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LIGHTS AND LIGHTHOUSES.

(Continued from page 725.)

Of all the substances which the genius of man has enabled him to extract from the crude matter of the earth, and to appropriate to his own use, there is perhaps none so beautiful as glass. Whether we look at the vessels of thousand shapes which ornament our festive boards and administer to our daily comfort, or at the stately mirror, or the noble modern window-pane, so pellucid as almost to deceive us as to its reality; or whether we contemplate the wondrous lens, which enables us to shorten space, exposes to our view the otherwise invisible stars, and brings within our ken the microscopic world, we think there is nothing within the whole range of human manufactures that does not, in point of beauty, pale by comparison with it.

Amongst the numberless useful purposes to which this ductile, adaptable body has been appropriated, one of the most beautiful and valuable has been the illumination of the coasts of the sea.

In our last part of this Article, we stated that rays of light emanating from any luminous body could be collected and thrown in any required direction, either by reflection or refraction, and that the former mode, which we then described, was termed the catoptric system.

We have now to give some account of the latter and later mode, which, in contradistinction to the other, is called the dioptric system, catoptrics being that part of optics which treats of rays of light after being reflected, and dioptrics of refracted rays.

Until a comparatively recent period the use of lenses was confined to optical instruments in the usually understood sense of the

term, such as telescopes, microscopes, eye-glasses, and spectacles, and to burning-glasses. It may be thought strange that it did not occur to some opticians, at an earlier period, to apply them to lighthouse illumination; but it will appear less so when it is remembered that with the increase of size in a lens the thickness of the glass increases so greatly that the rays of light in passing through it become much obstructed, which would have been still more the case when the manufacture of that material was in a much more imperfect state than now, and when, indeed, lenses of sufficient sizes could not have been manufactured free from flaws.

The first person to whom it occurred to get over this difficulty was the celebrated Buffon, who, to prevent the great absorption of light in a lens of large dimensions, proposed to grind out of a solid piece of glass a lens in steps or concentric zones, and burning-glasses were so constructed by the Abbé Rochon about the year 1780. Great difficulties, however, attended this process, and it was not followed up.

The merit of first proposing the building these lenses in separate pieces, which was the next step in advance, is due to Condorcet, who, in his 'Eloge de Buffon,' published in 1773, in remarking on Buffon's lenses, suggests that they might be so constructed.

To our countryman, Sir David Brewster, however, is undoubtedly due the credit of first proposing, in the year 1811, the construction of lenses composed of several separate zones, and those zones of separate pieces, which he termed polyzonal lenses; and of first proposing, in 1815 or 1816, the application of such lenses to lighthouse illumination.

Lastly, in the year 1822, the celebrated French optician, M. Fresnel, who was unacquainted with Sir David's invention,

proposed the very same thing, and was at once employed by the French Government to introduce the new lenses into all the lighthouses on the coasts of France. This mode of illumination has since, in consequence, been generally denominated the 'French system.'

However, although we believe that Sir David Brewster has never had full justice done to him for his repeated and persevering, although unavailing, efforts to introduce this dioptric system into British lighthouses, we must leave the claims of rival inventors to be settled in other works, and devote our limited space rather to what will chiefly interest our readers—a plain description of the valuable and beautiful system itself, many of the improvements and details of which were first practically carried out by the distinguished Frenchman above named. M. Fresnel, indeed, appears to have been the first to have actually constructed an annular lens, and, in conjunction with MM. Arago and Mathieu, placed a powerful light in its focus, thus applying it to the practical purposes of a sea-light; and, accordingly, in the year 1823, a fine example of the apparatus, as arranged by him, was placed in the noblest existing light tower, viz., that of Cordouan, at the mouth of the Gironde.

From its complete success, it was made the basis for the illumination of the coasts of France, which, under the law of 1825, was then systematically arranged.

The dioptric system is dependent on the refractive properties of glass. When a ray of light passes obliquely from one transparent medium into another of different density, as from air into water or glass, it pursues a different direction at the common surface of the two planes, as may be observed by placing one end of a stick in a slanting or oblique direction under water, when, as is known to every one, it appears bent upwards, as if broken at the point in contact with the water's surface.

The same occurs to a ray of light in its passage through glass, and when it issues from the opposite surface to that at which it entered, its direction is again changed. This change of direction, or the angle which the two directions make, varies with the density of the glass, and that which it makes with a normal or perpendicular is called the "index" of refraction. If the two surfaces of the glass are parallel, the issuing ray is in the same direction as the entering or incident ray; whilst, on the other hand, if the oppo-

site surfaces of the glass are not parallel, the issuing ray will follow another course, and the light will pass in the three directions.

By varying the form and position of a lens, it is therefore evident that the rays of light emanating from any luminous body may be diverted from their first direction, and conveyed, within certain limits, in any direction required.

As the object to be attained by all sea-coast lights, whether catoptric or dioptric, is to show a brilliant light to vessels floating on the sea, a band or belt of light, as it were, following the horizon, and having its upper and lower margin only a short distance above and below it, is all that is required.

As with the reflector, so therefore also with the refractive lights, all the otherwise wasted rays that would pass upwards into space, unseen by mortal eye, or downwards to the nearer surface of the sea or ground, have to be diverted from their onward course, and made to converge within the bounds of the horizon-belt to direct the mariner on his way.

To effect this object in a dioptric light a plano-convex form of lens is chosen, as being more easily worked, and for the purpose of more readily correcting the aberration for sphericity. Other optical qualities are disregarded, such as the chromatic aberration, as the light to be dealt with is not a minute point. As the flame is of considerable dimensions, its area neutralizes these difficulties.

The plano-convex lens then is applied with the convex side away from the focal lamp, and the incident rays from that focus are refracted in the body of the lens, and finally pass out horizontally as required.

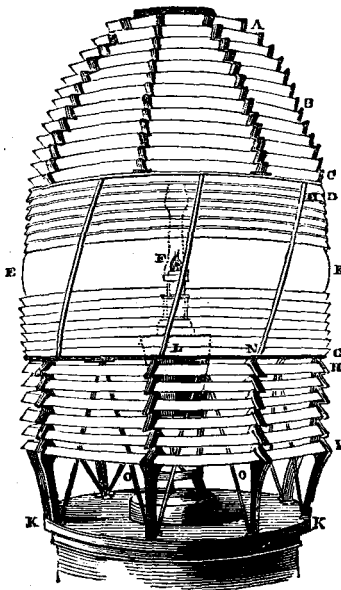
The lenticular apparatus may be thus described:—It consists of a central and powerful lamp, of course emitting luminous beams in every direction. Around this is placed an arrangement of glass lenses, so formed as to refract these beams into parallel rays in the required directions.

The use of the glass lens is thus to bend the rays which fall on and emerge from its two surfaces. The action of the bull's-eye lantern, in sending forth the rays in one direction, will explain this principle. As the normal figure of the lens is that to which its powers are due, the annular or polyzonal lens must be considered as such a complete lens with the unnecessary portions cut away.

One great advantage in the decomposition

tral belt is made up, the sides are not perpendicular, but diagonal, M, N, Fig. 3, forming them into rhomboids, in order that the metal framework which holds them together should not obstruct the band of light throughout their whole length in any one direction.

Fig. 3.



View of a first-order fixed Dioptric Light, with upper and lower refracting Zones.

For the remainder of the light, which passes over and under the central zone, different means have been applied to economize it. In the first apparatus, the revolving light of Cordouan, and in similar apparatus at the Skerryvore, a complicated arrangement of eight smaller lenses are placed over the principal lenses in a conical form. These throw the light diagonally upward, and it is then received on to eight long plane mirrors, diverging outwards and upwards from the centre of the apparatus, which reflect the bright images of these eight smaller lenses into a horizontal direction, adding their power to that of the central lenses. This form of apparatus, though beautiful and effective—and another later one—are, however, being superseded by a much more beautiful and effective plan for these supplementary zones. The first on a large scale were the lower zones of the Skerryvore light, by Alan Stevenson, since which they have become universal.

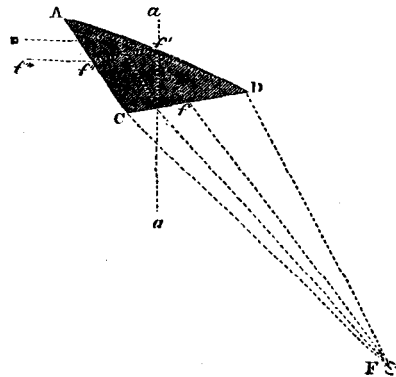
These are totally-reflecting-cato-dioptric

prismatic zones—a long array of words, which, however, are expressive; the particular action of which may be explained by a very familiar experiment.

Place a stick of sealing-wax, a pencil, or any other substance, in a sloping direction from you in a tumbler of water. Raise the tumbler above the level of the eye, until, at a certain angle, you will see the image of the sealing-wax, &c., totally reflected under the upper surface of the water.

Importing the principle thus demonstrated into the lighthouse service, these zones act as may be thus explained. In Fig. 4 representing a section of a zone, A, D, C, which is so placed in regard to the focus F that a ray falling from it at f will be so refracted on to the side D A at f' , that, instead of passing out, it will be totally reflected (as in the tumbler of water) at that point of incidence f'' , into the direction f''' , and finally pass out in the required direction. This angle $f'f''f'''$ is less than $41^{\circ} 49'$, as with more than this it would not be reflected, but pass out upwards.

Fig. 4.



In a first-order light there are eighteen of these zones above the central belt, and eight below it; the entire apparatus forming a most beautiful object 10 feet high and 6 feet in diameter, costing, for the optical portion only, about 1,300*l*. The public were familiarized for the first time with it at the Exhibition of 1851, and the much more beautiful series shown in the nave of that of 1862, especially that by the Messrs. Chance, gained universal admiration.

The dioptric apparatus is divided by the French into six orders or sizes, from the powerful first order, 10 ft. in height, to the small harbour lens of $11\frac{1}{2}$ inches in diameter.

A still further improvement has been made by Mr. Thomas Stephenson, applicable to all lights which only require to be visible from a portion of the line of the horizon, its object being to utilize those rays of light which would otherwise be thrown behind the light or in the opposite direction to that portion of the horizon requiring to be illuminated.

This he has effected by cutting off the part of the ordinary reflector behind the focus, and substituting a hemispherical reflector behind the flame, and in front of it a lens with three diacatoptric rings. The action of this spherical reflector is to return all the rays impinging on it back through the flame, and thus on to the posterior sides of the lens and diacatoptric rings; whence it follows that all the rays which emerge from the lens, &c., will be horizontal, and the remainder—those which impinge on the parabolical—will also be reflected in the same direction.

This arrangement has been termed the holophotal system, from two Greek words, signifying "whole light."

Having described this truly scientific system, by which, through the instrumentality of a beautiful material, we are enabled to bend and direct the rays of light at our will, we proceed to give some account of the light itself, which is special in its character. Fresnel, on completing his invention, immediately perceived the necessity of combining with the dioptric instruments a burner capable of producing a large volume of flame; and the rapidity with which he matured his notions on this subject, and at once produced an instrument admirably adapted for the end he had in view, affords one of the many proofs of that happy union of practical with theoretical talent for which he was so distinguished. The lamp designed by him has four concentric burners, which are defended from the action of the excessive heat produced by their united flames by means of a superabundant supply of oil, which is thrown up from the cistern below by a clock-work movement, and constantly overflows the wicks, as in the mechanical lamp of Carcel. A very tall chimney is found to be necessary, in order to supply fresh currents of air to each wick with sufficient rapidity to support the combustion. The carbonization of the wicks, however, is by no means so rapid as might be expected, and it is even found that, after they have suffered a good deal, the flame is

not sensibly diminished, as the great heat evolved from the mass of flame promotes the rising of the oil in the cotton. So perfect, indeed, is the action of this great lamp, that it has been known to burn for upwards of twelve hours without being snuffed or even having the wicks raised.

The annexed diagrams will give a more perfect idea of the nature of the concentric burner than can easily be conveyed by words alone.

Fig. 5.

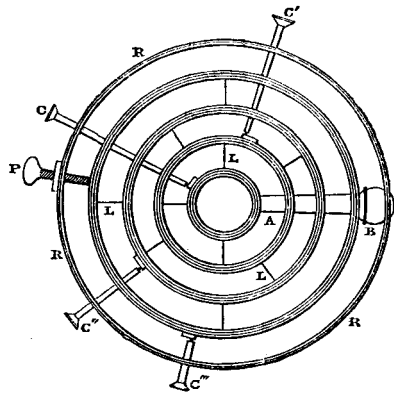


Fig. 5 shows a plan of a burner of four concentric wicks. The intervals which separate the wicks from each other, and allow the currents of air to pass, diminish in width a little as they recede from the centre.

Fig. 6.

