

THE LIFE-BOAT,

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THE LOSS OF H.M.S. 'CAPTAIN.'

AMIDST the fearful events of the war, which at this moment are rending the heart of Europe and holding captive the sympathies of us all, there are few public events of a sufficiently stirring nature to claim from any of us more than a passing interest.

The destruction of men's lives, the maiming of their bodies, and tearing away of their limbs by tens of thousands at a time, within so short a period, and the terrible details of which have been so painfully made present to us by the able correspondents of our public press, have well-nigh sufficed to absorb all our compassionate feelings.

Nevertheless it is a law of nature, which without doubt has been wisely ordained, that whilst we would take an interest in the welfare of all men, yet as the circle is narrowed to include our own community or our own personal relatives and friends alone, then in proportion our feelings are intensified, and the grief or the joy which we would share becomes more nearly our own.

It is thus that we have been startled in the midst of our more world-wide thoughts, by the sudden loss of one of our latest and noblest ships, with more than 500 of the best of our officers and men, and that our mental view is for the moment riveted to that terrible vortex in the wild Atlantic, in which they settled down to the eternal depths, there to remain until the Resurrection morn.

The turret-ship *Captain*, it is known to most persons in these islands, was one of

the very latest and most admired specimens of our naval architecture, and was considered to be perhaps the most powerful iron-clad ship in the world. She carried four six-hundred pounders, in two turrets, and two seven-ton guns forward and aft; and the iron armour on her sides was seven and eight inches thick. And it is likewise well known she was designed and built under the superintendence of Capt. COWPER P. COLES, R.N., C.B., a distinguished and zealous officer, who was one of the first, if not the first, designer of turret-ships, and who has himself unhappily perished with her.

It is long since a similar disaster has befallen any first-class ship of our Royal Navy. Fortunately there are survivors of it who are enabled to tell us exactly how it occurred, or the nation would have for ever been in doubt as to its nature and cause.

We are not sufficiently acquainted with the form of the *Captain*, and with the disposition of the weights within her, to be able to offer any critical opinion as to how far the fearful accident arose from any inherent defect in the construction of the ship which endangered her stability. That question will, no doubt, receive the fullest and most careful consideration of our competent naval architects, remembering how vitally it concerns the future of our naval defence, on which the position and influence of this country in the world must for ever depend.

It is rather with a view to express our sympathy with our countrymen, and our

condolence with the relatives and personal friends of the officers and men who have thus perished in their country's service; that we at present offer these remarks; but inasmuch as it is undesirable that a hasty opinion should be formed condemnatory of turret-ships in general, or that an unjust verdict should be pronounced even on this particular ship, we think it well to draw attention to the facts that, in addition to the many first-class merchant steamers which, like the ill-fated *President, London*, and others, have foundered at sea, more than one instance has occurred of our old wooden line-of-battle ships having done so, whilst many frigates, corvettes, brigs, and smaller vessels have upset or foundered at sea in gales of wind. There can indeed be no doubt that a conjunction of circumstances may occasionally happen in the open sea which would be fatal to any ship. For instance, her "falling off the wind," and lying in the trough of the sea, with the whole broadside and sails exposed to a sudden violent squall, and then, on a heavy lee roll, with its momentum increased, in the case of an ironclad, by her heavily-weighted sides, the breaking full on her side of one of those enormous rollers which occasionally rise with far greater force and height and volume of water than its fellows. These added forces might throw any ship so far on one side as to destroy her equilibrium, and prevent her rising again.

As stated above, we do not offer an opinion as to the cause or causes of the catastrophe in this particular case, but only invite a suspension of judgment which might be premature and unjust, and we will only further express a hope that our Admiralty and its advisers will, throwing aside all prejudice and foregone conclusions, make so good a use of the terrible lesson thus afforded for their consideration and instruction, as will lead to the permanent improvement and strengthening of Britain's right arm, her Royal Fleet.

NIGHT DANGER SIGNALS.

WHEN it is remembered how large an amount of property, and what numberless human lives have been sacrificed by the loss of vessels during the night, and more especially on the outlying sandbanks and rocks around our own coasts, it seems somewhat singular that no universal system of night signals for succour has ever been adopted, to make known to those on the neighbouring shore the character of disasters, and the nature of the aid required.

An old authority says, "If the trumpet give an uncertain sound, who will prepare himself for the battle?" As yet, however, the maritime world, which is more especially interested in the matter, has been satisfied with the vague and simple cry for help, exhibited in the shape of a mere light, the burning of a tar-barrel, or, in the case of a few of the larger classes of ships which are provided with such things, the throwing up of a rocket or the firing of a gun.

Even Great Britain, sailing in the van of maritime and commercial nations, has in this sense, to use a figure of speech, advanced not a step beyond the lower animal world, or of the infant human being, which can but scream, or cry, or moan, being unable to pronounce any articulate sound. The cry for help alone pierces through the gloom; but the watchman on the land knows not what description of help is needed.

Now it is time that such a primitive, such an aboriginal state of things, was remedied. In the first place, there can be no doubt that many a valuable ship and cargo have been altogether lost which might have been saved, had any intelligible means been available to make known the character of the aid required; for loss of time in such cases is often loss of everything.

Again, it frequently happens that great and unnecessary expense, inconvenience, and risk of life are incurred, which might have been avoided. For instance, a vessel strands on an outlying bank or on the edge of a reef of rocks; her crew exhibit lights, or make some other equally vague signal for help. A life-boat, provided and supported by public benevolence, is at once launched, at an expense of 15*l.* or 20*l.*, only on arrival at the scene of danger to be told that its services are not required; but its crew are requested,

on their return to the shore, to send off a steamer or a party of hovellers, with an anchor and cable or hawsers, to aid the vessel's crew to get her once more afloat, or with boats to lighten her of a part of her cargo; and in the mean time a gale may come on, and the help, when it arrives, may be too late.

The important question then arises, what description of signals could be devised which would be so intelligible, so unmistakable, that they could not be misunderstood, and so simple and few in number that they could be readily learned by the ordinary coast boatmen of any country, and might be generally adopted by all maritime nations?

The introduction of such a general system would be rendered comparatively easy by merely adapting to the purpose the coloured lights which are already in use by the vessels of all nations to lessen the risk of collision.

By the English Merchant Shipping Act of 1854, every British vessel is compelled to have on board the means for exhibiting a red, a green, and a white light; the red to be shown at all hours during the night, when under weigh, from the port bow; the green from the starboard bow; and the white, or plain light, to be displayed from the mast-head, when at anchor in a roadstead or on an open coast.

We will endeavour to explain how this desirable object might be effected, and we would earnestly invite the attention of our mercantile and marine authorities to the subject.

In the first place, then, the present simple alarm signal, or cry for help, should not be discontinued. Let the tar-barrel be burned, the turpentine "flare" be lit, the rocket thrown up, or the gun be fired, to signify distress and help needed. Those signals would still be just as intelligible as they are now, and therefore, if from circumstances which might sometimes occur, no further signals could be made, vessels so situated would at least be no worse off than they now are.

The explanatory signals would then be supplementary to the present rudimental ones, and would define the character of the help required. They need be very few in number; and the red and green lights already in general use would suffice to make six distinct signals, which would probably be sufficient. Thus a red light, shown alone, might at all times signify danger to life, and

imply that if a life-boat were in the locality, her services were required. On the other hand, a green light, shown alone, might signify that the danger was to property only, and that the aid of the ordinary coast boatmen, who, under the names of hovellers and beachmen, earn a livelihood by such services, was alone required.

The power to make these two supplemental signals only would be a considerable step in advance; but the two lights combined would make four more signals:—thus, placed horizontally, a few feet apart, green to the right of red might imply a steam-tug required; whilst green to the left of red might imply the want of a boat with kedg-anchor and warps. Again, placed vertically, red above green might mean a large anchor and cable; and green above red might signify large boats to discharge cargo and lighten ship.

If a white light were used together with the red and green ones, no less than twenty-seven different signals might be made with them, their position being varied horizontally and vertically; but we are inclined to think that the introduction of a white light might occasion confusion, and that the six signals above indicated, which could readily be committed to memory, would suffice.

It would also be a further advantage if passenger ships and other large vessels were provided with rockets, some bursting with a single brilliant red star, and others with a single green one, the stars remaining visible for fifteen or twenty seconds, to have the same signification as the single red and green lights; which rockets on such ships grounding on outlying banks or rocks would be seen at longer distances than the lights exhibited from the deck. If the Trinity Board would then supply the light-vessels round our coasts with similar lights and rockets in lieu of those which they now have, they would also be able to repeat the definite signals of distressed and stranded ships, instead of merely spreading the vague cries for help which they now do.

Already the life-boat stations of the NATIONAL LIFE-BOAT INSTITUTION are provided with such red and green hand-lights and rockets; so that if the above suggestions were to be carried out, a universal and uniform system would be at once established, which we believe would largely contribute to the saving of human lives and of property.

IMPROVED ROLLERS FOR LIFE-BOAT CARRIAGES AND SKIDS.

IN No. 43 of this Journal we described and illustrated the portable "Roller Skids" on which life-boats are hauled out of the water prior to placing them on their carriages, and in the 59th number an improved self-lubricating roller for those skids and for the keelways of the carriages on which the keels of the boats rest when placed on them.

On account of the great weight of life-boats, varying from 2 to $4\frac{1}{2}$ tons, it would be impossible to haul them over the ground or on to their carriages without some such contrivances, whilst the rapidly launching them from the latter into the water also much depends on whether the rollers on which they run turn freely and readily, whence the advantage of the self-lubricating rollers last referred to. These latter contain within them a small reservoir of oil which feeds the axle-bolt as the roller revolves round it, and which answer perfectly when

kept in proper order and duly supplied with oil.

In practice, however, it has been found that, here and there, the supplying the rollers with oil in sufficient quantity is apt to be neglected, or that a bad description of oil is supplied which becomes sticky and clogs the rollers, requiring them to be taken out to be thoroughly cleaned and put to rights, which operation, as regards the rollers in the carriages, can only be performed when the boat is off the carriage.

Accordingly, to obviate this disadvantage, another description of roller of a more simple character has been designed, which, although it does not revolve quite so readily as the self-lubricating rollers, is, from its great simplicity and the ease with which it can be removed for examination and lubrication, more suited for life-boat work.

The following illustrations will serve to show the character of these rollers, which would, no doubt, be found generally useful in hauling up large boats of any description on flat shores.

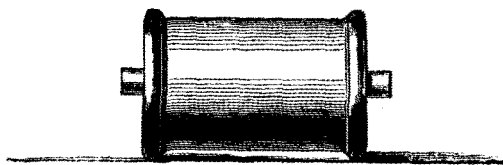


FIG. 1.

Figure 1 represents a roller which is cast solid, with two projecting axle-arms, on which it revolves.

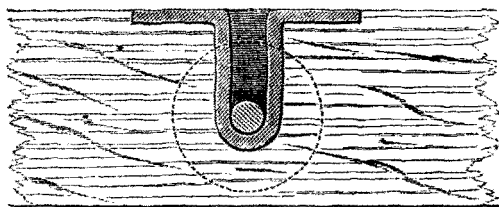


FIG. 2.

