the bystanders, in their kindness, bade him be of good cheer. The next, two lads, apprentices in appearance, to whom a Christian lady, pressing a piece of money into each of their hands, spoke to them of heaven and of their escape from death. The next, ten seamen, evidently foreigners; some of them very pale and inactive, others joyous and light of heart, who, shaking hands with their salvors, would have kissed the ground they landed on. Lastly, the captain of the ill-fated ship—a fine man (a Norwegian), of noble mien, and of good heart, who, stepping out of the boat, addressed those who had saved him thus:—"God bres you; you are von brave lion-heart (he smote his breast as he spoke). You sav my life; you sav my wife; you sav my schild. I vill pray for you; de Great Heaven (pointing upwards) bres you! I vill nare forget you. No, no, no!"—R. H. GOOCH.