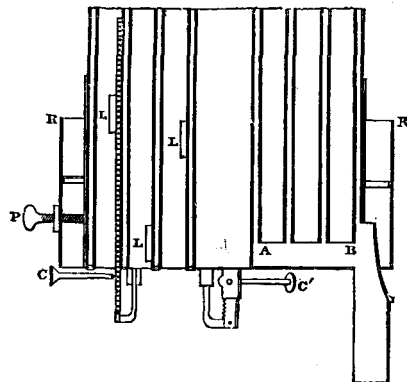
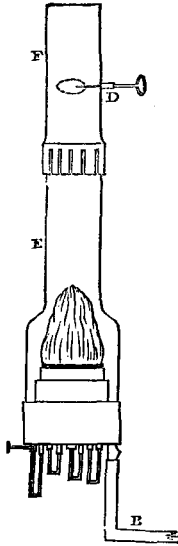


Fig. 6 shows a section of this burner. C, C', C'', C''' are the rack handles for raising or depressing each wick. AB is the horizontal duct which leads the oil to the four wicks; L L L are small plates of tin by which the burners are soldered to each

other, and which are so placed as not to hinder the free passage of the air; P is a clamping screw which keeps at the proper height the gallery RR, which carries the chimney. Fig. 7 shows the burner with its glass chimney and damper. E is the glass chimney, F is a sheet-iron cylinder,

Fig. 7.



which serves to give it a greater length, and has a small damper, D, capable of being turned by a handle for regulating the supply of air, and B is the pipe which supplies the oil to the wicks. The chief risk in using this lamp arises from the leather valves, that force the oil by a clockwork movement, being occasionally liable to derangement; and some of the lights on the French coast, and more especially the Cordouan, have been extinguished for a few minutes by the failure of the lamp—an accident which has never, and scarcely can happen with the fountain lamps which illuminate the reflectors. To prevent the occurrence of such accidents, and to render their consequences less serious, various precautions have been resorted to. Amongst others, an alarm is attached to the lamp, consisting of a small cup, pierced in the bottom, which receives part of the overflowing oil from the wicks, and is capable, when full, of balancing a weight placed at the opposite end of a lever. The moment the machinery stops, the cup ceases to receive the supply of oil, and the remainder running out at the bottom, the

equilibrium of the lever is destroyed, and in falling it disengages a spring, which rings a bell sufficiently loud to waken the keeper should he chance to be asleep. There is another precaution of more importance, which consists in having always at hand in the light-room a spare lamp, trimmed and adjusted to the height for the focus, which may be substituted for the other in case of accident. It, however, takes about twenty minutes from the time of applying the light to the wicks, to bring the flame to its full strength, which, in order to produce its best effect, should stand at the height of nearly four inches.

Such is a brief description of the dioptric system of sea-coast lights, the younger, and certainly not the least beautiful of the two sisters which, like the wise virgins of the parable, stand ever ready at their post of duty, with their lamps trimmed and their lights burning.

Lastly, we have to notice the fuel employed. Up to the year 1846 all the British and Irish lights were obtained from the best sperm oil; since which period, however, colza oil only has been used, as it had previously been in the French lights. Colza oil is made from the seed of the colza or colzut, a species of wild cabbage now extensively cultivated for the purpose in Normandy. It not only has the advantage of being cheaper than sperm oil, but is superior to it in quality for illuminating purposes, yielding a somewhat brighter and steadier light, and burning, with a thick wick, for no less than seventeen hours without requiring any cooling of the wick or adjustment of the damper.

The quantity of oil burnt annually in the great Fresnel lamp, of four wicks, is about 750 gallons.

Gas, with but few exceptions, in the neighbourhood of towns, has not been used for lighthouse illumination, as in the majority of cases it could not be obtained. It is, however, very suitable for the purpose both from its brightness and the facility it affords of producing a flame of any dimensions.

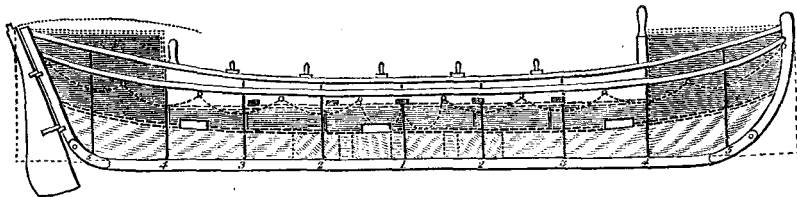
The attempt has more recently been made to adapt to lighthouse illumination the magneto-electric light, which far exceeds in brilliancy any light obtained by ordinary combustion, and Professor T. H. Holmes has produced a magneto-electric machine which produces the necessary continuous light of great brilliancy. The lighthouse at

Dungeness has been now for some time illuminated by Mr. Holmes' electric light. It may at present be considered as an experimental light only; but it may be reasonably hoped and expected that it will be so perfected as to be available for coast illumination generally, when it will form an invaluable addition to the present system; especially as from its dissimilarity to all other lights it would afford the means for placing such lights as starting points in

prominent positions, at sufficiently distant intervals, and so to decrease the possibility of one light being mistaken for another on those parts of the coast which are necessarily thickly studded with them.

There remains but the concluding division of the subject, viz., the position in which the coast lights are, or should be, placed, and some consideration as to their distinctive character, which we must leave to our next Number.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.



BACTON, NORFOLK.—The Institution replaced the life-boat on this station last October, by a new boat 33 feet long, rowing 10 oars double-banked, and provided with a transporting-carriage. The old boat, while out on service, had been damaged, and it was thought desirable to place a new life-boat in its stead. The cost of the new boat and its equipment, amounting to 300*l.*, was generously given to the Institution by M. P. G., through T. JONES GIBB, Esq., of Old Broad Street, and the boat is named, at the donor's request, the *Recompense*. The General Steam Navigation Company kindly allowed their steamers to tow these boats between London and Great Yarmouth.

CEMLYN, ANGLESEY.—The life-boat on this station, which was a very small and old boat, and was not on the plan of the Institution, has been replaced by a self-righting boat, 30 feet long, and rowing 6 oars. The cost, amounting to 200*l.*, of the latter boat, has been defrayed by Mrs. Colonel VERNON, in memory of her late son, an officer in the army, who had recently been drowned on a foreign station. The boat is named the *Sophia*. It was readily granted a free conveyance to Holyhead by the London and North Western Railway Company.

BRIDLINGTON, YORKSHIRE.—A life-boat, which was only recently supplied to this station, was found on trial to be too heavy for the locality. A new and lighter life-boat, 32 feet long, and rowing 10 oars double-banked, has now been forwarded. It is provided with a transporting-carriage. The expense of this life-boat was defrayed from the Manchester Life-boat Fund, the boat being named the *Robert Whitworth*. The boat was carried, free of charge, to its station by the Great Northern and North Eastern Railway Companies.

RYE, SUSSEX.—The life-boat at this place has been replaced by a new one, 32 feet long, the expense of which has been defrayed from a legacy of 400*l.*, bequeathed to the Institution by the late Hon. Mrs. FITZROY; and, in accordance with the request of the deceased lady, the boat is named the *Arthur Frederick*, after her late son. The boat was granted a free conveyance to Rye by the South Eastern Railway Company. She has since been tried in bad weather, and has given great satisfaction to the crew.

LIZARD, CORNWALL.—The life-boat stationed at the Lizard having been destroyed while out for its quarterly exercise, during

a hurricane, in January last, the NATIONAL LIFE-BOAT INSTITUTION at once sent there in its stead a new 30-feet life-boat, rowing 6 oars single-banked. The Institution had wished to supply a 10-oared life-boat to the locality; but its offer had to be declined, from the want of sufficient boatmen or fishermen in the neighbourhood to man such a boat. The Great Western, Bristol and Exeter, South Devon and Cornwall, and the West Cornwall Railway Companies readily conveyed, as before, the new boat to its destination free of charge. The boat has since been tried in rough weather, and behaved admirably; and notwithstanding that such an unfortunate accident happened to their previous life-boat, the crew expressed their continued readiness to go off in the life-boat whenever required.

WHITEHAVEN, CUMBERLAND.—This life-boat establishment has been taken into connection with the NATIONAL LIFE-BOAT INSTITUTION, and has been completely renovated; the Society having forwarded there a 33-feet life-boat, pulling 10 oars, and provided with a transporting-carriage, and a commodious boat-house having been erected by the Harbour Board for their reception. The expense, amounting to 300*l.*, of the new life-boat, has been defrayed by Miss LEICESTER, of London, at whose desire the boat has been named the *Elizabeth*. The boat was sent to its station in March last, the Whitehaven and Furness Junction, and the Furness Railway Companies making no charge for its conveyance over their lines.

GORLESTONE, SUFFOLK.—The NATIONAL LIFE-BOAT INSTITUTION has just formed a life-boat establishment at Gorlestone, near Great Yarmouth, at the mouth of the river Yare, and has placed there, in a substantial and commodious boat-house, a 33-feet life-boat, rowing 10 oars double-banked, and provided with a transporting-carriage. The boat can either be launched into the river, and thence pulled out to sea, or she can be conveyed along the shore on her carriage for several miles south of the Yare, in the event of her services being required at any time in that direction.

It may be remembered by our readers that in January last a fearful calamity occurred at Gorlestone to one of the life-boats belonging to the boatmen, when 13 of the crew unhappily perished. The men had launched their two salvage life-boats in reply to a signal from a passing vessel for some ship's stores, and while one of the boats was going over the bar in a strong breeze and heavy sea she caught the ground, and capsized, and not being a self-righting boat, she remained bottom upwards. Out of the 16 men forming her crew 12 were drowned under the boat, and 4 men were rescued by the other life-boat, although one of them subsequently perished from exhaustion. The boatmen subsequently expressed to the Institution a wish to be supplied with a self-righting life-boat, as they considered that had one been there on that fatal occasion, she might have been the means of saving some of the poor fellows who were lost.

The Society forwarded the boat to her station in July last, and on her arrival there she was publicly launched in the presence of a large number of persons, Mr. COOK, the excursionist manager, having arranged to run a special excursion train to the locality on the occasion, from Leicester, Nottingham, and other towns in the midland counties. The cost of this boat was defrayed by the town of Leicester, after which place the life-boat is named, and in which town she was exhibited before she was sent to her station. The Great Eastern Railway Company readily gave a free conveyance to the boat over their line to Great Yarmouth, the Great Northern Railway Company having also kindly taken the boat, free, to Leicester.

RUNSWICK, YORKSHIRE.—A life-boat station has recently been established by the Institution at this place. A wreck occurred last winter near Whitby, when a deplorable loss of life took place; and it was thought that if there had then been a life-boat at Runswick she might have been launched when the vessel was first seen passing there, with signals of distress flying, and might, in all probability, have saved the men. Accordingly, a 32-feet medium-sized life-boat, pulling 10 oars, and provided with a trans-

porting-carriage, has been sent to Runswick, and a substantial boat-house has been erected there. Their cost is the gift to the Institution of the people of Sheffield, after which town the boat is named, the fund having been mainly collected through the exertions of the ex-mayor, THOMAS JESSOP, Esq., W. E. LAYCOCK, Esq., the Mayor, Mr. Alderman JACKSON, and others. The Great Northern and North Eastern Railway Companies kindly gave a free conveyance to the boat and carriage over their lines to Sheffield and thence to Whitby, and from the latter place the boat was towed by a steamer to her station. The crew were much pleased with the behaviour of the life-boat, both while she was in tow and while being rowed and sailed in the bay.

ST. IVES, CORNWALL.—The small life-boat on this station has been replaced by a larger and more powerful boat. It will probably be remembered that last winter the St. Ives life-boat was instrumental in saving 4 of the crew of the French brig *Providencia*, under circumstances of great peril. It was afterwards thought that a larger boat would be better suited to the requirements of the locality, and the crew all expressing themselves to that effect, a 32-foot 10-oared life-boat has been placed there. She is provided with a transporting-carriage. The boat and carriage were readily conveyed to their destination, free of charge, by the Great Western and continuous Railway Companies. The cost of the original boat on this station, as well as that of four other boats, was defrayed by a benevolent lady, at whose request this life-boat was called the *Moses*.

CAHORE, IRELAND.—The Institution has sent to this station a new 32-foot 10-oared life-boat, provided with a transporting-carriage, in lieu of the previous boat there, which had been found too heavy for the locality. The cost of the new life-boat has been presented to the Institution by General Sir GEORGE BOWLES, K.C.B., who had previously given the Society the Howth life-boat, and who was so pleased with a successful service performed by that boat, that he decided on providing another boat. The

British and Irish Steam Packet Company kindly took the new boat and carriage on board one of their steamers to Dublin, whence they were taken on, free, to their destination by the Dublin, Wicklow, and Wexford Railway Companies. The same Companies also brought back the old boat and carriage on similar liberal terms.