Figure 2 shows a portion of the inner face of one of the wooden side pieces forming the frame of a portable skid, or of the keelway of a carriage. In this frame, on either side, is sunk a groove, or slot, which when lined with a letter U-shaped iron lining of sufficient strength, corresponds in width and depth with the diameter and length of the axle-arms on the rollers, the bottom of the groove acting as a bed or matrix in which the corresponding axle-arm revolves.

All the former descriptions of rollers were cast with a hole through their centre, through which ran a central axle-bolt passing through the wooden sides of the keelway, or skid, upon which the rollers revolved. But these bolts being secured by screw heads and nuts, which in time would get set fast with rust, the rollers were virtually fixtures.

The great advantage in this respect of the new rollers will be evident since, as they merely drop into place, their arms sliding up

and down the iron-lined grooves, they can be taken out and replaced at pleasure by hand, and a small piece of tallow or other grease being placed in the bottom of the groove, they are at once lubricated for use.

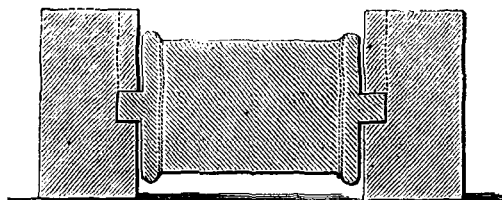


FIG. 3.

Figure 3 shows a section of the side frame of a skid, or keelway, and of a roller which will still further exemplify the position of the latter when placed ready for use.

As, however, when used in the portable skids, the rollers would be liable to fall out and be lost in the event of the skids being

turned "upside down" when in use, it is necessary then to insert, at the top of the groove, a tight-fitting piece of wood to close the mouth of the groove, but which can be removed with little trouble when the rollers are required to be taken out.

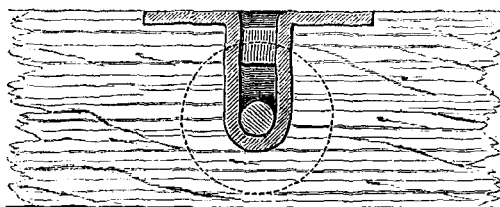


FIG. 4.

Figure 4 shows a groove with a piece of wood thus inserted in it.

Skids of this description are now in use by the local boatmen on part of the coast of

Suffolk, from whom we have copied them, and we can recommend their trial in other localities.

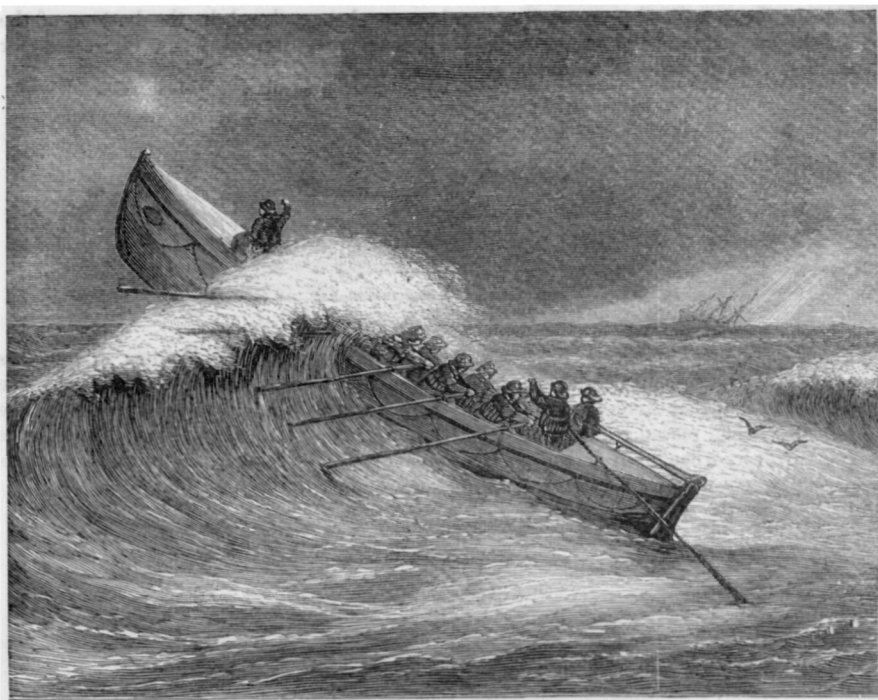
SERVICES OF THE LIFE-BOATS OF THE NATIONAL LIFE-BOAT INSTITUTION—(continued.)

LOWESTOFT, SUFFOLK.—The life-boat *Lætitia* was launched about midnight on the 12th February, 1869, in reply to signals of distress from the brig *Beatrice*, of Whitby, which was riding heavily in the Roads near Corton Gapway, with her mainmast cut away, during a strong N.E. gale. She was leaking fast, and, at the request of the master, the life-boat remained alongside for some time; and ultimately, with the aid of a steamer, she was enabled to get the vessel and her crew safely into Lowestoft Harbour.

The Lowestoft life-boat also went out on the 3rd March, in reply to signals of distress during a heavy N.N.W. gale, and brought safely ashore from the schooner *Anna Louisa*, of Rye, the crew of 8 men of the schooner

Amelia, of Torquay, the latter vessel having been wrecked on the Holm Sand.

CADGWITH AND LIZARD, CORNWALL.—On the 29th January the brig *Veritas*, of Antwerp, was observed with signals of distress flying, near the Manacles Rocks, on the Cornish Coast, during a whole gale from W.N.W. The life-boat *Western Commercial Traveller* at once put off, and on arriving alongside found the vessel in possession of 3 French fishermen, who had discovered her, abandoned, off Scilly the previous day. Some of the life-boat men boarded the brig, and, with the assistance of two steamers, she was eventually got safely into Falmouth Harbour.



The Cadgwith life-boat was also launched early on the morning of the 9th February, in a very heavy gale, and proceeded under canvas to the assistance of a large ship which was observed with bowsprit and foremast gone, and in a disabled state, about seven miles to the S.S.E. of Cadgwith. After some difficulty, on account of much loose wire-rigging, broken suspended spars, and a heavy sea, the boat came up under the quarter of the vessel. She was the ship *Calcutta*, of London, which, while proceeding to the Persian Gulf with telegraph cable, and when about 150 miles southwest of the Lizard, had been disabled by collision with the Prussian barque *Emma*, of Memel. The life-boat succeeded in taking off 8 men. The captain, mate, and the rest of the crew had been drowned in attempting to leave the vessel in their own boat, which was stove against the side of the ship. The 8 men welcomed with cheers the approach of the life-boat, having been beaten about so long with no means of escape. The vessel being in the trough of the sea, under no command, and rolling heavily, it required the strength of all hands to keep the life-boat clear of her. The vessel was subsequently brought into port by H.M.S. *Terrible*, and yielded a large

amount of salvage to the officers and crew of that ship. The Lizard life-boat *Anna Maria* also went off with the view of rendering assistance to the ship. Both life-boats were obliged, in consequence of stress of weather, to put into Falmouth.

At daylight on the 12th September the brig *Phyllis and Mary*, of Blyth, which had been dismasted during a fearful hurricane the previous night, was observed, with signals of distress flying, off this coast. The life-boats stationed at Cadgwith and the Lizard were both quickly launched to the rescue of the vessel's crew. 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 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 went 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.

HAYLING ISLAND, NEAR PORTSMOUTH.—On the 1st February the barque *Lady Westmoreland*, of Newcastle, owing to the darkness and thick weather, grounded in a high sea on a dangerous shoal near the Church Rock, inside the Nab Light. As the tide rose she bumped heavily and started her deck-planks, the masts being momentarily expected to go by the board. The *Olive Leaf* life-boat went off, and found the crew prepared to quit the ship, expecting that she would soon break up. The life-boat men, however, boarded the vessel, and, after great exertion and fatigue, the anchor was slipped, and she was extricated from her perilous position. The life-boat was reported to have behaved admirably on the occasion.

MARYPORT, CUMBERLAND.—The brig *Robert Bruce*, of Belfast, while attempting, on the 7th February, to get into Maryport Harbour, fell to leeward and struck the ground to the northward, and although the anchors were let go, she beat up into the surf. The sea made a clean breach over her, and the crew, being afraid she would capsize, cut away the masts. The *Henry Nixson* life-boat was soon launched, and taken alongside the vessel. The grapple was cast on board, but the surf was so heavy that it straightened the iron, and dashed the boat away. A second time it was thrown, but the rope was broken from the same cause: eventually, however, they succeeded in taking off the shipwrecked crew of 7 men, but not before the vessel had actually begun to break up, and the floating masts and yards had rendered it very dangerous for the boat to near the wreck.

The life-boat behaved "remarkably well," it was said, while effecting this providential rescue.

MARGATE.—It blew a hurricane here from N.N.W. on the 12th February. About seven o'clock in the evening the schooner *Friends*, of West Hartlepool, went ashore near the jetty. The *Quiver* life-boat promptly went out to her through the very heavy sea then running, and was fortunately enabled to save the shipwrecked crew of 5 men, the boat, however, being somewhat damaged in performing the service.

The same life-boat was also afloat on the 20th March, during a heavy gale from N.N.E., and was the means of bringing

ashore the crew of 4 men of the distressed barge *Earnest*, of Ipswich, which afterwards stranded inside the Neyland.

Another service was also performed by this life-boat on the 12th September, 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. Before she could reach her, however, the sloop took the ground, and her crew were taken off by a coastguard boat. The life-boat then proceeded 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.

THURSO, N.B.—The schooners *William Thomson*, of Dumfries, and *Blossom*, of Thurso, were in distress during a W.N.W. gale in Scrabster Roads on the 13th February. The *Polly* life-boat went off, and brought safely ashore the crews, consisting of 7 men. The crew of the *William Thomson* had previously left their vessel in their own boat, fearing she would founder, and had gone on board the *Blossom*.

On the 26th February this life-boat also went to the assistance of the schooners *Elizabeth Miller*, of Thurso, and *Matilda Calder*, of Findhorn, which were in distress during a heavy gale. The crews, consisting of 12 men, were brought ashore in the life-boat through a high sea.

The same boat also rendered similar service, on the 26th October, to the crew of the brig *Supply*, of Stornoway, which was seen in distress, with signals for help flying, in Thurso Bay, during a heavy northerly gale. When the vessel was reached the seas were breaking completely over her, but fortunately the life-boat was successful in saving the crew of 7 men, and in landing them in safety.

WINCHELSEA, SUSSEX.—A vessel was seen from this place on the 14th February, apparently unmanageable, and showing signals of distress. Soon afterwards she ran ashore at the east side of Rye Harbour. It was blowing strong from W.S.W., and there was a heavy sea running at the time. The Solicitors' and Proctors' life-boat *Storm Sprite* was promptly launched and reached the vessel soon after she struck. The crew

of 8 men were then taken into the boat; one of them fell into the sea in trying to reach her, but he was fortunately hauled into the boat without hurt. About twenty minutes after the men had been rescued, the vessel heeled over on her beam ends and became a total wreck. She was the brig *Pearl*, of Shoreham, homeward-bound from the North, with coals.

NORTH DEAL.—While the wind was blowing a gale on the 24th February, the *Gull* Light-ship fired signals of distress for a ship on the Goodwin, and the *Van Kook* life-boat was at once launched, and proceeded to the sands, when the ship *Ingrie*, of Amsterdam, bound to Savannah, in ballast, was found stranded near the Trinity Beacon, on the east of the Goodwin. Three luggers were alongside, and their crews had received charge of the vessel from the master, but as there was every appearance of her becoming a wreck, the captain asked that the life-boat might be kept alongside. To this the crew readily consented, but unfortunately the life-boat took the ground, and had to lie dry till the tide flowed again. The wind freshening to a strong gale with the rising tide, and the sea rolling heavily on the sands, several of the crew left in the luggers with their clothes. The master, 2 mates, and 6 of the crew were afterwards taken into the life-boat, and, as the wind and tide were against her returning to her station, she was obliged to run to Rams-gate, where the men were safely landed about nine o'clock in the evening.

AYR, N.B.—On the 4th March, the schooner *Doddington*, of Dumfries, was obliged, in consequence of the severity of the weather, to run for Ayr Harbour, when she struck on the Nicholas Rock. This rock is about four hundred yards from the south pier, and is covered with the tide. About midnight, the crew of 2 men, by the direction of the master, came on shore in the small boat to obtain assistance to get the vessel off, leaving only the master on board. In the meantime it came on to blow very hard, and the pilot-boat was unable to pull off to the vessel. As the captain was in imminent danger, the life-boat *Glasgow Workman* was launched, went out to the schooner, and happily succeeded in saving him a few minutes before the vessel capsized and became a total wreck.

PAKEFIELD, SUFFOLK.—On the 6th March the schooner *James Cuckow*, of Ipswich, went ashore on the Barnard Sand, during a fresh gale from N.N.E. The life-boat *Sisters* was promptly launched to the wreck, and was fortunately the means of rescuing the whole of the crew, 7 in number, and of safely landing them in Lowestoft Harbour.

This life-boat also went off on the 22nd March and rendered important services to the brig *Henrietta Greve*, of Granton, which, during a fresh gale from E.N.E., had grounded in Pakefield Gatway, but which was got off and taken to port with all the crew safe on board.

BRIXHAM, DEVON.—The brigantine *Hitena* was observed with signals of distress flying and drifting towards the rocks off Brixham, during a heavy gale of wind on the 19th March. The *City of Exeter* life-boat was quickly manned and launched, pulled with a will through a high sea, and was soon alongside the vessel. One of the brigantine's crew, having broken his arm, was brought ashore in the life-boat, which then went off again and remained by the vessel until the gale abated, when she was enabled to get away in safety.

FISHGUARD, SOUTH WALES.—On the morning of the 19th March the schooner *Mary Lloyd*, of Carnarvon, came into Fishguard Bay, and anchored in a very exposed part of it. In the afternoon the wind suddenly shifted to the N.N.E., and blew a terrific gale, the sea soon washing completely over the vessel. The *Sir Edward Perrott* life-boat was immediately got ready to go to the assistance of the crew. It being low water at the time, considerable difficulty was experienced in getting her afloat, but at last she was launched in safety. After going some distance, however, the crew of the boat found it impossible to make headway against the fearful storm, and they were forced to return to land, which they reached in a most exhausted state. A fresh crew was then obtained, and the oars being double-manned, the life-boat soon shot ahead, reached the vessel, and rescued the crew of 4 men, who were brought safely ashore. Nothing could exceed the admirable manner in which the boat and her brave crews behaved. The schooner ultimately stranded on the Goodwick Sands. The next morning, the wind continuing to blow a strong gale, a brigan-

tine came into the bay in a distressed state, with all her sails blown away. The life-boat at once went to her assistance, and found her crew completely exhausted. Some of the life-boat men went on board and assisted to make the vessel all snug. After doing so, the crew of 6 men determined to come ashore in the life-boat, it not being safe for them to remain, and they were accordingly safely landed. The brigantine was the *Rebecca*, of Carnarvon.

On the 26th October, while it was blowing a heavy gale from the north, with a high sea on, two vessels at anchor in the roadstead hoisted signals of distress. The same valuable life-boat was immediately launched, and went to their assistance. She first went alongside a schooner, which proved to be the *Two Sisters*, of Aberystwith. The crew, 3 in number, were soon got on board the boat, which then went to the aid of the other vessel, which was found to be the smack *David*, of Cardigan, and her crew of 3 men were also taken into the boat, and both crews safely landed on Goodwick Beach. The boat behaved most admirably. The schooner afterwards went down at her anchors in about five fathoms of water.

HAYLE, CORNWALL.—The brig *Lizzie*, of Newport, Monmouthshire, was stranded on the eastern spit of Hayle Bar, during a violent storm from the north, with showers of hail, on the 20th March. The Oxford University life-boat *Isis* went out, in reply to her signals of distress, and rescued the crew of 3 men. The brig had called at Queens-town for orders, and was bound for Shields, when she was overtaken by the storm, and struck on the stones off Hayle. The master, finding the vessel making a good deal of water, beached her on the eastern spit of the Bar, the tide being about three hours' ebb. The vessel showed a white light only, but between two and three o'clock the crew displayed a torch, which was answered by the Coastguard, between Hayle and St. Ives, who fired a blue light. Information was immediately sent to both places that a vessel was apparently ashore near the Bar. The usual signals were made by firing two minute-guns, and sending up two signal-rockets for the crew of the boat and the life brigade, and they soon mustered. The latter were at the spot first, and fired two rockets towards the vessel, but could not reach her; and seeing that it was useless to make any further attempt, all attention was

devoted to the life-boat, which was launched opposite the ferry. After a struggle which lasted for two hours, she reached the vessel, and received a rope from the crew, who were ready with it. One man also managed to get into the life-boat, but the boat was then carried away by the heavy sea. Again she neared the ship, when two others of the crew dropped into the boat from the jib-boom. After many gallant struggles in this manner, the whole of those on board the ship were saved. Sometimes the men fell into the water, but the brave life-boat men succeeded, with much difficulty, in rescuing them. With a good hearty cheer, the boat then made for the shore with her precious cargo, and reached the harbour in safety, after about four hours' most noble and trying service. While the boat had been thus engaged, the St. Ives life-boat—the *Moses*—had come over by land on her carriage, and had been launched with the view of aiding in the rescue of the shipwrecked crew; but finding the other boat was able to perform the service without their assistance, the men contented themselves with remaining near, to be in readiness in case of any mishap.

ST. IVES, CORNWALL.—After the *Moses* life-boat had returned to her station from the wreck of the *Lizzie*, a vessel was seen in distress in the offing. The boat was launched to her assistance; on reaching her it was found that she was in a leaky state, and likely to go on the rocks. The crew of 5 men were then taken into the life-boat and safely landed. Shortly afterwards the vessel dragged her anchors, went on the rocks, and became a total wreck. She was the schooner *Ariel*, of Truro, and was laden with coal.

SHERINGHAM, NORFOLK.—During a heavy gale from E.N.E. on the 20th March, the schooner *Frances Ann*, of Goole, anchored off this place. Soon afterwards the master, finding the vessel had sprung a leak and that her pumps were choked, slipped the cable and made for the shore, hoisting at the same time a signal of distress. The *Duncan* life-boat was immediately launched, reached the schooner before she took the shore, and saved from her the crew, consisting of the master, 1 man, and a boy. The behaviour of the life-boat and crew in this service was admirable.

Another rescue was effected at this life-boat station on the 19th October. The schooner *Trusty*, of Boston, was stranded

off Runton about a mile and a-half eastward of Sheringham Beach. It was blowing a fearful gale from the N.N.E. at the time. The life-boat put off as soon as it was seen that the schooner must inevitably go ashore; she found the crew in the rigging, the seas having completely cleared the vessel's deck, at times hiding her from view. She succeeded in taking off the crew of 3 men, and in landing them in safety.

PALLING, NORFOLK.—On the 20th March, the brig *Zosteria*, from London to Hartlepool, in ballast, was observed in distress off this place while it was blowing a strong gale from E.N.E., accompanied by heavy rain. The *Parsee* life-boat was at once taken along the coast in the direction of the vessel. On arriving opposite her the boat was launched, and was fortunately successful in saving the crew of 6 men. The violence of the gale afterwards drove the brig on the beach.

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

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

The Ilfracombe life-boat also went off twice on the 19th October, and saved 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 in a heavy sea, 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 brigantine 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.

HOLYHEAD.—This life-boat, which is named the *Princess of Wales*, went off twice and rendered valuable assistance to the barque *Adelaide*, of Pernambuco, bound thence from Liverpool with a cargo of cotton, which was in a very dangerous position near the Cliperá Rocks during a heavy gale from the N.W. with a tremendous sea, on the 2nd March. The wind shifting to the N.N.E., and it being feared the vessel would strike the ground and go to pieces at low water, it was resolved to make an

effort to run her into Holyhead Harbour. Some of the life-boat men therefore went on board, sail was made, the cables slipped, and, being well handled, the barque ran in in most masterly style, to the admiration of all who witnessed the scene.

WEXFORD, IRELAND.—On the 8th May the schooner *Handy*, of Wexford, was stranded in the South Bay during a strong N.E. gale and in a very heavy sea. The *Civil Service* life-boat went off and rescued 4 men of the vessel's crew. Owing to the violence of the sea, the crew of the life-boat found it impossible, after they had effected the rescue, to keep her off the shore, upon which she was driven with great force, but fortunately those on board escaped unhurt. The remainder of the vessel's crew, 2 in number, left in their own boat, which was also dashed ashore, the men narrowly escaping with their lives.

This life-boat was also taken out on the 5th December to the schooner *Columbine*, of Wexford, which in running for Hantoon Channel, the entrance to Wexford Harbour, while the wind was blowing hard from the east, and the sea running high, struck the ground and showed signals of distress. On arriving alongside, the brave life-boat men found the sea breaking over the wreck, which was rolling heavily, the masts being likely to fall every moment. After many attempts and much exertion, the life-boat running great danger of being smashed alongside, the vessel's crew of 5 men were happily rescued and brought safely ashore in the boat.

There is also a large life-boat on this station, named the *St. Patrick*, and that boat, on the 26th September, put 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. By the time the boat reached the vessel the latter had gone ashore near Blackwater Head, and the services of the boat were readily accepted by the master, who 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 ship subsequently became a total wreck.

The Cahore and Courtown life-boats were likewise launched to this wreck, but the Wexford boat reached it first, and consequently their services were not required.

THE WRECK REGISTER AND CHART FOR 1869.