SKERRIES, IRELAND.—The life-boat at Skerries, near Dublin, having unfortunately shown symptoms of decay, has been removed, and a new 32-foot life-boat, rowing 10 oars double-banked, and furnished with a transporting-carriage, has been sent there in lieu of the old boat. The cost of the Skerries life-boat was given to the Institution, in 1858, by Mrs. B. WOOD, and the boat is named the *Admiral Mitchell*. The new and old boats were conveyed gratuitously between London and Dublin by the British and Irish Steam Packet Company.

BALLYWALTER, IRELAND.—The Institution has formed a life-boat establishment at *Ballywalter, on the coast of Down*, that place having been thought suitable for a life-boat station, as there was a considerable distance of coast between Groomsport, to the north, and Tyrella, to the south, unprotected by life-boats, and wrecks were not of unfrequent occurrence in the locality. There were also plenty of fishermen to man the boat on all occasions. A 32-foot life-boat, pulling 10 oars double-banked, and provided with a transporting-carriage, has, therefore, been placed here in a substantial and commodious boat-house, built for its reception. The cost of the boat, carriage, and stores, amounting to 500*l.*, has been munificently presented to the Institution by the Misses MEYNELL INGRAM, in memory of their late uncle, Admiral HENRY MEYNELL, after whom the boat is named. The life-boat and carriage were conveyed, free of charge, to Belfast, in July last, by the London and Belfast Steam Shipping Company, and were readily taken thence to their station by land.

ROSSLARE, IRELAND.—It having been reported to the Institution that, although the crew of the small 6-oared life-boat on this

station had a high opinion of their boat, yet they thought her too small for service on the banks which surround the entrance to Wexford Harbour, the Society has accordingly sent there a 32-foot life-boat, pulling 10 oars. The expense has been defrayed from a fund collected by MALCOLM GOLDSMITH, Esq., and JAMES A. DOW, Esq., amongst the gentlemen connected with the civil service of the Crown, and the boat has been styled the *Civil Service*. The new boat was conveyed to Milford by the Great Western Railway Company, and thence taken across to its station in tow of the revenue cruiser *Royal Charlotte*, by the kind permission of the Commodore Controller-General of the Coastguard.

BALLYCOTTON, IRELAND.—This life-boat was found too small on the occasion of a recent service she performed, as, with a shipwrecked crew on board besides her own complement of men, there was not sufficient space to manage the boat properly. Accordingly, a larger boat has been sent there, 32 feet long, and rowing 10 oars. She has been supplied with a transporting-carriage. The boat-house has been altered and repaired for them. A free conveyance was, as usual, readily given to the new and old boats by the Cork Steam-Ship Company. The cost of the new boat—amounting to 252*l.*—was liberally given to the Society by a benevolent lady residing in Lancaster.

MARGATE.—It having been suggested to the Institution that the life-boat on this station might be advantageously exchanged for a new and larger boat, the Society has just forwarded to Margate a new 34-foot life-boat, rowing 10 oars, and provided with a transporting-carriage, in the place of the old boat and carriage; and has built a new and more commodious boat-house for their reception. The cost of the new life-boat and carriage, as well as that of the Queens-town and Southwold new life-boats, has been defrayed from the Life-boat Fund collected amongst the readers of the *Quiver Magazine*, through the kindness of the Proprietors, Messrs. PETTER and GALPIN, and the co-operation of the Editor, the Rev. TEIGNMOUTH

SHORE. The South Eastern Railway Company readily carried the new and old life-boats free to and from Margate. On the 7th August the ceremony of presenting, naming, and launching the new life-boat took place at Margate, in the presence of a large concourse of spectators, numbering from 15,000 to 20,000 persons. The boat was drawn in procession through the town, and then taken down to the sands. She was then formally presented to the Institution by the Rev. TEIGNMOUTH SHORE; and, having been named in the usual manner by Mrs. BATEMAN, the wife of the Rev. Canon BATEMAN, Vicar of Margate, was launched and tried in a fresh breeze, when she acquitted herself to the satisfaction of the crew.

SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY.

THE Twenty-seventh Annual Meeting of this Institution was held on the 18th June last, at the United Service Institution, Whitehall Yard, Admiral the EARL of SHREWSBURY and TALBOT, C.B., in the unavoidable absence of the DUKE of MARRBOROUGH, President of the Society, in the Chair. The objects of the Society are to assist with food, money, and clothing, all sailors wrecked on our coasts, and to relieve its necessitous maritime members.

We observed amongst the Company present, General Sir EDWARD CUST; Admirals BOULBEE and BUCKLE; Captains Royal Navy, C. R. EGERTON, Hon. F. MAUDE, J. S. LEAN, ARTHUR ELLIS, Esq., R.N.; GEORGE A. BROGRAVE, Esq., V.P., ALEXANDER BOETEFEUR, Esq.; Revs. C. R. DE HAVILLAND, THOMAS RAY, and many others.

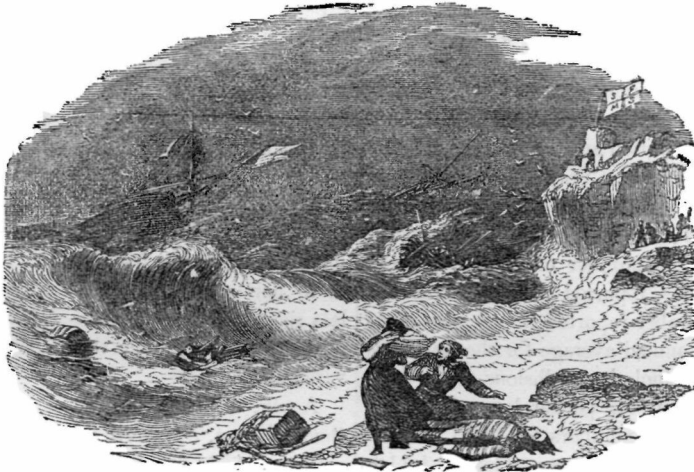
The Chairman, after some appropriate remarks in advocacy of the Christian objects of the Society, called upon the Secretary, FRANCIS LEAN, Esq., R.N., to read the Report, which stated that the blessings of the Charity had been dispensed during the past year to 5,348 shipwrecked persons, including foreigners of the following nations, viz.: Austria, America, Belgium, France, Hamburg, Holland, Hanover, Italy, Prussia, Spain, Turkey, and the British American Colonies; also to 3,806 Widows and Orphans of Fishermen and Mariners, making a total of 148,718 persons relieved since 1839; that last year 49,704 Mariners voluntarily marked their appreciation of the Society by each subscribing 3*s.* per annum; that the Income had been £17,183, including legacies and various large donors; so that notwithstanding the heavy demands on the resources of the Society the need had been met without touching on its small invested property. The wrecks and collisions at sea had become more numerous than formerly, the crews of some of which vessels, when in their time of need and distress, called for the untiring exertions of many of the 800 gentlemen who benevolently acted as the almoners of the Society's bounty to the sufferers,

when landed on any part of the coast of the United Kingdom.

The Report concluded by thanking those kind-hearted persons whose bounty, under God, had been so liberally bestowed, by which so much good had been effected; and would again remind them that, as the wants of the poor *castaways*

are continuous, so is the need of their liberality.

The Report was unanimously adopted, and the claims of the Institution very earnestly advocated by several of the above-named speakers, and a vote of thanks to the Chairman closed the proceedings.



THE WRECK REGISTER AND CHART FOR 1865.

A FOREIGNER, looking at the Wreck Chart of the British Isles, might not unnaturally conceive that a very large proportion of the ships that pass to and from our ports every year were wrecked on our shores. When, however, he came to be informed that the number of vessels that cleared outwards and entered inwards last year alone, from the different ports in the United Kingdom (without counting vessels employed solely as passenger-ships), was 409,255; that they represented a tonnage of 65,231,034; and that the value of their cargoes must be estimated at not less than 500,000,000L.; the said foreigner would probably be much surprised, after all, to learn that not one per cent. of this great multitude of vessels was wrecked either in our narrow seas or on our coasts.

Such, however, are the facts of the case, and it is not for us to justify even the loss of this relatively small amount of valuable property. On the contrary, we are amongst those who contend that, as education advances, and careful and thoughtful habits

are instilled into sailors, this percentage of wrecks must diminish.

Considering the increasing trade of this country every year, and the consequent increase of shipping frequenting our shores, the general average of marine disasters reported to the Board of Trade, will probably continue to augment proportionately from year to year.

Again, it should be remembered that the number of wrecks in a year cannot fail to be increased or diminished, according to the prevalence or absence of gales of wind like those which proved so disastrous to the ill-fated ship *London* in January last, and to so many other vessels which were in such comparatively safe anchorages as Torbay affords, where it had been supposed the whole British navy might have ridden in safety during the fiercest storms.

Thus, in October 1859, there was the *Royal Charter* gale, and a loss of 343 ships. In January, February, and November, 1861, there were north-east and south-easterly gales, which added 460 to

the number of casualties. In January, October, and December 1862, there were westerly gales, with upwards of 540 casualties; and in January, March, September, October, November, and December 1863, there were westerly gales, with 930 casualties. In November, 1864, there were 264 casualties, with the wind chiefly in the south-south-east and south-west; but, owing to the absence of any special gales of remarkable duration and violence during the previous part of that year, the total number of casualties in it was 274 below the number in 1863; and it is worthy of remark, that the whole number of casualties, other than collisions, reported in 1864, was less than the number reported in any year since 1858. The annual average for the ten years ending 1865, including collisions, is, for total losses, 505, and for partial losses, 889; as against this the numbers for 1865 are, for total losses, 540, and for partial losses, 1,116.

From the carefully-compiled Wreck Register of the Board of Trade, we find that the total number of wrecks and casualties, from all causes, on the coasts of the United Kingdom and in the surrounding seas, reported in 1865, is 1,656. The number reported in 1864 was 1,390. The corrected annual average of the eleven years, from 1855 to 1865 inclusive, was 1,372. It should, however, be mentioned, that the wrecks in 1864 were below the average of the preceding five years, although they were above the corrected average of the last ten years.

The number of ships lost or damaged in the 1,656 casualties reported in 1865, was 2,012, representing a registered tonnage of upwards of 377,000 tons.

Of these 2,012 ships, 1,690 are known to have been ships belonging to Great Britain and its dependencies, with British certificates of registry; and 238 to have been foreign ships. Of the remaining 84 ships the country and employment are unknown. Of the British ships, 1,198 were employed in the British coasting-trade, and 492 were employed in the (over sea) foreign and home trade; and of the foreign ships, 11 were employed in the British coasting-trade. Thus the number of British vessels wrecked

continues to maintain a sad pre-eminence in the work of destruction; and we regret to add, as a natural result, in the sad loss of life.

Of the total number of casualties (1,656) reported in 1865, 354 were collisions, and 1,302 were casualties other than collisions. Of these 1,656 casualties, 540 resulted in total losses, and 1,116 in partial damage, more or less serious.

We find that 470 total losses took place from causes other than collisions; 245 only were caused by stress of weather; 99 were caused by inattention, carelessness, or neglect; 38 arose from defects in the ship or in her equipments (and of these 38 no less than 30 appear to have foundered from unseaworthiness), and the remainder from various other causes.

Again, of the 832 partial losses, other than collision, 501 were caused by stress of weather, 137 arose from carelessness, 48 from defects in the ship or her equipments, and the remainder from various causes which we believe to be, in the majority of cases, obviously preventible if ordinary care and skill had been shown.

It is for those who feel an interest in preventing shipping disasters, to ponder over these startling facts, and to continue to direct public attention to this important subject. Our object is, to some extent, accomplished in thus calling general attention to it; but our main purpose at present, is to make a few remarks on the distressing loss of life which these various and inexcusable causes of disasters inevitably produce.

We find that the total number of ships reported to have foundered, or to have been lost on our coasts from unseaworthiness, in ten years, is 423; and that the number of casualties caused through unseaworthy ships, unsound gear, &c., and resulting in partial damage in the same time, is 499. With these 423 vessels sank, probably, one million sterling's worth of property, and several hundred valuable lives.

In 1865 there were 98 casualties to fishing-smacks and vessels. There can be no doubt that the weather must have been most severe to produce such havoc amongst our fishing-craft; but, even in these cases, the

indications of handy trustworthy weather-glasses, or barometers on the plan of those so usefully employed by the NATIONAL LIFE-BOAT INSTITUTION at nearly all its numerous life-boat Stations, might probably have saved many a fishing-vessel and her hardy crew from the terrible fate which overtook them, not without unmistakable atmospheric warnings, during the fearful gales of last winter.