THE *Annual Wreck Register* has made its appearance in the midst of two calamities which are nearly overpowering in their vastness and destructiveness. The war which rages with such fearful havoc on the Continent of Europe, and the foundering of H.M.S. *Captain* in the Bay of Biscay, are amongst the disasters that will hereafter make the autumn of 1870 memorable in the history of the world.

War is, indeed, a terrible waste of all that binds together our sympathies and affections; but calamities like those of the *Captain*, which overtake us without warning, can be more easily borne with patience and resignation, because we know that they have been inflicted by no earthly and transitory emperor or king. Moreover, the loss of the *Captain*, in conjunction with that of the steamer *Cambria* on the Irish coast on the night of the 20th Oct., with the sacrifice it is believed of 170 lives, are some of those fearful incidents which, by their appalling character, seem quite to overpower for the moment the daily and bloody records of the war.

These distressing reflections almost unfit the mind for a calm consideration of the 2,114 shipwrecks, with the lamentable loss of 933 human lives, which took place amidst the gales of last year on our coasts.

However, as there is a bright side to every picture, so, in regard to the records of this *Wreck Register*, we find that by means of the boats of the NATIONAL LIFE-BOAT INSTITUTION, the rocket apparatus of the Board of Trade, and various other effective means, 5,121 lives were saved last year from various shipwrecks on our shores.

Our profound conviction is, that there is no greater valour displayed on the battle-fields of France in destroying human

life, than in the heroism which is displayed by our life-boatmen throughout the dark hours of stormy nights, in saving human life. Take the following, amongst scores of others, as an illustration of our remark:—

"The ship *Queen of the Tyne* was totally wrecked on the Corton Sands, off the Suffolk coast, during a gale from S.W. and heavy sea on the 29th Jan. The Lowestoft life-boat of the NATIONAL LIFE-BOAT INSTITUTION put off and found the vessel on her beam-ends, with the crew in the rigging. From the position in which she lay it was a work of great risk to board her, she being on the most dangerous part of the sand, and the seas being very heavy. However, the rescue was nobly and safely accomplished, the 8 men being taken into the boat from the main-top-gallant-yard, which at times it was feared would have gone through her, as she and the vessel rose and fell together. It was a most narrow escape for the poor shipwrecked men, for they would probably all have been lost as the flood-tide made, had not the life-boat gone out to them."

As briefly as we can, we shall now proceed with our analysis of the *Wreck Register* now in course of publication.

We find, as we have before remarked, that during last year 2,114 wrecks and casualties, including collisions, occurred on the shores of Great Britain, accompanied by the loss of 933 lives.

This is indeed a large number, but when it is remembered, that in the course of one year, about 400,000 vessels, having a tonnage of 70,000,000, entered inwards and cleared outwards from British ports; and that our commerce continues to increase; it is a cause of thankfulness that our coasts are not visited with more wrecks than even the large number already mentioned. As it is, however, such casualties are of daily occurrence, and indeed so frequent are they, that their terrible consequences can hardly be fully realized. Still in how many a home must they be painfully felt, for almost every one of us has some relatives or friends connected with the sea.

The *Register* tells us that 2,594 ships were lost or damaged in the 2,114 casualties reported last year, representing a tonnage of 537,605, and employing 22,579 hands: in 1868 there were 2,131 vessels thus affected. Inasmuch as in cases of collisions, there must necessarily be more than one ship engaged, the number of vessels is in excess of the total number of disasters reported—each case of collision being only reckoned in the *Register* as one disaster.

This *Wreck Register* is the twentieth annual one issued—the first one having been prepared in 1850. Unfortunately some of the earlier returns are not so perfect as could be wished, and it is believed, that in the years 1855 to 1858, inclusive, all the wrecks may not have been reported, as the machinery had not then been organized so as to admit of the accuracy which this carefully-arranged document presents, now that it is made up from official and reliable returns.

On dividing these returns into four periods of five years each, the following Table gives the average of wrecks reported since 1850:—

1850	660	Annual Average for Five Years	{	972
1851	1,269			
1852	1,115			
1853	832			
1854	987			
1855	1,141	Ditto	{	1,204
1856	1,153			
1857	1,143			
1858	1,170			
1859	1,416			
1860	1,379	Ditto	{	1,483
1861	1,494			
1862	1,488			
1863	1,664			
1864	1,390			
1865	1,656	Ditto	{	1,893
1866	1,860			
1867	2,090			
1868	1,747			
1869	2,114			

A glance at this Table shows that in proportion as the number of our ships has augmented, the number of wrecks has been steadily increasing; and it is also at once apparent that last year the number reported is in excess of the average of all previous years of which we have a reliable record—it being 367 more than in 1868,

and 221 above the average for the past five years.

It is worthy of remark that 1866 and 1867 show the next highest number of wrecks noted; but in respect to that fact it should be mentioned, as indicative of the bad weather experienced in 1866 (which was the year when the *London* was wrecked in the Bay of Biscay, and the year when so many shipwrecks occurred in Torbay), that 926 disasters happened when the wind was blowing at force 9 (a strong gale) and upwards. The following year (1867) we were also visited with heavy gales in six months of the year; and in one storm, which lasted from the 1st to the 3rd Dec., no less than 326 vessels were lost or damaged, 319 lives being unfortunately lost from them!

It is interesting to observe the varying number of shipwrecks which happened in each month of last year, and we therefore append a Table showing this, annexing also a column in which we have shown from what quarter the principal gales blew during such periods:—

	Number of Wrecks.	Chief Winds in each Month.
January . . .	216	S., & S.S.W.
February . . .	245	S.W., & W.S.W.
March . . .	227	N.E., & N.N.E.
April . . .	88	S.W.
May . . .	78	E.S.E., & E.N.E.
June . . .	75	N.N.E., & N.E.
July . . .	57	S.W., & W.S.W.
August . . .	70	S.W., & N.W.
September . . .	237	W.N.W., & S.W.
October . . .	333	N., & N.N.W.
November . . .	182	N.W., & W.N.W.
December . . .	306	S.W., & S.S.W.

Total. . . 2,114

The most destructive gale in 1869 was the northerly one experienced on the 19th October.

As regards the nationalities of the vessels wrecked on our shores during the past year, 2,163 of them were British and 387 foreign ships; while the country and employment of 44 are unknown. In classifying the voyages of the vessels, it is seen that 663 British ships were foreign going; and that of the foreigners, 298 were making voyages to or from the United Kingdom; 46 were passing our shores, and 28 were employed

in our coasting-trade. The remaining 1,559 ships were engaged in the coasting-trade of the United Kingdom, with the exception of those whose country and employment are unknown.

The number of collisions last year was 461; and of the 1,653 wrecks and casualties other than collisions, 606 were total wrecks, and 1,047 were disasters causing partial damage more or less serious. In the previous year (1868) there were 1,368 wrecks and casualties other than collisions; while in 1867 the number was 1,676, or more than had been reported in any previous year since 1858.

Taking the average for the past fourteen years, including 1869, the number is, for wrecks resulting in total losses other than collisions, 484; and for similar casualties resulting in partial damage, 719; while, as we have just said, the number for the past year is 606 for total losses, and 1,047 for partial damage irrespective of collisions.

The accompanying new and enlarged Wreck Chart of the British Isles for the year 1869, enables the reader at a glance to fix on the position of each of last year's wrecks—every black dot on that chart represents such a casualty, while the several life-boat stations of the noble fleet belonging to the NATIONAL LIFE-BOAT INSTITUTION are also clearly indicated by a characteristic emblem.

It will be observed that very few parts of the coast are without the melancholy round 'wreck' dots; but happily it is also noticeable that the 'life-boat's' mark is now to be found in large numbers on the Chart.

We now turn to the ages of the different wrecked vessels, as far as the same were known. For 1869 it is as follows:—

	Vessels.
Under 3 years	198
3 and not exceeding 7 years	406
8 " " 10 "	218
11 " " 14 "	308
15 " " 20 "	314
21 " " 30 "	436
31 " " 40 "	229
41 " " 50 "	112
51 " " 60 "	53
61 " " 90 "	32
91 " " 100 "	2
Unknown	286
Total	2,594



SUMMARY

In 1869 the Number of Vessels wrecked on the coasts and in the seas of the United Kingdom was 2,594, and the Loss of Life as far as can be ascertained 933.

	Mortar and Life Boats. Rocket Stations.		
There are	194	191	in England.
"	32	42	" Scotland.
"	28	49	" Ireland.



A noticeable feature of this list is, that ships comparatively new are lost in greater proportion than those which are old. Thus we find that up to fourteen years 1,130 were lost, and from fifteen to thirty there were 750, while there were 341 old ships between thirty and fifty, and 87 very old ships, one of which was 94, and another nearly a hundred years old! The last named vessel was a collier, and it had seven persons on board when it was wrecked, one of whom only was saved.

We have repeatedly, through the medium of this Journal, strongly called attention to the terribly rotten state of many of the ships above twenty years old; in too many instances, on such vessels getting ashore, their crews perish before there is any possibility of getting out the life-boat from the shore to their help.

From a Table giving the localities of the wrecks, we have compiled, on an admirable plan suggested by HENRY JEULA, Esq., the Honorary Secretary of the Statistical Committee of Lloyd's, the following particulars, giving the average percentages of the disasters according to the different parts of the coasts of the United Kingdom on which they happened:—

<i>Parts of the Coasts.</i>	<i>Per Centage</i>
EAST COAST: Dungeness to Duncansby Head (inclusive)	56.30
WEST COAST: Land's End to Mull of Cantyre (inclusive).	23.41
SOUTH COAST: Dungeness to Land's End (exclusive)	10.08
IRISH COAST	7.00
North and West Coasts of Scotland, from the Mull of Cantyre to Duncansby Head; including the Northern Islands, Hebrides, Islay, Orkney, Shetland, &c.	1.84
Isle of Man, Scilly Islands, and Lundy Island	1.37
	100.

As usual, the largest number of wrecks occurred on the east coast, although the loss of life was not greatest there. The largest loss of life, during the ten years ending in 1869, was in the Irish Sea and on its coasts.

Owing to the admirable and detailed manner in which the *Register* is worked out, we are enabled to denote the mode in which the different wrecks were rigged. Thus we

find that of those which happened in 1869 98 were fitted as ships, 192 were steam-vessels, 706 schooners, 468 brigs, 327 barques, 265 brigantines, and 178 smacks, the remainder being mostly smaller craft, rigged in various ways. Schooners and brigs, as usual, furnish the greatest number of wrecks, that being the ordinary class of rig of our coasting-vessels.

The Table which distinguishes the wrecks in 1869, according to the force of the wind when they happened, is a highly instructive one. It is as follows:—

<i>Force of Wind.</i>	<i>Vessels.</i>
Calm.	19
Light air. Just sufficient to give steerage way.	28
Light breeze } With which a ship with all sail 1 to 2 knots.	100
Gentle breeze } set and clean 3 to 4 knots.	30
Moderate breeze } full, would go in smooth water 5 to 6 knots.	178
Fresh breeze } Royals, &c.	220
Strong breeze } Single reefs & 1. G. sails	262
Moderate gale } In which she could just carry Double reefs & jib	77
Fresh gale } going free Triple reefs, &c.	63
Strong gale } Close reefs & courses	700
Whole gale, in which she could just bear close reefed main-top-sail and reefed foresail	157
Storm. Under storm staysail	39
Hurricane. Under bare poles	141
Unknown	100
Total	2,114

This reveals the remarkable fact that no less than 177 wrecks happened when the wind was either perfectly calm, or at most there was not more than a gentle breeze blowing, and that 660 vessels were lost in moderate, fresh, and strong breezes.

We notice that of the 606 total wrecks during the past year on our shores, not counting collisions, 74 arose from defects in the ships or their equipments, such as imperfect charts, compasses, &c.,—45 of them, indeed being caused by absolute unseaworthiness—80 occurred through the fault of those on board; 71 parted their cables, or dragged their anchors, and went on shore; 57 were lost from damage to hull or the loss of masts, yards, or sails; 119 foundered, 3 capsized; and the rest were wrecked in various other ways.

It is a lamentable fact that, irrespective of collisions, 154 vessels should thus have been totally lost in one year, we fear, in too

many instances, through the short-comings of man, attended, as these disasters too frequently were, with a deplorable loss of life.

And as regards those casualties, 1,047 in number, classed as "partial losses other than collisions," it appears that 156 of them were caused by carelessness, and 72 by defects in the ships or their gear; and, taking the record of the past ten years, we grieve to say that 3,249 vessels were either totally or partially lost from such really preventible causes in that period; and the loss of life in such cases must, of course, have been truly alarming.

We moreover find that 571 vessels were wrecked last year that were under the command of masters who held certificates of competency; and that in 264 cases the masters held certificates of service; while the large number of 1,135 were lost which were under the command of persons who were not legally compelled—as most assuredly they should have been—to possess such certificates of competency, besides 389 that had foreign masters not holding British certificates. In 235 cases it is not known whether or not the masters held certificates.

On analysing the tonnage of the vessels lost last year, it proves to be as follows:—

	Vessels.
Vessels under 50 Tons	462
51 and under 100 "	616
101 " 300 "	996
301 " 600 "	371
601 " 900 "	73
901 " 1200 "	49
1201 and upwards "	25
Unknown	2
Total	2,594

As respects cargoes, it seems that 691 were laden colliers, 183 colliers in ballast, 139 vessels having metallic ores on board, 187 with stone ores, &c., 153 were fishing-smacks, and 1,241 were ships with other cargoes or in ballast.

As usual the ships of the collier-class employed in the regular carrying-trade have suffered severely; they numbered 1,200, or about half the whole body of ships to which accidents happened during the year. Thus it is, in a great measure, that so

many casualties occur on our coasts, for such is the notoriously ill-found and unseaworthy manner in which these vessels are sent on their voyages, that in every gale—even if it be one of a moderate character only—it becomes a certainty that numbers of them will be destroyed, as will be seen from the fact that 844 of them were lost in 1864; 934 in 1865; 1,150 in 1866; 1,215 in 1867; 1,014 in 1868; and 1,200 in 1869—or 6,357 in six years.

It is overwhelming to contemplate the loss of life from these, in too many instances, *avoidable wrecks*.

Turning now to the cases of collisions at sea off our coasts, which are often of a very distressing character, the number reported last year, as we have before observed, is 461; and of these 148 occurred in the daytime and 313 at night. The numbers given for the year 1868, were 99 in the day and 280 in the night. Those for 1869, again, give 90 as total and 371 as partial wrecks; and of the total wrecks no less than 29 happened from bad look-out, 16 from want of proper observance of the steering and sailing rules, 8 from thick and foggy weather, and 37 from other causes.

Of the partial losses through collision, 66 were from bad look-out, 53 were from neglect or misapplication of steering and sailing rules, 23 from want of seamanship, 33 from general negligence and want of caution, 11 from neglecting to show proper light, and 185 from various other causes.

The nature of the collisions is thus given:—17 occurred between steamers, and 193 between sailing-vessels while both were under way; 76 collisions also happened between sailing-vessels, one being at anchor and the other under way; 66 between steamers and sailing-vessels, both being under way; and only 13 were caused by steamers running into sailing-vessels at anchor; 4 by sailing-vessels under way running into steamers at anchor; and none by one steamer coming into collision with another at anchor: 92 collisions also occurred through vessels breaking from their anchors or moorings.

The following important Table, showing the casualties attended with loss of life on

the coasts of the British isles during the past nine years, is so interesting and instructive, that we can hardly omit it, as it

is evident that it has been prepared with great care and intelligence:—

YEARS.	BRITISH SAILING VESSELS.			BRITISH STEAM VESSELS.			FOREIGN VESSELS.		
	Vessels wrecked, with loss of Life.	Tonnage.	Number of Lives lost.	Vessels Wrecked, with loss of Life.	Tonnage.	Number of Lives lost.	Vessels wrecked, with loss of Life.	Tonnage.	Number of Lives lost.
1861 . . .	163	25,043	638	7	1,857	66	30	8,297	169
1862 . . .	124	20,146	495	5	1,739	119	16	6,028	73
1863 . . .	128	16,110	500	1	467	33	22	2,670	87
1864 . . .	88	9,545	392	8	3,639	83	12	2,215	41
1865 . . .	137	19,301	461	10	3,666	136	17	4,250	101
1866 . . .	163	26,092	703	9	3,802	92	27	3,797	104
1867 . . .	230	31,470	918	15	5,301	195	34	6,127	230
1868 . . .	170	28,059	678	7	2,236	43	19	3,570	104
1869 . . .	175	29,061	724	6	1,457	19	28	4,045	133
Totals for } nine years }	1,378	204,827	5,509	68	24,164	786	205	40,999	1,042

The lives lost in 1869 were in 211 vessels, 132 of which were laden, 61 in ballast, and in the other 18 cases it has not been ascertained whether the vessels were laden or not. Only 166 of these vessels were entirely lost, the rest having only sustained partial damage. 435 men lost their lives in vessels that foundered, 118 in collision cases, 288 in vessels stranded or cast ashore, and 92 from other causes.

Nearly 170 lives were lost in fishing-boats overtaken suddenly, in too many instances, by heavy gales of wind.

Of the ill-fated vessels wrecked with the loss of all hands, little of course is usually known, the entries in the *Register* being necessarily confined to the statement of their having sailed from one port to another; and, as they were never more heard of, it becomes necessary to state in ominous terms opposite to their names "Foundered, (supposed) total loss," the crew being numbered under the heading "Number of lives lost." How truly significant are these brief and telling words!

Large, however, as the loss of life is, it would of course have been vastly increased in the absence of the noble work performed in every storm by the boats of the NATIONAL

LIFE-BOAT INSTITUTION, the rocket apparatus of the Board of Trade, and various other successful means through which, under God's providence, thousands of our shipwrecked sailors were saved from a watery grave last year.

At the present time there are 223 life-boats on the coasts of the British Isles, under the management of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, besides 41 controlled by local boards alone. Again, the Rocket and Mortar Apparatus Stations now number 282, these being under the care of the Coastguard and the Board of Trade.

Wherever there is a dangerous spot on our coasts—provided sufficient men are to be found there competent to work a life-boat—it has been the constant aim of the Institution to form a life-boat station. Nobly do the gallant life-boat men answer to the call of duty, and constantly do they show that they are ready to risk their own lives to save those of others.

Thus during the past twenty-two months, the Institution has contributed by its life-boats and other means to the saving of 1,847 lives from different wrecks on our coasts, in addition to 53 vessels rescued from destruction—making a grand total of

19,694 lives saved from shipwrecks since the first establishment of the Institution, in addition to property of incalculable value.

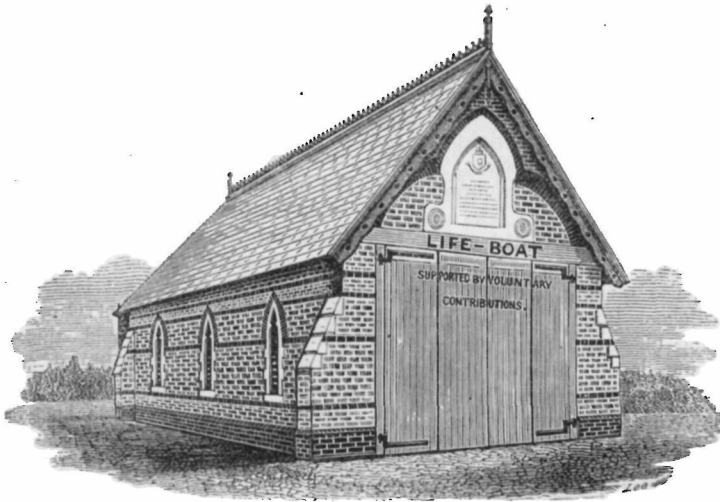
The tendency of the foregoing observations, and the whole tenour of this *Wreck Register*, must make it manifest to every one that the continuous and successful efforts which are being so strenuously made on our coasts—and never more so than during the storms of the last two or three weeks, by the NATIONAL LIFE-BEAT INSTITUTION, the Board of Trade, and our boatmen and fishermen—must not be allowed on any consideration to falter, even for an hour. Hundreds if not thousands of persons are placed every storm in jeopardy of their lives by shipwrecks, and since the danger is constant, the provision against that danger must not be suffered to relax. The effects of the stormy elements, and the not

unfrequent carelessness and ignorance of man, can only be even partially overcome by calculations and foresight corresponding to those which have so strikingly distinguished the conquerors in the present European conflict, “for peace has her victories no less renowned than war.”

We, therefore, do not hesitate to make a renewed and earnest appeal to the British public on behalf of the NATIONAL LIFE-BEAT INSTITUTION, now absolutely and entirely dependent on voluntary support. We believe that no Society has stronger claims on public sympathy and support than an institution which contributes every year to the saving of hundreds of shipwrecked persons, who, in the absence of its noble life-saving fleet, would in all human probability perish—

“Without a grave, unknell’d, uncoffin’d, and unknown.”

ADDITIONAL STATIONS AND NEW LIFE-BEATS.