But excluding these 98 fishing-vessels, the number of ships employed in the regular carrying-trade that have suffered from wreck or casualty during the year, is shown to be 1,914. If this number be again subdivided, it cannot fail to be observed that more than half of it is represented by the unseaworthy, over-laden, or ill-found vessels of the collier class, chiefly employed in the coasting-trade. In corroboration of this remark, the reader has only to cast a glance at the accompanying Wreck Chart. It will be observed that the north-east coast is, as usual, completely covered with the sad results, in too many cases, of unseaworthy, over-laden, and ill-found vessels in the coal-trade.

The wrecks are thus specified in the Returns to the Board of Trade.

Vessels.	No.
Fishing Smacks	98
Colliers laden	535
Colliers in ballast	140
Metallic Ores	150
Stone Ores	109
Ships with other Cargoes, and other Ships in Ballast }	980
Total Vessels	2,012

It is a remarkable fact that, taking the past seven years as our guide, we find that casualties, to comparatively new ships, continue to bear a very high proportion to the whole number of disasters; thus:—908 casualties happened to nearly new ships; and 1,701 to ships from 3 to 7 years of age. Then there are casualties to 2,087 ships from 7 to 14 years old; and 3,477 from 15 to 30 years old. Then follow 1,267 ships from 30 to 50 years old. Having passed the service of half a century, we come to the really old ships, viz., 230 between 50 and 60 years old; 102 from 60 to 70; 48 from 70 to 80; 14 from 80 to 90; 6 from 90 to 100; and 4, 101 years and

upwards. The ages of 3,002 are unknown. The state of rottenness and the want of repair of some of the ships above 20 years old, often call for remark. Even at the age of 25 to 30, it sometimes happens that a ship is so rotten as to fall to pieces immediately on touching the ground, without giving the crew the slightest chance of getting out their boats. In one case, an old ship, a foreigner, which went to pieces as soon as she touched the ground, it was found that her seams had been payed with clay and red ochre, to keep the water out. It seems to us that the Merchant Shipping Act has failed entirely to control this sad state of things; and, indeed, its authors contend that the provisions of the Act never contemplated touching them; for they argue—and there is much force in their observations—that the common law of the land should be brought into operation to compel shipowners, like all other owners of property, to be answerable for wilful or overt acts of carelessness.

Of the 2,012 vessels lost or damaged in 1865, 82 were rigged as ships, 130 were steam ships, 542 schooners, 419 brigs, 187 barques, 187 brigantines, and 196 smacks; the remainder were small vessels rigged in various ways. Of the 2,012 vessels referred to, 902 did not exceed 100 tons burden, 793 were from 100 to 300 tons, 210 were from 300 to 600 tons, and 107 only were above 600 tons burden.

From the table showing the parts of the coasts on which the casualties happened, it will be seen that, as usual, the greatest number occurred on the East Coast. The numbers are as follows:—East Coast, 868; South Coast, 187; West Coast, 386; N.W. Coast of Scotland, 46; Irish Coast, 146; Isle of Man, 15; Lundy Island, 3; Scilly Isles, 5.

As regards the loss of life, the returns show that the number lost from shipwreck on or near the coast of the United Kingdom in 1865, was 698. These lives were lost in 164 ships; 124 of them were laden vessels, 33 were vessels in ballast, and in 7 cases it is not known whether the vessels were laden or light; 131 of these ships were entirely lost, and 33 sustained partial damage. Of the 698 lives lost, 275 were



SUMMARY.

In 1865 the Number of Vessels wrecked on the coasts and in the seas of the United Kingdom was 2012.
 Of these 470 were total wrecks, 70 sunk by collision, making number totally lost 540.
 Vessels stranded and damaged so as to require to discharge Cargo 832, by Collision 640, total 1472, making the whole number of wrecks 2012 and the Loss of Life as far as can be ascertained 698.

	Life Boats	Moror and Rocket Stations	
There are	146	170	in England.
	23	33	Scotland.
	23	46	Ireland.

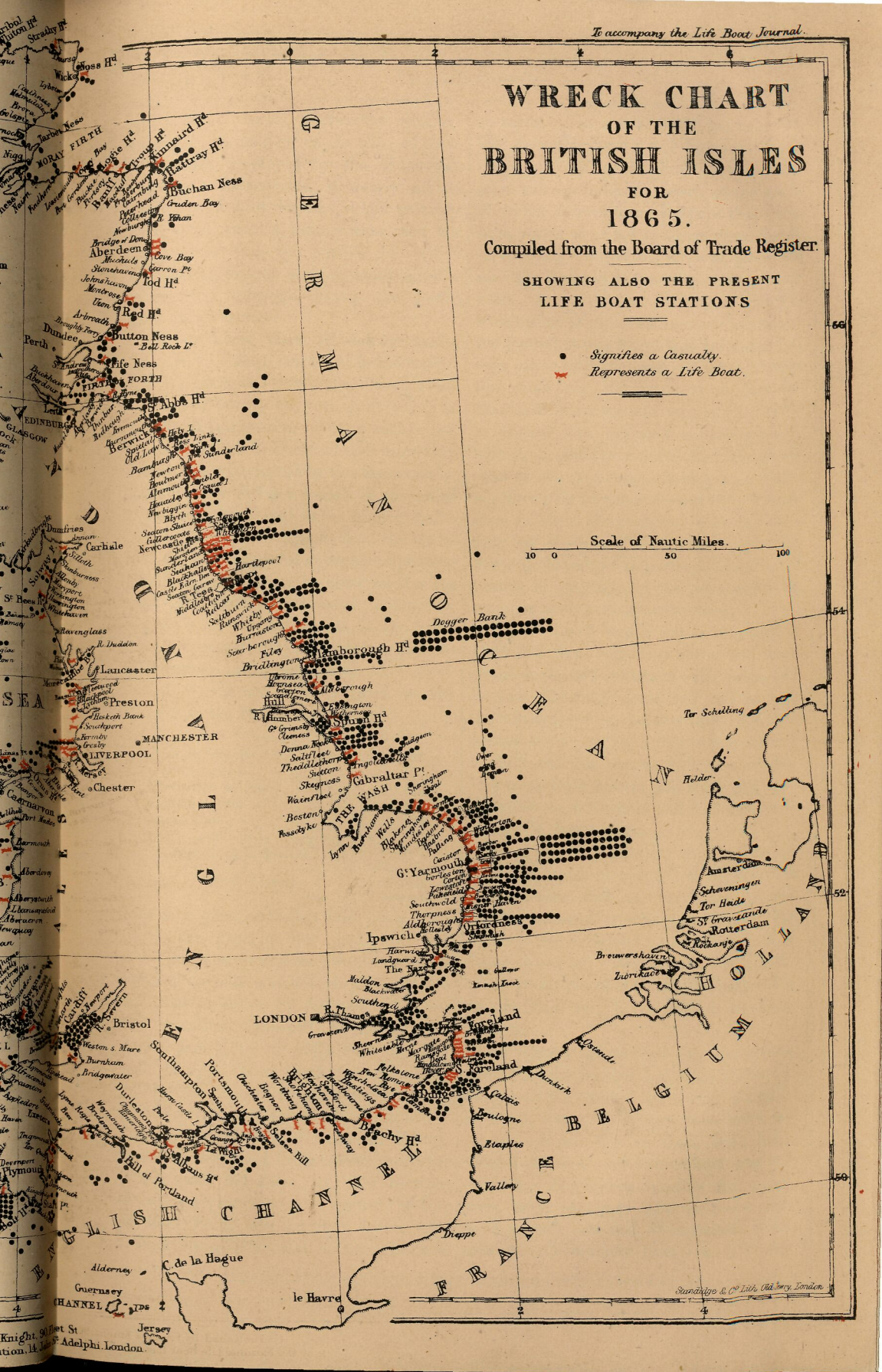
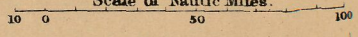
WRECK CHART OF THE BRITISH ISLES FOR 1865.

Compiled from the Board of Trade Register.

SHOWING ALSO THE PRESENT
LIFE BOAT STATIONS

• Signifies a Casualty.
✠ Represents a Life Boat.

Scale of Nautic Miles.



lost in vessels that foundered, 53 on board vessels in collisions, and 335 in vessels stranded or cast ashore. The remaining number, 35, were lost from various causes, such as being washed overboard in heavy seas, by explosions, &c. The loss of life in 1864 was 516, which was less than the number in any year since 1855. In that year (1855) the NATIONAL LIFE-BOAT INSTITUTION began to take most active steps to provide our coasts with life-boats, having, during the previous 30 years, struggled hard for support to carry on its great and national work on our shores, but in that year the late Captain Hamilton Fitzgerald, R.N., left the Society the munificent legacy of 10,000*l*. Its Committee most wisely and promptly decided to spend the whole of the money in placing new life-boats on the coast. Since that period the Institution has contributed to the saving of 5,758 lives from shipwrecks. How many of these persons, in addition to their wives, children, and other relations, have reason this day to bless the name of this and many other benefactors who have given the cost of life-boats, and who have thus aided to accomplish such a large amount of solid, palpable, good work.

The greatest loss of life during the seven years ending in 1865, occurred in the Irish sea, which is one of our principal highways to and from America. The number of lives lost on the coasts and sandbanks of the Irish sea, during these seven years, is more than double the number lost on any other part of the coasts, although during the year 1865, the number on the East Coast of England was very slightly in excess of the number lost on the coasts of the Irish Channel.

The most fatal winds during the year 1865 are thus given:—N. 61; N.N.E., 59; N.E., 90; E.N.E., 58; E., 55; E.S.E., 56; S.E., 97; S.S.E., 60; S., 94; S.S.W., 133; S.W., 192; W.S.W., 102; W., 73; W.N.W., 91; N.W., 101; N.N.W., 59 = 1,381.

It will thus be seen that westerly gales are far more destructive to shipping than gales from any other quarter.

Again, we find that distinguishing the casualties of the past seven years, according

to the force of the wind at the time at which they happened, 678 occurred when the wind was at force 6 or under, that is to say, when the force of the wind did not exceed a strong breeze, in which the ship could carry single reefs and top-gallant sails, and that 810 only happened with the wind at force 9 and upwards, that is to say, from a strong gale to a hurricane.

Thus we observe that in the last seven years, 118 took place in a calm; 176 in light air or just sufficient to give steerage way; 450 in light breeze; 220 in gentle breeze; 784 in moderate breeze; 1,280 in fresh breeze; 1,217 in strong breeze; 441 in moderate gale; 836 in fresh gale; 1,873 in strong gale; 1,444 in whole gale; 505 in a storm; 693 in a hurricane; 50 variable; and 400 unknown.

During the past year the number of collisions reported was 354, of which 114 occurred in the daytime and 240 at night. In 1864 the number was 351, that being an excess of the number of collisions reported in any year since 1855.

We know of nothing more distressing than a collision between two powerful ships far out at sea. On a recent occasion, when the screw steam-ship *Osprey*, of Liverpool, and the steam sloop-of-war, *Amazon*, came into violent collision, nothing but the calm that brooded upon the waters off Start Point saved hundreds of lives from being lost. Indeed, if the survivors had not fallen in, after the collision, with some fishing-smacks about 12 miles outside Torbay, when they were pulling their boats about the Channel, with a compass which had gone wrong, and with no food or water on board, we should have had to-day to lament a frightful addition to the list of deaths.

Amidst this desolation and havoc, it is very satisfactory to find that the means used in saving life from shipwreck on our coast have made, and are making, the most encouraging progress. There are now nearly 200 life-boat stations on our shores, and nearly the whole of them belong to the NATIONAL LIFE-BOAT INSTITUTION, whose activity and usefulness have commanded, not only the admiration of the British people and Parliament, but also that of nearly every ma-

ritime power throughout the world. Indeed, it is a remarkable fact, that during the past few years, kindred Institutions have been established on the coasts of many of these nations; while at one of our thriving colonies in the antipodes, it is reported to the Institution, they have built self-righting life-boats equal to those of the mother-country.

Again, the Board of Trade support 249 life-saving rocket-apparatus stations, which are worked by that valuable body of men the Coastguard. These, in conjunction with the provision of lighthouses and floating light-vessels, and life-boats on nearly all of the most difficult points of navigation on our coasts—the gradual improvement of natural harbours of refuge; the decoration of the Albert medal by Her Majesty the Queen, and the Rewards of the NATIONAL LIFE-BOAT INSTITUTION to our boatmen and fishermen for noble efforts to save life from shipwreck; all these admirable provisions testify to the unceasing skill and liberal care for the safety and deliverance of our tens of thousands of seafaring men, which their perils, acting upon a benevolent public, have drawn forth.

At present nearly every class co-operates with the Institution. The resident gentry and others, at its life-boat stations, give their superintendence; the boatmen give readily their personal services for stipulated payments; the railway and steam-packet companies convey the life-boats carriage free; and the public support the Institution liberally.