WELLS, NORFOLK.—A new life-beat establishment has been formed by the NATIONAL LIFE-BEAT INSTITUTION at Wells, on the coast of Norfolk. There was a considerable length of coast in the district without a life-beat, and as vessels frequently got aground on the outlying sands which surround the port, it was considered it would be a great advantage to have a life-beat stationed there to be in readiness

for such casualties. A suitable boat-house had accordingly been erected on a convenient site in the town, in close proximity to the residences of the men who will hereafter man the boat. As there is a good road from the town going to the shore, about a mile to the west of the harbour, the boat can at all times of the tide be quickly taken along it, should its services be required to wrecks on the west shore, or it can be launched

into the harbour, and thence be taken to sea. A fine new self-righting life-boat and transporting-carriage have been sent to this station. The boat is 33 feet long, 8½ feet wide, and rows 10 oars double-banked. It has been purchased with the proceeds, amounting to 500*l.*, of penny readings in different parts of the kingdom, but particularly in the counties of Suffolk and Norfolk. The great credit of organising and collecting the fund being due to E. B. ADAMS, Esq., surgeon, of Bungay, Suffolk, the boat has, at his request, had the name of his wife associated with it, the boat being called the *Penny Readings and Eliza Adams*. The exhibition and first launch of the boat at its station took place on the 12th November last. On that day a large procession was formed at the Wells railway station, with flags, banners, and music, and the boat was drawn through the streets of the town to the harbour, where it was formally presented by Dr. ADAMS to the Institution, which was represented on the occasion by Capt. WARD, R.N., its Inspector of Life-boats. After the usual addresses to the large crowd assembled, and a blessing having been invoked on the boat and its crew by the rector of the parish, the late much-respected Countess of LEICESTER performed the ceremony of naming the boat. It was then launched, and put through various evolutions, including capsizing, to display the self-righting and other powers the boat possesses, in common with the other self-righting life-boats of the Institution. The Earl of LEICESTER afterwards presided at a public luncheon given in honour of the occasion. A ball was also given in the evening in the National School Rooms—all the proceedings passing off in the best manner. On the following day the life-boat was taken out by the Inspector during a hard gale of wind; the crew were greatly pleased with the boat, and spoke very highly of its admirable sailing qualities. It should be mentioned that the Great Eastern Railway Company readily granted the life-boat a free conveyance over their line from London to Wells.

In all these proceedings the late Countess of LEICESTER, with members of her family, took a lively interest. It may be added that in her Ladyship the life-boat cause has lost a liberal but unassuming supporter.

WEST HARTLEPOOL, DURHAM. — The North Eastern Railway Company, who own

the docks at this place, and who had two life-boats there, have transferred the latter to the NATIONAL LIFE-BOAT INSTITUTION, which has undertaken the complete renovation of these life-boat establishments. One of the boats is 30 feet long, and rows 12 oars, and it had only recently been put into a thorough state of repair. It was provided with a transporting-carriage, and was kept in a house on the beach, but that not being a suitable position for it, it has been transferred to the other life-boat house, a wooden building inside the docks, that house being renovated and prepared for its reception. The life-boat originally kept in this house was a 40 feet boat, having 12 feet beam, and rowing 18 oars. It was too large and unwieldy to be properly manageable in a heavy sea, and had never been approved of by the boatmen, who readily expressed their desire to change it for one of the Institution's boats. It was mounted on a low launching truck, and this has been taken for the service of the other boat, whose carriage had been broken up. The larger of the old boats having been condemned, a new self-righting life-boat, 33 feet long, 8½ feet wide, and rowing 10 oars double-banked, has been provided for the station. It is furnished with a transporting and launching-carriage on the usual plan, and a new house has been erected for them not far from the other boat-house on the beach, but more favourably situated, both for access by road and for launching. The new life-boat sent to West Hartlepool was given by the Ancient Order of Foresters, it being the second boat presented to the Institution by that great body. Their first boat, stationed at Newquay, on the coast of Cardiganshire, is named the *Forester*, and this one the *Forester's Pride*. A liberal annual contribution is given by the Order in aid of the maintenance of their two boats. On the 2nd August 1869, the West Hartlepool new life-boat, on the way to its station, was exhibited at Sunderland on the occasion of the High Court Meeting of the Foresters then sitting there. The ceremonial, which was conducted under the superintendence of the Inspector of Life-boats, was attended by vast crowds, consisting both of the inhabitants of the town, and of strangers, including many thousands of Foresters, who accompanied the boat through the streets in procession, together with members of kindred societies, volunteers, the coastguards, &c., with banners flying and several bands

of music. Unfortunately the weather was not at all propitious at the time of the launch; still the usual ceremony was gone through, Miss SHAWCROSS, the daughter of the able and indefatigable secretary of the Order, naming the boat. On the life-boat getting afloat it was upset, most of the men going round in the boat, which self-righted, as usual. The Sunderland and Whitburn life-boats of the Institution were also launched, and the Society's two life-boats at Tynemouth likewise came to do honour to the occasion. A public dinner terminated the proceedings of the day, and the life-boat and carriage were subsequently forwarded on to their station at West Hartlepool.

WHITBY, YORKSHIRE.—The life-boat and carriage here having been found on inspection to be unfit for further service, have been replaced by a new boat and carriage, which were forwarded there by the Institution in January last. The first life-boat was the gift to the Society of the late A. W. JAFFRAY, Esq., and, like that boat, the new one is named the *Lucy*. It is a 32-foot 10-oared boat, and it has already been of service, having in August last been the means of bringing safely into harbour the schooner *Mary and Jane*, of Sunderland, and her crew of 4 men. The vessel would inevitably have been wrecked but for the assistance of the life-boat, as before the boat reached her she was driving across the rocks into the broken water. The old life-boat had done good work in its time, it having contributed to the saving of 65 lives from various wrecks.

APPLEDORE, DEVON.—This life-boat establishment has been provided with a small life-boat, in addition to the boat already on the station, at the request of the local residents. There was already a spare life-boat house, as some years since Appledore was supplied with two life-boats. One of them, however, the smaller one, became unfit for service, and had to be broken up. It was locally thought at that time that, inasmuch as the Bristol trade was then chiefly carried on at the eastern side of Lundy Island, it was not necessary to replace the boat, but recently, after a shipwreck which had taken place in Bideford Bay, the local residents considered it desirable to have two life-boats, and the Institution has accordingly complied with their wish, remembering the fact that there is a very dangerous bar and out-

lying sand off this place. The new boat is 30 feet long, 6 feet wide, rows 6 oars single banked, and is provided with a transporting carriage. The cost of the boat and equipment was defrayed from a legacy bequeathed to the Institution by the late Mrs. MARY ANN WALKER, of Bristol, the boat being named the *Mary Ann*. In addition to that sum, WILLIAM YEO, Esq., of Appledore, an active member of the local Committee of Management, gave the very liberal sum of 100*l.* in aid of the future maintenance of the life-boat station. The new life-boat was placed on its station on the 21st February last, in the presence of a very large assemblage of persons. The boat, before being launched that day for the first time, was named by Miss YEO, who expressed a hope that God might speed it, and make it instrumental in His hands in saving many lives from the perils of shipwreck. On being tested under oars and canvas, the boat was found to answer admirably, and all present were much pleased with it. The London and South Western Railway Company kindly gave the boat a free conveyance to Bideford over their line.

KINGSGATE, KENT.—This life-boat, which is a very small one, intended to go off to vessels ashore on the "Main," has to be hauled up and down a long and steep gap-way in the cliffs from the boat-house to the beach; and as the boat formerly on the station, after a long trial, was pronounced by the crew to be too heavy for them, both ashore and afloat, a special boat has been designed and placed at Kingsgate, the other being removed to make way for it. The new boat is 30 feet long, and pulls 6 oars, and it is furnished with a two-wheeled transporting carriage, also constructed specially to meet the requirements of this life-boat establishment. The boat bears the name of the much-respected Deputy Chairman of the Institution, THOMAS CHAPMAN, Esq., as a compliment to him for his long and valuable co-operation in the management of the great and national work of the Institution.

As stated in a previous number of the Life-boat Journal, the Newhaven life-boat had been named after him by the Committee; but the Trustees of the late THOMAS BOYS, Esq., formerly of Bishopsgate Street, a very liberal contributor to the Society, having recently expressed an earnest desire that the Institution would allow a life-boat near Brighton to be named the *Elizabeth Boys*, Mr. CHAPMAN, in the most hand-

some and courteous manner, requested the Committee to transfer his boat to Mrs. Boys, and this change has accordingly been effected. The Kingsgate new life-boat and carriage arrived at their station on the 14th April last, being taken free from London by the South Eastern Railway Company, and the crew were favourably impressed with them, and considered they would be able to get the life-boat down the gapway and over the beach much more readily than they were able to do with the old boat.

SUMMARY OF THE

MEETINGS OF THE COMMITTEE.

Thursday, 2nd June, 1870. THOMAS CHAPMAN, Esq., F.R.S., V.P., in the Chair.

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

Read and approved the Report of Captain J. R. WARD, R.N., the Inspector of Life-boats to the Institution, on his recent visits to Sidmouth, Exmouth, Teignmouth, Brixham, Salcombe, Portloe, Plymouth, Looe, Fowey, Mevagissey, Falmouth, Porthoustock, Mullion, Cadgwith, and the Lizard.

Also the Report of Captain DAVID ROBERTSON, R.N., the Assistant-Inspector of Life-boats, on his recent visits to Dunbar, the Isle of Arran, Ardrossan, Troon, Lossiemouth, Buckie, Port Gordon, Kingstown, Banff, Fraserburgh, Peterhead, Stromness, Thurso, and Wick.

Read letter from the War Office, of the 6th May, stating that orders had been given by His ROYAL HIGHNESS THE FIELD-MARSHAL COMMANDING-IN-CHIEF, for the Revised Instructions of the Institution for the Restoration of the Apparently Drowned, to be circulated at all the Stations of the British Army at home and abroad.

Reported the receipt of the following special Contributions in aid of the funds of the Institution since the last Meeting:—

	£	s.	d.
Proceeds of a Ball held at the Freemasons' Tavern, on the 20th Jan., in aid of the Covent-Garden Life-boat Fund, per Messrs. BOCKING and WEBBER	63	0	0
Rochdale Branch, per R. T. HEAPE, Esq.	56	14	6
The late Dr. WALTER CHIPPENDALE, per WILLIAM CHIPPENDALE, Esq.	50	0	0
Wakefield Branch, per HENRY ROBINSON, Esq.	25	18	0
THE COUNTESS DE MORELLA, per Admiral EVANS	20	0	0
Collected in the Bristol Mercantile Marine Office, per Capt. THOMAS SMITH, additional	12	0	0

— To be severally thanked.

Produced extracts from the following wills containing legacies to the Institution:—

The late SAMUEL VEAL, Esq., of Bloomfield Street, Westbourne Terrace North, reversionary, 200*l.*; and the late Miss SARAH DORSET, of Reading, 100*l.*

Reported the death of Mr. MARK LEMON, who, during the last twenty years, had, through the columns of *Punch*, rendered good service to the life-boat cause.

Decided, that the sympathy of the Committee be conveyed to the late Mr. LEMON's family.

Reported the transmission to its station of the Isle of Arran life-boat.

The Glasgow and South Western Railway Company had readily granted the boat a free conveyance over its line from Carlisle to Ardrossan. — To be thanked.

Ordered that a new life-boat house be built at West Hartlepool, at an expense of 239*l.* 15*s.*

Decided that the thanks of the Institution, inscribed on vellum, be presented to ROBERT HICKS, Esq., late Collector of H.M.'s Customs at Campbeltown, N.B., in acknowledgment of his valuable co-operation while holding the office of Honorary Secretary of that Branch of the Society.

Read letter from Mr. J. C. STUART, of the Custom House, of the 23rd May, calling attention to his plan for assisting to save life from shipwreck. — To be acknowledged.

Paid 2,009*l.* 4*s.* for sundry charges on various life-boat establishments.

Ordered that 1,000*l.* of the funded capital of the Institution be sold out to meet its current heavy expenses.

Voted 7*l.* 3*s.* to pay the expenses of the new Brighton Tubular Life-boat, in putting off on the 12th May, during a strong gale from the S.W., and in hazy weather, and saving the crew of 13 men and a pilot from the barque *Ida Maria*, of Dantzic, which had gone ashore on the Little Burbo Bank.

Also 5*l.* 8*s.* to pay the expenses of the Dungarvan Life-boat, in going off, during a southerly gale and in a very heavy sea, on the 30th May, and rescuing the crew of 3 men of the schooner *Bertholly*, of Carnarvon, which had struck on Dungarvan Bar.

Reported the services of the Newbiggin life-boat, in going out during a gale from the S.E. on the 11th May, and bringing safely into harbour 6 fishing-cobles and their crews, consisting of 24 men, which were in a distressed condition off that place.

Also the services of the life-boats at Silloth, Banff, and Dunbar, in attempting to save life from different wrecks, at which their services were not ultimately required.

Voted the Silver Medal of the Institution, and a copy of the vote inscribed on vellum, to Mr. WILLIAM STUGGINS, late second coxswain of the Teignmouth life-boat, in testimony of his long and gallant services in assisting, in that boat, to save the lives of a large number of shipwrecked men.

Also 2*l.* to 4 men employed on the Skellig Rock, Valentia, for assisting ashore 8 men from the boat of the barque *Ansell*, of St. John's, New Brunswick, which had been totally wrecked on the 3rd Feb. last.

Also 2*l.* to 4 men for saving, by means of a boat, 4 other men from a yawl, which, while it was blowing hard from the S.W., was swamped off the bar of Gweebarra, on the Irish coast, on the 16th April last.

Also 1*l.* to Mr. HUGH McLEAN, master of the steamer *Chieftain's Bride*, for putting off in a small boat from the steamer, and saving 1 out of

3 men, whose boat had capsized off Garth Voe, in attempting to reach the steamer, on the 25th April last.

THURSDAY, 7th July. THOMAS CHAPMAN, Esq., F.R.S., V.P., in the Chair.

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

Also the Report of the Inspector of Life-boats to the Institution on his recent visits to Porthleven, Penzance, Sennen, St. Ives, Hayle, Newquay, Padstow, Port Isaac, Boscastle, Bude Haven, Appledore, Clovelly, Braunton, Ilfracombe, Morte Bay, Lynmouth, Burnham, Portrane, and Hell Bay.

Also the Report of the Assistant-Inspector of Life-boats, on his late visits to Stonehaven, Montrose, Arbroath, Broughty Ferry, Buddon Ness, St. Andrews, Anstruther, North Berwick, Ardrossan, Campbeltown, Southend, Irvine, Ayr, Girvan, Ballantrae, Port Patrick, Port Logan, Drummore, Whithorn, and Kirkcudbright.

The Committee expressed their regret at the death of Mr. CHARLES DICKENS, who had, in conjunction with his friend, Mr. W. H. WILLS, rendered good service through his publications, for many years past, to the Life-boat cause.

Reported the receipt of the following special contributions in aid of the funds of the Institution since the last meeting:—

	£.	s.	d.
Inhabitants of Kingston and Surbiton, per J. A. Dow, Esq.	130	0	0
Alloa Branch, per G. C. COATS, Esq.	54	1	1
Stirling Branch, per D. FERGUSON, Esq.	51	14	7
Birmingham Branch, per Messrs. C. and W. BARWELL	50	6	0
Swansea Branch, per A. STERRY, Esq.	50	0	0
The Worshipful Company of Merchant Taylors, per THOMAS BARING, Esq., M.P., the Chairman of the Institution	21	0	0
Newark Branch, per Commander PARKER, R.N.	19	10	0
One moiety of the surplus arising from the sale of tickets of admission to the Press steam-boat, on the occasion of the last Oxford and Cambridge Boat Race, per R. B. WORMLEAD, Esq., of Bell's Life Office	12	9	3

—To be severally thanked.

Produced an extract from the Will of the late Mrs. ROLLESTON, of Swindon, in which she bequeathed 500*l.* to the Society. Mrs. ROLLESTON had long been a subscriber of 20*l.* a year to the Institution.

Ordered that life-boat houses be built at Chapel, Lincolnshire, and at Portloe, in Cornwall, at a cost of 311*l.*

Reported the transmission to their stations of the Ardrossan and Clovelly life-boats. Demonstrations had taken place with both boats.

The Glasgow and South Western Railway Company, with its accustomed liberality, had readily granted a free conveyance to the Ardrossan boat from Carlisle.—To be thanked.

Read letter from the Secretary of Lloyd's Register of British and Foreign Shipping Society, of the 6th June, transmitting a communication from their surveyor at Great Yarmouth, on the employment of American white oak in the construction of vessels, and on the use of salt as a preventive of decay in them. The Society also presented to the Institution a valuable set of their books for the current year.—To be thanked.

Decided, on the recommendation of the Ilfracombe Branch of the Society, and on the report of the Inspector of Life-boats, to form a life-boat station at Morte Bay, North Devon, where it was considered that such a boat would occasionally be of service.

Sir BRUCE CHICHESTER, Bart., had kindly promised to co-operate in the management of the station.

Decided also that the station be appropriated to the Bristol Shipmasters in the African trade, who were desirous to present to the Institution the cost of a life-boat, and to contribute 50*l.* a-year towards its future support.

Decided that the thanks of the Society and other mementoes be presented to Captain FRANCIS SHAW, late Harbour Master at Ramsgate, in acknowledgment of his long and valuable co-operation, in conjunction with Captain W. H. WALKER, H.C.S. Board of Trade, while holding that office, in the management of the life-boat on that station.

Ordered that another 1,000*l.* of the funded capital of the Society be sold out, to meet its current expenses.

Paid 1,877*l.* 6*s.* 1*d.* for sundry charges on various life-boat establishments.

Voted 8*l.* 14*s.* 6*d.* to pay the expenses of the Arklow life-boat, in putting off on the 24th June, and rescuing the crew of 4 men of the brigantine *Enchantress* of Belfast, which had struck on the Arklow Bank.

Also 6*l.* 10*s.* to pay the expenses of the Lytham life-boat in putting off, during a gale from the west, on the 9th June, with the view of rendering assistance to the schooner *Rapid*, of Preston, which had struck on the Horse Bank. Before, however, the life-boat could reach the vessel, she had got out of her dangerous position.

Also 15*l.* 10*s.* to pay the expenses of the Broadstairs life-boat, in going out, on the 27th and 28th June, to the assistance of a ship which was supposed to be in distress on the Goodwin Sands. The crew of the boat, however, were unable to discover any trace of such a vessel.

Also 10*l.* 8*s.* to pay the expenses of the Orme's Head life-boat, in putting off, during rough weather, on the 1st July, to assist the crew of the disabled smack *Maria*, of Portmadoc. The services of the life-boat were, however, not required, the men being able to land in their own boat.

Reported that the Ramsgate life-boat had gone out during a fresh gale from the N.N.W., on the 25th June, with the view of rendering assistance to the barque *City of London*, which had gone ashore in Trinity Bay. The services of the boat were not, however, needed.

Also that the same life-boat had put off, during a fresh breeze from the N.E., on the 27th and 28th June, in reply to signals of distress from the Gull light-ship. On arriving at the Goodwin Sands, however, the crew of the life-boat were unable to discover any trace of a vessel in distress.

Also the services of some of the crew of the Brightstone Grange life-boat, in assembling, on the 18th June, with the view of rendering assistance to the Austrian brigantine *Cam*, which had gone ashore near that life-boat station.

Voted the second service clasp of the Institution, and a copy of the vote inscribed on vellum, to Mr. WILLIAM HILLS, chief boatman in charge of Her Majesty's Coastguard at Padstow, in testimony of his long and gallant services in assisting, as coxswain of that life-boat, to save a large number of lives from shipwreck.

Also 3*l.* to Mr. JOHN CONNELL, chief boatman of her Majesty's coastguard at Tallagher, Ireland, and four other men, for putting off in a coastguard galley, and, after some difficulty,

rescuing one man from a boat belonging to Ballycray, which, during a squall from the S.W., was capsized on Tallagher Bar, on the 1st April last.

Also 2l. 10s. to Mr. DENNIS LYNCH, of Brandon, Co. Kerry, and three other men, for going out in a boat, and saving, after considerable difficulty and at much risk, the crew of 8 men of the brigantine *Martha*, of St John's, Newfoundland, which, during a gale from the S.W., became a total wreck near Brandon Bay, on the 2nd Feb. last.

Also 2l. to two men belonging to Lytham, who left their fishing in reply to signals of distress from a boat belonging to the wrecked schooner *Margaret and Jane*, of Barrow, and conveyed safely to Lytham five persons who were in that boat, in a state of great exhaustion, during a fresh gale, and in a heavy sea, on the 1st July.

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

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

Also the Report of the Assistant-Inspector of Life-boats, on his recent visits to Chapel, on the Lincolnshire coast, and to Salcombe, Devon.

Reported the receipt of the following special contributions in aid of the funds of the Institution since the last meeting:—

	£.	s.	d.
Bristol Shipmasters in the African trade, being the first instalment of their gift of the Morte Bay Life-boat Station, per Capt. R. F. EDGELL	120	0	0
Annual Order of Foresters, annual subscription for 1869, for the maintenance of its two Life-boats, per SAMUEL SHAWCROSS, Esq.	100	0	0
N. R., further on account of his Life-boat Fund	50	0	0
Collected at Glasgow Custom House, per D. COLQUHOUN, Esq., and Mr. CHARLES BURRIDGE	23	14	0
Newhaven Branch, per W. S. EDWARDS, Esq.	20	0	0

To be severally thanked.

Also 10l., being the amount of the legacy bequeathed to the Society by the late Mrs WELLS, of Mannamead, Plymouth.—To be acknowledged.

Decided, on the recommendation of the Inspector and the Surveyor of Life-boats to the Institution, that the present life-boat at Aldborough be condemned, and that she be replaced by a new boat 40 feet long and 10 feet in width.

[A fine new self-righting life-boat, which had to be specially built for this station, was placed at Aldborough on the 18th October.]

Also that the thanks of the Institution, inscribed on vellum, be presented to T. B. SMITHIES, Esq., HENRY FORD BARCLAY, Esq., and Mr. JOHN FALLETT, in acknowledgment of their valuable co-operation in raising the cost of the *British Workman* Life-boat, stationed at Palling, on the coast of Norfolk.

Reported the transmission to its station of the life-boat for Chapel, on the Lincolnshire Coast; and that the inauguration of the life-boat establishment had taken place with much *éclat* on the 22nd July.

Ordered that a new life-boat house be built at Kessingland, on the coast of Suffolk, at an expense of 25l. 7s. 0d.

Paid 2145l. 3s. 6d. for sundry charges on various life-boat establishments.