The Life-boat Society is infinitely more than an office or an agency. It is an organization of intelligence, a focus to which information converges, and a centre from which it radiates. By the circulation of facts which it maintains, it interests the whole public, awakens sympathy, excites to effort, and is continually submitting itself and its work to general supervision. It lives on its proper merits, and every shilling it receives may be said to be given under the valuable law of "payment for results." Thus, though it may be possible at the present moment to say that the Institution has not reached this or that place on the coast to supply its wants, we are to re-

member that it is chiefly owing to what the Institution has done to interest the public in the subject, that isolated cases of deficiency attract even casual notice; while the principle of progress at work in the Institution is a guarantee that at no distant date every want when pointed out, or as it arises, will be promptly supplied.

All this comes of private benevolence, energy, and zeal; and so striking is the result that the principle has, as we said before, commended itself to nearly every other maritime country in the world.

We feel assured that an Institution of such national interest and importance will continue to receive a large amount of the sympathy and support of the British public, in aid of the maintenance of its noble life-saving fleet of one hundred and seventy-two boats; and that no society has a stronger claim for that sympathy and support than the NATIONAL LIFE-BOAT INSTITUTION is testified by the gratifying fact, that its life-boats and other means, preserve every year, under Providence, hundreds of our hardy sailors from a premature grave, and many homes from the desolation of widowhood and orphanage.

SUMMARY OF THE MEETINGS OF THE COMMITTEE.

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

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

Reported that Miss MARY ANN SANFORD, of Wivenhoe, had, through HENRY WITTEY, Esq., of Colchester, given a donation of 500*l.* to the Institution.—*To be thanked*; and decided that a life-boat, named the *Sanford*, be stationed on the East coast, on the first favourable opportunity.

Read letter from the Rev. G. S. WARD, M.A., of Magdalen Hall, Oxford, of the 28th February, stating that about 600*l.* had been collected in that University in aid of the expense of the *Isis* life-boat station, at Hayle, on the Cornish coast.—*To be thanked*.

Also from Capt. W. F. YOUNG, R.N., of Cheltenham, of the 28th February, stating that upwards of 500*l.* had been collected in that town and in the county of Gloucester, in aid of the cost of the *Cheltenham* life-boat establishment at Burnham, Somerset.—*To be thanked*.

Reported the receipt of 420*l.* on account of the "Sheffield" Life-boat Fund, for the Runswick life-boat station, collected by THOMAS JESSOP,

Esq., ex-Mayor, W. E. LAYCOCK, the Mayor, and other friends in Sheffield.—*To be thanked.*

Also 600*l.*, collected by Mr. T. BRANDRETH GIBBS and other gentlemen, living in Exeter and the county, on behalf of the "City of Exeter" life-boat establishment now being formed at Brixham, Devon. 300*l.* of this amount was munificently contributed by one gentleman (J. C. B.) living near Exeter.—*To be thanked.*

Also 252*l.* from a lady residing in Lancaster, to pay for the Ballycotton new life-boat, to be named the *St. Clair*.—*To be thanked.*

Also 87*l.* 3*s.* 10*d.*, being an additional remittance on account of the "Commercial Travellers" Life-boat Fund, collected by MESSRS. R. APFLECK, W. BISHOP, and other commercial travellers.—*To be thanked.*

Also 100*l.* from the Worshipful Company of Goldsmiths, per Mr. Alderman COPELAND; 12*l.*, offertory at Radley Cottage, Abingdon, per R. W. NORMAN, Esq.; 2*l.* 9*s.* 3*d.*, offertory at Tanfield Church, per Rev. J. MATHWIN; 4*l.* 1*s.* 3*d.*, moiety of collection at Crediton, per Rev. C. GREGORY; 31*l.* 10*s.*, proceeds of an annual private ball at St. James's Hall, held on the 18th Feb.; 6*l.* 12*s.* 6*d.*, proceeds of a ball at Barnard Castle, per W. KNOX, Esq.; and 10*l.* 10*s.*, additional from the Royal Thames Yacht Club.—*To be severally thanked.*

Read and approved the Report of the Inspector of Life-boats, of the 21st Feb., on his visits to Kingsdown, Southwold, Margate, Hasborough, and Gorleston.

Also the Report of the Assistant-Inspector of Life-boats, of the 25th Feb., on his visits to Poole, Christchurch, Lyme Regis, Exmouth, Teignmouth, and Plymouth.

Read letter from Rear-Admiral R. BARTON, Hon. Secretary of the Southport Branch, of the 2nd March, stating that the late THOMAS TRAVERS TAYLOR, Esq., of that place, had left a legacy of 500*l.* duty free to the Institution.

Reported the transmission to their stations of the new life-boats for Kingsdown, Ramsgate, Rye, Lizard, Bridlington, Cullercoats, and Cahore. No charge was made to the Society for the conveyance of any of these boats.—*The Railway and Steam-Packet Company to be thanked.*

Also that the Secretary had given a Lecture on the Life-boat and its Work, at the London and South-Western Literary and Scientific Institution, in Wandsworth Road, on the 22nd Feb.

Also that a concert had been given at Dover, on the 12th Feb., in aid of the new life-boat house fund.—*To be thanked.*

Also that Mr. Deputy TEGG, F.R.G.S., had kindly presented to the Institution 100 copies of the new edition of Mr. N. MICHELL's beautiful poem, entitled, "The Wreck of the Homeward Bound."—*To be thanked.* (*Vide 'Life-boat Journal,' No. 43, page 8, for a review of this fine poem.*)

Read letters from Mr. B. BEE, of Hull, of the 23rd Feb., and Mr. R. D. DWYER, of Liverpool, of the 17th Feb., calling attention to their respective plans of life-boats which they had invented.—*To be acknowledged.*

Also from Mr. F. D. CHAMBERS, of Portsmouth Dockyard, of the 16th Feb., forwarding a description of his apparatus for communicating with wrecked or stranded vessels.—*To be acknowledged, and referred to the Board of Trade.*

Paid 2,284*l.* 3*s.* 3*d.* for sundry charges on various life-boat establishments.

Voted 46*l.* to pay the expenses of the Yarmouth surf life-boat, in going off twice in reply to signals of distress, and rescuing the crews, consisting of 16 men, from the brig *Pero* and the barque *Reliance*, both of Whitby, which had gone ashore on

Yarmouth Beach, during a heavy gale of wind from the S.S.E., on the 11th February.

Also 5*l.* 10*s.* to pay the expenses of the Rosslare life-boat, in going off and saving the crew of 6 men from the smack *Lily*, of Wexford, which had stranded on the Dogger Bank, off that place, during a strong wind and heavy sea, on the 20th Feb. The men had only just been taken off when the smack heeled over and sank.

Also 9*l.* 15*s.* to pay the expenses of the North Deal life-boat, in putting off and rendering important services, in conjunction with a Deal lugger and two steam-tugs, to the ship *Iron Crown*, of Liverpool, which had struck on the outer edge of the Goodwin Sands during stormy weather, on the 7th Feb. The vessel was ultimately got off and taken to a port of safety.

Also 6*l.* 7*s.* to pay the expenses of the Kirkcudbright life-boat, in going off, in reply to signals of distress from the Brigantine *Isabella*, of Waterford, which was observed during very stormy weather in a dangerous position on the Milton Sand, at the mouth of the River Dee. With the assistance of some of the life-boat men, the vessel and her crew were subsequently brought safely into harbour.

Also 19*l.* to pay the expenses of the Appledore (North Devon) life-boat, in putting off during a gale of wind from the W.N.W. and heavy sea, and bringing safely ashore the crew of 10 men from the brig *Altivo*, of Lisbon, which had stranded on the inside of South Tail, Bideford Bay, on the 23rd February.

Also 232*l.* 10*s.* 6*d.* to pay the expenses of the life-boats stationed at Lowestoft, Yarmouth, Caister, North Deal, Margate, Walmer, Valentia, Kingsdown, Dungeness, Worthing, Hayling Island, Poole, and Dunbar, for putting off, with the view of rescuing the crews of various vessels which had been observed in dangerous positions, with signals of distress flying, during the heavy gales of February.

Reported also the services of the Yarmouth large life-boat in putting off during a heavy gale of wind, and bringing safely into harbour the sinking schooner *Sarah Ann*, of Jersey, and her crew. The life-boat's crew received salvage from the owners for this service.

Voted the Silver Medal of the Institution, and a copy of its Vote on Parchment, to Mr. WILLIAM TAYLOR, Chief Officer of H. M. Coastguard at Robert's Cove, Co. Cork, and 2*l.* 10*s.* to 5 other men, in acknowledgment of their gallant conduct in putting off in a Coastguard galley, and saving the crew of 13 men from the barque *Lidia*, of Genoa, which was wrecked near Cork Head during a strong gale and terrific sea, on the 29th December last.

Also the Silver Medal of the Institution, and a copy of its Vote on Parchment, to Captain MORENO, of the Austrian barque *Eva*, and 1*l.* each to 4 of his men, in admiration of their gallant conduct in putting off in a small boat belonging to the barque, and rescuing 3 men from a Pill yawl, which had capsized and sunk near Walton Bay, in the Bristol Channel, during squally weather and a rough sea, on the 28th January.

Also the Silver Medal of the Institution and a copy of its Vote on Parchment, to Private ROBERT LOVE, of the 63rd Regiment, in acknowledgment of his highly meritorious and prompt services, in putting off in a boat from the steam-ship *Arno*, and assisting to rescue 4 men belonging to the brig *Medina*, of North Shields, which had foundered off the Yorkshire coast, on the 14th January.

Also the Thanks of the Institution, inscribed on Vellum, to Mr. JAMES FRYZPATRICK, Chief Boatman of H. M. Coastguard at Balbriggan, Co.

Dublin, and 11. each to his crew of 6 men, in testimony of their highly meritorious and persevering conduct in putting off in a Coastguard boat, and saving 5 of the crew of the smack *Royal Highlander*, of Campbeltown, which was wrecked on the sands at Balbriggan, during a strong gale of wind and heavy sea, on the 29th October last.

Also the Thanks of the Institution, inscribed on Vellum, and 3l. each to THOMAS SAUNDERS and SAMUEL GERMAN, in testimony of their highly meritorious and persevering conduct in putting off in a small boat, and saving, after several attempts, 5 men belonging to the ship *Hannah More*, of Liverpool, which was wrecked off Lundy Island, during a very heavy gale of wind, on the 11th January. The shipwrecked crew were observed at daylight clinging to the rigging of the vessel, over which a tremendous sea was sweeping, carrying away the boat, bulwarks, and everything not firmly fastened. The sight of the helpless and all but exhausted sailors on the wreck so moved the spectators on shore, that it was resolved to make an attempt to rescue them. A small boat was accordingly launched, and manned by the two brave men above-named. They bent to their oars with determined strokes, amid the prayers alike of those on shore and those huddled on shipboard. But the raging sea was too much for them, and presently, in spite of their utmost efforts, the little craft was beaten back, through the long line of foam, upon the shore. Again did the gallant fellows put off; but only with a like result. The effort then seemed to be hopeless, and the poor fellows on the wreck were given up for lost. Soon afterwards a tremendous wave lifted the vessel's shattered hull on its foaming crest, and dashed it with such tremendous force against a detached pyramid of granite, known as Rat Island, that in less than twenty minutes little remained of her but a thousand fragments. The boat was now launched a third time, and, after very great exertion and risk, the two brave men reached the spot, and succeeded in rescuing 5 men, and in bringing them safely ashore. Another of the shipwrecked crew succeeded in reaching the land on a spar; but the remainder, 16 in number, unhappily perished. The Thanks of the Institution were also voted to the inhabitants of Lundy Island generally, for their humanity and zeal on the occasion.

Voted also 8l. to the crew of the lugger *Enterprise*, of Margate, for taking off the crew of 20 men and the pilot from the ship *Kensington*, of London, which was wrecked on the Long Sand, during a strong gale of wind, on the 2nd January.

Also the Thanks of the Institution, and 2l. to 2 youths, named OLIVER and WILLIAM BLACK, for putting off and saving 1 out of 2 men who had been capsized from their boat during a sudden squall and rough sea in Lough Swilly, on the 19th December last. The other poor fellow had sunk before they could reach him.

Also 3l. 10s. to 7 men in acknowledgment of their laudable conduct in wading into the surf and rescuing, at some risk of life, 8 out of 9 of the crew of the barque *Otter*, of Halifax, Nova Scotia, which was wrecked at Mulraney, Co. Mayo, during a storm and heavy sea, on the 31st December last.

Also 1l. each to 6 men for putting off in a shore-boat and rescuing, at considerable risk of life, the crew of 11 men from a boat belonging to the brig *Margaret*, of Torquay, which was totally wrecked in Ballydonegan Bay, Co. Cork, during a hurricane, on the 2nd January.

Also 3l. 15s. to the crews of two shore-boats for going off, during a strong gale of wind, and rescuing the crew of 2 men from the ketch *Emma*, of

Glasgow, which was totally wrecked off Pittenweem Harbour, N.B., on the 6th February.

Tuesday, 13th March.—The Annual General Meeting of the friends and supporters of the ROYAL NATIONAL LIFE-BOAT INSTITUTION was held this day at the London Tavern, Bishopsgate Street, the Right Hon. EARL PERCY, P.C., in the Chair.

The Chairman having opened the Meeting with some brief remarks on the important and national character of the operations of the Institution, the Officers of the Society for the current year were chosen.

The Secretary then read the Annual Report of the Committee.

Various Resolutions were afterwards moved, seconded, and carried unanimously, pledging the Meeting to renewed exertions on behalf of the benevolent and national objects of the Institution.

The Resolutions will be found in the April number of the *Life-boat Journal*, page 31.

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

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

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

The Chairman reported the recent decease of JOHN CLAYTON, Esq., of Lancaster-place, London. The Committee expressed their sincere regret at the lamented death of Mr. CLAYTON, who for many years had cordially and zealously co-operated with them as their Hon. Solicitor.

Read and approved the Report of the Inspector of Life-boats on his recent visit to the following places:—Poole, Brixham, Watchet, Bridgewater, Lyme Regis, Swanage, Kemmeridge, and Chapman's Pool.

Also the Assistant-Inspector's Report on his visit to Fowey, Lizard, Coverack, Porthonstock, Porthleven, Penzance, Sennen Cove, St. Ives, Hayle, New Quay, Padstow, Bude Haven, Appledore, and Brautonia.

Reported the receipt of 1,800l. on account of the Life-boat Fund, contributed by the subscribers to the *Quiver Magazine*, which fund had been mainly collected through the benevolent exertions of the publishers, Messrs. CASSELL, PETER, and GALPIN, and of the editor, the Rev. TEIGNMOUTH SHORE.—*To be thanked, and decided that the 'Quiver No. 1' life-boat be stationed at Queenstown Harbour, County Cork; No. 2 life-boat at Margate; and No. 3 life-boat at Southwold, Suffolk.*

Read letter from the Commodore Controller-General of the Coastguard, of the 13th March, applying for 1,000 copies of the pamphlet of the Institution containing its Instructions for the Management of Boats in Surfs and broken water.—*To be supplied, and ordered a new edition of the pamphlet to be printed and circulated.*

Also from Sir JOHN POLLARD WILLOUGHBY, Bart., of the 24th March, forwarding a contribution of 420l. to defray the cost of a life-boat and her equipment. The boat was to be named the *Oxfordshire*, after his native county, and he approved of her being stationed at Looe, on the coast of Cornwall.—*To be thanked.*

Reported the receipt of 1,000l. from the Huddersfield Life-boat Fund, per favour of THOMAS CRESSWELL, Esq.—*To be thanked, and decided that the Huddersfield life-boat be stationed at Hasboro', on the coast of Norfolk.*

Reported also the receipt of 120l. from the

Plymouth Branch; 100*l.* from JAMES EDWARDS, Esq., of Wolstanton; 50*l.* from C. D. S., in aid of a life-boat for Roches Point: 10*l.* from "A Sailor's Widow;" 6*l.* 3*s.* 6*d.*, proceeds of a Private Dramatic Entertainment at the Gallery of Illustration, per Mr. R. FRANKLAND; 4*l.* 2*s.* 1*d.*, result of an Amateur Dramatic Entertainment at Reading, per S. FREEMAN, Esq.; 21*l.* from the Worshipful Company of Gunmakers, per W. J. PAYNE, Esq.; 10*l.* 14*s.* 11*d.* collected in Bure's, St. Mary Church, per Rev. A. HANBURY; 10*l.* from the parish of Paignton, Devon, per Rev. W. POLAND; 3*l.* 7*s.*, Offertory on Humiliation Day at St. Lawrence, Ipswich, per Rev. J. C. ALDRICH; 2*l.* 1*s.* 6*d.*, Harvest Thank-offering in the parish of Rype, Hurst Green, Sussex, per Rev. R. S. SUTTON; 1*l.* 12*s.* 6*d.*, collections at Alderford and Atlebridge churches, per Rev. CAMPBELL WODEHOUSE; 5*l.*, "Almsgiving on Humiliation Day, from one who has not suffered loss by disease amongst his cattle or sheep;" 155*l.* 18*s.*, legacy to the Institution of the late BENJAMIN COLES, Esq., of Tunbridge Wells; 100*l.*, legacy of the late WILLIAM CHAFYN GROVE, Esq., of Mere, Wilts; and 8*l.*, legacy of the late Mr. EDWARD KING, of the National Debt Office.—*To be severally thanked.*

Also a remittance of 70*l.* 13*s.* 4*d.* per WILLIAM GREEN, Esq., to defray the cost of a life-boat to be named the *Leicester*, and to be stationed at Gorsestone, near Great Yarmouth.—*To be thanked.*

Reported also that the late J. D. SHAW, Esq., of Newcastle-on-Tyne, had left the Institution a legacy of 400*l.* to defray the cost of an additional life-boat for the coast of Northumberland or Durham.

Also that the late GEORGE ANSTICE, Esq., of Chipping Norton, had left the Institution a legacy of 100*l.*

Read letter from Messrs. BELL, STEWARD, and LLOYD, of the 27th March, stating that the DUKE of NORTHUMBERLAND had instructed them to appropriate to the Institution 300*l.*, being part of a sum of money which his Grace was about to receive from the executors of the late Duke, on account of some arrears of his admiral's half-pay not claimed by him.—*To be thanked.*

Also from JOHN KERSHAW, Esq., of Brixton, of the 6th March, presenting to the Society twenty-six volumes of the edition of 1820 of the "Encyclopædia Britannica," valued at 4*l.*—*To be thanked.*

Reported the transmission of the Whitehaven new life-boat to her station, and her safe arrival there. The Whitehaven Junction and the Furness Railway Companies readily gave the boat a free conveyance over their lines, and a public launch of the life-boat took place on her arrival.—*To be thanked.*

Reported also that some model life-boats and other articles relating to the life-boat work had been exhibited on the occasion of a conversazione of the Royal Society, held at Burlington House, on the 10th March.

Read letter from Mr. GEORGE HOWARD, of Renfrew, of the 3rd March, calling attention to his plan of life-boat.—*To be acknowledged.*

Ordered the following circular to be transmitted to the different Branches of the Institution on the coast:—

"ROYAL NATIONAL LIFE-BOAT INSTITUTION,
"John Street, Adelphi,
"London.

"SIR,—In consequence of infringement at some stations of the 18th section of the 'Life-boat Regulations' of this Institution, (which prohibits any persons from going off to a wreck in a life-boat besides the coxswain and crew, except with the express sanction of the Local Committee,) I am

directed to call again the particular attention of the several Local Committees and Hon. Secretaries to the clause in question.

"Since the coxswain of the life-boat, who is expressly employed and paid by the Institution, is in every case held responsible for the safety and proper management of his boat, it is most undesirable that any other persons than his crew should accompany him, whereby to risk more lives than necessary, occupy valuable space in the boat, and take the responsibility and credit from him. The Committee think that the only exception to this rule should be when the coxswain and crew may themselves wish for and invite the aid of any practical and experienced person whose presence with them may be likely to be of service, or to afford them encouragement and confidence.

"I am, &c.,

"RICHARD LEWIS,

"Secretary.

"To the Honorary Secretary of the _____
Branch."

Paid 77*l.* 4*s.* 8*d.* for sundry charges on various life-boat establishments.

Voted 71*l.* 11*s.* to pay the expenses of the *Albert Victor* life-boat, stationed at Berwick-on-Tweed, for putting off and rescuing the crew of 7 men from the schooner *Johanna*, of Soon, Norway, which was stranded, during stormy weather, on Spittal Point, on the 8th March.

Also 9*l.* to pay the expenses of the Seaton Carew life-boat in putting off and saving the crew of 13 men and the captain's wife from the ship *Amsterdam*, of Sunderland, which was stranded, during stormy weather, on the North Gare Sandbank, on the Durham coast, on the 8th March. The life-boats at Redcar and Middlesbrough also put off with the view of rescuing the crew of the above vessel. Voted 18*l.* 19*s.* to pay their expenses.

Also 23*l.* to pay the expenses of the Winterton life-boat in putting off, during a strong gale of wind from the E.S.E. and heavy squalls, and bringing safely ashore the crew of 10 men from the brig *Mazurka*, of Dundee, which was totally wrecked about half a mile south of Winterton, on the 9th March. The Caister life-boat also went out to the rescue of the crew of this vessel. Voted 25*l.* to pay the expenses of that boat.

Also 7*l.* to pay the expenses of the Cardigan life-boat in going off, during a gale of wind, and saving the crew of 6 men from the smack *Elizabeth*, of Cardigan, which had stranded and afterwards sunk on the Bar of that place, on the 23rd March.

Also 4*l.* 12*s.* to pay the expenses of the Holyhead life-boat in putting off, in reply to signals of distress from the schooner *Leader*, of Liverpool, which had become unmanageable while making for Holyhead Harbour during a heavy gale of wind from the S.S.W., on the 23rd March. One of the life-boat's crew boarded the vessel, which, with the assistance of a steam-tug, was ultimately got into the harbour in safety.

Also 11*l.* 14*s.* to pay the expenses of the Penarth life-boat in going off and rescuing the crew of 7 men from the brig *Claudia*, of Belfast, which had stranded on Cardiff Sands during a strong gale of wind from the S.W. on the 23rd March.

Also 8*l.* to pay the expenses of the Swansea life-boat in putting off, during a very heavy squall and high sea, and bringing ashore the crew of 7 men from the brig *Vesta*, of Whitby, which was totally wrecked between Mumbles and Swansea on the 23rd March.

Also 14*l.* 5*s.* to pay the expenses of the Porth-dinllaen life-boat in going off, in reply to signals of distress and saving 5 men from the smack

Jenny Jones, of Barmouth, which was in distress in Porthdinllaen Bay during a gale of wind from the N.W. on the 24th March.

Also 9*l.* 15*s.* to pay the expenses of the North Deal life-boat in putting off and bringing ashore the crew of 5 men from the schooner *Peerless*, of Aberystwith, which was totally wrecked, during a very strong wind from W.S.W., on the Goodwin Sands, on the 24th March. The poor cabin boy unfortunately died from exposure in the vessel's rigging before the life-boat arrived. The Rams-gate life-boat also put off with the view of rescuing the crew of the above vessel.

Also 6*l.* 0*s.* 6*d.* to pay the expenses of the Dundalk life-boat in going off and rescuing 9 of the crew of the barque *Julia*, of Liverpool, which was wrecked, during a heavy gale of wind about a mile and a half S.S.W. of Dundalk lighthouse, on the 23rd March. One of the crew had met with a watery grave before the life-boat arrived, and the remaining 9 men were in so exhausted a condition that they had to be dragged into the life-boat. More than one poor fellow exclaimed, "God bless the life-boat!"

Also 16*l.* 11*s.* to pay the expenses of the Redcar life-boat in putting off, in reply to signals of distress, and rescuing the crew of 3 men and the master's wife from the billy-boy *Gipse*y, of Wisbeach, which was totally wrecked, during a heavy gale of wind on Hales Rocks, off Redcar, on the night of the 23rd March.

Also 9*l.* 15*s.* to pay the expenses of the Ballycotton life-boat in going off, in reply to signals of distress, from the ship *Alarm*, of Belfast, which was wrecked, during a strong gale of wind and squally weather, in Ballycotton Bay, on the 23rd March. On arriving near the wreck a rope was conveyed on board by means of a loaded cane and line, with which the life-boats are always supplied, and 6 men were drawn through the surf into the life-boat. At this time the masts fell over the vessel's quarter, fortunately just clearing the life-boat. Five more of the crew were afterwards hauled on board, and the 11 rescued men were subsequently safely landed.

Also 7*l.* 8*s.* to pay the expenses of the Dundee *People's Journal* life-boat (No. 1), stationed at Peterhead, for putting off and saving the crew of 8 men from the brig *Providentia*, of Svelvig, near Drammen, which was totally wrecked, during a heavy gale of wind from the S.E., on the rocks near the entrance of Peterhead Harbour, on the 24th March.

Also 23*l.* to pay the expenses of the Yarmouth surf life-boat in putting off and rescuing the crew of 3 men from the schooner *Ann*, of Torquay, which was stranded on Yarmouth Beach, during a heavy gale of wind, on the 23rd March. The following morning the life-boat again went out and succeeded in bringing the vessel safely into harbour. For the latter service the life-boat's crew had salvage.