Voted 9l. 17s. 6d. to pay the expenses of the

Wexford small life-boat, in putting off during a N.W. gale, on the 21st July, with the view of rendering assistance to the schooner *Bridget*, of Barmouth, which was reported to be in distress near the Tusker Rock. The services of the life-boat, however, were not required, as the vessel had succeeded in getting out of her dangerous position.

The crew of the *Carnsore* life-boat, which is the adjoining station to the Port of Wexford, also assembled with the view of launching their boat to the same vessel.

Voted 8l. 11s. to pay the expenses of the life-boat at Chapel, on the Lincolnshire coast, in going out, in a high sea, to the assistance of the sloop *Prince Albert*, of Wisbeach, which had sunk opposite the Huttoft-coastguard station on the 25th July. The crew of the vessel, however, succeeded in reaching the shore in their own boat, so that the services of the life-boat were not required.

This life-boat had only been placed on its station and publicly inaugurated three days previously, viz., on the 22nd July, as before stated.

Reported the services of the Whitby life-boat, in putting off while it was blowing strongly from the N., on the 26th July, and, with the assistance of a steam-tug, bringing safely into harbour the brigantine *Mary and Jane*, of Sunderland, which had gone on the Whitby Rock.

Also the services of the Blackpool life-boat, in going out, on the 27th July, during a N.W. gale, to the assistance of the yacht *Active*, of that port, which was in distress near the Crusader Bank. The owner of the yacht was on board at the time with three friends. On the life-boat reaching the vessel those gentlemen were taken into the boat. Two of the crew of the life-boat were then put on board with the owner, and they jointly succeeded in running the yacht ashore, half-full of water.

Voted 10l. to the crews of some Whitby fishing cobbles for putting off, during a gale from the N., and saving 7 men from the brig *Cowden*, of Hartlepool, and 6 men from the brigantine *True Blue*, of Dover, both of which vessels became total wrecks on the Whitby Rock, on the 26th July.

Also the thanks of the Institution and 1l. to Mr. EDWARD SKILLICORN, second officer of the steamer *Tynwald*, in acknowledgment of his services in saving one of the passengers, who, in attempting to jump off the steamer to the pier, on the 12th July, had fallen into the water, and was in imminent danger, his head having struck against the pier in his fall.

THURSDAY, 1st September: THOMAS CHAPMAN, Esq., F.R.S., V.P., in the Chair.

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

Also the report of the Inspector of Life-boats to the Institution, on his recent visits to Green-castle, Portrush, Groomsport, Ballywalter, New-castle, Tyrella, Dundalk, Drogheda, Skerries, and Poolbeg.

Also the report of the Assistant-Inspector of Life-boats, on his recent visits to Poolbeg, Valentia, Courtmacsherry, and Queenstown.

Read letter from the Admiralty, of the 9th Aug., stating that, on the application of the Institution, HER MAJESTY'S SECRETARY OF STATE FOR WAR had given instructions for a 32-pounder gun and its stores belonging to the Coastguard station at Brooke, Isle of Wight, to be given to the Society for use as a signal gun at that Life-boat station.—To be thanked.

Reported the receipt of the following Special

Contributions in aid of the funds of the Institution since the last meeting:—

	£.	s.	d.
RICHARD DURANT, Esq., further in aid of the Salcombe Life-boat station, (making a total of 800 <i>l.</i>)	160	0	0
Burton-on-Trent Branch, per E. MADELEY, Esq., additional	77	0	0
"N."	52	10	0
Independent Order of Odd Fellows ("Manchester Unity"), annual subscription for the support of its Life-boat at Cleethorpes, per Mr. HENRY RATCLIFFE	50	0	0
Dublin Branch, per Mr. S. B. TAYLOR, additional	50	0	0
"Simla" Life-boat Fund, per Capt. A. R. WESTON, of the P. and O. steamer <i>Surat</i> , additional	35	18	0
One-half of collection made in St. Peter's Church, Ipswich, per Rev. A. H. SYNGE	6	10	0
Amount of collections made after Sermons preached at Greenstead, Colchester, per Rev. Dr. SEAMAN	2	17	3

—To be severally acknowledged.

Read letter from Mr. CHARLES M. STRETTON, of Southampton Buildings, Chancery Lane, of the 27th Aug., forwarding an extract from the Will of the late Mr. CHARLES LLOYD, of Kennington, in which he bequeathed 500*l.*, free of duty, to the Society, for a Life-boat to be built, and called the *Charley Lloyd*, and to be tried in Shadwell Basin.

Mr. STRETTON stated that the testator had passed his earlier days at sea; and that he had been providentially preserved from drowning upon nine different occasions.—To be acknowledged, and ordered that the Life-boat conditions of the Will be complied with.

Reported the transmission to its station of the new Life-boat for Banff, and that a public demonstration of welcome had taken place there on its arrival.

The Great North of Scotland Railway Company had liberally granted a free conveyance over its line to the boat from Aberdeen to Macduff.—To be thanked.

Decided, that various works be carried out at the Salcombe, Appledore, Blakeney, and Chapel Life-boat stations, at an expense of 68*l.*

Read letter from Mr. JAMES HAUGHTON, the Honorary Secretary of the Duncannon Branch, of the 13th Aug., stating that he had resigned that office; and that he would be succeeded by Capt. S. D. BARTLETT.—To be thanked for his past kind services.

Paid 59*l.* 13*s.* for sundry charges on various Life-boat Establishments.

Voted 8*l.* 7*s.* to pay the expenses of the Banff life-boat in putting off, during a fresh gale from the N., on the 19th Aug., and bringing ashore the crew of 9 men from the brig *Regina*, of Swinemunde, which had parted one cable while at anchor and which was in a perilous position in Banff Bay.

Also 7*l.* to pay the expenses of the New Brighton tubular life-boat in going off, during a fresh gale from the N.W., on the 29th Aug., and rescuing 5 persons from the flat *Rattler*, of Liverpool, which had stranded on the North Bank.

Also 11*l.* 15*s.* to pay the expenses of the Cleethorpes life-boat in going off, during a gale from the N.W., on the 29th Aug., and saving the crews of 2 men from the Dutch smack *Jan Wilhelmina*, of Nieu Diep, and 9 men from the brig *Hope*, of Jersey, which vessels had stranded respectively at Tetney Haven and at Grainthorpe Haven. The life-boat was engaged ten hours in performing these two services.

Also 5*l.* to the master and 4 men of the smack *Laurel*, of Ramsgate, for saving 9 persons belonging to the brigantine *Dublin Lass*, of Guernsey, which was totally wrecked on the Margate Sands, on the 30th May last, in stormy weather.

Also 3*l.* to a boat's crew for putting off and rescuing 2 men from a fishing-boat, which, during a high sea, had capsized off Whalsey Skerries, Shetland Islands, on the 27th June last.

Also 2*l.* 10*s.* to 5 men belonging to Deal, for going off in a boat and saving 3 men from a sailing galley belonging to Lloyd's agents at that place, which had capsized off Deal, on the 20th Aug., during squally weather.

Also a reward to 3 men for putting off in a boat and rescuing 3 men from a capsized boat, off Whiddy Island, Co. Cork, during a squall on the 1st May last.

THE SAILOR'S MOTHER.

One morning (raw it was and wet—

A foggy day in winter time)

A woman on the road I met,

Not old, though something past her prime:

Majestic in her person, tall and straight;

And like a Roman matron's was her mien and gait.

* * * *

When from these lofty thoughts I woke,

"What is it," said I, "that you bear,

Beneath the covert of your cloak,

Protected from this cold, damp air?"

She answered, soon as she the question heard,

"A simple burthen, Sir, a little singing-bird."

And thus continuing, she said,

"I had a son, who many a day

Sailed on the seas, but he is dead;

In Denmark he was cast away:

And I have travelled weary miles to see

If aught which he had owned might still remain for me.

"The bird and cage they both were his:

'Twas my son's bird; and neat and trim

He kept it: many voyages

The singing-bird had gone with him;

When last he sailed, he left the bird behind;

From bodings, as might be, that hung upon his mind.

"He to a fellow-lodger's care

Had left it, to be watched and fed,

And pipe its song in safety;—there

I found it when my son was dead;

And now, God help me for my little wit!

I bear it with me, Sir;—he took so much delight in it."

WORDSWORTH.

NOTICE.

THIS Journal will in future be published on the first day of February, May, August, and November in each year.

The delay in the publication of the current Number has been caused by the Annual *Wreck Register* of the Board of Trade having only been received a few days ago.

Royal National Life-Boat Institution.

INCORPORATED BY ROYAL CHARTER.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patroness—Her Most Gracious Majesty the Queen.

Vice-Patron—His Royal Highness THE PRINCE OF WALES, K.G.

President—His Grace THE DUKE OF NORTHUMBRELAND, P.C., D.C.L.

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

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



God Help our Men at Sea.

APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that, during the past year, and the first ten months of the present, the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £42,645 on various Life-boat Establishments on the Coasts of England, Scotland, and Ireland, in addition to having contributed to the saving of 1,847 persons from various shipwrecks on our coasts.

GENERAL SUMMARY OF THE WORK OF THE INSTITUTION THE PAST TWENTY-TWO MONTHS.

Number of Lives rescued by Life-boats, in addition to 53		£.	s.	d.
Vessels saved by them	1277	..	..	..
Number of Lives saved by Shore-boats, &c.	570	..	..	..
Amount of Pecuniary Rewards for Saving Life . . . . .	..	4,443	16	2
Honorary Rewards:—Silver Medals	26	..	..	..
Votes of Thanks on Vellum and Parchment	35	..	..	..
Total	61	1,847	£4,443	16 2

The Committee desire to acknowledge with gratitude the liberal support which they have received from the British Public during the past few years,—a support which has enabled them to establish their present great Fleet of 223 Life-boats on the shores of the United Kingdom. Deeply sensible, however, of the great responsibility that rests on them to maintain their Fleet in a thoroughly efficient state, and its crews practised in the management of their boats, which can only be effected by a large and *permanent Annual Income*, they earnestly appeal to all classes of their countrymen to support them in upholding and perpetuating so great and truly national a Work.

The number of Lives saved either by the Life-boats of the Society, or by special exertions, for which it has granted Rewards, since its formation, is 19,694; for which Services 90 Gold Medals, 818 Silver Medals, and £33,677 in cash have been paid in Rewards.

The expense of a Life-boat, its equipment, transporting-carriage, and boat-house, averages £680, in addition to £50 a-year needed to keep the station in a state of efficiency.

Donations and *Annual Subscriptions* are earnestly solicited, and will be thankfully received by the Bankers of the Institution, Messrs. WILLIS, PERCIVAL, and Co., 76 Lombard Street; Messrs. COURTS and Co., 59 Strand; Messrs. HERRIES, FARQUHAR, and Co., 16 St. James's Street, London; by all the other Bankers in the United Kingdom; and by the Secretary, RICHARD LEWIS, Esq., at the Office of the Institution, 14 JOHN STREET, ADELPHI, London, W.C.—1st November, 1870.