Also 137*l.* 19*s.* 6*d.* to pay the expenses of assembling the crews, or the putting off of the life-boats at Rhoscolyn, Girvan, Hastings, Worthing, Rosslare, Caister, Scarborough, Berwick, Lossiemouth, Blackpool, Exmouth, Lyme Regis, Broughty Ferry, Drogheda, Swansea, Winchelsea, Rye, Cahore, St. Andrews, and Rhyll, to various vessels which were in distress during the recent gales, and which had signalled for assistance from the shore. Fortunately, however, most of them succeeded in getting out of their dangerous positions, and in other cases the life-boats' services were declined.

Reported the services of the Lytham life-boat in going off and bringing safely into port the brigantine *Pearl*, of Montrose, and her crew of 8

men. The vessel was stranded on the east end of Salthouse Bank, during stormy weather, on the 12th March. The life-boat's crew received 28*l.* from the owners of the vessel for this service.

Voted 3*l.* 10*s.* to 7 Coastguardmen for putting off in a boat and assisting to rescue a portion of the crew of the ship *Scotland*, of Glasgow, which was in distress, during a heavy gale of wind, in Dingle Bay on the 26th December last.

Also 1*l.* each to 5 Coastguardmen for going off in their boat and rescuing, at considerable risk of life, the crew of 6 men from the brigantine *Sarah Emma*, of Mirimachi, which was totally wrecked, during a heavy gale of wind, in Dingle Bay on the 29th December last.

Also 2*l.* 10*s.* to 5 men for wading into the surf and rescuing, at some risk, the captain and one of the crew of the steam-ship *Ibis*, of Cork, which was wrecked on Julien Rock, in Ballycreegan Bay, during a gale of wind, on the 21st December last.

Also 2*l.* to 4 men for putting off in a boat and saving the crew of 2 men from the smack *Eliza*, of Wicklow, which was wrecked on Arklow Bar, during rough and squally weather, on the 13th March.

Also 1*l.* to a boat's crew for saving 12 men and a boy, whose boat had been capsized, during stormy weather, on Arklow Bar, Ireland, on the 27th February.

Also 2*l.* to 4 men in acknowledgment of their promptitude in putting off in a pilot boat and rescuing a lad who was in a dangerous position in a small boat in Peterhead Harbour, on the 26th February.

Also 11*l.* to the crew of the Scratby beachmen's life-boat, for going off and rescuing the crew of 5 men from the schooner *William Henry*, of Yarmouth, which was wrecked on the Scroby Sands, during stormy weather, on the 3rd February.

Also 1*l.* each to E. Brown, coxswain of the Kingstown life-boat, and 4 Coastguardmen, for putting off, on a dark stormy night, in a whale-boat, and rescuing 2 men from a rock at the south side of Dublin Bay. The 2 men formed part of the crew of the schooner *Morris*, of Lancaster, which had struck on the rock, but had afterwards drifted clear, leaving them behind.

Thursday, 3rd May. The Right Hon. Earl Percy, P.C., President of the Institution, in the Chair.

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

Elected the Chairman of the preparatory Committees for the ensuing year.

Read letter from the Secretary of State for War, of the 30th April, stating, in reply to the application of the Institution, that he would grant a site of ground for the erection of the Queenstown Life-boat House. — *To be thanked.*

Read and approved the Report of the Inspector of Life-boats, on his visit to Queenstown, Kinsale, Courtmacsherry, Ardmore, Ballycotton, Balbriggan, Skerries, Poolbeg, Wicklow, Cahore, Courtown, Rhyll, Oxford, Barnstaple, and Hayle.

Also the Report of the Assistant Inspector of Life-boats, on his visits to Margate, Ramsgate, Kingsgate, Deal, Walmer, Kingsdowne, Dover, Littlestone, Winchelsea, Rye, Hastings, Sheringham, Cromer, and Mundesley.

Read letter from the Commissioners of the Paris Universal Exhibition of 1867, of the 27th April, expressing their desire to have the assistance of some one connected with the NATIONAL

LIFE-BOAT INSTITUTION, as Associate-Commissioner in Class 66, 'Navigation and Life-boats.'

Decided that Rear-Admiral A. P. RYDER, and Captain J. R. WARD, R.N., Inspector of Life-boats to the Society, be named to the Commissioners.

Also that the Thanks of the Institution, inscribed on Vellum, be presented to Admiral RYDER, in acknowledgment of his most valuable services and cordial co-operation while Commodore Controller-General of the Coastguard, in assisting to carry out the national and philanthropic objects of the Society.

Reported that the Government of the Hanseatic Republics was forming a Society, on the model of the NATIONAL LIFE-BOAT INSTITUTION, and that every co-operation had been offered them by the Institution.

Also the receipt, through WILLIAM REED, Esq., of 435*l.* 0*s.* 5*d.*, collected amongst the grocers of England, to defray the cost of the Grocers' life-boat and carriage.—*To be thanked, and decided that the boat be stationed at Mundesley, Norfolk.*

Also that E. M. S. had given the Society 300*l.*, through Admiral GAMBIER, to meet the expense of the life-boat about to be stationed at Chapman's Pool, the boat being named the *George Scott*.—*To be thanked.*

Also that 310*l.* had been received, per favour of R. M. BALLANTYNE, Esq., on account of the 'Edinburgh Working Men's' Life-boat, which was intended to be stationed by the Society at Port Logan, N.B.—*To be thanked.*

Also 250*l.* from the Civil Service Life-boat Fund, collected principally by MALCOLM GOLD-SMITH, Esq., and JAMES A. DOW, Esq., amongst the gentlemen connected with the Civil Service of the country. The boat was to be stationed at Rosslare, County Wexford.—*To be thanked.*

Also that Miss DUNCAN, of Bath, had given 350*l.* to pay for the new life-boat and carriage for Sheringham, Norfolk—the boat to be named the *Duncan*.—*To be thanked.*

Also a second donation of 162*l.* 6*s.* 9*d.*, on account of the *Simla* life-boat fund, which had been collected by Captain A. R. WESTON, of the P. and O. steamer of that name.—*To be thanked.*

Also 157*l.* 11*s.* from E. CHAMBERS, Esq., of Reigate, being the first instalment of the amount he was collecting towards defraying the cost of a life-boat to be named the *Reigate*.—*To be thanked.*

Also 90*l.* legacy of the late Miss BENNETT, of Sloane Street; 33*l.* 4*s.* 6*d.* being an additional amount collected by Lady THOMAS, of East Malvern, principally in annual subscriptions: 10*l.* 10*s.*, proceeds of a dramatic entertainment at St. Martin's Hall by the 'Young Stagers' on the 4th May, per W. H. PREEDY, Esq.; 15*l.* additional collected by Captain THOMAS SMITH, of the Bristol Marine Office; 3*l.* 15*s.*, half the free proceeds of two lectures on India delivered in St. George's Hall, Ramsgate, by Captain HAWKINS; and 2*l.* 10*s.* from the officers and crew of the *Sea Breeze*, of London, per Captain T. R. HARRY.—*To be severally thanked.*

Also that the Foresters' Demonstration at Diss, Norfolk, on the 4th April, in aid of the funds of the Institution, had realized 30*l.* 10*s.*—*To be thanked.*

Also that the late SAMUEL TRAVIS, Esq., of Cheltenham, had left a legacy of 100*l.*, free of duty, to the Institution, for the support of the *Derby* life-boat, stationed at Sunderland.

Also that an Amateur Concert had been given at Girvan, N.B., in aid of the funds of the Institution, when 14*l.* was realized.—*To be thanked.*

Also that the new life-boats and carriages for Hayle and Braunton had been forwarded to their stations, the several Railway Companies over whose lines they passed readily granting them a free conveyance.—*To be thanked.*

The *Isis*, life-boat for Hayle, was publicly launched in Oxford on the 24th April, and at Hayle on the 28th of the same month.

A grand demonstration also took place at Barnstable with the Braunton new life-boat, on the 26th April.

Read letter from Mr. W. SUMNER, of Tarriff, N.B.; Mr. T. BATE, of Guernsey; Mr. W. VINCENT, of Birmingham, and Sergeant HART, R.E., of Newcastle-on-Tyne, calling the attention of the Institution to their respective plans for saving life from shipwreck.—*To be acknowledged.*

Decided that the best thanks of the Institution, inscribed on Vellum, be presented to the Rev. W. YATE, in acknowledgment of his long and valuable co-operation during the period he occupied the office of Honorary Secretary of the Dover branch of the Society.

Paid 3,083*l.* 19*s.* 9*d.* for sundry charges on various life-boat establishments.

Voted 18*l.* 15*s.* to pay the expenses of the Mundesley life-boat, in putting off twice during stormy weather and rescuing the crew of 11 men from the Barque *Elizabeth and Mary*, of Whitby, which was stranded on the beach between Mundesley and Bacton on the 8th ult.

Also 6*l.* to pay the expenses of the Rosslare life-boat, in going off during a strong easterly wind, on the 9th ult., and bringing safely ashore the crew of 6 men from the smack *Shamrock*, of Wexford, which had struck, and afterwards become a total wreck on the north end of the Dogger Bank.

Also 6*l.* to pay the expenses of the Maryport life-boat in putting off, in reply to signals of distress, and bringing safely into port the schooner *Treaty*, of Goole, and her crew of 4 men. The vessel was stranded during a strong gale of wind from W.S.W., on Dub Mill Scar Sands, about 8 miles from Maryport, on the 17th ult.

Reported the services of the Caister life-boat, in going off, in reply to signals of distress on the 7th ult., and bringing safely into Yarmouth Roads the steamer *Corbon*, of Newcastle, and her crew of 12 men. The steamer was observed in a totally disabled condition, near the Cackle Sand, during hazy weather, and a strong wind from the E.N.E.

Voted 55*l.* 1*s.* 6*d.* to pay the expenses of the life-boats of the Institution at Bude Haven, Dun-dalk, Winterton, Palling, Courtown, Wexford, and Yarmouth, in putting off, in reply to signals of distress during stormy weather, with the view of rendering assistance to different vessels.

Also the Silver Medal of the Institution, a copy of its Vote on Parchment, and 2*l.* to Mr. JOHN BUNT, Officer of H.M.'s Coastguard; and 12*l.* to 8 other men of the same service, for putting off in a Coastguard boat, during a heavy gale of wind, and rescuing, after several attempts and at considerable risk of life, 5 out of 12 of the crew of the Swedish brig *Fuhl's Bure*, of Sunderland, which was totally wrecked in Sandown Bay, Isle of Wight, on the 24th March last.

Also the Silver Medal of the Institution, a copy of its Vote on Parchment, and 1*l.* to Mr. JOHN KERRISH, commissioned boatman of the Coastguard, and 1*l.* to 2 other men, for going off in a shore boat through a heavy sea, and saving a man who had been overtaken by the tide and was in a very dangerous position on a pile-driving machine in Drumburgh Marsh, on the 16th ult. KERRISH had first to swim about 80 yards, in a heavy sea,

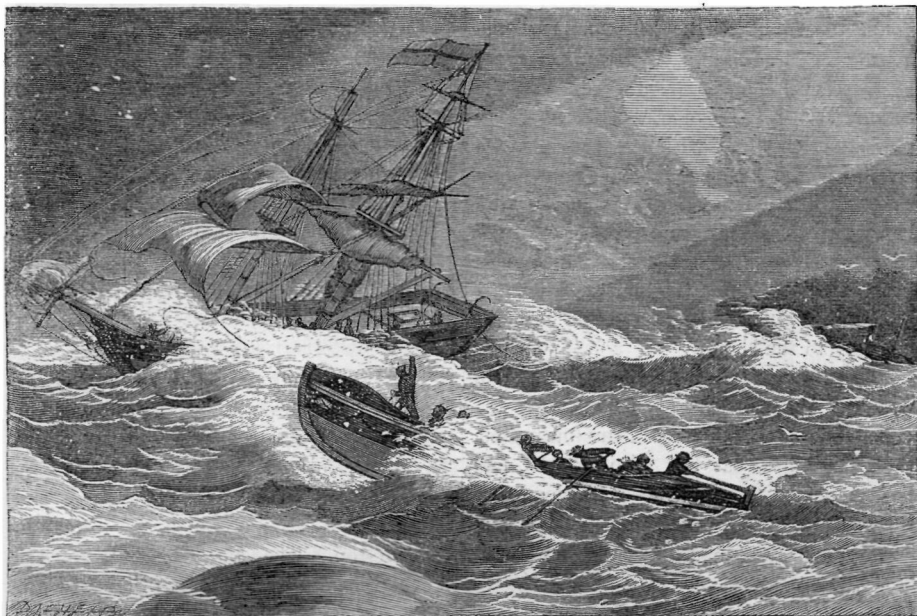
to reach the boat by means of which the man was saved.

Also the Thanks of the Institution, inscribed on Vellum, to Mr. D. COLLINS, Chief Officer of H.M.'s Coastguard, and 12. each to 4 other men of the same service, for putting off in a whale-boat during a gale of wind, and at considerable risk of life, to the rescue of the crew of 7 men, in a small boat which had been swamped some miles

from the shore, while going out to a vessel which had signalled for a pilot on the 25th Feb. last.

Also 5l. to the master and crew of 6 men of the steam-tug *Royal Albert*, of Poole, for their services in rescuing the crews of 2 wrecked vessels, and for bringing the pilot-boat *Ela* and her crew of 4 men to a place of safety. The tug had also towed the Poole life-boat out during the heavy gale of wind on the 11th Feb. last.

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



NEW ROMNEY, KENT.—On the 31st December, two French fishing-smacks were seen driving out of Dungeness Roads down on a lee-shore, off Dymchurch. The wind was blowing a strong gale from the S.W. The Dungeness life-boat, the *Providence*, was soon launched, and succeeded in reaching one of the vessels just as she reached the breakers, and took off the crew of 7 men, landing them in safety. The other vessel succeeded in getting out of danger.

TEIGNMOUTH, DEVON.—On the 11th January, news was received at this station that the services of the *China* life-boat were urgently needed in Torbay, as many vessels were in great danger of being wrecked during a strong gale of wind from the N.E. The *China* life-boat was thereupon de-

spatched by land, and upon her arrival at Torbay, she went off, and brought safely ashore 11 men from the brig *Jessie*, of London, which had been in collision with the brig *Cheshire Witch*, of London. The crews of several vessels had unhappily perished before the arrival of the life-boat at Torbay.

KINGSGATE, KENT.—On the 11th January, the Norwegian brigantine, *Fremad*, was stranded in Kingsgate Bay, during a strong gale of wind from N.E. by N. The *Brave Robert Sheddin* life-boat was soon launched and rescued the vessel's crew of 7 men.

PALLING, NORFOLK.—On the 11th January the schooner *Laurel*, of Goole, came on shore, during a strong wind and heavy sea. The *Parsee* life-boat, which was immediately launched, succeeded in saving the crew of

3 men, and in landing them afterwards in safety.

GREAT YARMOUTH, NORFOLK.—On the 11th January, the brig *Thoughtful*, of Sunderland, bound from that port to London with coals, dragged her anchors, and came on shore during a gale of wind from the E.N.E. and heavy sea. The Yarmouth surf life-boat was quickly launched, and brought ashore the crew of 8 men. The vessel soon afterwards sank.

On the night of the 20th January, the Yarmouth large life-boat went out in reply to signals of distress from a vessel on the Scroby Sands. There was a strong wind blowing at the time, with heavy squalls. On arriving at the spot the life-boat's crew found the brigantine *George*, of Goole, striking heavily on the Sand. In consequence of the shoal water, some difficulty was experienced in rescuing the crew of 6 men. All were, however, eventually taken off, and brought in safety to the shore.

The life-boat afterwards put off again with the view of endeavouring to get the vessel off the Sand, but, in the meantime, the Caister life-boat had also put off, and had succeeded in saving her. Subsequently the brigantine was brought into harbour.

On the 11th February, the Yarmouth surf life-boat went off in reply to signals of distress from a vessel on the North Beach. A heavy gale was blowing from the S.S.E. at the time. When the life-boat arrived alongside, the sea was making a clean breach over the ship, and it was with great difficulty that the crew of 9 men were rescued. The vessel proved to be the barque *Reliance*, of Whitby, bound from Middlesborough to Dieppe with coals.

On the following day the same life-boat again went out, and brought ashore the crew of 7 men from the brig *Pero*, of Whitby, which had stranded about a mile to the N. of Yarmouth during a heavy gale from the S.S.E.

On the night of the 23rd March the services of this valuable life-boat were again brought into requisition. During a terrific gale of wind from the S., and a very heavy sea, the beachmen on the look-out

had observed a vessel driving with both anchors down. The captain and 2 of his crew had been ashore on business during the day, and in consequence of the gale were unable to get off again. When nearing the beach signals of distress were shown from the vessel, and the life-boat was immediately manned and launched. While on her way to the rescue, the life-boat was several times fairly under water. The vessel was, however, at last reached, and the remainder of the crew, 3 in number, were brought safely ashore in the life-boat.

About two hours afterwards, the weather having somewhat moderated, the beachmen launched the large life-boat, and succeeded in warping the vessel to a safe anchorage—keeping possession of her until mid-day, when her own crew were brought off from the shore. She proved to be the schooner *Ann*, of Torquay, bound from Shields to that port with coals.

ST. IVES, CORNWALL.—During a heavy gale from N.E., on the 16th January, the *Bessie*, of Hayle, a new screw-collier, worth 10,000*l.*, went ashore on Hayle Bar. She soon became firmly imbedded in the sand, and her crew, consisting of 9 men, had to take to the fore-top. The *Moses* life-boat and the rocket-apparatus were taken to the spot without delay. The sea was running mountains high at the time. It was too distant, however, for the rocket-apparatus to reach the vessel, and the life-boat was unable to get to her from want of power. A telegram was accordingly sent to Penzance for the *Richard Lewis* life-boat. She was at once despatched, and, on arriving at Hayle, the two life-boats put off to the steamer in the presence of thousands of people who lined the cliff. After hard pulling, the *Moses* life-boat was the first to reach the vessel, and picked up 1 of the crew, who had fallen overboard; the other life-boat then came up and took off 5 of the crew, and the St. Ives' life-boat took off the captain and the remaining 2 men; the two life-boats then returned to shore amidst shouts of applause from the people on land. One of the crew of the Penzance life-boat, while

alongside the steamer, was struck overboard by her jib, but was quickly rescued by his comrades. A more exciting life-boat service has rarely been performed. The long struggle of the crews to reach the ship, and their coolness and judgment in the actual rescue, are beyond all praise, as but for them every soul must have perished, as we were informed last month by an eyewitness of the whole affair.

LOWESTOFT, SUFFOLK.—At daylight on the morning of the 13th January, a brig was observed on the Holm Sand. A yawl put off and reached the vessel, but the crew refusing to leave, she returned to the shore. The wind, which had been blowing heavily from the S.W., now increased to a furious hurricane, with a tremendous sea running. A second and more powerful yawl now went off, but, owing to the heavy sea, she could not obtain a communication with the ill-fated vessel, and the crew were compelled to return to the shore for their own safety. Although the brig was at a distance of two miles from the shore, terrific seas were distinctly observed to be breaking completely over her. The Lowestoft life-boat was then launched, and proceeded in tow of the steam tug *Rainbow* to the rescue of the shipwrecked crew. At times both life-boat and tug were tossed on high by the foaming waves, and the next moment they sank so deeply in the trough of the sea as to be scarcely visible from the shore. The life-boat having approached within a short distance of the brig, let go her anchor, and veered away her cable, but, owing to the fearful sea on, she was unable to get near the wreck. Several of the life-boat crew were nearly washed overboard, and in order to ensure their own safety, they were compelled to cut their cable and leave the doomed ship. The life-boat then returned to the harbour, and having obtained a fresh anchor and cable, she proceeded off a second time in tow of the *Rainbow* to the scene of the calamity. The wreck was by this time scarcely discernible, but the life-boat bore down as near as possible to it, and the noble daring of the gallant beachmen was partially crowned with success, 7 of the helpless crew of the brig being saved. The

captain and 3 of the crew had unhappily perished. A Falmouth pilot who had been on board the vessel was also picked up, but in an insensible state; and the poor fellow died before the vessel reached the shore. The vessel proved to be the Austrian brig *Osep*, of Fiume, bound from Falmouth to Hartlepool.

WHITBURN, DURHAM.—Early on the morning of the 13th January, the barque *Victorine*, of Ostend, struck on the rocks off Souter Point, near Whitburn. There was a heavy wind blowing S. by E., and a very high sea on. The *Thomas Wilson* life-boat was quickly launched, and was soon under the lee of the vessel. One foreigner jumped on board, but the remainder, anxious to save their clothes, kept the life-boat waiting, until a heavy sea striking her, the rope broke, and she was thrown violently upon the rocks; fortunately, however, no lives were lost. The remainder of the shipwrecked crew were subsequently taken off by a Shields life-boat. Capt. HEARD, R.N., reported that it was only the great strength of the boat that saved her from inevitable destruction.

NORTH DEAL, KENT.—On the 7th February, the ship, *Iron Crown*, went on the outer edge of the Goodwin Sands, about two miles S.W. of the Beacon. She fired signal-guns, but they were not heard from the shore. The wind was blowing strong from the S.W., and the weather thick with rain. The *Van Kook* life-boat, at North Deal, put off and assisted, in conjunction with a Deal lugger and two steam-tugs, in getting the vessel off the sand, and in placing her in safety. The Walmer life-boat also put off with the view of rendering assistance to this vessel.

Early on the morning of the 24th March, the schooner *Peerless*, of Aberystwith, went on shore on the Goodwin Sands, while it was blowing very hard from the W.S.W.; signal guns were fired by the Gull Stream light-ship, and the *Van Kook* life-boat was soon launched to the rescue. On reaching the vessel, they found the crew of 5 men and the dead body of the poor cabin-boy in the rigging. The men were all taken off in a very exhausted condition, and brought ashore by the life-boat. The Ramsgate life-boat also put off with the view of rescuing the crew of the same vessel.

Royal National Life-Boat Institution.

Supported by Voluntary Contributions.

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President—THE RIGHT HONOURABLE THE EARL PERCY, P.C.

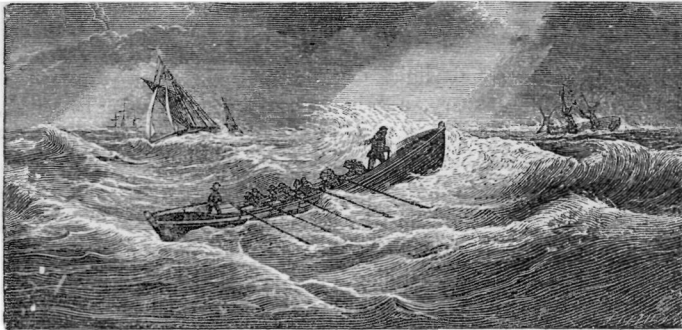
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Secretary—RICHARD LEWIS, ESQ., of the Inner Temple, Barrister-at-Law.

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

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



A P P E A L.

THE COMMITTEE OF MANAGEMENT have to state that, during the past year (1865), and the first eight months of the present year, the ROYAL NATIONAL LIFE-BEAT INSTITUTION has expended £42,420 on various Life-boat Establishments on the Coasts of England, Scotland, and Ireland, in addition to having contributed to the saving of 1,256 persons from various shipwrecks on our coasts. Every winter that comes and goes has its black record of wrecks, and its terrible list of lost lives. How many would have been ready to give all the wealth they possessed last winter to behold a Life-boat putting off to their stranded vessel? Perhaps it was the first time that some of them had ever seriously thought of a Life-boat, and it was too late.

GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING THE PAST YEAR.

		£.	s.	d.
Number of Lives rescued by Life-boats, in addition to 31 vessels saved by them	819	..	..	..
Amount of Rewards to Life-boat Crews . . . . .	..	3,062	7	8
Number of Lives saved by Shore-boats, &c.	437	..	..	..
Amount of Rewards to the Crews of Shore-boats . . . . .	..	335	15	0
Honorary Rewards:—Silver Medals	21	..	..	..
Votes of Thanks on Vellum and Parchment	47	..	..	..
Total	68	1,256	3,398	2 8

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 172 Life-boats on the shores of the United Kingdom. Deeply sensible, however, of the great responsibility that rests on them to maintain their fleet in a thoroughly efficient state, and its crews practised in the management of their boats, which can only be effected by a large and permanent annual income, they earnestly appeal to all classes of their countrymen to continue to aid them in upholding and perpetuating so great and truly national a work.

The number of lives saved either by the Life-boats of the Society, or by special exertions, for which it has granted rewards, since its formation, is 15,522; for which services 82 Gold Medals, 763 Silver Medals, and £22,842 in cash have been paid in rewards. The Institution has also expended £149,905 on its One hundred and Seventy-two Life-boat Establishments.

The expense of a Life-boat, its equipment, transporting-carriage, and boat-house, averages £620, 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. COURTIS and Co., 59 Strand; Messrs. HERRIES, FARQUHAR, and Co., 16 St. James's Street, London; by all the other Bankers in the United Kingdom; and by the Secretary, RICHARD LEWIS, Esq., at the Office of the Institution, 14 JOHN STREET, ADELPHI, London, W.C.—1st October, 1866.